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January 31, 2024

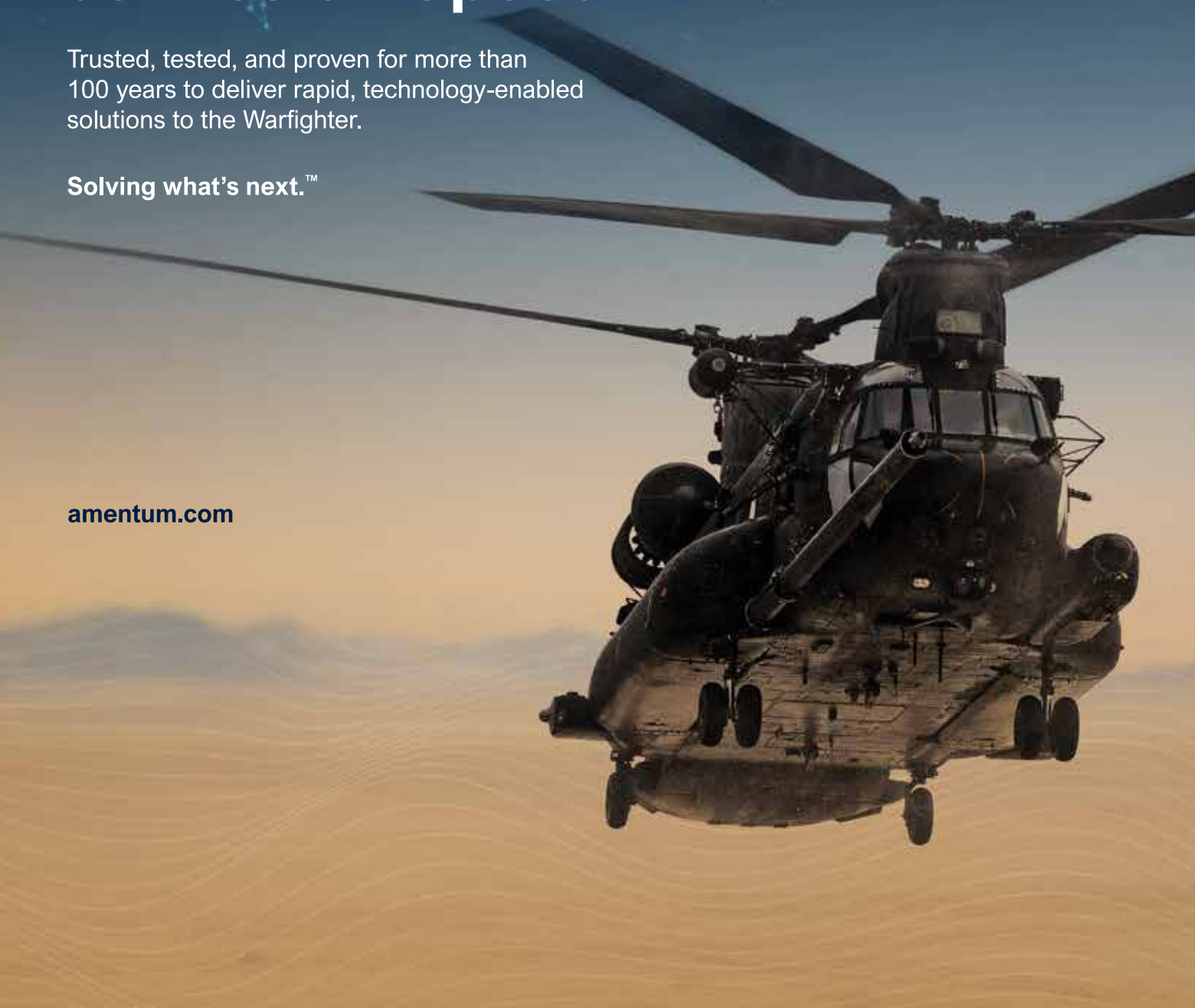
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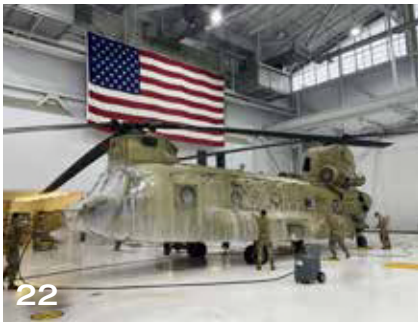




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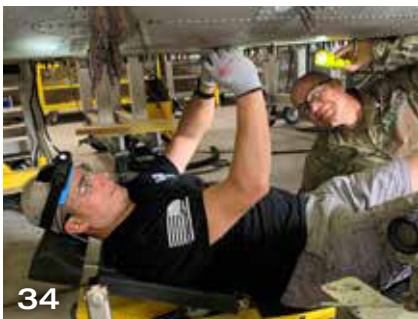
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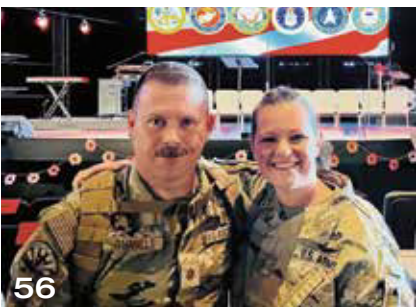
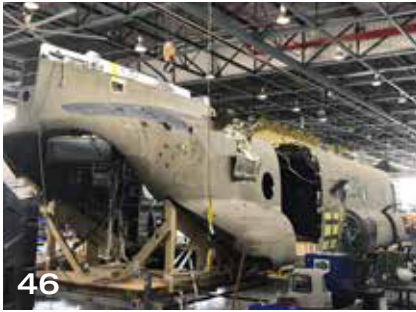
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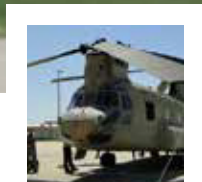
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## On The Cover

PAID ADVERTISEMENT: Amentum is a leader in global engineering, project management, solutions development, and integration, trusted to modernize the most critical missions worldwide. We are Army Aviation's #1 provider of maintenance, repair, and overhaul (MRO), logistics, modernization, test, training, and engineering support services. *Caption provided by the advertiser.*

# Briefings

## GO Promotions Unblocked

On Dec. 5, 2023, Sen. Tommy Tuberville R-AL, dropped his 10-month long block on the majority of upper leadership promotion confirmations and the Senate confirmed 425 promotions the same day, including the following aviation officers to brigadier general:



U.S. ARMY PHOTO

COL(P) David C. Phillips, with assignment as the Program Executive Officer Aviation, Redstone Arsenal, AL;

and,



U.S. ARMY PHOTO

COL(P) Scott D. Wilkinson, to remain Commander, U.S. Army Special Operations Aviation, Command, Fort Liberty, NC.

See page 62 for other aviation general officers confirmed by the Senate.

## Black Hawk Fleet Reduction



U.S. ARMY PHOTO BY SGT PACHIEL CHRISTENSEN

In a recent interview, MG Mac McCurry, commanding general of the Army Aviation Center of Excellence, stated that the Army is planning to cut roughly 157 Black Hawks, or 7.5% of its total utility fleet, from its active-duty component in a move intended to help the Army optimize its current fleet while making room in the budget for the Black Hawk's replacement, the Future Long-Range Assault Aircraft, or FLRAA, that will begin fielding in the early 2030s. The cuts will be made from a few Alpha models and the rest Lima models from the service's "operational readiness floats," McCurry said.

## Commanders No Longer Able to Decide Prosecution of Certain Major Crimes

As of Dec. 28, 2023, the decision to prosecute sexual assault and sev-

DEPARTMENT OF DEFENSE GRAPHIC



eral other serious crimes has moved from an accused service member's chain of command to new Office of Special Trial Counsel, which have general or flag officer leaders who report directly to the secretaries of the military departments. Standing up of these OSTCs means that, going forward, only trained, designated attorneys will decide whether to press charges or send a case to trial. The covered offenses that fall under the authority of the new OSTCs include murder, manslaughter, kidnapping, domestic violence, stalking, child pornography and most sexual assault and sexual misconduct. Sexual harassment will be added as a covered offense on Jan. 1, 2025, for crimes committed after that date where a formal complaint is made and substantiated.

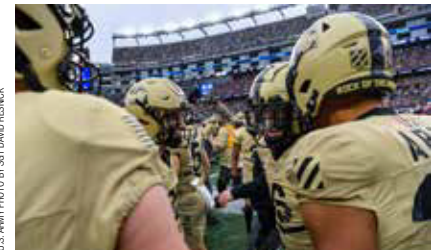
## Temporary NCO Promotions Renewed



WHITE HOUSE PHOTO

The Army has extended across-the-board temporary promotions for enlisted troops who haven't attended their professional military education for at least another year, according to a policy memo signed by Army G-1, LTG Douglas Stitt. Otherwise-eligible troops will advance to the higher grade and then have 365 days to complete their next educational milestone.

## Army Beats Navy!



U.S. ARMY PHOTO BY SGT DAVID RESNICK

Army beat Navy 17-11 at Gillette Stadium in Foxborough, MA on December 9, 2023 to claim the 10th Commander-In-Chief's Trophy in academy history. The Black Knights secured the win with a thrilling stop of the Midshipmen at the 1-yard line with 3 seconds left on the clock. This is the first time the game was played in the Boston area and is Army's second straight win over Navy and sixth win in the last eight meetings. Navy still leads the all-time series 62-55-7. The 125th game returns to Washington, D.C.'s FedEx Stadium in Landover, MD on Dec. 14, 2024.




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# Roaring Into the New Year!

## 2024!

The Annual Summit in Denver will be barely 90 days away by the time you read this. Incredible! We hope that everyone had a wonderful Christmas and New Year's holiday; really looking forward to the year ahead and the great work that your Association will do in support of our Aviation family.

Bill Harris and I had the privilege of travelling to Lubbock, Texas after Thanksgiving to join the leadership of the Vietnam Helicopter Pilots Association (VHPA) Legacy Committee to see how our Association might best support them in the future, as it plans its inevitable 'sunset.' Art Jacobs and Don LeMaster are the leads for the VHPA; Bill and I were totally impressed with their vision for the future of VHPA. Importantly, they are completing their Strategic Plan that will inform the execution of the myriad tasks and actions that the transition will require, ranging from event planning to publication and membership servicing. Art and Don have also established a strong relationship/partnership with the Vietnam Center and Archive (VNCA), located on the Lubbock campus of Texas Tech University. We honestly had no idea how extensive the VNCA collection is and how deep the expertise is that resides there. The VHPA will be leaving all their records and documents to the VNCA and have already been coordinating with the VNCA for some years. Their decision to get into a relationship with VNCA to maintain their legacy records could not have been more well placed. Check out the VNCA website at [www.vietnamwarlegacy.ttu.edu](http://www.vietnamwarlegacy.ttu.edu) for a quick overview of the breadth of their capabilities and plans for the future.

AAAA has also been a beneficiary of the VHPA's support and generosity. The VHPA was the very first "Heritage Matching Fund" scholarship established by the AAAA Scholarship Foundation Inc., in 2002 with a donation of \$10,000. Since that time, the VHPA has donated almost \$500,000, which



*Pictured (l to r), AAAA National President MG (Ret.) Davis; Dr. Ron Milam, Executive Director, Texas Tech University College of Arts & Sciences Institute for Peace and Conflict; Dr. Steve Maxner, Director, The Vietnam Center and Sam Johnson Vietnam Archive, TTU; and AAAA Executive Director, Bill Harris.*

this year supported 18 scholarship awards to deserving students in our merit-based program. We at AAAA look forward to continuing to develop our relationship with the VHPA to best support them into the future ensuring that their story and legacy is never forgotten. I conveyed to them on behalf of our 19,600 members, that AAAA will do whatever it can to carry on the traditions, memory, and spirit that the first "Sky Soldiers" pioneered during their Vietnam War service. We owe them nothing less.

On December 6th, we concluded our 18th Luther G. Jones Army Aviation Depot Forum. This year's theme was Corpus Christi Army Depot – Integral to Aviation Readiness Today and Into the Future. Our thanks to COL Kyle Hogan, SGM Jon Trawick and the CCAD team for their exceptional support and sponsorship of this 'small, but mighty' impactful forum. Also, to MG Tom O'Connor, Commanding General, AMCOM, CW5 Pat O'Neil, our Aviation Branch Maintenance Officer, and CSM Bradford Smith, AMCOM CSM, for their enduring support and presence during the entirety of the program – for sure, that makes a difference for the attendees, industry partner ex-

hibitors, and forum sponsors. CCAD is a national treasure and the artisan workforce that comprises it is truly indicative of the strength of our Army and Nation.

As I mentioned at the start, we are rapidly closing on the Annual Summit. We will have updates in this space and through emails regarding the Denver Gaylord Rockies itself, as well as the professional and social agendas as they inevitably evolve over the next couple of months.

Please take note – the deadline for registration for all food events is April 4, 2024. You may continue to register after that but there will be no tickets available for any of the food events such as the Hall of Fame and the Soldier Appreciation Dinner concert. You are going to want to be at the Hall of Fame Induction Ceremony – with inductees including two Medal of Honor recipients and a certain former Army Chief of Staff. Added bonus – the entertainer for the Soldier Appreciation Dinner Concert is Randy Houser... so, get your tickets now! Register at [www.quad-a.org/24Summit](http://www.quad-a.org/24Summit).

MG Walt Davis, U.S. Army Retired  
36th President, AAAA  
[walt.davis@quad-a.org](mailto:walt.davis@quad-a.org)





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## Army Aviation Maintenance: Our Combat Multiplier

By MG Michael C. McCurry II

Army Aviation provides the ground and joint combined arms teams with the capabilities to See/Sense, Strike, Move, and Extend across multiple domains of the large-scale combat operations (LSCO) battlefield.

While these competencies are planned and led by our Soldiers, rotary-wing, fixed-wing, and unmanned aircraft are required to execute them. Like our combined arms teammates, with the rifle, tank, or cannon as their primary weapon system, our airframes are essential. *Army Aviation's ability to perform its mission depends on the readiness and reliability of our platforms in combat, and maintenance is the lifeblood that makes it happen.* Aviation maintenance generates and regenerates combat power and ensures our ability to fight and win.

Maintenance becomes more difficult in large scale combat. In counterinsurgency (COIN), the enemy did not pose an immediate threat to most aviation maintenance functions. Because of this, Aviation maintenance was conducted largely unimpeded from hard-stand locations. In the future, we can expect peer adversaries to disrupt maintenance operations in the rear area, forward arming and refueling points (FARPs), and during battle damage



U.S. Soldiers with the 126th Aviation Battalion conduct maintenance on a UH-60 Black Hawk on Camp Bondsteel, Kosovo, July 19, 2023.

assessment and repair and recovery operations. Our future enemy's arsenals are more sophisticated and aviation maintenance must adapt to deal with this threat.

Another challenge we are facing is the degradation of the Aviation maintainer's experience levels. Aviation maintenance in Iraq and Afghanistan increasingly depended on Contractor-provided maintenance. Despite how well this arrangement worked in maintaining Army aircraft, it deprived Soldiers of opportunities to develop their technical skills and NCOs the chance to supervise and train their Soldiers on complex tasks such as troubleshooting. Like athletes, if we do

not practice the fundamentals, our skills atrophy. ATP 3-04.7, Army Aviation Maintenance, addresses this concern. NCOs and maintainers must endeavor to regain and maintain their "muscle memory" in Aviation maintenance tasks.

To enable our maintainers, Aviation leaders must implement at least three actions – understand the threat and adapt, train realistically, and leverage technologies. While our adversaries' capabilities are formidable, they are not unbeatable. Aviation maintainers must understand the enemy and how he plans to attack and disrupt maintenance operations. We must adapt our maintenance tactics, techniques, and

procedures to counter these threats through realistic training.

This starts at home station. First, through rigorous Army Training Management, plan the time for your Soldiers to train on the aircraft and in the component shops. ***Our aviation maintainer's weapon system is their toolbox, and maintenance is training!*** Second, let the training closely replicate the threat environment across vast distances and dispersed locations. For example, maintenance units should rehearse repair and recovery of aircraft over extended distances from home station and practice maintenance under field conditions and away from fixed/hangar facilities. Get in the dirt! Preparing for and operating at the Combat Training Centers allows for practicing these skills. At the Aviation Center, we are working with our CTC Senior Trainers to build these factors into rotations in order to stretch our capabilities.

The Aviation Maintenance Training Program (AMTP) is a key facet to guide training management and a realistic training process. When properly implemented, the AMTP provides

maintainers with technical proficiency and skill development, standardizes task requirements and procedures, and builds records. Additionally, the AMTP simplifies the complexity of determining trained or untrained maintainers by military occupational skills. If there are questions about Aviation maintainer training, TC 3-04.71, Commander's Aviation Maintenance Training Program (Change 1) is a good reference. ***Sets and reps matter for maintainers as well as pilots!***

For the future we are working hard to leverage innovation. Even with Future Vertical Lift (FVL) and its dynamic capabilities to fight the enemy with increased speed, range, and lethality, we must still generate combat power. As mentioned earlier, future maintenance operations are expected to encounter more austere conditions and dispersed smaller footprints. ***Development of specialized part/tool packages that can quickly deploy and meet aircraft requirements are essential.*** To meet these challenges, Aviation maintenance will need to embrace technology and continuously innovate inside our units as well as at the proponent. Initiatives

such as Prognostic and Predictive Maintenance, Smart Tool for Aviation Maintenance Picture (STAMP), and additive manufacturing are essential, but so is the future TTP that comes from the user level.

As in previous conflicts, Army Aviation maintenance will be critical to combat power generation. The challenges maintainers will contend with in multiple domains threaten fluidity of operations and represent a formidable threat. We must understand and adapt to our new environment, train realistically, and leverage technology, all ***while taking care of our greatest asset – our maintainers.*** The Soldiers and NCOs who sustain our aircraft have shown their mettle in the past, and guarantee that Army Aviation can uphold its sacred trust to the Soldier on the ground.

This We'll Defend! Fly Army!  
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*MG Michael C. McCurry II is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Novosel, AL.*

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▶ This Is Your Army!

# U.S. Army Materiel Command Delivering Ready Combat Formations

By GEN Charles R. Hamilton



*Above: Soldiers assigned to 16th Combat Aviation Brigade conduct aircraft loading operations in preparation for Exercise Talisman Sabre 23 at the Port of Tacoma, Wash. on May 3, 2023.*

Army Materiel Command, and by extension the Army Sustainment Enterprise, has been charged by Chief of Staff of the Army GEN Randy George to ‘Deliver Ready Combat Formations’ as one of four overall focus areas.

Delivering Combat Ready Formations is part of an all-encompassing Army initiative to focus efforts and resources on strengthening the joint infrastructure and support systems essential to enabling warfighters to fight and win our nation’s wars now and in the future.

Army Doctrine Publication 3-0 defines the Sustainment Warfighting Function as “the related tasks and systems that provide support and services to ensure freedom of action, extended operational reach and prolong endurance.” The ability to maintain the flow of resources, supplies and equipment from the Joint Strategic Support Area (JSSA) to the tactical point of contact is a critical determinant of victory in modern warfare and large-scale combat operations (LSCO). This will require bold ideas, swift execution and focused energy to sustain contested operations against near-peer competitors.

## Readiness

Sustainment is about warfighting, period. To enable current, surge and future Army readiness, we must prioritize getting our formations to the fight and sustaining them in a contested, multidomain environment. This will also require working across the Joint Force and with allies and partners, from contracting and power projection to security assistance and Foreign Military Sales.

Our efforts have come together in a synchronized and integrated way to provide Ukraine with the capabilities to defend itself. AMC’s support includes cutting-edge work in data analytics and in developing tools, including the AMC Predictive Analysis Suite (APAS), that can forecast information, such as when ammunition will be available.

We are capturing the observations from support to allies and partners in Ukraine and Israel together with sustain-

ment lessons learned from large multinational exercises such as DEFENDER-Europe and Talisman Sabre 23 in the Indo-Pacific, and working together with the new Contested Logistics Cross Functional Team, to develop innovative concepts and capabilities for supporting and sustaining future combat formations across the Army and Joint Force.

Army Materiel Command is also increasing equipment-on-hand readiness through focused fielding, lateral transfers and divestiture. Beginning with a pilot program at Fort Liberty, NC, and Fort Stewart, GA, AMC is leading an Army-wide effort with U.S. Army Forces Command to identify excess and obsolete equipment across the force and determine the most efficient and cost-effective way to rapidly remove it from the Army’s property books. The rapid removal of excess equipment will unburden company

commanders and free up space for new, modernized equipment.

## Modernization

The Army is currently undergoing its most significant transformation in 40 years. To ensure the readiness of its future formations, the Army must modernize now. Modernization is more than just weapon systems, or what we fight with. It also addresses how we fight, how we sustain the fight, and who we are.

To rapidly modernize at speed and scale, the Army must effectively leverage data and embrace emerging technologies that will make it a more efficient and lethal fighting force. We must employ predictive logistics for executing precision sustainment capabilities worldwide, allowing for greater control, visibility and efficiency. Predictive logistics requires the leveraging of historical data, advanced analytics and machine learning algorithms to accurately forecast demand for supplies, equipment and maintenance needs and to optimize transportation and distribution networks.

Predictive logistics at the tactical level enables precision sustainment at the operational and strategic levels, enabling leaders to make better-informed decisions and improve overall readiness. The data harnessed by warfighters in the field informs sustainers in the JSSA, allowing them to predict and get ahead of need – what before was ‘factory-to-foxhole’ is now ‘foxhole-to-factory’.

As the Army is modernizing its weapon systems, we are also modernizing the Army’s Organic Industrial Base (OIB) to support them. The OIB’s 23 depots, arsenals and ammunition plants are our national security insurance policy... more than \$300 billion in facilities and infrastructure located across the country. In October, we launched a 15-year, more than \$18 billion effort to update and upgrade these facilities. We’re adding new tooling and machinery and improving our methods of production and manufacturing with Artificial Intelligence, robotics and 3D printing. AMC’s Aviation and Missile Command (AMCOM)’s UH-60 digital twin project is a shining example of our work in this area.

At Corpus Christi Army Depot in Texas for example, the Army is modernizing the infrastructure, equipment and processes needed to bring the facility into the 21st century to support current and future aviation sustainment requirements. In FY23, the Army invested \$189 million for

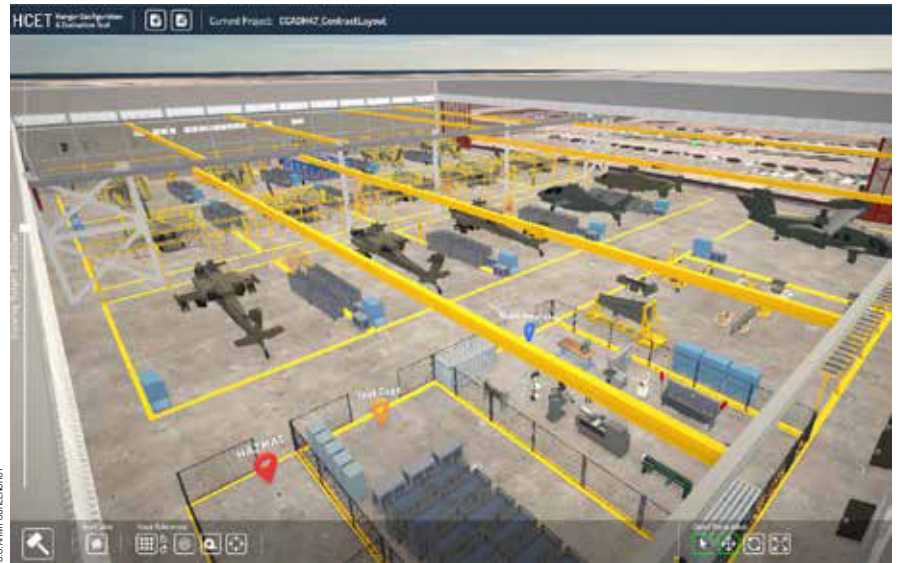
16 modernization projects and plans to spend another \$32 million for nine projects in FY24.

## People

Whether it’s meeting Army readiness today or modernizing for the future, we can’t do it without our people. Our strength is our Soldiers, Army Civilians, and their families, and we are

the field to align the workforce with industry best practices, while keeping the uniqueness of each Life Cycle Management Command (LCMC) intact.

The Army offers unlimited possibilities to discover your passions, pursue your purpose and build lifelong community, and logistics and sustainment will always need new talent. The Army Sustainment Enterprise wants and needs



*Luke Martin, Aviation and Missile Command deputy G4, demonstrated a hangar configuration and evaluation tool at the Organic Industrial Base Modernization War Game June 13. Similar to a simulation video game, the tool allows users to place aircraft, electrical drops, toolboxes, and even personnel on the hangar floor to ensure adequate spacing and requirements needed to accommodate the enduring fleet, as well as future aviation assets.*

committed to taking care of them. We are transforming installations to provide the holistic services and modernized infrastructure that empower Soldiers, Army Civilians and their families and improve the current and future readiness of Army formations. The Army is focused on maximizing the services that Soldiers, Army Civilians and families rely on most, including housing and barracks, dining options and childcare.

Army Materiel Command’s 165,000 –strong military, civilian and contractor workforce – from industrial artisans to senior logisticians – is at the core of the command’s support to the warfighter. AMC is upscaling our workforce to ensure they have the training, skills and experience needed to support and sustain current and future Army readiness. As an example, last year, more than 2,000 employees in AMC’s supply chain workforce saw their positions realigned during the implementation of Supply Chain Optimization initiative. Position descriptions were standardized across

the best of the best to work in its ranks. To do this, the Army must continue to invest in 21st century talent management strategies to modernize training, processes and skill sets to recruit, train and retain the next generation of Army sustainers as it continues to grow and transform the current workforce.

AMC and the Army Sustainment Enterprise will Deliver Ready Combat Formations – projecting strength, getting our Soldiers and what they need to the fight - anywhere in the world, and sustaining them there. We are committed to ensuring our Soldiers, their families, our formations, our installations, and the industrial base are prepared, empowered and ready.

Sustainment is about warfighting, period.

**This We’ll Defend!**

*GEN Charles Hamilton is the commanding general of U.S. Army Materiel Command headquartered at Redstone Arsenal, AL.*



## ▶ AMCOM Commander Update

*Editor's Note: For this AMCOM – Aviation Maintenance special focus issue, the branch chief, MG Michael C. McCurry, has coordinated having the Army Aviation Enterprise maintenance / sustainment leader, MG Thomas O'Connor, his command sergeant major, and the Branch Aviation Maintenance Officer, provide the lead, "To the Field," command group articles.*

# AMCOM – Delivering Readiness for Warfighting

By MG Thomas W. O'Connor, Jr.



U.S. ARMY PHOTO BY SGT SARAH SANGSTER

In October, our new Chief of Staff of the Army, GEN Randy George, laid out four focus areas to guide our collective efforts. At the very top of the list, he identified warfighting as our first and paramount focus.

*Soldiers of the 25th Combat Aviation Brigade perform routine maintenance on AH-64 Apache Helicopters at Wheeler Army Airfield, Hawaii. Maintainers identify, troubleshoot, and repair any issues the aircraft may be experiencing.*

Our aviation formations in the field are ruthlessly prioritizing their time and resources toward building readiness for warfighting, and the entire enterprise is working tirelessly to enable their success. In light of these focus areas, the Aviation and Missile Command mission remains more relevant than ever – delivering responsive aviation, missile, and calibration materiel readiness to the U.S. Army. We accomplish our mission through the unwavering commitment of our people, the true face of AMCOM in the field, while modernizing to sustain the enduring fleet and improve the future fleet. AMCOM enables our aviation formations by delivering readiness at the point of need, through iterative and continuous transformation, and by strengthening our profession through

leader development, all in support of fighting and winning our nation's wars.

### **Delivering Ready-Combat Formations**

Recent global events demonstrate clearly that our Army units must be ready now. More than ever, uncertainty abroad demands capable and resilient formations ready to deploy and do our nation's bidding. AMCOM supports our aviation teams all over the world. Our field maintenance teams in the Logistics Readiness Centers – Aviation support pass-back and surge maintenance requirements along with support for port operations to enable division commanders with the flexibility to deploy and employ their aviation formations around the world. Much like any sustainment

activity, effectively integrating the capacity of the LRC-A teams necessitates forethought and planning. Leaders must think beyond the next reporting cycle by forecasting operational/training requirements, including potential transitions, as far out as possible and then communicate shortfalls. Additionally, AMCOM Logistics Assistance Representatives provide critical support in every unit as a link to the greater supply system. These LARs have a wealth of experience with our enduring weapons systems while also remaining nested with the Army we transform for the future.

### **Continuous Transformation**

The entire aviation enterprise is transforming. This is especially evident in the initiatives of the Future Vertical

Lift Cross-Functional Team like the Future Long Range Assault Aircraft, Future Attack Reconnaissance Aircraft and Modular Open Systems Architecture. But we are not waiting 10 years to start realizing the fruits of this transformation. Our team at AMCOM is working to integrate relevant modernization efforts in our enduring fleet while also modernizing our legacy business processes to enable data-driven decision-making at echelon. One example is at our aviation depot in Corpus Christi, TX, where we are integrating robotics and advanced manufacturing techniques to support the requirements of new and future material developments. Our team is also iterating on a weapons systems health assessment tool that will inform the future of sustainment maintenance requirements, finally identifying the “dogs” of the fleet for reset and overhaul rather than arbitrarily tying aircraft reset to a geographic location. Simultaneously, the AMCOM materiel readiness team is working closely with Army Materiel Command and the Contested Logistics Cross-Functional Team on the predictive logistics effort. Their aim is to drive our aviation enterprise and

the Army toward a future where maintenance actions are based on predictive failure rather than the legacy Time Between Overhaul, considering only about 15% of components ever reach TBO.

### Strengthening the Profession

The strength of our profession is in our people, in particular our corps of non-commissioned officers and warrant officers. This is especially true in Army aviation. Our NCOs and warrant officers are the true experts and stewards of our profession. They are the standard bearers of our formations, maintaining watch over our espoused values and shared discipline. But as with every cycle, our group of experienced leaders who were groomed and hardened over decades of war have now matured and moved on, leaving a natural gap in their wake. The next generation of junior leaders is eager and ready to take the reins. We must invest in their development to quickly close the experience gap. I remember vividly the unwavering dedication of a seasoned sergeant first class who put his arm around his young platoon leader and imparted what aircraft ownership really meant. Although every

leader would recommend adding more tasks to the institutional domain, the fact is that no schoolhouse solution will solve the experience gap. It only comes through the shared crucible of training, deploying and winning as a team.

### Warfighting

When our nation calls, we must be ready to execute our warfighting imperative – to deploy, fight and win. AMCOM and the entire aviation enterprise remain focused on delivering ready-combat formations by reducing the maintenance burden on tactical units. We are accomplishing this through a myriad of efforts and iterative initiatives to improve both our weapons systems and our processes, but all this requires dedicated people. A well-trained force of officers, warrant officers, NCOs, Soldiers and civilians comprise the very foundation of our professional success.

This We'll Defend!

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*MG Thomas W. O'Connor, Jr. is the commanding general of the U.S. Army Aviation and Missile Command at Redstone Arsenal, AL.*

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# Army Aviation Keys to Success: Communication, Trained Maintainers, Empowered Warrant Officers

By CW5 Patrick O'Neill

It's hard to believe that my tenure at the Aviation and Missile Command is coming to a close. It's been an absolute honor to represent AMCOM and be part of an organization that is so critical to Army readiness.

The Soldiers, civilians and contractors worldwide who work tirelessly to support our warfighters are inspiring, and I will miss being a part of this great team. During my time here, I witnessed much of that work at Redstone Arsenal, AL, our depots and off-site at our industry and academia partners. I learned a lot, and I want to pass on the essentials that successfully keep our aircraft flying safely: consistent communication, trained maintainers and empowered warrant officers.

### Communicate and Communicate Often

Units often struggle with problems in the field that are unsolvable at their level, and they continue to pose questions and concerns to leadership about the way ahead, which they can't control. There are several ways to communicate those challenges so they will get directly to people who can solve them. First, start with the AMCOM Logistics Assistance Representatives. The LARs are the AMCOM commander's field representatives and have direct touchpoints with him. They also work



*The AMCOM command team visits calibration and maintenance specialists at Fort Sill, OK as part of a recent command visit.*

with other LARs through the Senior Command Representatives and the Army Field Support Brigades to resolve issues across the entire AMC enterprise. They are a combat multiplier, and during my time here, I observed that they are a vastly underutilized resource. We have gone to great lengths to create a structure that allows problems from the field to get to the problem solvers quickly and streamlined.

As a maintenance officer, I would slouch every month at 1352 time, but from my seat, this is another communication tool commanders and maintainers have in their rucksack. The 1352 backside comments are a great way to tell the story that isn't told on the Unit Status Report. Is there a facility problem with the overhead lift? Write it in the 1352 comments. Is there a personnel problem that gets disguised in the aggregate in USR? Write it in the 1352 comments. These comments are read at every level and often tell the rest of the story that traditional reporting masks.

Lastly, you can always pick up the phone and talk to me or anyone in

the command. Whether through my monthly brigade aviation maintenance officer meetings or a direct call, AMCOM stands ready to drop anything to assist units across the Army.

### By-the-Book Maintenance

This is such a simple phrase, but with manning challenges, experience challenges, and time challenges, by-the-book maintenance is not always easy to execute. I see instances where incidents happen, and we later find the cause was our maintainers didn't perform a task to standard. However, when you dig deeper, you find the root cause of those challenges is often the overall maintenance training. Units with good maintenance training plans are successful at maintenance. How often do we deliberately allow time for our maintainers to train on complex tasks or tasks that are performed infrequently? We often want to put the most experienced maintainers on the complex task of getting the aircraft up as soon as possible and reducing downtime. There are times to do that, but there are also times to slow down



and train. MG O'Connor frequently discusses maintenance training in his talks with leaders. Taking time to focus on maintenance training may prevent the next accident and strengthen our maintainers' knowledge base, so by-the-book maintenance becomes instinctive.

### Empower Your Warrant Officers

I feel fortunate to be part of a great group of technical experts. Our warrant officers continue to rise to every challenge presented, whether in garrison or forward deployed. We will always be passionate, candid and driven to create a productive maintenance environment. I ask our leaders to ensure our warrant officers are in the room where it happens when it comes to creating, maintaining, and executing maintenance plans. We are more than test pilots, tech supply officers, or shop platoon leaders. We were chosen because of the experience and expertise we bring to the unit. If our future leaders empower our warrant officer corps the way I was empowered, then the future of Army aviation is bright.

I will end by saying that I am incredibly humbled by the officers, warrant officers, and NCOs I served with during my almost three years at AMCOM. I would especially like to thank MG Royar and MG O'Connor, they afforded me the opportunity and independence to make a lasting difference across the Army, hopefully. I would also be remiss if I did not say thank you to CSM Smith who has been a battle buddy, travel companion and a friend. As I depart later this year, I leave the role of aviation branch maintenance officer in the very capable hands of my replacement, CW5 Paul McNeil, who will take the reins and continue the mission to support the Army aviation enterprise with the best support AMCOM can provide. I have no doubt you all will treat him as graciously as you have treated me in my tenure.

This We'll Defend!

CW5 O'Neill signing off.

*CW5 Patrick O'Neill is the Aviation Branch Maintenance Officer, U.S. Army Aviation and Missile Command at Redstone Arsenal, AL.*

*Editor's Note: The ARMY AVIATION Magazine staff thanks CW5 O'Neill for his support during his tenure and wish him and his wife, Liz, all the best in the future.*

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# AMCOM: The People, Challenges, Subordinate Elements, and Future

By CSM Bradford L. Smith



U.S. ARMY PHOTO

It is hard to believe that after 30 months as the Aviation and Missile Command Sergeant Major, my time is coming to an end.

*CSM Brad Smith talks to future Soldiers during an Army Hiring Days event at Redstone Arsenal, AL.*

The first day I pulled up to the Sparkman Center, on Redstone Arsenal, over two years ago, I must admit I was a bit overwhelmed. That feeling continued as I walked into the foyer and looked at the past AMCOM commanders and command sergeants major, mentors, legends, and heroes. I can truly say that it was an absolute honor and privilege to be the senior enlisted advisor to the AMCOM commanding general.

### The People

I first must thank retired MG Todd Royar for selecting me and giving me the opportunity to serve as the AMCOM Command Sergeant Major. His knowledge of the aviation enterprise and willingness to take a moment to share information, whether we were doing PT, attending what seemed like endless, back-to-back meetings throughout the day or even catching a late-night flight, it was always very much appreciated.

Next, MG Thomas O'Connor, for keeping me on the team during his transition and allowing me the freedom of movement to support the AMCOM strategic initiatives or circulating our subordinate units and directorates. A team would not be complete without a senior warrant officer technical expert. At AMCOM, we are lucky to have two outstanding warrant officers, Chief Warrant Officer 5 Patrick O'Neill, the aviation branch maintenance officer and Chief Warrant Officer 4 John Hudson, the missile maintenance officer, who was preceded by Chief Warrant Officer 5 Araceli Rial. Having these warrant officers right across the hallway always made it easy to ask questions, work different courses of action or talk basic Army stuff; yes, warrant officers do like to talk basic Army stuff.

The command team would not be complete without the AMCOM Deputy to the Commanding General,

Don Nitti. Mr. Nitti's knowledge of AMCOM, the aviation enterprise and the Army is unmatched. If you want to know something about past, current and future, just ask Mr. Nitti. Finally, what I will miss the most is the AMCOM workforce: the 12,000 Soldiers, civilians and contractors. Unfortunately, I did not get to meet them all during the past 30 months. However, I was able to see the results of the dedication and commitment they gave in support of the warfighter each and every day. I will truly miss working with such outstanding teammates.

### Challenges and Opportunities

With the rock star team that I mentioned above, no challenge was too big or small to embrace, and yes, we did have challenges: COVID-19, O-rings, generators, rotor blades, tail rotor blades, cold spray, high-velocity training, organic industrial base

## Enlisted Aviation Soldier Spotlight ▶

Each month we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2022 National winners were featured in the April/May AAAA Army Aviation Mission Solutions Summit issue.



### Henry Q. Dunn Crew Chief of the Year, 2021

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### SSG Sy Z. Ogden

Company C, 2nd Battalion,  
160th Special Operations Aviation Regiment (Airborne)  
Fort Campbell, Kentucky

As an MH-60M Standardization Instructor, SSG Ogden directly stewarded the commander's Aircrew Training Program, and was responsible for the progression and currency of 26 Special Operations crew members. He also developed a culture of mentorship, and devoted time regularly to teaching less experienced Flight Instructors. As a result, he was able to successfully lead his team to create 16 new Non-rated Crew members throughout the year, and his standardization program

earned a perfect 100% "Commendable" rating during the Regiment ARMS, the highest score in the battalion. He was selected to serve as NCOIC and senior NRCM for three different combat deployments, a task which required meticulous attention to detail, and a high degree of maturity. During these deployments, he performed a wide array of highly challenging Special Operations Aircrew tasks in extremely austere locations and was responsible for managing the currency, qualification, fighter management and crew rostering for no less than 20 Soldiers, and 5 MH-60Ms. He bridged existing relationship gaps with specialized technicians and used his highly adept mechanical skillset to provide new aircraft fault information and concise feedback to the maintenance technicians. This resulted in discovering previously undiagnosed functionality issues with the highly advanced, proprietary electric communications equipment installed on the MH-60Ms. SSG Ogden's accomplishments identify him as the 2021 AAAA Henry Q. Dunn Crew Chief of the Year.

modernization, advance manufacturing and supply chain optimization, just to name a few. However, each challenge was embraced as an opportunity, and the team got to work. It was a complete honor to be involved in the discussions with logisticians, engineers, and our industry and academic partners, who created pathways forward to solve some of the more complex problems. Being a part of the AMCOM team assisting, observing, watching, and learning has been an experience you cannot get anywhere else. I am proud of the team's accomplishments and will miss being a part of the working groups, meetings and site visits. I will truly miss the challenges and opportunities of being a part of the AMCOM team.

#### Subordinate Elements

Where do I start with this one? In order to not show favorites, (which I do not have) (wink, wink,) I will list

them alphabetically and briefly describe their mission. The AMCOM Logistics Center is a phenomenal team that works tirelessly to get the parts to the point of need. The Aviation Combined Logistics Center provides contract oversight of four field maintenance sights in four states. Corpus Christi Army Depot provides aircraft and aircraft component repair. Letterkenny Army Depot provides air defense and aircraft ground support repair. The Security Assistance Management Directorate develops, maintains and manages foreign military sales, and the U.S. Army Test Measurement and Diagnostic Equipment Activity is responsible for performing calibration support for the Army. All of these elements continue to amaze me with what they accomplished in support of the warfighter. I will truly miss working with each subordinate element and assisting them with accomplishing their respective missions.

#### The Future

With every end comes a new beginning. AMCOM will continue to be in good hands when CSM Christopher Doss assumes responsibility as the senior enlisted advisor. CSM Doss has a wealth of knowledge and is eager and excited for the opportunity and challenge in front of him. I am excited for him and look forward to watching him take AMCOM to the next level.

Tradition of Excellence, This We'll Defend, CSM Bradford Smith signing off.

*CSM Bradford Smith is the command sergeant major of the Aviation and Missile Life Cycle Management Command at Redstone Arsenal, AL.*

*Editor's Note: The Army Aviation Magazine team thanks CSM Smith for his staunch support throughout his time as the AMCOM CSM and wish him and his wife, Jennifer, all the best in the future.*



# Reducing Human Error through Effective Training

By CW3 Steven Hawley



Since its inception, the Army's Unmanned Aircraft Systems (UAS) enterprise has faced many of the same challenges Army Aviation has wrestled with for decades.

The greatest of these challenges has universally been the execution of training to build and maintain readiness. From a safety perspective, increasing readiness by eliminating attrition has been the focus since the very beginning. Army Techniques Publication (ATP) 5-19 states, "Integrating risk management into how we think is crucial to maintaining combat power and ensuring efficient mission accomplishment." It goes on to state that a significant portion of risk management occurs during planning and preparation, which includes training.

Over the past five years, UAS has seen a downward trend in total annual flight hours, especially pronounced with the RQ-7 platforms. This occurred due to a multitude of reasons, such as theaters closing and conflicts ending. As flight hours decrease, so does the proficiency that goes along with making those flight hours happen. When that occurs, human error is usually close behind. Both maintenance and flight operations within UAS have exhibited a lack of knowledge of fundamentals

and limited experience, primarily relating to site emplacement. Year after year, human error has been the leading cause of mishaps across the UAS community, contributing to more than 50% of all Class A through C mishaps, the majority of which happened during the landing phase.

For UAS, the landing phase is arguably the most complex, requiring the most amount of human interaction for surveys, data entry and equipment placement. Since 2019, there has been a 107% increase in human error mishaps associated with the landing phase. From a training perspective, it appears we have a universal deficiency that has been affecting units across the force. Site setup tends to be a task that is taken for granted as a base task or fundamental that everyone knows, but that is clearly not the case. With the decline in live flight operations, the proficiency in those tasks also begins to decline, requiring deliberate training plans to build and maintain that proficiency. This presents commanders

with an increase in risk that goes largely unnoticed until a mishap occurs.

The use of flight simulations in training to augment the decline in live flight hours is generally well executed; however, it leaves out a critical piece, which is the hands-on site emplacement. There is no real replacement to hands-on site emplacement that builds sets and reps of doing the base tasks, getting after what Field Manual (FM) 7-0 describes as "... relevant, and realistic training performed to the highest standards." Incorporating all tasks associated with site emplacement into a realistic and repeatable training plan (even without the intent for live flight) enables the users to practice the fundamentals.

Through mastering the fundamentals and base tasks, UAS organizations can effectively mitigate risk to operations and reduce human error while building readiness throughout the formation. In doing so, it is important to prioritize training and to look for every opportunity to maximize the training value while balancing competing requirements. There are always distractions that attempt to pull focus away from relevant training, and it is imperative that commanders protect those priority tasks that facilitate mastering the fundamentals and build readiness. Or, as FM 7-0 puts it, "It is a commander's duty to fight through distractions and protect training. It is the higher echelon commander's responsibility to defend their subordinate organization's approved training from un-forecasted requirements and to underwrite associated risk to lower priority missions. Regardless of the quality of planning and preparation, there will be challenges to the execution of training. The fight to train ethic separates great trainers and units from the others."

*CW3 Steven Hawley is in the Unmanned Aircraft Systems Safety Aviation Division, Directorate of Analysis and Prevention at the U.S. Army Combat Readiness Center, Fort Novosel, AL.*

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# Griffin Program is a “Game Changer” for Maintenance

By LTC Jonathan Barbee

Artificial Intelligence (AI) is no longer a concept of the future for the Army Reserve Aviation Command; it's here to stay.

Over the last three months, the 244th Expeditionary Combat Aviation Brigade (ECAB) has implemented an AI program called “Griffin” that is changing how its sustainers manage maintenance. Developed by Army officers, warrant officers, and NCOs assigned to the Artificial Intelligence Integration Center (AI2C) in Pittsburgh, PA, Griffin allows for predictive aviation maintenance management. It is a web-based system that pulls data from existing Army systems linked to various maintenance databases. Its dashboard shows real-time data resulting in increased efficiencies in maintenance management. It can also provide a suggested maintenance package for exercises away from the unit's organic maintenance location.

“I was really impressed by the Griffin program and the team developing it,” said COL Casey Martinez, 244th ECAB commander. “I thought it would be great to try it and see if it would work in the Reserve. It has been exciting to see the initial results.”

Familiar with the program after learning of it in a previous unit, Martinez immediately recognized its capabilities in reducing cost and workload. She understands the importance of modernizing maintenance management and has been the driving force in getting Griffin employed across the brigade since initiating it in August 2023.

The AI2C team conducted an in-person “train the trainer” onboarding process at the 244th ECAB headquarters in Fort Knox, KY, to ensure both the unit and aviation support facility (ASF) personnel understood the system. The onboarding took three months to complete as the team traveled to the unit's three battalions spread across seven locations in the United States.

Despite its recent integration, the program has already increased maintenance efficiencies within the brigade and ASFs. Daily Status Reports (DSR) are now run at all rotary wing locations through Griffin, reducing the workload on the production control offices. It also allows for automatic phase flow consolidation at all echelons of command, tracking aircraft locations, as well as individual aircraft status among other maintenance management processes and information.

“Griffin allows me to have a one-stop shop for all daily maintenance readiness,” said Joey Blankenship, the Army Reserve Aviation Command's Aviation Program Manager (APM). “It is super convenient and is a total game changer when it comes to forecasting maintenance.” The brigade's units and ASFs continue to provide feedback on additional maintenance management pieces that they would like to see incorporated into the program.



Aircrew members of 2-135 General Support Aviation Battalion at Joint Base Lewis-McChord wash down a CH-47 Chinook during maintenance operations in October.

The AI2C team rapidly incorporates the feedback, continuously releasing updates that support the intricacies of Army Reserve Aviation. This contributes to the interoperability between Reserve, National Guard, and Active-Duty Aviation units.

Griffin provides multiple predictive tools to enhance Aviation maintenance activities. For example, it can forecast part requirements based on upcoming missions. The 244th ECAB plans to use this capability for future exercises in Europe and across CONUS. This will help units pack necessary parts, reduce down-time and allow the unit to better provide customer support. This, in turn, helps with cost management.

The Brigade headquarters also intends to use the program for simulation purposes in a command post exercise and War-fighter exercise in the next calendar year. Due to contract maintenance, the team is still working through how to bring Griffin to the fixed-wing battalion.

The full benefits of the Griffin program remain to be seen as units across the 244th continue to integrate it into operations. However, initial results show that it can save both money and time. As the Army continues to modernize, the 244th ECAB is on the forefront of showing how artificial intelligence can streamline maintenance management.

Griffin is available today for all Army Aviation units to immediately leverage in support of operations around the globe. If your unit is interested in this capability, please contact CPT Andre Michell at [andre.j.michell.mil@army.mil](mailto:andre.j.michell.mil@army.mil).

*LTC Jonathan Barbee is the executive officer for the 244th ECAB, Fort Knox KY.*

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## ► 128th Aviation Brigade Update

# Aviation Maintenance and the Course Management Office

By SFC Eric Preckl

**A** rmy Aviation maintainers begin their journey when they arrive at their advanced individual training (AIT) units.

This training varies in length from weeks to months depending on the selected Military Occupational Specialty (MOS). Throughout the duration of training, there are teams working behind the scenes to create the material needed to teach, coach, and mentor these future maintainers. In the Course Management Office (CMO), specific teams for each MOS (for example, 15F, 15H, 15N) spend multiple years going through a rigorous process. This process is used to create, implement, and evaluate effective courses that will teach trainees the skills required for their MOS and provide the knowledge base necessary for these future maintainers. Once the trainees graduate, they will put their skills into action in support of the fighting force and drive the future of Army Aviation Maintenance. The same complex process is also required for the Training Aids, Devices, Simulations, and Simulators (TADSS) to determine how and when the upgrades to Army Aviation will be applied to our TADSS. This is part of the evaluation of the lesson material that leads to the media and fidelity analysis for the TADSS. Once the need for the changes of tasks to be trained on the TADSS are identified funding is then sourced and secured for the upgrades.

The CMO spends thousands of hours preparing for the lessons of each of the 15 series MOSs. The entire process can take 3-5 years to get from the critical task sight selection board (CTSSB) to the finished lesson plan. Superior Aviation Maintenance training is essential to the modernization of Army Aviation and is critical to keep pace with our adversaries. Current maintainers often require more time to train than past iterations of students, due to the leap in technology and the advanced training the equipment and systems require. During training, the instructors and CMO work together to ensure the course material and required resources are validated and necessary improvements are made. The modernizations and upgrades to the Army Aviation fleet also affect the training devices and training aids used to present instruction.

After the CTSSB concludes and the analysis is complete the CMO begins the design portion of the ADDIE. The design phase determines when, where and how instruction takes place and identifies the resource requirements. The next transition is into the development phase, which validates the training and education products. The last phase is implementation in which the execution and delivery of the

### Critical Task Site Selection Boards

The Directorate of Training and Doctrine will conduct Critical Task Site Selection boards for the following MOSs in FY24. The board members will use the input from these Job Analysis Surveys to determine the future of Army Aviation training requirements for the specific MOS. Use the link or QR code below to complete your MOS.



#### MOS 15B Aircraft Powerplant Repairer

<https://survey.tradoc.army.mil/EFM/se/0AFDD71A7707CF89>



#### MOS 15H Aircraft Pseudraulics Repairer

<https://survey.tradoc.army.mil/EFM/se/0AFDD71A63CB945D>



#### 15N Survey MOS 15N Avionic Mechanic

<https://survey.tradoc.army.mil/EFM/se/0AFDD71A275E9210>

*Mr. William Storrs is a training specialist for the Maintenance Training Branch, Directorate of Training and Doctrine that supports the 128th Avn. Bde., Joint Base Langley Eustis, VA.*

designed course or events occurs. The evaluation process is executed simultaneous to all phases and provides the necessary feedback to decision makers to determine how well the training takes place and how the personnel and instructors performed.

All this hard work and dedication is designed and developed to produce the world class Army Aviation Maintainers for overwhelming success of Soldiers of 2030 and beyond.

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*SFC Eric Preckl is the NCOIC of the Course Management Office for 1st Bn., 210th Avn. Regt., Joint Base Langley-Eustis, VA.*



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# Helicopter Rotorwash and Outwash

By Dr. Mark Calvert

In 2012, the Aviation Engineering Directorate, a predecessor of the current Systems Readiness Directorate, received a request for aerodynamic engineering assistance from U.S. Army Garrison, Fort Carson.

The 4th Combat Aviation Brigade was to be stationed at Fort Carson in July 2013. Multiple historical preservation acts required the Garrison to assess potential negative impacts to historic properties. Archeological sites with standing architecture and rock art located within training ranges, such as the Piñon Canyon Maneuver Site, were of significant concern. The Garrison was interested in the wind velocities contained in rotorwash from the AH-64 Apache, OH-58D Kiowa Warrior, UH-60 Black Hawk, and CH-47 Chinook helicopters that would be operating within the training ranges. The Aviation Engineering Directorate was asked to analyze the rotorwash produced by each helicopter.

Helicopters generate thrust by accelerating air over rotating rotor blades to create lift. A rotor's disk loading is defined as the thrust generated by the rotor divided by the area swept by the rotor's blades. The accelerated air flows below the rotor while entraining surrounding air to create rotorwash. The average downward velocity of the generated rotorwash is proportional to the square root of the ratio of disk loading to ambient air density. Thus, decreases in air density from the cold of winter to the heat of summer are effectively equivalent to increases in a helicopter's gross weight.

The spatial uniformity of the rotorwash flow beneath the rotor is a function of the product of number of blades and the rotor's rotational speed. Each blade produces a periodic pulse during blade passage. For example, the 6-bladed CH-54B Tarhe heavy-lift helicopter had a pulse frequency of 18.5 Hertz for a rotational speed of 185 revolutions per minute, while the 2-bladed OH-58C Kiowa scout helicopter had a pulse frequency of 11.5 Hertz for a rotational speed of 345 revolutions per minute. For a given rotor thrust, an increased number of blades, and/or an increased rotational speed increases the pulse frequency while reducing amplitude, effectively smoothing the rotorwash flow field. However, the design trade-off imposes additional complexity and weight in other areas of the rotor and hub.

Rotorwash loses very little momentum over two rotor diameters beneath the originating rotor. The rotorwash flows over the fuselage for a helicopter in hover or moving slowly relative to the surrounding air, which contributes an increment of vertical drag to the rotor's required thrust. The rotorwash then descends until it is either dissipated as small-scale atmospheric



Outwash shown in surface water.

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turbulence, or impinging on a surface, such as the ground or water. Impinged rotorwash is deflected radially outwards along the surface as an outwash wake. The height of the outwash wake reaches a minimum of 10-15 percent of the rotor's diameter at a point slightly beyond the rotor's radius. The outwash wake then proportionally increases in height with increasing radial distance beyond this point until it is also ultimately diffused and dissipated as small-scale atmospheric turbulence.

Vortices generated by rotor blades are also present within the rotorwash. The strongest vortices are shed by blade tips as higher-pressure air from the bottom of the blades attempts to flow over the tip to the lower-pressure region on top of the blades. However, blade-tip geometry affects the strength of the shed tip vortices; swept, tapered tips with anhedral, like the UH-60M Black Hawk main rotor blade, produce weaker tip vortices than straight, untapered tips, like the UH-1M Iroquois main rotor blade. The roots of rotor blades also shed vortices, though they are weaker due to the lower pressure differential resulting from the inboard radial location of the root, compared to the outermost blade tip that moves at the highest speed. Both tip and root vortices are transported downward by the rotorwash. Though their strengths diffuse somewhat during passage in the rotorwash, the reduced-strength tip and root vortices impose chaotic fluctuations within the outwash flow field before dissipating into freestream turbulence.

This knowledge of rotorwash and outwash flow behavior allowed the Aviation Engineering Directorate to generate plots of rotorwash and outwash velocity distributions as a function of helicopter, maximum takeoff gross weight, and representative atmospheric temperatures and pressures. The reported velocity magnitudes were defined in terms of the Beaufort Wind Force Scale, which relates wind velocity to conditions experienced at sea and on land; in this instance, to wind speeds that would cause damage to trees and structures. U.S. Army Garrison, Fort Carson, then used these plots to define protective zones around archeological sites to minimize damage from hovering helicopters.

*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*



# Gallstones

By CPT Shelby Dean, D.O.

**Q:** Over the past three months I have had intermittent pain in my right upper belly. It comes and goes, but I notice it mostly an hour or two after eating. My primary care doctor told me I might have gallstones, but I am still getting a work-up. I haven't seen my flight surgeon yet. Will this prevent me from flying?

**FS:** From your description, it sounds like you might have a gallbladder problem. Please make an appointment with your flight surgeon to let them know you are having intermittent pain and pending a work-up. If the pain happens during flight, it could distract you from performing your duties in the aircraft.

## **Q: What are common symptoms of gallstones?**

**FS:** People with gallstones usually have dull pain in the right and sometimes central upper belly. It often radiates to the upper back- particularly the right shoulder blade. Pain can be very intense and is usually worse an hour after eating a meal, especially one with high fat content; however, it can also happen at night. Other symptoms include nausea, vomiting, sweating, and loss of appetite. Some people experience intense pain and a fever; others have no fever but have pain that comes and goes for months.

## **Q: Why is pain from gallstones typically related to eating?**

**FS:** The gallbladder is a small organ next to the liver, in the right upper part of your abdomen. The liver makes bile, a substance that helps you digest fat. The liver then sends the bile to the gallbladder for storage. After you eat, the gallbladder squeezes the bile down a tube called the cystic duct, and then it goes into a tube called the common bile duct. The bile ultimately ends up in the intestine, mixed with the meal you just ate.

## **Q: How are gallstones diagnosed?**

**FS:** You should let your primary care provider know about your symptoms, so that they can perform the necessary evaluation and provide treatment. If you are experiencing severe symptoms, such as intense abdominal pain with fever, go to the emergency room.

Evaluation for suspected gallbladder problems should include a history and physical exam. The history will focus on the consistency, frequency, and duration of abdominal pain and other symptoms such as nausea, vomiting, sweating, loss of appetite. They may also ask how long the symptoms have been present and whether someone else in your family has had gallbladder disease.

The physical exam will sometimes show no unusual findings; at other times, the exam will reveal fever or tenderness in the right upper abdomen. Afterwards, the primary care provider may elect to perform further tests such as blood tests, ultrasound, and/or CT.

## **Q: What are some treatments for gallstones?**

**FS:** Your primary care provider may send you to a general surgeon if you have gallstones. The general surgeon will conduct their own history and physical exam. Afterwards, they might recommend removal of the gallbladder. If your gallbladder is removed, your body will adapt to its absence and will still be able to use bile to digest food. It will take you about six weeks to heal from the surgery, but some patients start feeling improvements right

away. If you continue to have abdominal pain after healing from the surgery, return to your surgeon and primary care provider for further evaluation.

There are other treatments for gallstones. One of these is an oral medication that dissolves the stones. Another therapy - called extracorporeal shock wave lithotripsy - involves aiming shock waves at the gallstones to break them up. These treatments are not recommended for aircrew because gallstones can return in the future. Some people find that avoiding fatty foods keeps their pain under control, but that is not a viable long-term solution for many people.

## **Aeromedical Disposition**

Now to answer your question about whether you can fly. A person who is currently having attacks of intense pain from their gallbladder should not fly. Please see your flight surgeon, so they can assess your situation.

Regarding your annual flight physical, according to the Army's Aeromedical Policy Letters, if you are diagnosed with gallstone disease but are not symptomatic and require no medications, or if your symptoms are controlled with dietary changes, no waiver is required. If you have a gallbladder surgery that was successful in removing the gallbladder with no remaining stones in the bile duct and your pain is gone after you have healed from the surgery, no waiver is required, and your history of gallbladder disease will be listed as "information only" on your flight physical. If symptoms were not controlled, further evaluation would be required before applying for a waiver.

## **Questions for the Flight Surgeon?**

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

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

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*CPT (Dr.) Shelby Dean is a flight surgeon at the Department of Aviation Medicine, Fort Novosel, AL.*



## Optimizing Integrated Tele-maintenance to Sustain Army, Joint, and Allied Partners

By Mr. Bennett A. Moe

The U.S. Army Aviation and Missile Command is actively leveraging tele-maintenance capabilities in the U.S. European Command theater of operations while preparing for the Army's most challenging logistical theater – U.S. Indo-Pacific Command. AMCOM, in concert with the U.S. Army Materiel Command, continues to push the envelope across available and emerging technology to drive 21st-century sustainment maintenance transformation.

After Russia invaded Ukraine in early 2022, the U.S. quickly began sending critical weapon systems to our European and Ukrainian allies and partners. While the need and desire for U.S. military capabilities are driven by their premier effectiveness and capabilities on the modern battlefield, it comes at the cost of incredible complexity in terms of training, operations, and, most importantly, sustainment. While the U.S. maintains a well-synchronized pipeline of schoolhouse training, dedicated service personnel, and globally employed supply chains, the requirement to quickly build partner nation combat capability served as a crucible, challenging current sustainment doctrine and concepts across both the current and emerging threat environments.

AMCOM, in partnership with other AMC major subordinate commands and theater sustainment capabilities, quickly capitalized upon nascent tele-maintenance capabilities to assist the Ukrainian armed forces in projecting critical munitions and air defense capabilities forward in support of national military objectives. Tele-maintenance quickly became a critical enabler for partner forces, allowing AMC and AMCOM enterprise knowledge and skillsets to be projected thousands of miles instantly to the front lines of the crisis. Partner forces, trained with an operational equipment focus, were readily able to reach back to both theater and national sustainment capabilities to rapidly bring challenged equipment to an operationally available status.



U.S. ARMY PHOTO BY CAMERON PORTER

*A Ukraine defense official receives a briefing on 405th Army Field Support Brigade tele-maintenance program.*

### Assessing Lessons Learned

The shift to tele-maintenance and its proven worth as an invaluable enabler in EUCOM is now driving the Army's sustainment enterprise to rapidly assess and integrate lessons learned to shape virtual sustainment capabilities from the joint strategic support area to the forward tactical edge of battle. EUCOM operations have taught us that virtual, continuously open chatrooms, paired with encrypted messaging, can bring the enterprise forward, 24 hours a day, to any location across the globe. The sustainment enterprise plans to quickly internalize the muscle memory we have learned to rapidly identify and respond to operational sustainment challenges at both the speed and complexity of war. EUCOM operations have given us, as an Army, a sobering picture of the challenges in maintaining operational readiness in austere, remote, contested environments. New and continuously refined tele-maintenance capabilities will be a key enabler to overcoming these variables and challenges.

The Ukraine sustainment context continues to inform our emerging challenges in the INDOPACOM theater. Continued experimentation with tele-maintenance concepts and technologies will play out across the Pacific in FY24 within the INDOPACOM series of exercises and related events. Delivering ready-combat formations requires hard analytics and experimentation across the Army – what tele-maintenance technologies do we embrace to enable U.S. forces while seamlessly integrating partner nations? How do we prevent organizational inertia that locks us into outdated systems in a traditional Army information technology environment? How do we create 24-hour reach-back capabilities capable of drawing on a broad array of functional efforts – across engineers, sustainers and original equipment manufacturers? What available commercial translation software should we embrace to communicate with foreign partners? And what is the right mix between the traditional forward personnel mindset vs. an outcomes-based readiness mindset? Furthermore, how

can we utilize tele-maintenance to better enable Soldier-level maintenance where it matters most – forward, in the mud, in the rain, in the fight?

### Evolving Technologies

Successfully leveraging the full suite of capabilities brought by embracing proven tele-maintenance capabilities will require a whole-of-Army approach to operate at the speed of war – and the required speed of sustainment. The underlying technologies underpinning tele-maintenance (e.g., high-definition cameras, chatrooms, encrypted messaging, low light amplification, etc.) will rapidly evolve at the pace of commercial industry. Key components of effective implementation will include instituting tele-maintenance across U.S. Army Training and Doctrine Command schoolhouses, professional military education, and unit capability integration during regular maintenance actions. Furthermore, tele-maintenance must be incorporated within sustainment concepts across all enduring systems and signature modernization efforts.

### Near-term and Strategic Benefits

To demonstrate the enduring value and powerful sustainment enabler in-

herent in tele-maintenance, consider the following operational vignette:

During the FY24 series of IN-DOPACOM exercises and wargames, two separate Delta company maintenance crews, co-located with allied and partner forces, uncover advanced corrosion on several new surfaces on aircraft located hundreds of kilometers apart across a complex island chain in the South Pacific. Combat Aviation Brigade-embedded Logistics Assistance Representatives initially synchronize theater-wide urgent communications across brigade maintenance officers and personnel to scope the challenge. After theater-wide analysis, AMCOM LAR personnel schedule an immediate aviation-wide sustainment synchronization event across AMCOM, PEO Aviation, project managers, OEMs and U.S. Army Combat Capabilities Development Command Aviation & Missile Center personnel. Through team-wide tele-maintenance and forum-enabled digital twin analysis, engineers, safety, and sustainment personnel determine that widespread, albeit superficial, corrosion across multiple critical aviation parts must be immediately treated to prevent fleet-wide readiness losses and inter-theater movement of critical

combat assets. Engineering, safety, corrosion, organic industrial base and airworthiness personnel are able to identify technologically stable commercial spray coatings approved for urgent utilization in theater, increasing force readiness. The approved coating applications are applied to assets in theater within 30 days and receive continued testing and enterprise verification through a mix of on-site and virtual maintenance reviews.

This vignette illustrates the near-term and strategic benefits the sustainment enterprise can leverage to increase Army and joint force global capabilities. With the increased utilization of secure, globally enabling technology, functional experts and skillsets can be applied in real-time to pressing readiness challenges, breaking the traditional sustainment twin tyrannies of time and distance. The U.S. Army, AMC, and AMCOM will continue to press all current and emerging tele-maintenance technologies to rapidly evolve sustainment concepts and practical execution from the strategic to the tactical level.

*Mr. Ben Moe is a strategic planner in the AMCOM G3 at the U.S. Army Aviation and Missile Command, located at Redstone Arsenal, AL.*

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## AFMD – AMCOM’s Direct Connection To The Field

By Mr. Mark Smith



U.S. ARMY PHOTO BY RANDY STRAND

**T**he Aviation and Missile Command Field Maintenance Directorate (AFMD) is AMCOM’s direct maintenance support link to Army aviation units. AFMD oversees the Logistical Readiness Centers-Aviation (LRC-A), which specialize in providing field and limited sustainment support to Army aircraft, aircraft systems, and aviation support equipment in all three components.

AFMD’s primary missions include pass-back maintenance, port operations, aircraft modification work orders in support of Program Executive Office-Aviation, in-theater aircraft maintenance support, aviation reset, aircraft condition evaluations, Foreign Military Sales support, and a variety of other missions as requested by government agencies.

*The Aviation Field Maintenance Division prepares AH-64s for barge movement in Europe.*

LRC-A support to combat aviation brigades (CABs) is a critical combat multiplier to increase unit readiness and availability. AFMD has been vital in providing supplemental help to uniformed primary Army maintainers. AFMD fills existing and emerging maintenance man-hour and skill gaps and takes on challenging unscheduled maintenance tasks, as well as ongoing scheduled maintenance as requested by the units. LRC-As are manned by professional Department of the Army civilians who provide contract management, oversight, and quality control to the worldwide aviation field maintenance contract.

The larger LRC-As at Fort Drum, NY, Ft. Campbell, KY, Ft. Liberty, NC and Ft. Cavazos, TX, contain state-of-the-art tools, fixtures and test equipment, and have full paint and strip capability, as well as flexible engine diagnostic stands. The LRC-A can overcome almost any maintenance challenge and provide organizations with timely support and a fix-forward capability that enables higher readiness and availability rates. Retaining seasoned professionals to provide continuity of service and quality results is one of AMCOM’s top priorities.

In FY23, AFMD executed more than 60,000 work orders and expended over 3 million direct man-hours of quality aircraft maintenance support. LRC-As performed more than 25

*The Aviation Field Maintenance Division offloads a CH-47 in Spain.*



U.S. ARMY PHOTO BY RANDY STRAND

port operations with approximately 700 aircraft transloaded. The LRC-A was also a critical contributor to the ongoing European Defense Initiative – supporting rotational CABs as well as the 12th Aviation Brigade. In total, AFMD executed approximately 400,000 man-hours in maintenance and logistics assistance and more than 4,000 work orders. Substantial support at forward bases was crucial to success in the U.S. Army Europe and Africa area of responsibility.

### Modernization

AFMD is also primarily responsible for the modernization of the Army rotary wing fleet under the Regionally Aligned Readiness and Modernization Model. Under this model, aircraft receive the necessary PM-directed MWOs and upgrades needed to bring them up to date while standardizing the fleet and divesting of legacy systems. Depending on the airframe, between two and 12 MWOs may be applied in one aircraft touch. During the eight-month modernization window, units provide about 25% of their aircraft, keeping enough aircraft for ongoing training purposes. AFMD applies MWOs at Ft. Cavazos, Ft. Campbell, and Hunter Army Airfield in Savannah, GA, each pushing through about 50 aircraft annually. Additional road teams are also sent out to modify about 20 aircraft a year at their home stations, including a few teams outside the U.S. As aircraft exit modernization, they enter training and mission phases and will stay stable in their configuration for two years. In FY 23, AFMD installed more than 2,600 MWOs and expended approximately 250,000 man-hours in support of aircraft modernization.

AFMD’s logistics support facility at Redstone Arsenal, AL, executed multiple contracts to include PM aircraft survivability equipment MWO kits for all three Mission Design Series, as well as MWO installs in support of FMS sales.

### Reset

Aviation reset is another long-running mission for AFMD. Over the past two decades, reset has been performed on more than 5,500 Army aircraft of all MDS. Many CAB aircraft have received reset more than once; more than 400 aircraft per year passed through the reset program during the height of South-west Asia contingency operations. However, this mission has diminished over the last five years, with less than 60 aircraft scheduled for the reset program next year. Re-deploying aircraft are evaluated using condition-based maintenance tools to help paint a clearer picture of which aircraft need the deep-cleaning, structural repairs and overdue maintenance procedures that occur during reset. This non-enduring mission has extended the useful life of aircraft that completed multiple rotations in the U.S. Army Central Command area of responsibility over the past 20 years.

AFMD stands ready to support the warfighter. The work of maintaining, fixing, testing and configuring Army aircraft is a highly valued responsibility and a privilege for the committed professionals who serve in AFMD.

*Mr. Mark Smith is the director of the Aviation and Missile Command Field Maintenance Directorate, which is part of the AMCOM Logistics Center at Redstone Arsenal, AL.*

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## USATA Keeps the Army Calibrated

By Mr. Robert E. Mitchell

The U.S. Army Aviation and Missile Command is traditionally associated with all things Aviation and missile. However, one core element of AMCOM's mission is often overlooked – delivering responsive calibration materiel readiness. The U.S. Army Test, Measurement, and Diagnostic Equipment Activity, a primary organizational element of AMCOM, is charged with executing the Army's TMDE calibration and repair support program. USATA ensures Army TMDE measurement accuracy and traceability across all commodities, not just Aviation and missiles.

The Army uses over 831,000 pieces of test equipment to maintain its weapons systems – about 55,000 of those items support Army Aviation and missile assets at field and sustainment maintenance echelons. Maintainers use a variety of TMDE to service aircraft, including the pitot static test sets, radar test sets, radio test sets, oscilloscopes, signal generators, torque screwdrivers and wrenches, scales and pressure gauges.

### Aviation Related

Of these, the pitot static test set and digital aircraft weighing scale are examples of unique TMDE used to ensure operational readiness and Army aircraft safety. Rotary-wing systems, such as the AH-64 Apache, CH-47F Chinook and HH-60 Black Hawk,



The USATA director, David Hargett, explains calibration procedures for Chemical, Biological, Radiological, Nuclear, and Explosives (CBRNE) equipment to the AMC Executive Deputy to the Commanding General, Ms. Marion Whicker.

require a critical TMDE enabler called the pitot static test set for navigational assurance before flight operations.

The pitot-static test set, or air data test set, is used to verify that the altimeter and airspeed indicator on aircraft are reading accurately. They are calibrated using a pneumatic pressure standard, and those standards are calibrated at one of the eight facilities using a deadweight piston gauge. The pistons and mass sets are calibrated at the Army's Primary Standards Laboratory, where they are traceable to the APSL's pistons, mass sets and air data calibration system, with uncertainties around 15 parts per million. The air data calibration system is the Army's most accurate pressure measurement system at the top of the metrology pyramid for measurement traceability for the pitot static testers used across the Army's flight lines.

Weight and balance are crucial considerations in Army Aviation. The Army uses Digital Aircraft Weighing Scales (DAWS) to determine the weight and balance of aircraft. These DAWS are calibrated on hydraulic presses, known as DAWS presses, at 16 worldwide USATA locations. Each press has two

load cells that measure the force applied to the DAWS during calibration. With the APSL's 112,000-pound and 12,000-pound deadweight force machines, the Army can measure forces up to 12,000 pounds with uncertainties of less than 0.2 pounds and forces up to 112,000 pounds, with uncertainties less than two pounds to ensure the DAWS are in tolerance to meet their mission.

### The Mission

Headquartered at Redstone Arsenal, AL, USATA oversees and supports equipment worldwide and carries out its mission with measurement accuracies traceable to the National Institute of Standards and Technology. It accomplishes this through the execution of an integrated, hierarchical network of TMDE support activities strategically located around the world.

"Calibration is a crucial aspect of Aviation that ensures accuracy and safety," said USATA Director David Hargett. "USATA's team of professionals provide the calibration of the Army's tools used to support the maintenance of Army Aviation assets, certifying the precision of those instruments, and providing measurement traceability.



This is essential to ensure optimal quality and protection for our warfighters.”

Although USATA continues to meet today’s measurement demands, the requirements landscape is changing. The Army’s signature modernization efforts require a different way of thinking about measurement support, as new weapons systems are moving faster and higher, with extended range and increased accuracy, precision, and lethality.

### Modernization

As the military transforms to support the Army of 2040, Army Futures Command is aggressively working to deliver the next generation of combat platforms to the warfighters. These signature modernization programs will change the technological landscape, driving a requirement for future measurement demands. USATA is aligned with the AFC cross-functional teams to understand and posture for next-generational metrology support.

Specifically, when the Future Vertical Lift cross-functional team fields the Future Attack Reconnaissance Aircraft and the Future Long Range Attack Air-

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craft, USATA’s engagement will ensure metrology synchronization with materiel fielding to the warfighter. Additionally, USATA is exploring expeditionary support opportunities to augment operational Army sustainment requirements by reducing TMDE evacuation to the strategic support area during large-scale combat operations. USATA will be prepared to support combat projection and warfighter lethality through an accurate TMDE environment.

USATA is committed to supporting

AMCOM in its mission to develop and deliver responsive Aviation, missile, and calibration materiel readiness to the United States Army in order to optimize joint warfighter capabilities at the point of need. Wherever Army Aviation goes, USATA is ready to provide the calibration support needed to keep the aircraft in the air.

*Robert Mitchell is the chief, S-3, of the U.S. Army TMDE Activity, located at Redstone Arsenal, AL.*

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## At CCAD, We Know Our “Why!”

By COL Kyle M. Hogan



### What is your purpose?

Do you serve something higher than yourself? Do your people know this? Have you ever paused amidst the hustle and bustle of life to ask yourself, “What is my purpose?” This might seem like a profound question, and indeed it is, but its depth is precisely what makes it so essential. Our daily routines often push this thought into the background with their pressing demands and deadlines. However, occasionally, it surfaces, reminding us of the larger canvas of our existence. A quick Google search on employee satisfaction will provide you with many areas to focus your talent development. One aspect remains at the top of the list – purpose.

Service to something greater than oneself is a universal theme that resonates across cultures, religions, and philosophies. Such service can manifest itself in myriad ways: dedicating oneself to a cause, committing to personal growth that benefits others, or simply through everyday acts of kindness. There are countless stories of people who found renewed energy, passion, and dedication upon discovering their purpose and aligning it with a higher cause. These individuals often report greater satisfaction in their personal and professional lives and a deeper connection to the world around them.

At the Army’s premier Aviation remanufacturing and overhaul facility, Corpus Christi Army Depot (CCAD), we place purpose at the forefront of everything we do. We aim to provide the warfighter with a quality product at half the cost and in half the time as the original equipment manufacturer (OEM). You hear our purpose in the CCAD mission statement; it is part of our vision and encompassed in our acoustic I AM CCAD.

It starts with me; the acoustic begins with taking the initiative at the most basic level, the individual employee. There is no deflection, no excuses, and the reality that personal responsibility at the individual level is where success begins.

Depot artisan Jonathan Langford works on the lower outer skins of the Black Hawk fuel cell before primer and or sealant is applied, and rivets are permanently installed through aircraft structure. He is assisted by Pennsylvania National Guard SSG Asdrubal Cedeno, Eastern Army Aviation Training Site (EAATS).

U.S. ARMY PHOTO BY DELLA BOHNE

**I am Accountable** – our employees step up when they make mistakes, evident with our quality metric lower than the aerospace industry standard. We acknowledge that even one escape could be catastrophic, so we strive for zero in every work center.

**I am Motivated** – Our team is motivated to enable success for the warfighter. They know what they do is more significant than the individual and strive to focus on the future.

**I am Capable** – Our team can accomplish what the country asks of us. Our core mission is to repair rotor wing aircraft and components in an economically feasible manner that meets the requirements of our nation in a time of need. We are a critical enabling force for the defense industrial base, unmatched anywhere else.

**I am Committed** – Our team is committed, which is evident in those who work here. Three and four generations of families are committed to serving something more significant than self here at America's Aviation Depot.

**I am Adaptable** – As technology evolves, so must our team. We adapt and change to meet the demand and often lead the change. "The way we have always done it" is the fastest way to irrelevancy, and our team is moving forward.

**I am Dedicated** – With the end state in mind, our team provides the best product on schedule, on time, and at or above the quality standard. We are dedicated to continuous improvement and ensuring we show up daily with a purpose.

With this continuous process-improvement mindset, in compliance with Army regulations earlier this year, we created a block of training and instruction to connect our people with their purpose. The reception has improved morale, employee satisfaction, and increased retention. As of this writing, approximately 1/3 of the depot's employees have participated in this volunteer program.

This began as a grassroots request, but after analyzing it, the deliberate decision was made to deepen the event and ensure this was not simply a helicopter "joyride." Starting with the selection process, initial briefing, flight, and after-action review, every piece of this event is tied to purpose and training. In its entirety, the one-hour block includes about 20 minutes of actual time in the aircraft.

Two aspects drive this initiative – Purpose and Quality Assurance.

## Purpose

Purpose means knowing the work you do in our resource management work center is tied to the end state of what we produce and aircraft or a component of an aircraft. The human capital work center hires the artisans who work on these magnificent machines, and the Directorate of Internet Technology ensures our systems connect and move data to support our success working on these machines. The security teams, facility managers, engineers, and even the executive admins in the headquarters are tied to our end state.

One of the many stories about this effort comes from the machine shop, where an employee who works on one of the cabin beams could touch the beam in flight, feel the vibrations occurring in the aircraft, and know his work would last another 20 years.

## Quality Assurance

The second aspect of this initiative is quality assurance. Ask one of our artisans, "Did you give your best?" For those direct-touch labor employees who spend countless hours working on parts, components, and the aircraft themselves, we ask, did you give your best? Although a series of safety checks and processes ensure all our items meet strict quality standards, we expect the warfighter to "trust us" when a part or an aircraft leaves the depot and goes to a unit. With all these processes and checks in place, it is still reassuring when a person is willing to "stand by their work" by flying on a depot aircraft.

The response across the workforce has been overwhelmingly positive. As we examine all our efforts, how does this initiative improve productivity, retention, and reduced quality escapes? As a data-driven business, even training events and actions are examined to determine their ability to provide value to the organization.

As difficult as it may be to measure, our end state is to demonstrate how connecting everyone to the end state creates shared responsibility and accountability across the depot. As a master Aviator with over 2,600 flight hours, I still appreciate that flying in a helicopter is a fantastic experience and sharing that joy with our employees also serves my purpose.

*COL Kyle M. Hogan is the commander of the Corpus Christi Army Depot, Corpus Christi, TX.*



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## AAAA 18th Luther G. Jones Army Aviation Depot Forum Held in Corpus Christi

By Ms. Kathleen (Kat) Pettaway-Clarke



ALL PHOTOS U.S. ARMY CORPUS CHRISTI ARMY DEPOT PHOTO

Corpus Christi, Texas mayor, the Honorable Paulette Guajardo, sent a video with welcoming remarks as part of the opening session



MG Thomas W. O'Connor, U.S. Army Aviation and Missile Command Commanding General, delivers the keynote for the forum.

The Army Aviation Association of America hosted the 18th Luther G. Jones Army Aviation Depot Forum at the Solomon P. Ortiz International Center December 5-6.

The two-day event focused on Army Aviation Maintenance and sustainment, providing education on the government's capabilities, the Corpus Christi Army Depot (CCAD), and the advantages for the global industry customer. This year's theme was *CCAD-Integral to Army Aviation Readiness Today and Into the Future*.

The forum is named after former CCAD commander and former Corpus Christi Mayor Colonel Luther Griffin Jones, Jr. who served in the U.S. Army during World War II from 1939 to 1945 and the Vietnam War from 1958 to 1973; he then served as the mayor of Corpus Christi from 1979 to 1987. Retired MG Walt Davis, AAAA President, emceed the event. Army Chaplain (Captain) Dennis Ohiku, CCAD's first on-staff Chaplain, provided the invocation.

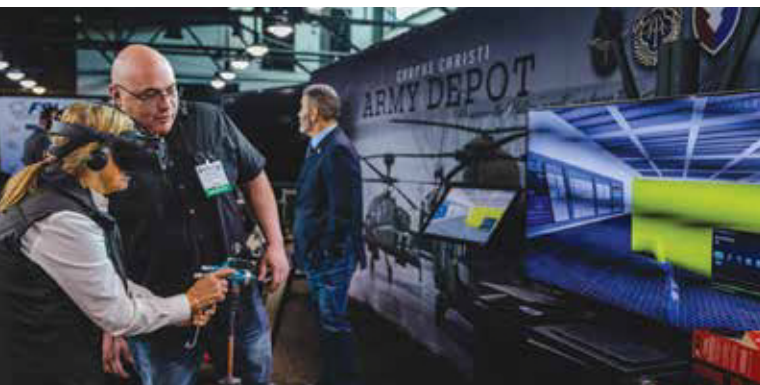
### Opening

During opening remarks, CCAD Commander COL Kyle M. Hogan urged organizations to consider the depot for re-

urbishment, modernization, and organic industrial base needs. "We are committed to meeting enduring and future requirements. CCAD is actively engaged in continuing to be the center of [industrial and technical] excellence for rotary wing aviation."

The Hon. Paulette Guajardo, Mayor of Corpus Christi, Texas, and Hon. Michael Cloud, U.S. Representative, 27th Congressional District, Texas, sent video salutations expressing the importance of the military in South Texas and their efforts of securing support within the highest levels of government. One out of 100 people in the Corpus Christi area are employed at CCAD. The depot has an economic impact of \$1.4 billion to the local community.

MG Thomas O'Connor, U.S. Army Aviation and Missile Command Commanding General, delivered the keynote address. He spoke about the Chief of Staff of the Army's number one priority of readiness for the Army. "The Depot produces readiness; they are a national insurance policy that produces a 50 percent cost savings vs. new." He continued, "We are willing to invest in our people our resources to ensure we can rapidly respond." O'Connor expressed his appreciation for Depot employees thanking them for coming to work every day to make a difference.



U.S. ARMY PHOTO BY EREVEY MARTINEZ

Ms. Gail Davis gets a demonstration at the Corpus Christi Army Depot booth, one of 17 exhibitors at the Forum.



AMCOM GSM Bradford Smith addresses attendees at the Artisan-only breakfast at the Forum on 6 Dec.



U.S. ARMY PHOTO BY JERRY DUBINES

Winner of the Donald F. Luce Depot Maintenance Artisan of the Year award for 2023, Ms. Crystal Leal receives her award from (l to r) MG (Ret.) Walt Davis, AAAA National President; MG O'Connor; former CCAD commander, COL (Ret.) Garner Pogue representing the award sponsor, GE Aerospace; Ms. Gail Davis, daughter of the award name-sake; and CCAD commander, COL Kyle Hogan.

Richard Martin, Army Materiel Command (AMC) Executive Director for Supply Chain Management, provided an AMC update. He spoke about the near challenges of the near peer adversaries and getting the right things to the right place at the right time. "It is done with precision across multiple platforms." It also involves generational modernization. "Generational modernization involves thinking differently about fleet strategy, while being data informed."

Panel discussions for the two-day event included additive manufacturing; organizational culture within an aviation maintenance environment; industry support; Theatre Aviation Support Maintenance Group/CCAD partnership and academic collaboration.

### Awards

Crystal Leal was the 2023 recipient of the AAAA Donald F. Luce Depot Maintenance Artisan of the Year award. This national award is presented to people who have made outstanding individual contributions to Army aviation in depot maintenance during the award period commencing July 1 to June 30. Leal is an Electronics Integrated Systems Mechanic for the Avionics Branch at CCAD. She is considered the "go to person" and often selected to lead directorate maintenance teams while displaying a relentless personal dedication and commitment to her work. Leal also provides technical instruction, safety tips, and lessons learned to her colleagues. She was a critical player in the revamping of the UH-60 Victor Black Hawk recapitalization assembly program and consistently improved build times while cutting costs. Her efforts led to a cost savings of over \$1.1 million.

SGT Ricardo Yglesias was presented the Army Achievement Medal as the CCAD Soldier of the Year for exceptionally meritorious achievement.

Clarence Hitchings, Combat Capabilities Development Command Aviation and Missile Center, Liaison Engineering Branch Chief was inducted into the Silver Honorable Order of St. Michael for his continued superior contributions to Army Aviation, such as his airworthiness responsibility for all non-standard field repairs and maintenance conducted worldwide.

During closing remarks, Hogan presented the signature "I Am CCAD" video, solidifying CCAD employees' commitment to readiness and supporting the warfighter



U.S. ARMY PHOTO BY JERRY DUBINES

SGT Ricardo Yglesias receives the Army Achievement Medal as the CCAD Soldier of the Year from (l to r) CSM Bradford Smith, AMCOM CSM; MG O'Connor; and COL Hogan.



U.S. ARMY PHOTO BY JERRY DUBINES

Mr. Clarence Hitchings is inducted into the Silver Honorable Order of St. Michael by (l to r) MG (Ret.) Davis; Ms. Suellen Dennett, Corpus Christi AAAA Chapter President; and COL Hogan.

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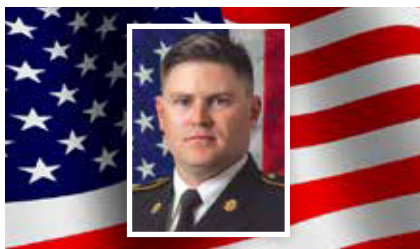


# 2023 National Functional Award Winners

## Army Aviation Association of America

### 2023 Army Aviation Trainer of the Year

*(Sponsored By: CAE, Inc.)*



**SSG Christopher L. Korthals**  
Aviation Operations Division  
Joint Readiness Training Center, Fort  
Johnson, Louisiana

SSG Korthals has far surpassed his operational duty description as the Air Traffic Control NCO/Trainer at the Joint Readiness Training Center. He has demonstrated his technical and tactical expertise by providing outstanding ATC training, guidance, and evaluations while at Fort Johnson and Fort Wainwright. During his very first JRTC event as an evaluator / trainer, he was voted by his peers as the Aviation Division's Observer, Controller and Trainer of the Rotation. SSG Korthals has revolutionized how Air Traffic Services are evaluated while training at JRTC, using the Training and Evaluation Outline from the unit's METL to provide an accurate and realistic reflection of their performance. This provides invaluable feedback to the visiting unit's leadership as to the preparedness for global response and support. SSG Korthals has received numerous accolades and was awarded an ARCOM from the Commander of Operations Group, JRTC, as the OC/T of the rotation for the largest Aviation rotation in JRTC history. He volunteered to be the MEDEVAC OC/T for a March 2023 rotation in Fort Wainwright, Alaska. SSG Korthals was again voted by his peers as the Aviation Division's OC/T of the Rotation in August 2023. His performance identifies him as the 2023 Army Aviation Association of America Army Aviation Trainer of the Year.

### 2023 Army Aviation Medicine Award

*(Sponsored By: Gentex Corporation)*



**CPT Rachel E. Bridwell**  
4th Battalion, 160th Special Operation  
Aviation Regiment (Airborne)  
Joint Base Lewis-McChord,  
Washington

CPT Rachel Bridwell is the epitome of what an Army Flight Surgeon and Emergency care doctor should be. She is a graduate of the Emergency Medicine residency at Brooke Army Medical Center and is a staff emergency medicine physician at Madigan Army Medical Center, focusing on emergency and trauma care. As the author of over 100 medical journal articles, contributor for multiple medical podcasts, lecturer, and professional publication reviewer, one may miss her accomplishments as a leader and flight surgeon. CPT Bridwell deployed multiple times in support of Army and Joint Special Operations world-wide. She contributed to emergency and trauma focused training in austere environments and response to real, critical care events for our service members in multiple theaters. Her leadership during a mass casualty event in June of 2023 led to the successful evacuation of 22 service members, across, and out of the theater to higher levels of care using helicopters and Air Force fixed wing transports, on which she was rendering medical aid, ensuring all survived. This quick thinking, complex coordination, and her individual refusal to pass these tasks off ensured the transport and survival of all 22 injured personnel. She is the shining example of the Army Aviation Association of America's 2023 Army Aviation Medicine Award.

### 2023 Army Aviation DUSTOFF Flight Medic of the Year

*(Sponsored By: Air Methods Corporation)*



**SSG Shawn E. Cecil**  
2nd Battalion, 160th Special  
Operations Aviation Regiment  
(Airborne) Fort Campbell, Kentucky

On June 11, 2023, SSG Shawn Cecil responded to an MH-47 Crash in CENTCOM while deployed, confirming why the Special Operations Aviation Medic is such a crucial member of the team. As the Senior Aviation Flight Medic for this operation, SSG Cecil played a crucial role in coordinating air-evacuation of the casualties in an unconventional setting using a combination of ground, rotary wing, and fixed wing assets. SSG Cecil responded to the crash which resulted in 22 total casualties that were transported by ground to the nearby role-II. Because of the overwhelming number of patients, an MC-130 was utilized to transport 15 of the casualties to a distant role-II, 53 minutes away. Since there were no medical personnel on board the MC-130 upon arrival, SSG Shawn Cecil took it upon himself to assume this role. SSG Cecil conducted crew coordination, patient care coordination, and direct medical care for the entire 53-minute CASEVAC flight. Upon arrival SSG Cecil coordinated handoff with the role II facility, provided medical care and conducted planning for higher level of care for 2 hours 55 minutes. Once all casualties were treated at role-II, SSG Cecil coordinated a second CASEVAC by MC-130 from role II to role III with an additional flight of 49 minutes. SSG Cecil continued to provide medical care for these casualties during transport to higher care. His quick thinking, determination and mission focus proves he is the 2023 AAAA DUSTOFF Flight Medic of the year.



# 2023 National Functional Award Winners

## Army Aviation Association of America

### 2023 Army Aviation Air/Sea Rescue Award

(Sponsored By: Collins Aerospace)



MAJ Kenin A. Zuniga  
Commander

1SG Joshua D. Smith  
Senior NCO

**Company C, 2nd Battalion,**  
227th Aviation Regiment  
1st Air Cavalry Brigade  
Fort Cavazos, TX

C/2-227th Aviation was called on to conduct a complicated high altitude rescue attempt that no other assets were capable of in April of 2023. A fallen hiker, high in the mountains, was in desperate need of rescue and Company C answered the call. They launched four hoist capable Black Hawks, and over a period of almost 17 hours of flight time conducted 18 live hoists in the rescue of the injured hiker and a member of the rescue team injured in the process. The stranded patient found himself at an elevation of 8000 feet MSL, clinging to a cliff face with a footing smaller than a 12 inch x 8 inch sheet of paper. The challenges continued to mount as the rescue unfolded. His position made a direct hoist perilous due to the rotor downwash. Through coordinated efforts with the National Park, the Carlsbad Fire Department, Company C leaders, and two high-angle rope teams, a plan was devised to insert the rope teams above and below the patient allowing faster access and stabilization. The unwavering determination of the rescue teams and countless hours of effort and meticulous planning resulted in his being safely hoisted onto the aircraft, ultimately saving his life. The actions of C/2-227th embody their motto, "To Save a Life," and identify them as the recipient of the 2023 AAAA Air/Sea Rescue Award.

### 2023 Army Aviation Air Traffic Control Maintenance Technician of the Year

(Sponsored By: Raytheon Company)

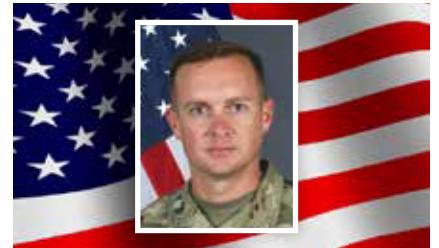


**SSG Daniel A. Koehler**  
Company F, 2nd Battalion, 149th  
Aviation Regiment  
San Antonio, Texas

As the NCOIC of the ATC maintenance team, Staff Sergeant Koehler played a pivotal role in overseeing the operational integrity of four ATC Repairers, stationed across three key locations within Kuwait, Iraq, and Syria. His leadership prowess was exceptional, showcased through his deft management of maintenance operations within the theater of operations. SSG Koehler's expert guidance and MOS-specific knowledge were instrumental in guiding his soldiers, and fostering a cohesive and skilled team. SSG Koehler's leadership was underpinned by his profound technical acumen in Air Traffic Control systems maintenance, his meticulous oversight ensured that all systems and sub-systems functioned within optimal parameters, a testament to his dedication to precision and operational excellence. Moreover, he exhibited adept coordination skills by collaborating seamlessly with battalion and brigade supply and communication personnel. This approach not only upheld the safety of operations but also facilitated the ATC company in successfully executing over 40,000 incident-free Air Traffic Movements. SSG Koehler's dynamic leadership, technical proficiency, and meticulous oversight collectively underscored his pivotal role in ensuring the operational success and safety of Air Traffic Control activities across the theater. These achievements identify him as the 2023 Army Aviation Association of America Air Traffic Control Maintenance Technician of the Year.

### 2023 Army Aviation Air Traffic Controller of the Year

(Sponsored By: Raytheon Company)



**SGT Vertin P. Guilfoil**  
1st Battalion, 58th Aviation Regiment  
Fort Novosel, Alabama

SGT Guilfoil is the most efficient and resilient air traffic controller in the 1-58th Airfield Operations Battalion. His hard work and dedication to the unit set him apart from his peers and leadership. His dedication and work ethic was a critical component of maintaining safe operations and a high level of readiness at Baledogle Military Airfield, Somalia and at home station at Fort Novosel. While deployed in support of Combined Joint Task Force – Horn of Africa, SFC Guilfoil skillfully integrated policies and procedures to effectively manage a high density, multinational, and multi-use airfield. He developed and endorsed safety procedures through coordination with joint partners and built capacity through the professional development of two peers and two non-specific aviation MOSs on advisory, emergency procedures, airfield maintenance, and joint and partner force coordination procedures. Upon redeployment, he designed and implemented a rigorous training plan to build readiness and proficiency on the Tactical Airspace Integration System (TAIS) and Tactical Terminal Control System (TTCS). His efforts enabled the battalion to provide TAIS support to Northern Strike 23-02 within six months of returning from deployment. His achievements and dedication to excellence identifies him as the 2023 Army Aviation Association of America Air Traffic Controller of the Year.



# 2023 National Functional Award Winners

## Army Aviation Association of America

### 2023 Army Aviation Air Traffic Manager of the Year

*(Sponsored By: Raytheon Company)*



**WO1 Clark C. Urban III**  
1st Battalion,  
58th Aviation Regiment (AOB)  
Fort Novosel, Alabama

WO1 Urban is the most proficient and motivated Air Traffic Manager in the 1-58th Airfield Operations Battalion. His hard work and dedication to the unit and his craft proved to be critical to the execution of the Air Traffic Control element. He was an integral part of training and demonstrated knowledge and expertise for all air traffic control, airspace management, and airfield operations. Over the past year, he executed and planned multiple complex mission-related readiness exercises ensuring the highest level of readiness during combat operations in support of Combined Joint Task Force- Horn of Africa. (CJTF-HOA). His initiative created mutual training support opportunities at Fort Novosel and the surrounding areas which enhanced the team's proficiency conducting Air Traffic Control and Airfield Management Operations. While deployed to HOA, he served as a platoon leader, air traffic and airspace management technician, the assistant battalion operations officer and aided the CJTF-HOA's senior airfield authority in Somalia. WO1 Urban demonstrates professionalism and dedication to his job and his Soldiers. Combat tested, he sets high standards in training and is a team player who consistently looks for ways to improve the organization and has unequivocally earned the Army Aviation Association of America 2023 ATC Manager of the Year award.

### 2023 Army Aviation Air Traffic Control Facility of the Year

*(Sponsored By: Raytheon Company)*



*Mr. Ronald L. McCrae*  
*Air Traffic Control Branch Manager*

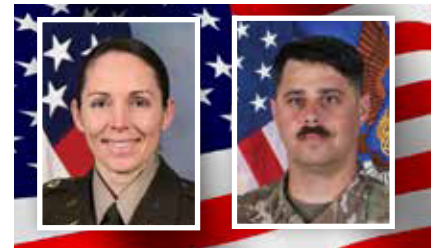
### Biggs Air Traffic Control Complex

Fort Bliss, Texas

Biggs Air Traffic Control (ATC) Complex, consisting of an ATC Tower and Airspace Information Center (AIC), has been the most significant part of the planning and use of the Fort Bliss Special Use Airspace. Biggs AIC leadership was integral to briefing the United Kingdom's 47th Regiment Royal Artillery leadership in 2022 that led to their decision to select Fort Bliss, TX, to establish a permanent unmanned aerial system (UAS) school for their soldiers. Biggs AIC has also provided annual support to the Japanese Missile Shooting exercise, supporting over 200 training hours during which Japanese soldiers shot HAWK, CHUSAM, and PATRIOT missiles at aerial targets overflying the Fort Bliss Special Use Airspace. Biggs AIC has been the coordinating force behind operations in the Special Use Airspace through Army ADA battalions at the National Capitol Region (NCR) level during an annual culminating training exercise involving multiple government agencies in support of the NORAD Homeland Defense mission. Both Biggs Tower and Biggs AIC support missions requested by the U.S. Border Patrol that utilize UAS platforms to recon and provide surveillance of the Mexican-American border. During the award period, Biggs Tower and Biggs AIC have provided incident-free movement support for over 16,000 and 47,000 movements, respectively. The Biggs Air Traffic Control Complex has earned recognition as the 2023 Army Aviation Association of America Air Traffic Control Facility of the Year.

### 2023 Army Aviation Air Traffic Control Unit of the Year

*(Sponsored By: Raytheon Company)*



*LTC Lindsay A. Ryan*  
*Commander*      *MSG Jon W. Fagan*  
*Senior NCO*

### 1st Battalion, 58th Aviation Regiment

Fort Novosel, Alabama

1-58th Airfield Operations Battalion (AOB) executed a demanding pre-deployment training plan, deployment in support of Combined Joint Task Force-Horn of Africa (CJTF-HOA), and reintegration at home station, Fort Novosel. The Eagle Team built readiness and rapidly progressed towards proficiency training through the execution of two theater level exercises including Freedom Shield and Northern Strike. Within 14 days of arrival in the Horn of Africa, the Eagles rapidly conducted a battle handover and set conditions to reach Full Operational Capability (FOC) in Kenya, Somalia, and a headquarters element in Camp Lemonnier, Djibouti including the integration of support between combined, joint, and multi-national forces. The Eagles successfully supported the senior airfield authority in Kenya, both ground force commanders in Somalia, and the CJTF-HOA Headquarters and adjacent units with 15,000 safe control movements. The 1-58th simultaneously maintained Tactical Airspace Integration Systems (TAIS) support for CONUS based exercises while deployed to HOA. Upon redeployment, the TAIS team rapidly certified personnel through support of two theater level warfighter exercises in Florida and South Korea and their follow-on mission at Northern Strike 23-2 in Michigan where they managed 395 total movements. 1-58th Guardian Eagles distinguished themselves as truly worthy of being designated the Army Aviation Association of America 2023 ATC Unit of the Year!



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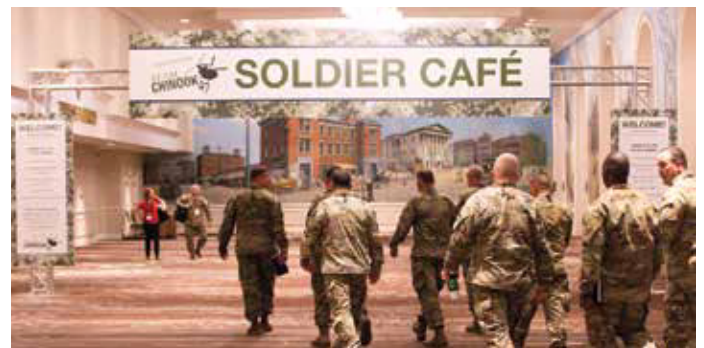
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## HIGHLIGHTS

- ★ 350+ Exhibits ★ Aircraft ★ 9000+ Attendees
- ★ Professional Sessions ★ Hall of Fame Induction Banquet
- ★ National Awards ★ AAAA Community Booth
- ★ Leadership Panels ★ Spouse Programs and Events
- ★ Your Next Mission Veterans Hiring Event ★ Soldier Café
- ★ Networking Café ★ Receptions ★ And More!





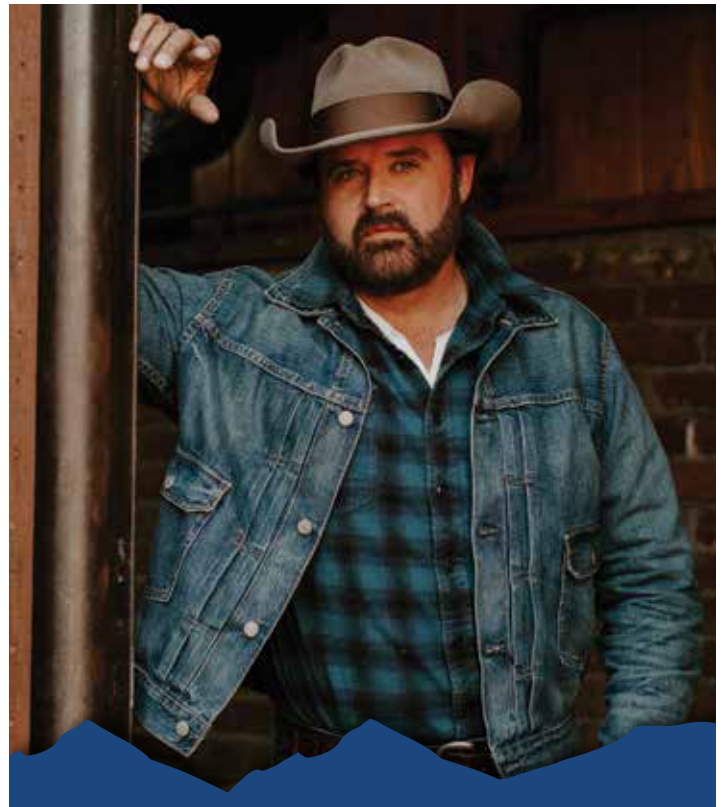
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# Army Aviation Museum Heritage

By Mr. Bryan Macfarlane

The U.S. Army Aviation Museum and Training Support Facility (TSF) are truly unique. No other branch has both a museum and a TSF. No other service has put as many resources into indoctrinating their newest members with a focused day of training on the history and legacy of their branch. As you read this, we are busily populating the facility with aircraft, engines, armaments, equipment, and other items that form the materiel culture of Army Aviation. Here, young Soldiers experience challenging situations and leadership lessons that delve not only into the technologies but into the leadership challenges confronted in stewarding the profession.

The U.S. Army Aviation Museum has been collecting, maintaining, interpreting, and displaying pieces that string together a cohesive narrative of the branch. Here the operational inventory is the focus as we work to acquaint Soldiers and the public with the role and impact Army Aviation has had on the nation. In the last calendar year, we have worked hard to host events to expand the role of the museum in the community. We will continue to do this into the future. Together the facilities have created a campus focused exclusively on the unique characteristics and history of Army Aviation. The museum hosts nearly 100 graduations every year, as well as serving as the locality for many of Army Aviation's focused celebrations of its legacy. The Army Aviation Hall of Fame and the trophies recording the AAAA national and functional awards are housed in the museum. From promotions, to retirements, to the Aviation Ball, the museum is truly the center of the dynamic corporate identity of the branch.

But the campus is still two distinctly different spaces. What is needed is an accessible space full of character to bind the two. What is envisioned is a park – a park that ties together the legacy of those whom we honor with the vibrant and active role that the museum campus plays in our community (see Fig. 1). The space identified is a greenbelt that links the parking lot and museum to the TSF. We envision the installation of engraved

## Army Aviation Heritage Preserve and AAAA Honor Walk At The U.S. Army Aviation Museum Campus

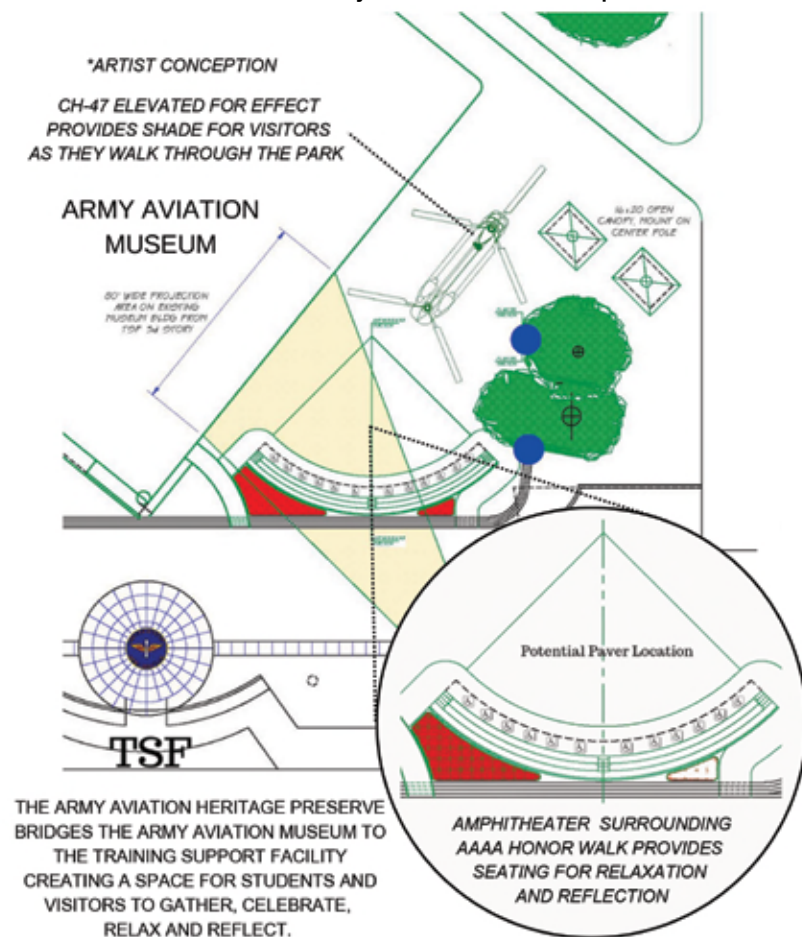


Figure 1. Artist's rendition of the Army Aviation Museum Campus Park.

bricks that identify those selected by the AAAA as honorees for its national and functional awards. In the center a helicopter is elevated to offer a bit of shade in the Alabama sunshine and to draw our eyes skyward. As young Soldiers arrive at the museum campus for their training, they will transit through the park on their way to the TSF. They will see those that have been recognized by the Army Aviation community as they pass and have a space to reflect on the lessons of the day. The space can serve as a social space – both for formal and informal events – again tying the concepts of legacy and service to the gathering of community members.

Apart from some general ideas,

the park is intended largely as an outdoor space for the Army Aviation Association of America to extend the recognition of the Army Aviation community at large into a physical space. We want to thank AAAA for all that it has done to be a central pillar as voice, support, networking, and recognition of the commitment and dedication of the Army Aviation community. We look forward to bringing this concept to reality with you and to continue to serve as part of the Army Aviation legacy.

*Mr. Bryan Macfarlane is the curator of the Army Aviation Museum at Fort Novosel, AL.*

## ► From the Field



# What is an AVCRAD?

## One-of-a-kind Capability, Proven Force Multiplier and Helping to Build the Army of 2030

By COL Stephan Nowakowski, COL Andy Ratcliffe, MAJ Jeffrey Godfrey, LTC (Ret.) Bob Burnside, CW4 Mike McJunkins, and LTC (Ret.) Tony Daschke



*CH-47 702 Section 46 exchange.*

**A**viation Classification and Repair Activity Depots, or AVCRADs, are an economical multi-mission capable asset for the Army National Guard (ARNG) and a historically proven forward deployed capability for in-theater aviation maintenance for all components of the Army. AVCRADs are industrial based maintenance facilities with a mission to provide sustainment maintenance, to include depot capabilities, service, test flights and warehouse operations for the ARNG. Historically, the AVCRADs are credited with saving over 193 million dollars annually to the ARNG through cost savings and avoidance. There are four AVCRADs supporting the 54 States and territories and they are co-located with a Theater Aviation Sustainment Maintenance Group (TASMG) within the States of California, Missouri, Mississippi and Connecticut.

### Maintenance/Sustainment Mission

A key mission AVCRADs perform is the On Condition Sustainment Maintenance (OCSM) program. Designed for UH-60Ls, UH-60Ms and CH-47Fs, the OCSM is a service life extension program, which includes the completion of

all Phase Maintenance Inspections (PMI), replacement of projected time between overhaul (TBO) components, all limited-depot level structural repairs, safety message compliance and airframe corrosion prevention paint application. OCSM is completed within the AVCRAD and is dependent on the participation of Guardsman assigned to the TASMGs. Upon completion of paint and test flights the aircraft are returned to the owning unit or as directed by NGB. On average, the four AVCRADs complete approximately 20-23 OCSM airframes annually.

### Training Mission

Not only do they provide critical maintenance support, AVCRADs prepare TASMGs in mission essential task list (METL) proficiency to support future Large Scale Combat Operations (LSCO). They train TASMG Soldiers in special skills, qualifications, and certifications necessary to perform field, sustainment, limited depot aviation maintenance, crash and battle damage repair, repair of major end items, and sustainment-level maintenance for Army Enterprise aviation assets.

## Modernization Mission – Building the Army of 2030

Along with maintenance and training support, AVCRADs are critical for aviation platform modernization. AVCRADs plan to start in second quarter FY24 installing the Common Infrared Counter Measure (CIRCM) in over 285 systems on the UH-60Ms, AH-64Es, and CH-47Fs across the 54 states and territories. The CIRCM provides future laser-based infrared (IR) countermeasure systems for rotary wing, tilt rotor and small fixed wing aircraft.

AVCRADs equip, grow, and modernize TASMG capabilities by leveraging reimbursable workload in support of Life Cycle Management Commands, Program Executive Offices, and ARNG Aviation. The AVCRADs also develop

The four TASMGs and HQ ADMRU, also known as the 1100th TASMG, are the only Army Aviation units with the directed mission of providing dedicated theater aviation sustainment/depot capability. TASMGs have deployed continuously in support of the warfighter since 2003 and are currently deployed now in support of the CENTCOM AOR.

## Conclusion

The AVCRADs are a one-of-a-kind, combat proven force multiplier and a multi-mission capable asset found only in the ARNG. In a resource constrained environment, the four AVCRADs have proven to be a smart choice for regional depot aviation repairs and warehousing to support the 54



UH-60 OCMS

repair procedures, unique processes, and special tools and test equipment; these solutions become part of the TASMGs deployable capability.

## Historical Success - OPERATIONS IRAQI and ENDURING FREEDOM

Historically, dating back to 2003, the AVCRADs were used with great success during Operations Iraqi and Enduring Freedom. “Task Force AVCRAD,” later redesignated “Task Force TASMG” are rotations with a mission to provide theater wide aviation maintenance support for deployed rotary wing aircraft. These rotations provided for depot level maintenance on rotary wing airframes and components to support forward deployed Army Aviation aircraft. Major component repairs that normally required shipment back to CONUS were completed within the theater of operations by the AVCRADs. This ensured mission essential parts were getting back to the warfighter in a timely manner. AVCRAD deployed capability included servicing avionics, rotors and blades, engines, props and machine shop to make parts and tools.

states and territories. Their role in training TASMG Soldiers in low density MOSQ skills, certification and qualifications are critical for unit readiness to support mission essential activities. AVCRADs are also supporting the Army of 2030 through facilitating aviation equipment modernization ensuring Army National Guard aviation platforms win on a modern battlefield. Because of their unique capability to provide depot level repairs within a theater of operations, AVCRADs and TASMGs should be considered in Army plans to support future contingency operations.

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*COL Stephan Nowakowski is the Connecticut State Army Aviation Officer and 1109th TASMG commander; COL Andy Ratcliffe, the Mississippi AVCRAD facility supervisor and 1108th TASMG commander; MAJ Jeffrey Godfrey, the Missouri AVCRAD facility supervisor; LTC (Ret.) Bob Burnside, a data analyst and CW4 Mike McJunkins, Aviation Logistics Officer in the NGB Aviation Logistics Branch; and LTC (Ret.) Tony Daschke in Strategic Plans/Communications of the Army National Guard Aviation and Safety Division.*

## ► From the Field



# Joint Multinational Readiness Center– Saber Junction 23 – The TF Lighthorse Experience

By CPT Chance Mathias and CPT Mallory Reckerd



The Joint Multinational Readiness Center (JMRC) is designed to train the US Army and NATO allies in Unified Land Operations (ULO). In September 2023, Task Force Lighthorse participated in Saber Junction 23 (SJ23) at JMRC. TF Lighthorse's task organization included: HHT, 3-17 Air Cavalry Squadron (ACS); two AH-

64Ev6 troops; the UH-60L command and control company (-); an HH-60M MEDEVAC platoon; a CH-47F heavy lift platoon; an Aviation maintenance troop, a forward support troop, and an air traffic services (ATS) section. TF Lighthorse worked directly for our parent brigade headquarters, 3rd Combat Aviation Brigade (3CAB), task organized

*Bravo Troop conducts a 125-hour/270 day maintenance inspection in an austere environment near Grafenwöhr, Germany, Sept. 11, 2023.*

under a Polish-led Multi-National Division, comprised of over 4,000 Soldiers from 14 different NATO Allies. This article provides insight into the challenges faced and lessons learned from two AH-64E troop commanders fighting in a simulated Large Scale Combat Operation (LSCO) environment. Ultimately, the fast-paced and complex environment requires commanders to consider the following:

*How do commanders at echelon communicate the common operating picture (COP) to the brigade, Aviation task force, troop, and aircrew while assigning tactical tasks that are realistic and achievable despite intelligence latency?*

*Bravo Troop poses in front of its AH-64E Apache after the completion of JMRC, Saber Junction 23 near Vilseck Army Airfield, Germany, Sept. 17, 2023.*





*How does an Aviation task force maintain synchronization with each troop during multiple ongoing operations in an environment where information is quickly changing?*

*How do the troops maximize mission command during daily operations and during tactical assembly area (TAA) displacements?*

## **Challenges and Solutions**

One of the greatest challenges faced was the intelligence latency to the troop commander or air mission commander (AMC) during attacks in close friendly contact. Information delivered during the operations and intelligence (O/I) brief was normally hours old, and no longer relevant by the time of mission execution. During deliberate attacks out of close friendly contact, considering the sensitive nature of this mission, Division dedicated a greater number of resources and enablers to the task force to maximize risk mitigation and mission success. While this eased the issue of information latency, fewer enablers were available for attacks in close contact. Additionally, unreliable air to ground communications with the ground force remained persistent throughout the exercise. The Troops consistently relied on over the horizon communications such as satellite communications (SATCOM) and Blue Force Tracker (BFT) to communicate situation updates, passages of lines, and fire missions with the ground force. However, many multi-national allies were not equipped with BFT, increasing the difficulty of conducting “deliberate” attacks in close contact. The combination of latent information and unreliable communications between aircrews and ground force made it incredibly difficult to conduct deliberate attacks in close friendly contact. Until we can bridge the information latency gap and maintain reliable air to ground communications, we must consider attacks in close contact as a hasty operation or movement to contact.

This intelligence latency was also consistent between the Troops and TF Lighthouse as information flow was a persistent challenge. Due to a lack of digital devices and resources at the Troop-level, the Task Force communicated the COP to the Troops in an analog system utilizing maps and acetate. While updates were continuously communicated to Troops by our staff, the Troops, displaced from the Squadron MCP, experienced a cumbersome task to obtain an updated picture of

the battlefield. Throughout the exercise, however, the Division demonstrated the future of Army modernization in utilizing Android Team Awareness Kits (ATAKs) to communicate the COP. The ATAKs, as opposed to the Troops’ vehicle-mounted Joint Battlefield Command Platforms (JBC-P), displayed S2s picture of the friendly and enemy disposition. While placing an ATAK in each cockpit would require testing and an Airworthiness Release (AWR), this modernization effort would minimize information latency, increase situational awareness, and increase micro efficiencies within a Troop’s planning effort.

This modernization effort must also be accompanied by a commander’s utilization of the human dimension. Throughout the exercise, the battle captain was commonly inundated with orchestrating the efforts of an entire Aviation Task Force. To increase synchronization between the troops and squadron, Bravo and Charlie Troop experimented with providing a liaison officer (LNO) to the Task Force Battle Captain during mission execution. Providing an LNO was a productive way to add context to the AMC’s actions and advocate support of timely resources.

Ultimately, our Troops’ battle rhythms became sources of frustration and an added barrier to a leader’s huddle. Throughout SJ23, the Task Force provided 24 hours of Apache support to the ground force, with each Troop receiving one 12-hour block within a 14-hour duty day. With Task Force OPORD briefs, mission rehearsals, and other battle rhythm events, it became difficult to navigate the schedule to conduct Troop OPORD briefs and rehearsals, let alone synchronize across the entire Troop, down to the lowest level. This was especially true regarding our enlisted maintenance personnel who were often on different schedules to provide 24-hour maintenance operations to support the Troops’ missions. Synchronized communication and command and control was additionally hampered when required to displace our TAAs. While a necessary task for survivability, these jumps reduced precious duty day for aircrews to plan and execute missions and crew chiefs to conduct maintenance inspections. Despite ensuring our CP was fully operational within four hours of arrival to our field site, it took our Troops significantly more time to transport all equipment and personnel during both Task Force jumps. This time was critical as the unit was at its most vulner-

able point, and unable to quickly react to changing situations. Lack of Troop SOPs and load plans directly correlated to reduced performance during jump operations. The faster and more efficiently a Troop can displace and establish a new CP, the faster it can provide support to the Division.

Troop commanders must ensure that mission command is exercised to maximize micro-efficiencies and increase mission success. For this to occur, junior leaders and its unit must have the commander’s intent, guidance, and pre-established SOPs. As mission planning and execution became the ultimate priority, valuable meetings such as the daily Troop leader huddles were less frequent and abandoned. To distribute key information, we established a central white board, updated daily, containing “Commanders Notes,” “Last updated,” “Important Meetings,” “Mission Timeline,” etc. While this became a reliable source of information for each Trooper, it should never have substituted a nightly leader huddle. We as commanders must fight for time with junior leaders to ensure intent and guidance is clearly communicated.

We faced many challenges, failed constantly, succeeded in areas, but overall, improved as a formation. Ultimately, the lessons learned, codified in this article, become the cornerstone for our Troops’ FY24 training. Specific attention will be given to increasing information flow between the Troop to the Task Force, maximizing mission command efforts, and synchronizing the Troop’s battle rhythm, command post, and ground convoy operations. Overall, Bravo and Charlie Troop performed well, conducting seven hasty attacks, two deliberate out of contact attacks, four movement to contacts, two screens, four reconnaissance missions, flying 298 hours (approximately 125 hours at night), conducted 11 x 50-hour inspections and two shared 125-hour/270-day maintenance inspections in the field. Our motivated NCOs and Soldiers led a strong maintenance program, and our skillful Warrant Officers executed each mission with maturity and violence of action leading us to success. Despite our successes, our failures helped us identify areas for growth as we shift our sights towards the next training opportunity.

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*CPT Chance Mathias is the commander of Bravo Troop and CPT Mallory Reckerd is the commander of Charlie Troop, 3-17 Air Cavalry Squadron, 3rd Combat Aviation Brigade. Both are assigned to Hunter Army Airfield, GA.*



# My 48 Feet of Airspace

By Dale E. House

*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*

**A** Troop, 7/17th Cav is in An Khê now (1969). We occupied the 1st Cav Hooch's on the hill overlooking the "Golf Course." It's not really a golf course. It's where the revetments and Camp Radcliff Army Airfield are located. All in the shadow of Hon Cong Mountain, An Khê. A lot is going to happen in my tour yet to come: The story below, upset training in an OH-6, the tragic loss of one of our own, lots of AO operations, a move back to Pleiku to Camp Holloway; All before I board the "Freedom Bird" in Cam Ranh Bay back to the US of A on April 21, 1970.

Danny Rackoff and I volunteered to extract a wounded LRRP member that was located southeast of An Khê. Crew chief SP4 Jerry Trembath and gunner SP4 Ron Aaberg made up the remainder of the crew. We used 66-16017, which was Richard Turnley's ship, my ship, 66-16016 ("The Sopwith Camel") was not available. The official A Troop 7/17 history has Richard Turnley listed as the Aircraft Commander for this mission. Richard Turnley doesn't remember this mission, because he didn't fly it. I was flying it; in his aircraft. We had received an abbreviated briefing that an LRRP Patrol had an injured member and had requested a MEDEVAC. MEDEVAC was not immediately available so the mission was deferred to our unit. We headed out with a gunship escort from the 119th, a lat and long, and an FM frequency. I'm not sure why we ended up with a gun ship from another unit. It could have been because the 7/17 was active in the AO that day and did not have any assets available except for a spare H Model.

I found out later that it may have been Peter Daly flying the "Mike" model gun ship. It was coincidence that I ran into Pete at the 'O' club at Camp Holloway, Pleiku several months later. I didn't know Pete before that. We just happened to be in the 'O' club together at the same time that evening. While we were talking, I notice a zippo lighter on the bar next to him with the 119th engraved on it, that's when we discovered that he may have been my gun cover that day. We would later become good friends. (We ended up being stationed together in Germany).



*The author circa 1969.*

We arrived at the grid coordinates (at least in the ballpark). Radio contact was made with the LRRPs on the ground and they got us to the LZ. No smoke because they said they had been in contact and did not want the extra company. The LRRP member had fallen into a bungee pit and was badly injured. The location was on the top of a ridge line. The LRRP team had cut an LZ for us but the bush was still too high and we couldn't land. In fact, we couldn't get any lower than about 8-10 feet. The rotors were already cutting some bamboo. The LRRP was in a poncho liner stretcher with bamboo poles. The LRRP team wrapped rope around both ends of the stretcher and threw the rope ends up to Jerry and Ron. That took several tries because the rotor wash kept blowing the rope back before it reached the ship. Jerry and Ron finally got a hold of the rope and began hoisting the makeshift

stretcher up. When the stretcher reached the doorway of the ship Jerry and Ron couldn't get the stretcher turned to get it in the aircraft. They said as much over the intercom. I asked if they could rest the stretcher on the skid and hold on until we could find a place to set down on the ground. They said they could, so off we went. Danny transmitted that we were coming out. Jerry and Ron tied the ropes to D rings in the floor to assist, but still had to hold on to the ropes so that the stretcher wouldn't bounce around in the slip stream.

During the time we were at a hover trying to recover the stretcher, we began receiving fire from another location on the ridge. I still remember the zing and popping sound of rounds that went through the cabin. Danny transmitted that we were receiving fire. I think the gun ship rolled in with suppressive fire. My attention was on getting the LRRP on board and getting the hell out of there. I was focused on "my 48 feet of airspace." (The rotor diameter of a UH-1 is 48 feet, right?) When we got back to An Khê we looked the ship over and found one hit in the skid. My incredible luck held. That was the only hit during my entire tour.

We took off east/southeast from the ridge. As soon as we cleared the ridgeline, I noticed a small sand bar in a river about one thousand feet below. That became my target LZ, and we basically autorotated down to that sand bar. Jerry transmitted over the intercom, saying that he and Ron were having trouble hanging on to the stretcher. I remember saying "Hold on, we're almost there". We landed on the sandbar which was attached to the riverbank by a small strand. There were footprints in the sand, which concerned me. After we

touched down, Jerry and Ron relaxed their grip on the ropes and lowered the stretcher to the ground and then jumped out of the aircraft so they could lift and turn the stretcher to get that poor LRRP member in the aircraft. After they got the wounded LRRP into the cabin, Jerry and Ron jumped back in the aircraft and they both yelled "clear" at the same time into the mike. They must have noticed the footprints too. It took us about 20 seconds to get The LRRP on board but, it seemed longer. I can't imagine what this poor guy was thinking the whole time this was going on. What a ride he must have had. It took us about 15 to 20 minutes to get back to An Khê. We landed near the base of the tower because the hospital pad was occupied. An ambulance crew came out to meet the aircraft and Jerry and Ron assisted off-loading the LRRP. As the LRRP was being carried off toward the front of the aircraft past the left side, where I was sitting, the LRRP looked up and saw me. He said, "Thank you." Of course, I couldn't hear him with the rotors turning, engine running, and helmets on, but he mouthed it. And in that moment, I understood why I was here. That simple "Thank you" made the entire tour worth everything I had experienced.

Danny later collaborated on the story, adding "that was the worst mission that he had ever been on." I met up with Jerry in 2016 at a 7/17th reunion in Branson, MO. He stated that, "I remember my fingers were really hurting trying to hold on." Over a beer, I was able to thank him for a job well done.

*Dale E. House is a VHPA life member living in Thornton, CO – callsign Ruthless Rider 38/Rook 38.*

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## ► Historical Perspective

### 50th Anniversary of Women in Army Aviation

# 50 Years Ago – Women in Army Aviation: The Beginning

By Mark Albertson

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

**W**omen, for the most part, were not handed the advances they have secured, they had to struggle for them, and struggle mightily they have. From Margaret Cochran Corbin<sup>1</sup> to Sally D. Murphy, the advancement of women in the United States military has occurred in many avenues. One of these is Army Aviation.

The distinction of being the first female Army Aviator belongs to 2nd Lieutenant Sally D. Murphy. She joined the Army in January 1973, after obtaining a master's degree in history and began flight training September 11 of that year at Fort Rucker, Alabama. Lieutenant Murphy received her wings, June 4, 1974, and soon she was flying UH-1 helicopters. Murphy would go on to command the 78th Aviation Battalion (Prov.) in Japan and by the early 1990s, she would retire with the rank of Colonel.

However, many militaries in the world still do not allow women to don a uniform; to which the United States showed itself to be ahead of the curve. Yet despite the fact that women have proven they are able to master one of the most demanding and challenging of technological branches in the entire American military, Army Aviation, their biggest challenges most certainly lie ahead. But their pedigree is remarkably sturdy and robust; for Murphy, Smalley and Currie were not the first ladies to pilot Army aircraft.

They follow those who came before them and helped to pave that road that



*Jacqueline Cochran, standing on the wing of her F-86 Sabre Jet, talking to Chuck Yeager and Canadair test pilot, Bill Longhurst. According to the National Air & Space Museum, "... at the time of her death in 1980, she held more speed, altitude and distance records than any other male and female pilot in aviation history.*



*Sally Dale Stonecipher Murphy, the first female U.S. Army helicopter pilot to graduate from flight school at Fort Rucker, Alabama on June 4, 1974.*

today's women aviators have turned into a super highway.

#### **In the Beginning**

Levée en masse<sup>2</sup> did wonders for the advancement of women in the modern era. For no longer was it possible to wage conventional war with just professional soldiers and volunteers. With more factories and the evolution of technology powered by Capitalism, death tolls were rising precipitously and the mass conscription of bodies became the order of the day so as to replace the ever expanding harvests of humanity. This was an environment in which women had to take up the slack.

For instance, by September 2, 1945, 16,199,566 Americans were in a uniform.

As a result, more than 6,000,000 women would be in the factories producing all manner of armaments, equipment and supplies. But they also began to take their place in the American military.

Following Hitler's invasion of Poland, renowned aviatrix Jacqueline Cochran wrote to First Lady, Eleanor Roosevelt, about the need to include women pilots for a potential National Emergency. "In the field of aviation," she wrote, "the real bottleneck in the long run is likely to be trained pilots." Women could be used effectively in "all sorts of helpful back of the lines work," as, for instance, in flying ambulances, courier planes, and commercial and transport planes, thereby releasing male pilots for combat duty. Miss Cochran noted that Germany,

Russia, England and France had already begun to use women pilots in their air forces. "As for the United States, she did not believe that it was 'public opinion that must be touched, but rather official Washington,' particularly Army and Navy officials."<sup>3</sup>

Though she was speaking and writing in general, much of what Ms. Cochran inferred would be included in the program that was later organized and implemented. Yet there was another well-known lady pilot making her pitch as well, Mrs. Nancy A. Love. She forwarded a letter to Lieutenant Colonel Robert Olds, an officer in the Plans Division of the Office of the Chief of the Air Corps. By June 1940, the Plans Division was considering the use of female pilots, perhaps as co-pilots in transport aircraft and in shuttling single-engine aircraft.

### The Women Airforce Service Pilots

Of course, the demands of global, industrialized war were forcing a decision. Hap Arnold sought and was able to get approval for two programs in 1942 – The Women's Flying Training Detachment or WFTD and the Women's Auxiliary Ferrying Squadron or WAFS.

The former was commanded by Jacqueline Cochran with the latter commanded by Nancy Love. However, on August 5, 1943, the USAAF merged the two factions to create the Women's Airforce Service Pilots or WASP.

The WASP was a non-military formation; yet, it still had to conform to Army rules and regulations. 1,074 ladies graduated the program to become WASPS. These gallant ladies performed a variety of services, such as towing targets, flying transport missions, laying smoke, testing aircraft, ferrying aircraft. Whether single or multi-engine aircraft, WASPS flew some 60,000,000 miles, performing invaluable service which relieved many men for frontline duty.

Thirty-eight members of the WASP died during World War II. And it was their families that covered the costs for their losses. Attempts by General Arnold to reverse this slight came to naught. That meant postwar benefits of the GI Bill were unavailable to these ladies as well.

Indeed, these ladies got nothing like "Welcome Home for a Job Well Done." It would not be until President Jimmy Carter, in November 1977, when he signed the G.I. Improvement Bill, that these ladies were able to obtain a DD-

214 and be accorded that coveted title, "Veteran."<sup>4</sup>

The valiant ladies of the WASP built that foundation for the generations to come. And though it would take many years, it was Sally Murphy and her sister Aviators would pick up the torch.

### Endnotes:

- 1 – "Margaret Cochran Corbin became the first woman to receive a military pension from Congress for an injury sustained while helping to defend Fort Washington against British troops." See page 1, "Women in Combat: Issue for Congress," Congressional Research Service, by Kristy N. Kamarck, Analyst in Military Manpower, December 13, 2016.
- 2 – The conscription of entire populations and economies for war, as put forth by Lazare Carnot, August 23, 1793, as the French Revolution degenerated into a continent-wide conflict. This will set the tone for conventional war, Total War, to 1945. Indeed, what Americans construe as being the civil war, actually became America's first industrialized conflict.
- 3 – See page 2, "Institution of the Program," Women Pilots With the AAF, 1941-1944, AAF Historical Office, Army Air Forces Historical Studies: No. 55.
- 4 – See Public Law 95-202, 95th Congress, Title IV, "Women's Air Forces Service Pilots."

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# AAAA

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## AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

*I greatly appreciate the support from CW4 Pedro Vargas-Lebron, the Jack H. Dibrell/Alamo Chapter VP of Operations for sharing this information to our membership.*

# The Jack H. Dibrell/Alamo Chapter



The JHD/Alamo Chapter is primarily the main AAAA Chapter for the TXARNG 36th Combat Aviation Brigade and supported Battalions.

Located in the Central Texas area, the 36th CAB is based in Austin with its supported Battalions in San Antonio (499th ASB), Houston (1-149th ARB) and Dallas/Ft. Worth (2-149th GSAB) metropolises along with various other Aviation units also based at these locations. Additionally, they also have members from Fort Sam Houston based in San Antonio, Texas, Futures Command based in Austin, Texas, and retirees living in the Central Texas area. The Chapter has a good membership base with 164 members.

### Events

Annually, the Chapter co-hosts the wreath laying ceremony in honor of 1LT Foulois with the local Daedalians Chapter. The event commemorates the Army's First Flight at Fort Sam Houston, when 1LT Foulois made four flights, crashing on the final one. The Chapter also supports a yearly search and rescue exercise in conjunction with Texas Task Force One Foundation and the Texas DPS Troopers Foundation. This exercise brings helicopter rescues teams from the Army National Guard, Texas Department of Public Safety, Texas Task Force One, Texas State Guard, along with agency partners which include Customs and Border Patrol, Coast Guard, Federal Aviation Administration, FEMA, and multiple local agencies to simulate a flood event. The exercise is the premier



*(l to r) SGT Bayleigh Powers, SGT Emely Lopez, SSG Laurel Ramos, SFC Adelaido Rocha (hidden), SFC Albert Richardson, CW3 Craig Graham, CW3 Keith Banner, CPT Marshall May, CW2 Leonard Vidalez, MAJ Joshua Harriman, CW3 Zack Rogers, and MAJ Nathan Cloutier are inducted into the Bronze Honorable Order of St. Michael by LTC Stacy Restorer (front) during the 1st Battalion, 149th Aviation Regiment Dining Out and Chapter Scholarship fundraiser on November 18, 2023.*

Search and Rescue event nationwide and assist agencies in furthering communication and cooperation before a real flood event happens.

The Chapter supports and provided funds with the support from AAAA National to host the 1-149th Aviation Regiment Annual Dining Out and the Jack H. Dibrell/Alamo Chapter Scholarship fundraiser. The Ball brought together Aviators, past and present to enjoy fellowship and food with a focus on bringing our younger Soldiers into the chapter. Another 87 Soldiers attended due to the support from the National Office and our Chapter and 1000 dollars was added to the scholarship fund during the event.

The Chapter hosts quarterly meetings, providing lunch and fellowship for members. Meeting's locations usually vary between Austin and San Antonio to accommodate most Chapter members in the area.

### Awards and Charities

The Chapter has an active awards program that awarded 17 bronze OSM this year with 12 being awarded during this year's dining out and scholarship fundraiser. In the past we have also assisted National in honoring CW3(Ret) Alfred J. Cargen, with a Gold Order of St. Michael.

The Chapter is planning for another scholarship fundraiser in the coming year. The Chapter's goal is to create a yearly fundraiser that will assist growing the scholarship fund at the national level.

### Continued Support

The Jack H. Dibrell/Alamo Chapter has and continues to support local Army Aviators, current and retired in the Central Texas area. Through events and charities, they support AAAA members while promoting the history of Army Aviation and keeping AAAA relevant. The Chapter also supports unit requests for funds for deployment ceremonies, dining outs and Christmas parties. The Jack H. Dibrell/Alamo Chapter supports all these events to further the AAAA's goals of Voice, Network, Recognition, and Support for fellow Army Aviation Soldiers and their families.

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

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

## AAAA Chapter News

### SOCAL Chapter



CHAPTER COURTESY PHOTO

The Southern California chapter held their 4th quarter, 2023 meeting on Friday, December 8, 2023 at the “Pub,” Bldg. 19, on the Los Alamitos Army Airfield and the Joint Forces Training Base (JFTB), Los Alamitos, CA. Highlight of the meeting was the chapter’s delivery of Christmas presents for several junior Army Aviation soldiers and their families stationed at the airfield, as a part of the support the chapter provides, annually, for the combined JFTB and city of Los Alamitos Chamber of Commerce event.

### AAAA News -Order of St. Michael Inductees

#### Air Assault Chapter



U.S. ARMY PHOTO

**CW5 Sean Richards** is inducted into the Silver Honorable Order of St. Michael at the end of November 2023, by COL Clint Cody, 101st Combat Aviation Brigade commander and CW5 Bob Phillips, CAB command chief warrant officer at Ft. Campbell, KY. Richards was recognized for his long-standing support of Army Aviation, especially for his service as the CAB Aviation Mission Survivability Officer.



CHAPTER PHOTO BY SCOTT HOLLINSWORTH

**SGM (Ret.) Prescotte L. Hawkins** was inducted as a Knight of the Honorable Order of Saint Michael on October 19, 2023, at the 4th quarter meeting of the Air Assault Chapter by chapter president, COL (Ret.) “Hawk” Ruth with the assistance of chapter secretary, CW5

(Ret.) George Arzente. Hawkins was recognized for being instrumental in developing and executing the chapter system for the efficient processing of approximately 100 Orders of St. Michael annually.

#### Colonial Virginia Chapter



CHAPTER PHOTO BY CW5 TOWK KOSEK

**CW2 Adam D. Lechlitner** is inducted into the Bronze Honorable Order of St. Michael by CW5 Javier Gutierrez (not pictured), former senior warrant officer, on November 22, 2023 at Fort Eustis, VA. Lechlitner is recognized for 21 years of service and 8 years of aviation service in support of Army Aviation and military intelligence operations in Africa and South America and serving as a standardization pilot training new fixed wing pilots conducting ASE and FW safety research and development. Pictured are (l to r), son, Anthony; wife, Lynn; son, Tyler, and daughters, Olivia and McKenzie.

#### Oregon Trail Chapter



U.S. ARMY CHAPTER PHOTO BY 1SG ZACH HOLDEN

**CSM Jim R. Brown** is inducted into the Silver Honorable Order of St. Michael by LTC Nathan P. Edgecomb, 2nd Bn., 641st Avn. Regt. commander and chapter president, on December 2, 2023 at the Army Aviation Support Facility #1, Salem, OR. Brown was recognized for his more than 38-year career supporting Army Aviation culminating as the senior noncommissioned officer advisor for the 2-641st Avn.

#### Tennessee Valley Chapter



CHAPTER PHOTO BY MRS. KESEY WEATHERS

**MAJ (Ret.) Hank Isenberg** is inducted into the Bronze Honorable Order of St. Michael by

Mr. Matthew Shattuck on November 2, 2023 in Huntsville, AL. Isenberg was recognized for his long-term, continuing support to Army Aviation as an Army Aviator, Assistant Project Manager for Aircraft Ground Support Equipment, and the owner of IronMountain Solutions, Inc. which supports Redstone Arsenal and PEO Aviation.



CHAPTER PHOTO BY MR. GARY GRANAHL

**Mr. Elisha J. Screws** is inducted into the Bronze Honorable Order of St. Michael by Mr. Alan McClendon, Utility Helicopters Project Office chief engineer on October 25, 2023 in Huntsville, AL. Screws was recognized for his dedicated support of Army Aviation over the past 13 years in the UHPO culminating as the Field Support Branch Chief. He is moving to the senior engineer position at the Uncrewed Aircraft Systems PO.

#### Washington Potomac Chapter



CHAPTER COURTESY PHOTO

**COL (Ret.) Stephen T. Burns** was inducted into the Silver Honorable Order of St. Michael by (l to r) MG (Ret.) Walt Davis, AAAA National President; COL Aaron Schilleci, Army National Guard Aviation and Safety Division Chief; and COL (Ret.) Ron Lukow, Chapter President on November 9, 2023 at the Army Navy Country Club, Arlington, VA, during the chapter’s annual scholarship dinner. Burns was recognized for his significant and long-lasting contributions to Army Aviation and the Army National Guard Headquarters as the ARNG Deputy Aviation and Safety Division Chief, as well as dedicated service as the Scholarship Vice President of the Washington-Potomac Chapter and as a member of the Board of Governors at the AAAA Scholarship Foundation, Inc.

#### AAAA Salutes the Following Departed...

COL George S. Bosan, Ret.  
Deceased 11/3/2023 Life member

LTC Herbert M. Smith, Jr. Ret.  
Deceased 11/24/23 Life member



# AAAA **Membership** Update By CW4 (Ret.) Becki Chambers

## The Membership Corner

Here is Part 2 of the update article I started last month. Again, it is such a pleasure to meet so many amazing people while I hold the position of Vice President of Membership.

### Ajay Raghavendra, Ph.D. – July 2021



2LT Ajay Raghavendra

2LT Ajay Raghavendra earned his U.S. Citizenship in September 2021 by Naturalization through Military Service during his brief enlisted tenure as an MOS: 15B Aircraft Powerplant Repairer. In short order, he passed the Selection Instrument for Flight Training (SIFT), completed his Class 1 Flight Physical, applied to and recommended by a Federal Recognition Board to attend Officer Candidate School (OCS), and was selected to branch Aviation after appearing before New York Army National Guard's Flight Accession Board (FAB) in January 2022. 2LT Raghavendra graduated from Alabama Military Academy's Accelerated OCS in March 2022 and departed for Fort Rucker (now Fort Novosel) AL in May 2022. 2LT Raghavendra graduated as a UH-60M Black Hawk Pilot in August 2023 and is now a Platoon Leader with A Co 3-142 Assault Helicopter Battalion and on Active Guard and Reserve (AGR) status as a Staff Officer with

the 42nd Combat Aviation Brigade. "An aside – I'm now working closely with LTC Bailie (AAAA Mohawk Chapter President) to strengthen the Chapter's membership and participation. I'd like to thank AAAA and all the mentorship/opportunities once-again it makes possible."

### Holly Cano – November 2020

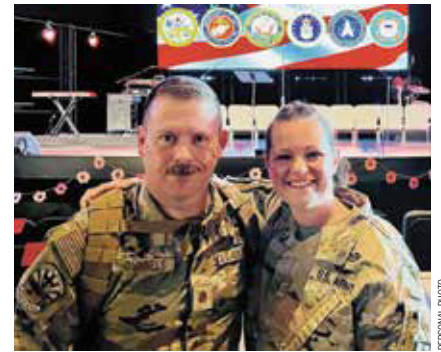


CSM Holly Cano

One month after the article was published, I was selected to attend the Sergeants Major Academy, class 72, that would begin August 2020. Instead of Fort Bliss, TX, I would PCS back to Fort Campbell, KY in April of 2021 to take the Regiment S3 Sergeant Major position with the 160th Special Operations Aviation Regiment (SOAR) (Airborne) and attend the Joint Special Operations Forces Senior Enlisted Academy (JSOFSEA) class 46. I graduated from JSOFSEA in May of 2022. I pinned Sergeant Major in April of 2023 and was selected to serve as the Command Sergeant Major for 1st Battalion 101st Aviation Regiment, 101st Combat Aviation Brigade that same month. I took responsibility for

1-101st AVN Regt 5 Oct 23, where I am currently serving as No Mercy 07! Expect No Mercy!!

### Latny Salt – April/May 2020



MAJ Gunnels and CW4 Salt

Over three more years have passed, and I just got reelected as President again of the Old Tucson Chapter! Completing an 18-month stint as "Company Commander" at the WAATS propelled my desire further into the role of motherhood with all three kiddos now in school! Still marinating in the joys of the achievement of the 2022 Top Senior Chapter Award, I was the Veteran's Day Service guest speaker at Casas Christian School, where our daughters attend!

The picture is of myself with USAF Chaplain Major Jason Gunnels – who is also a magician! We did the Veteran's Day Service together. I also just wrote a letter of recommendation for his son to go to flight school!

I hope you enjoyed this "where are they now" update.

*CW4 Becki Chambers  
AAAA Vice President for Membership*





## New AAAA Life Members

*Arizona Chapter*  
Mr. John Haupt  
*Aviation Center Chapter*  
CW4 Clifford Whittum  
*Cowboy Chapter*  
CW5 Douglas E. Drost  
*Idaho Snake River Chapter*  
CW2 Devon Hightower  
Ms. Ember F. Hines  
SPC Dillon A. McLaughlin  
CPT William F. Miller  
1LT Mitchell R. Samson  
*Iowa Chapter*  
CW4 Levi Frost  
*MacArthur Chapter*  
CW4 Stephen Polis  
*Mohawk Chapter*  
1LT David C. Mackey  
*Mount Rainier Chapter*  
CW2 Jeffrey Carr  
*Oregon Trail Chapter*  
CW4 Stephen Shaw  
*Stonewall Jackson Chapter*  
CW2 Jacob Grubbs  
*Thunder Mountain Chapter*  
CW5 Luis Zamudio, Ret.

## New AAAA Members

*Air Assault Chapter*  
SSG Tyler James Skomal  
SGT Brent Taylor  
SPC Devan Terrell  
*Aloha Chapter*  
Mr. Brian Fulton  
CPT John D. Worthington  
*Arizona Chapter*  
PV2 Jeremy Lee Abbas  
Mr. John Haupt  
PFC Oscar Ramirez  
*Aviation Center Chapter*  
CPT Cosme Belmonte, MD  
W01 Logan C. Bevan  
2LT Tessa Bomke  
2LT Noah C. Brandon  
2LT Ethan G. Brechbill  
2LT Annabel M. Brinkmeyer  
W01 Kyle L. Buchanan  
2LT Alexander J. Cannon  
2LT Michael P. Centanni  
W01 Michael J. Cissell  
CPT Gabriel Coppinger  
2LT Jacob M. Corsaro  
2LT Evan G. Crawford  
W01 Jerimy K. Crawford  
W01 Aspen J. Dennett  
W01 Anthony A. Dockus  
2LT Daylen C. Doll  
2LT Collin M. Dyches  
2LT Michael J. Erickson  
2LT Andrew M. Farris  
2LT Austin M. Federici  
SSG Tyler Finnigan  
W01 Trevor N. Forbeck  
2LT Jordan L. Fredericks  
2LT Ryan M. Giles  
2LT Sean T. Guthrie  
W01 Ian P. Harrison  
W01 Ian F. Huggins  
1LT Jonathan O. Jackson  
W01 Nick J. Jacobson  
2LT Christopher S. Karmazin

W01 Christian J. Kortum  
W01 Nicholas B. Lansford  
W01 Troy A. Leister  
W01 Kurt R. Lewis  
CW4 James E. Lindly  
W01 Sebastian A. Lugo  
MSG Russell Macke  
2LT Markus D. Makela  
2LT Jesse L. Maxam  
W01 Daniel W. McCauley  
Mr. Brian McLeod  
W01 Christopher T. Moody  
2LT shinkwang Moon  
W01 Sean R. Moser  
W01 Corey J. Murray  
2LT Jacob A. Nauman  
W01 Andrew L. Oubre  
2LT Kalli B. Patrick  
2LT Aaron J. Peoples  
W01 Gerardo Perez  
W01 Galen J. Powers  
2LT Emma Richards-Smith  
W01 Carlos M. Rodriguez  
W01 Jose I. Rodriguez-Tirado  
2LT Adam T. Roe  
2LT Cole M. Ryerson  
2LT Madison E. Slevin  
LT Carlos Somanji  
2LT Kayla F. Spellenberg  
1LT Wei Kian Teo  
2LT Dallas J. Valentine  
CW4 Clifford Whittum  
1LT Wei Sing Wong  
*Badger Chapter*  
Mr. Jeff Beutel  
Mr. Steven Broege  
Mr. Chuck Chapman  
Ms. Maria Fregoso  
Ms. Jessica Glaszcz  
Mr. Patrick Hackett  
Ms. Megan Hackett-Gaddam  
Ms. Jennifer Herr  
Mr. Cullen Schafer  
Ms. Southare Vongnarath  
Ms. Felicia Watkins-Johnson  
PV2 Samuel Tobias Zamudio  
*Battle Born Chapter*  
Mr. John Bass  
*Bavarian Chapter*  
SFC Jeremy Nugent  
CPT Jacob Saint-Blancard  
*Big Sky Chapter*  
SGT Chase Armstrong  
Mrs. Shayde Crist  
CPT Douglas Day  
SSG Nathan Eckhardt  
MSG Charles Ellis  
CW2 Michael Evans  
SGT Cody Hanson  
SGT Zac Hodgskiss  
1LT Jayce Johnson  
SGT Ebon Jones  
SGT Lachlan Kerr  
1SG Brian Knowles  
Mrs. Victoria LaFountain  
W01 Andrea Larson  
Ms. Paige Marcella  
SGT Cody Matlock  
SGT Bryce Morgan  
SGT Kerra Mottieu  
1SG Guthrie Oiestad  
Dr. Caitlyn Patera  
SFC Russell Patera  
SSG Rudy Preskar  
SSG Tanner Reddig  
Mr. Noah Sax  
W01 Callie Stevens  
CPT Andrew Stone

CW2 Shane Turner  
SGT Matthew Weidow  
Mrs. Deanna Waples  
*Black Knights Chapter*  
CDT Jake Enman  
*Bluegrass Chapter*  
1LT David Judd  
*Central Florida Chapter*  
Mr. John Daniele  
*Colonial Virginia Chapter*  
Mr. Thomas Abston  
CPT Masheli Billy  
SFC Roberto Canales  
PV2 Ian Joshua Clark  
SSG Joe Manansala  
Mr. Brian Merry  
SSG Gilroy Phaup  
MSG Ricardo Serrano  
*Connecticut Chapter*  
Mr. Brian Crozier  
Mr. Garrett Farris  
Mr. Justin Harrington  
2LT Evan M. Jones  
*Corpus Christi Chapter*  
Mr. Peter Dillon  
Mr. Carl King  
Mr. Dody Perales  
Mr. Chris Ramsey  
1Sgt James White, Ret.  
*Cowboy Chapter*  
PFC Mathew John Ahrndt  
SPC Daniel Daley  
SGT James Ullrich  
*Delaware Valley Chapter*  
Mr. Sean Campbell  
Mr. Christopher DiMarco  
Mr. Christian Gutierrez  
Mr. Brian Nealis  
CPT Michael Purcell  
CW5 Daniel Wilkinson  
CW5 Richard C. Windle  
*Flint Hills Chapter*  
1SG Ashley Jacobs  
CPT Jose Ramos Lopez  
*Follow Me Chapter*  
Mr. Matthew Evans  
SPCFranciscoGonzalez, Ret.  
SGT Eric Searl, Ret.  
*Frontier Army Chapter*  
W01 Damien V. Cobb  
CPT Ashlee F. McKown  
*Gold Standard Chapter*  
Mr. Brandon Kruchinski  
PV2 Evan A. Maccallum  
*Great Lakes Chapter*  
PV2 Caden Pawlak  
PFC Alexander J. Reichel  
*Greater Atlanta Chapter*  
Mr. Jason Farris  
PV2 Peter Andrew. Gunter  
PFC Mikhail Robinson  
*Green Mountain Boys Chapter*  
Mr. Patrick Feeley  
*Idaho Snake River Chapter*  
Ms. Ember F. Hines  
2LT Brandon Martinez  
SPC Dillon A. McLaughlin  
1LT Mitchell R. Samson  
*Iowa Chapter*  
CW4 Levi Frost  
PFC John Aydan Schwab  
*Jack H. Dibrell/Alamo Chapter*  
CW4 Nick LaPlante  
*Jimmy Doolittle Chapter*  
PFC Derek James Metts  
CW4 TC Rownd

*Keystone Chapter*  
2LT Collin P. Curley  
*Lindbergh Chapter*  
Mr. Mike Balbuena  
PFC Kristofer Jackson Cloud  
PFC Margaret F. Holley  
PFC Luke Jonathan Imholte  
Mr. Alex Mossberger  
Mr. Seth Voelker  
Mr. Matt Zeid  
*Lonestar Chapter*  
PFC Stefan G. Weidmann  
2LT Emmitt S. Williams  
Mr. Larry York  
*MacArthur Chapter*  
PV2 Johnny M. A. Reyes  
Mr. Walter Meshenberger  
CW4 Stephen Polis  
SSG Michael Roeding, Ret.  
Mr. Richard Zampieron  
*Magnolia Chapter*  
W01 Benjamin C. Huff  
*Mid-Atlantic Chapter*  
Ms. Cassie Eichenberger  
PFC Nicholas M. Ferraioli  
Mr. Ryan Moran  
*Minuteman Chapter*  
Mr. David Dougherty  
CW4 Jeremy Rada  
*Mohawk Chapter*  
CW2 Joshua Martinez  
*Morning Calm Chapter*  
SGM Westley Kilpatrick  
*Mount Rainier Chapter*  
CW2 Jeffrey Carr  
MSG Anthony Marrero  
*North Country Chapter*  
CW4 Nathaniel W. Barnard  
SGM Sean A. Jones  
SGT Adetiloye Ojobo  
*North Star Chapter*  
PFC Colton James Piecek  
SPC Brady Joseph Waldoch  
*North Texas Chapter*  
Ms. Aida Austin  
SPC Dillon Conlon  
Mr. Alan Ewing  
Ms. Tonya D. Harkins  
COL Eric Jordan  
Mr. Craig Nielsen  
Mr. Robert Townsend  
Mr. Brian Tucker  
Ms. Erin Twaddle  
*Northern Lights Chapter*  
Mr. Cody Bjorklund  
CW2 James E. Clyde  
*Old Tucson Chapter*  
SPC Kerry Humphrey  
*Oregon Trail Chapter*  
PV2 Zachariah J. McCarthy  
Mr. Patrick Monacelli  
Miss Sophia Rosicky  
CW4 Stephen Shaw  
*Phantom Corps Chapter*  
SPC Alex J. Garcia  
CW3 Jose Francisco Morales  
*Pikes Peak Chapter*  
SFC Ketesemane Autele  
MAJ Jonathon Hingey  
CW4 Dale House  
CPL Brandon Martinez  
CW2 Austin Shedd  
SFC Phillip Webb  
*Prairie Soldier Chapter*  
CW3 Adam Connaughton  
*Rio Grande Chapter*  
W01 Austin Dunn  
CW2 Laura Golly

*Rising Sun Chapter*  
SSgt Aaron Joseph Armstrong  
TSgt Henry Lero  
*Savannah Chapter*  
CW4 Joseph Anderson  
CPT James Bentley  
CPT Mitchell McGillick  
Mr. Michael Thomas  
*Southern California Chapter*  
W01 Carlos Bautista  
2LT Dallis M. Green  
*Stonewall Jackson Chapter*  
SSG Lewis Ashworth  
MAJ Ivan Cruz  
SFC Terra Gatti  
CW2 Jacob Grubbs  
CW4 Brian McRoberts  
SSG Predist Walker  
CW3 Matt Wildman  
1SG Brian Wright, Ret.  
SGT Robert Yonts-Wright  
*Tarheel Chapter*  
SGT Zackery Butts  
PV2 Nicholas Alan Grubb  
*Tennessee Valley Chapter*  
Mr. Jason Baggett  
Mr. Ernest Bush  
PV2 Caleb Ray Holder  
CW4 Joseph Mitchell  
Mr. Timothy R. O'Neil  
Mr. Chris Plette  
PV2 Nathaniel Alexander Rice  
Mr. Craig C. Riedel  
Dr. Daniel Schumacher  
Mr. Robert J. Thomas  
*Thunder Mountain Chapter*  
Mr. Marc Boudreau  
SFC Kayla Hubbard  
1SG Thomas Roberts, Ret.  
CW5 Luis Zamudio, Ret.  
*Thunderbird Chapter*  
SGT Neil DiMaggio  
*Utah Chapter*  
PVT Omar Nizar El Habbal  
PV2 Ezra Grant Fowler  
*Volunteer Chapter*  
1SG Terry Hurley, Ret.  
PFC Tyler R. Nyenhuis-Boling  
CW4 Brian Spotts  
*Voodoo Chapter*  
SPC Jacob Hunter Snow  
*Washington-Potomac Chapter*  
Mrs. Jaime Andrews  
SGT Joe Castillejos  
Mrs. Patricia Darroch  
Dr. Dan Edwards  
Ms. Allegra Flores  
CPT Jordan R. Fox  
Mr. Adam Gibbons  
Mr. Kurt Parsons  
Mrs. Wendy Piazza  
Mr. Jonathan Rasche  
Mr. Justin K. Sellers  
Ms. Rachel Williams  
*Winged Warriors Chapter*  
SSG Peder Adamson, Jr.  
CW4 Miguel Aguirre  
SGT Geraldo Andino  
SSG Tyler Brewer  
CW2 Daniel Bryant  
SGT Malik T. Cross  
CW2 Andrew Eaves  
SGT John Ervin  
SFC Manuel E. Garciaquintana  
SSG Timothy J. Goolsby  
SSG Jamaal Hatcher  
SGT Nestor Hernandez

CPL Mason Herrin  
CW2 Emmeline Hollis  
SSG Forrest Scott Johnson  
PFC Zachary Johnson  
1SG Alexandra C. Kassieram  
CW2 Nicholas Krug  
CPL Jose Luis Lopez  
SGT Jacob McClellan  
CW2 Brandon Miller  
SPC Alec Morgan  
SGT William D. Ortiz Muniz  
Ms. Kendal Reynolds  
1LT Bryce Samuel  
SFC Bruce Stack  
SGT Nikki Thibeault Halley  
SSG Franzel Torres  
SGT Jhon S. Vasquez Avelar  
*Wright Brothers Chapter*  
SGT Cody Zicketfoose  
*Yellowhammer Chapter*  
SSG Aaron Bearden  
*No Chapter Affiliation*  
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CW3 Matthew J. Ayuyu  
SFC Michael A. Baffa  
CW4 John Bercaw, Ret.  
PVT Jayden Cole Bickler  
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SSG Gary Bowers  
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2LT William M. Gough  
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CW2 Brandon Isabell  
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Mr. Stephen Lamb  
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PV2 Juan Reyes Figueroa  
PV2 Timothy Phillip Rice  
Mrs. Carrie Richey  
CPT James Thomas Riford  
Ms. Marlo Rodriguez  
PFC Andrew Ross  
PV2 Troy Michael Sandberg  
SPC Reynaldo Sandoval  
CW4 Ian Shaffer  
Ms. Alisa St Laurent  
PVT Jeremy A. Strebe  
LTC Thomas Tubbs, Ret.  
COL Dennis P. Vasey, Ret.  
Mr. Ari Vidali  
PV2 Taylor James Winslow  
CW2 Theodor Witzel  
PFC William Vincent Zuza, IV



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## AAVA Family Forum By Judy Konitzer

*I am very grateful to Fort Novosel's Chaplains Taylor and Kennis for their willingness to help share the importance of our Army's Chaplain Corps.*

# Caring for the Soul of the Army

By Chaplains LTC (P) Kyle A. Taylor, Major Scott G. Kennis, and Judy Konitzer

The Chaplain's Corps "Cares for the Soul of the Army" of every single member of the Army Family, regardless of religious preferences at every level and all locations around the globe.

Once established on 29 July 1775, 218 Chaplains served in the Continental Army. Roman Catholic chaplains were added during the Mexican War 1846-1848; Jewish and African American chaplains during the Civil War 1861-1865; first woman in 1974; Muslim in 1993; Buddhist in 2009; and Hindu in 2011. Today's Corps represents 110 religious faith groups with Chaplains, Religious Affairs Specialists, Chaplain candidates, Directors of Religious Education and DoD civilians, and provides religious services, healing processes to those who have been wounded or traumatized in body, mind, and spirit, and conducts memorial ceremonies, services, and funerals.

The following thoughts are from Chaplain Taylor:

On 3 February 1943, American Troops were being transported to Greenland aboard the USS *Dorchester* into the pitched battle of World War II, when the carrier was struck by a torpedo launched from a German U Boat. As the ship began to sink, a Catholic priest, two Protestant ministers, and a Rabbi willingly sacrificed their lives by giving their life vests to fellow GIs. This ultimate example of service and sacrifice embodies the ethos of what our Corps seeks to cultivate in every Chaplain and Religious Affairs Specialist within our branch serving pluralistically with the utmost devotion to our common cause, and a willingness to sacrifice for the betterment and welfare of our Soldiers and Families.

There are many ministry initiatives that Chaplains provide to the Army at large, in the way of comprehensive Soldier care programs like the Spiritual Readiness Initiative, which is an assessment tool to help Commanders measure the holistic health and fitness of their force; Building Strong and Ready Teams, which provides practical training on life and

relationship skills to improve the quality of life for Soldiers and their Family members, but ultimately, I believe General George C. Marshall best captured what Chaplains uniquely bring to the fight, when he said, "The Soldier's heart, the Soldier's spirit, the Soldier's soul, are everything. Unless the Soldier's soul sustains him, he cannot be relied on, and will fail himself and his commander and his country in the end." Chaplains strengthen the spiritual fortitude of Soldiers by providing soul care through persistent presence, affirmation, and encouragement. This is a force multiplier, because it strengthens the Soldiers resolve and cultivates resiliency and a readiness to fight.

Mission 100 which was launched in 2020 demonstrates the efficacy and importance of our enablers from the Reserve and National Guard. They help fill the gaps and seams when there are far more Soldiers and Family members than providers can safely manage in a timely manner. Their impact in mitigating the harmful and risky behaviors of Soldiers serving in an austere environment helped stem the tide of suicidal ideations and behavior that were trending dangerously upward. They moved into action quickly and provided vital and valuable support to the Commands, Soldiers and Families in Alaska and remain engaged in this ongoing effort.

COVID19 forced the Chaplain Corps to re-evaluate what it means to minister and what it means to be present. Many of our Chapel communities were forced to close their doors due to distancing requirements imposed by the Army, so we had to be creative in finding ways to continue serving and ministering to our congregations, even when we couldn't fellowship and gather in physical spaces. Virtual ministry became a solution to meet a temporary need, but what we didn't anticipate was the number of people who would ultimately prefer to virtually worship through livestreamed services, over gathering



U.S. ARMY GRAPHIC

in communities of faith. We are still working through how to strike the balance between helping people understand the importance of fellowshiping as a part of an active community that gathers in physical space, while we adjust to the changing ideas and expectations of a new generation of congregants who prefer virtual worship and ministry. This effort is ongoing, and we are coming to terms with the reality that there are some congregants who may never again be a part of an active worship community, so we must be adaptive and innovative in creating platforms for virtual worship to meet those emerging needs.

*We are grateful for our Chaplains Corps as integral members of the command team advising commanders to ensure that free exercise religious rights for all Soldiers are upheld – including those who hold no faith.*

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

*CH (LTC (P)) Kyle A. Taylor is the USAACE Senior Command Chaplain, and CH (MAJ) Scott G. Kennis is Garrison Chaplain; both at Fort Novosel, AL.*

## ▶ Book Review

### War and Police – A Novel of War in the Jungles and on the Streets and the People Who Survived Both

By Newton Davis, Reviewed by LTC Hugh Mills, U.S. Army, Retired

Most novels have a string of truth, often based on the author's own experiences or interests. This is certainly true in *War and Police* by Newton Davis (aka Bob Witt). "Bob" served as a UH-1 pilot in northern I Corps in operations around Khe Sanh, Co Roc, LZ Stud and the A Shau valley. The narrative of the flights operations is crisp and informative from the obvious experience of a combat aviator. The crew narrative, operations and locations are real and gripping. The locations are the locations I flew as an Air Cavalry Cobra pilot in 1971-72.

Our Huey pilot leaves the Army and joins a police department as an officer and police pilot and so the narrative shifts back and forth between "Bob's" two worlds. In the air over the city is a killer's recurring presence and the reality of crime in a major city with the interaction of officers on the ground and in the air. From the cockpit to the police cruiser the reality of police work shines through. It's not TV, it is real life. I also experienced that as a police pilot in Kansas City for over 20 years during and after my military service. The helicopter in police work as it is in the military is a force multiplier that makes the street officer job easier and safer. Many of those who flew them in the early years of police aviation were military trained pilots.

*War and Police* takes you to both worlds. The story is a novel but the experience is real. This is a good book from a perspective not seen before. I recommend it.

*LTC (Ret.) Hugh L Mills Jr. is a retired Army Aviator, U.S. Army Aviation Hall of Fame inductee and one of the most decorated Army Aviators of the Vietnam War having served as Darkhorse 16 ('69 & '72) and Charliehorse 38 ('71 & '72). He is the author of "Low Level Hell, A Scout Pilot in the Big Red One."*

### War and Police



INDEPENDENT GRAPHIC

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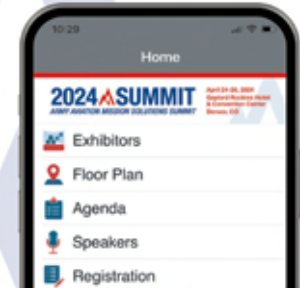


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## AAAA Awards



### Order of St. Michael Inductees

#### Gold

Tennessee Valley Chapter  
CW4 Steven L. Sanders, Ret.

#### Silver

Air Assault Chapter  
CW5 Orin F. Englishbee  
CW5 Sean T. Richards  
CSM Latevia M. Williams-Green  
Aloha Chapter  
CW3 Robert Bagardo  
CW5 Jeremie J. Zabko  
Aviation Center Chapter  
CW5 Joshua T. Locke  
SGM Vickie L. Marsh  
CW5 Casey W. Peterson  
Colonial Virginia Chapter  
SGM Troy D. Estell  
William J. Roberts Jr.  
Corpus Christi Chapter  
Clarence R. Hitchings  
SGM Jon L. Trawick  
Keystone Chapter  
CSM Shannon Cullen  
Old Tucson Chapter  
CW5 Jessey Ferbeyre  
Oregon Trail Chapter

CSM Jim R. Brown  
Pikes Peak Chapter  
CSM Clemente A. Gamez  
Stonewall Jackson Chapter  
CW5 Marvin R. McKenney  
Tennessee Valley Chapter  
Barry Penny  
LTC Robert Vlasics, Ret.  
Voodoo Chapter  
SGM Derek J. Boudreaux  
Washington-Potomac Chapter  
COL Stephen T. Burns, Ret.

#### Bronze

Air Assault Chapter  
SFC Seth Brown  
SFC Brandon J. Burchette  
CPT Daniel B. Cate  
1SG Bradley J. Edwards  
CW4 Michael D. Linenfelser  
SFC Justin M. McKinney  
CW3 Aaron J. Moss  
CW4 Richard L. Orr  
CW3 (P) Miles E. Price  
CW4 David M. Rosamond  
CW3 Jason E. Rutherford  
CW4 Jody Simmons  
CW4 Joseph C. Telford  
Aloha Chapter  
CW4 Mark Bales  
CW2 Randie J. Bobb  
MSG David M. Bowers  
CSM Jason M. Bryant  
CW3 Spencer Bush  
CW4 Tom Castro  
LTC William M. Dunn  
CW3 Matt Dusch  
SFC Dionne Harrison

SFC Jonathan G. Hebert  
CW3 Michael K. James  
CW4 Caleb S. Kittrell  
CW3 Andrew Morrison  
CW3 Angel E. Rosado  
CW3 Robert Shumer  
CW4 Steven Silva  
SSG Tyrone Sweet  
CW3 Eric Williams  
1SG Brandon Wilson  
SFC Scott T. Young  
Aviation Center Chapter  
SFC Christopher A. Butts  
CW5 Kyle Cutler  
SFC Kyle E. Gregory  
CW3 Heredia J. Sanchez  
SFC Samantha D. Smith  
CW4 Adam M. White, Ret.  
Big Sky Chapter  
MAJ Dustin Horswill  
1SG Dan Johnson  
CW4 Brian Lovaas  
CW2 Wyatt Shipp  
CW4 Thad Waples  
CW3 Guy Welborn  
Colonial Virginia Chapter  
SSG Ravon T. Brown  
SFC Brittney E. Castellano  
SFC Kirk W. Clarke  
MSG Ryan W. Ford  
SFC William J. Holzhauser  
Sabrina Kools  
CW3 Andrew Laskowski  
Dr. Mark Robeson  
SSG Timothy A. Robinson  
1SG Nicolas A. Wasser  
Connecticut Chapter  
LTC Jeffrey Wiesner  
Desert Oasis Chapter  
CW4 Henry R. Moore, Jr.  
Follow Me Chapter  
CW3 Steven R. Strength

Green Mountain Boys Chapter  
CW4 Michael E. Ahearn  
Idaho Snake River Chapter  
COL Christopher T. Burt  
Iron Mike Chapter  
CW3 Robert Shumer  
MSG Ester Y. Cordoba  
CW3 Clifford L. Evans  
CW4 Josefin Jones  
MAJ Matthew Kane  
CW4 William C. White  
Jack H. Dibrell/Alamo Chapter  
CPT Marshall P. May  
CW3 Keith D. Benner  
CW3 Joshua T. Feagley  
CW3 Craig R. Graham  
SSG Mark Guillory  
MAJ Joshua E. Harriman  
SFC Zakkarie Hatter  
SSG Marvin Hutchins  
SGT Emely Lopez  
CW3 Ricardo M. Maldonado  
W01 James McCurry  
SGT Bayleigh Powers  
SFC Laurel A. Ramos  
CW4 Jorge Reyes  
SFC Albert R. Richardson  
SFC Adelaido Rocha  
CW3 Zackary P. Rogers  
CW3 Leonard J. Vidalez  
Mid-Atlantic Chapter  
CSM Gregory T. Kecken  
Morning Calm Chapter  
CPT Alexander J. Davis  
SFC Samuel Karoki  
CW4 Caleb N. Marheine  
SSG Joshua S. McClure  
CW4 Paul A. Osburn  
CPT Jonathan D. Osgood  
SFC Cameron C. Rogers  
CPT Andre L. Solomon  
Mount Rainier Chapter

CW4 Wesley A. Iwerks  
SFC Daniel G. Wallace  
North Star Chapter  
CW4 Thomas T. Knutson  
SFC Andrew McGillivray  
CW5 Bruce J. Moenck  
CW4 Jennifer A. Otremba  
SFC William J. Pace  
CW3 Ryan B. Taggart  
North Texas Chapter  
CPT Nicholas M. Adams  
CPT James A. Stetzer  
CW3 Ryan K. Thurgood  
Old Tucson Chapter  
1SG Rigoberto S. Andrade  
CW5 Sharon K. Mothershed  
Phantom Corps Chapter  
CPT Seth Brock  
1SG Brandon J. Casey  
MAJ Nicholas L. Craig  
CW3 Jordan A. Martell  
1SG James E. Martz  
SSG Danny Ramirez  
Prairie Soldier Chapter  
COL Darin J. Mongeon  
Ragin' Cajun Chapter  
CPT Jordan R. Baginski  
Rio Grande Chapter  
CPT Travis R. Douglas  
CW3 Chase R. Johnson  
CPT David R. Lademan  
Rising Sun Chapter  
CW4 Richard Dean  
1SG Eric Douse  
CW4 Joseph A. Mattos  
CW4 Jacob "Jake" Schmidt  
MAJ Matthew Vane  
1SG Guy S. Weaver  
Stonewall Jackson Chapter  
CW5 John D. Calley  
1SG Jerry L. Fink  
CW3 Steven W. Jones

Tennessee Valley Chapter  
Michael W. Brooks  
Christopher Cousins  
David B. Elkins  
Hank Isenberg  
Romulo L. Ordenez  
William "Todd" Richburg  
MAJ Nicholas K. Toney  
Thunder Mountain Chapter  
CW5 Percell Hunter, Jr.  
SSG Adam W. Shive  
Volunteer Chapter  
SFC Gary Lewis  
Washington-Potomac Chapter  
Joseph A. Trottie  
Winged Warriors Chapter  
CW4 Patrick Cormack  
CW4 Kenneth Lett  
Yellowhammer Chapter  
MAJ Zachary L. Burton  
1SG Roy Chandler  
COL David E. Crenshaw  
COL John R. Fleet  
CW4 Thomas D. Johnson  
LTC Anthony S. Laier  
SSG Paul M. Phillips  
COL Bryan E. Pike



### Honorable Knight Inductees

Air Assault Chapter  
Prescotte L. Hawkins  
Aloha Chapter  
SFC DeMarcus Ballenger  
*Continued on page 64*



## 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.*

### USASOAC Orders MH-47G Block II Chinooks



U.S. ARMY PHOTO CPL AMELIA YANG

Boeing announced the U.S. Army Special Operations Aviation Command (USASOAC) has placed an order for six remanufactured MH-47G Block II Chinooks. The Block II orders are part of a modernization plan aimed at updating the Army's Chinook heavy-lift cargo helicopter fleet, which first entered service in the early 1960s. According to Boeing, the \$271 million order, which has an expected completion date of May 2027, increases the number of the Block II special operations variant of Chinooks under contract to 42.

### RTX Leadership



Hayes



Calio

RTX chief executive Greg Hayes will step down in May, the company announced on December 14, 2023. The company's chief operating officer, Chris Calio, will take over the CEO role. Hayes was previously chief executive of United Technologies Corp. from 2014 until 2020, when Raytheon and UTC merged; he was named CEO of the newly formed company, which is now called RTX. The leadership transition will occur at the company's annual shareowners meeting slated for May 2. Hayes will continue to serve as RTX's executive chairman.

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

**Unmanned Systems Inc.** doing business as Albers Aerospace,\* McKinney, TX, was awarded a \$15,000,000 cost-plus-fixed-fee contract for the Mission Systems Flying Test Bed; work locations and funding will be determined with each order, with an estimated completion date of Dec. 7, 2028.

**General Atomics Aeronautical Systems Inc.**, Poway, CA, received two awards: a \$389,000,000 fixed-price incentive contract for the purchase of MQ-1C-25M Gray Eagle Modernized Extended Range systems with work locations and funding to be determined with each order, and an estimated completion date of Nov. 29, 2024; and, an indefinite-delivery/indefinite-quantity, firm-fixed-price and cost-plus-fixed-fee contract ceiling increase with a potential maximum estimated value of \$200,000,000 for integration and testing support for the Medium Altitude Long Endurance Tactical (MALET) MQ-9 and MQ-1C Special Operations Forces peculiar (SOF-p) modifications, procurement of GA-ASI developed and produced aircraft modification kits, and analysis and studies to inform Government decision on potential future MALET MQ-9 and MQ-1C SOF-p modifications; the majority of the work will be performed in Poway, and is expected to be completed by March 2024.

**Montana State University Inc.**, Bozeman, MT, was awarded a \$9,135,000 modification to contract W911W6-18-C-0050 to evaluate and detail the current challenges in manufacturing primary aircraft structures using stretch-broken carbon fiber; work will be performed in Bozeman, with an estimated completion date of Sept. 30, 2027.

### UPCOMING EVENTS

**MARCH 2024**  
 6-9 HAI Heli-Expo 2023, Atlanta, GA  
 21-23 35th Annual International Women in Aviation Conference, Orlando, FL  
 26-28 AUSA Global Force Symposium & Exposition, Huntsville, AL

**APRIL 2024**  
 24-26 AAAA Army Aviation Mission Solutions Summit, Denver, CO

## ARMY AVIATION MAGAZINE

### Upcoming Special Focus

**FEBRUARY**  
 PEO Aviation  
 Rotary Wing Project Managers  
 Army Capability Managers  
 Army Futures Command (AFC)  
 FARA, FLRAA Updates

**MARCH**  
 Guard/Reserve Aviation  
 MEDEVAC Concepts & Capabilities  
 Safety

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

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# Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from December 2022 through December 2023. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants. **Every penny donated to the Scholarship Foundation goes directly to a grant as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).**

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# People On The Move

## Aviation General Officer Promotions

The U.S. Senate has confirmed the following Aviation officers for promotion to the rank of Major General.



**BG Jeffrey L. Copeland**, Assistant Adjutant General -Maneuver, North Carolina National Guard;



**BG Daniel A. Degelow**, Commanding General, 38th Infantry Division, Indiana National Guard;



**BG Clair A. Gill**, Deputy Director for Regional Operations and Force Management, J-3, The Joint Staff, Arlington, Virginia;



**BG David L. Hall**, Vice Director, Programs and Requirements, NGB J-8, National Guard Bureau, Arlington, Virginia;



**BG Charles D. Hausman**, Deputy Director, Civilian Protection Center of Excellence, Arlington, Virginia;



**BG Lisa J. Hou**, The Adjutant General, New Jersey National Guard;



**BG Stephen F. Logan**, Assistant Adjutant General, Hawaii National Guard;



**BG Lori L. Robinson**, Commandant of Cadets, U.S. Military Academy, West Point, New York;



**BG William A. Ryan III**, Commanding General, First Army Division West, Ft. Cavazos, Texas.

## Aviation General Officer Assignments

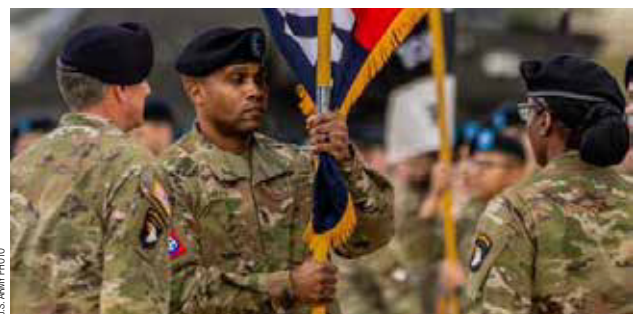
### Gronewold Sworn In



Oregon Governor Tina Kotek administers the Oath of Office of the Adjutant General to BG Alan R. Gronewold during the Investiture Ceremony held at the Oregon State Library, Salem, Oregon on Nov. 28, 2023.

## Changes of Command/Responsibility

### Wings of Destiny Welcomes Pitts and Farewells Williams-Green



CSM Marcus Pitts accepts the colors of the 101st Combat Aviation Brigade from COL Clint Cody (left), brigade commander while outgoing CSM Latevia M. Williams-Green stands by during a change of responsibility ceremony at Fort Campbell, KY on Nov. 28, 2023. Williams-Green was also inducted into the Silver Honorable Order of St. Michael for her dedicated service to Army Aviation by COL (Ret.) Hawk Ruth, Air Assault Chapter President and COL Cody.



Williams-Green was also inducted into the Silver Honorable Order of St. Michael for her dedicated service to Army Aviation by COL (Ret.) Hawk Ruth, Air Assault Chapter President and COL Cody.

## Flight School Graduates

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



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

### 44 Officers November 2, 2023 Class 24-001 Commissioned Officers

- 2LT Bartley Morales, Jonanthony G. -DG
- 2LT Meegan, Brian T. -HG
- 2LT Peterson, Carl A. \* -HG
- 2LT Carver, Brayden A. \*
- 1LT Dufresne, Thierry E. \*
- CPT Dukes, Christopher D. \*
- 2LT Handel, Hayden M. \*
- 1LT Huynh, Andrew
- CPT Leech, Kenneth W., Jr. \*
- 2LT Minson, Austin G. \*
- 1LT Oliver, Kacie K.
- 2LT Pengelly, Luke A.
- 2LT Petellin, Cody S.
- 2LT Somers, Andrew J. \*
- 2LT Stewart, Jonathan T. \*
- 2LT Valle, Finnian E. \*

### Warrant Officers

- WO1 Loy, Brandon P. -HG
- WO1 Ren, Norman M. \* -HG
- WO1 Riggins, Matthew R. \* -HG
- WO1 Scott, Andrew J. \* -HG
- WO1 Caudill, Dylan M. \*
- WO1 Christian, Jason \*
- WO1 Glaser, Christopher R. \*
- WO1 Gonzalez, Jacob C. \*
- WO1 Good, Anaid A. \*
- WO1 Gorrell, Kyle D. \*
- WO1 Granados Terrazas, Enrique J.
- WO1 Jansen, Daniel A. \*
- WO1 Johnson, Alexander C.
- WO1 Lancaster, Austin B.
- WO1 Lay, Adam M.
- WO1 Lopez Garcia, Guillermo \*
- WO1 Mahler, Jacob M. \*
- WO1 Menegos, Stephen J.
- WO1 Miller, Dormaine A.
- WO1 Mills, Cory P. \*
- WO1 Murphy, Mackenzie L.
- WO1 O'Brien, Andrew R. \*
- WO1 Penny, Mackenzie R. \*
- WO1 Phaup, Paeton M.
- WO1 Piccirilli, Ashley M. \*
- WO1 Ray, Robert L.
- WO1 Rosado, Mathew \*

# People On The Move

W01 Roundtree, Trase M.  
 W01 Scherer, Zachary E.  
 W01 Stokely, Tyler C.  
 W01 Tucker, Joshua J. \*  
 W01 Winters, Carter S. \*

**42 Officers**  
**November 16, 2023**  
 Class 24-002

**Commissioned Officers**  
 2LT Cassese, Michael G. \* -DG  
 2LT Haider, Daniel L. -HG  
 2LT Nguyen, Tyler J. -HG  
 2LT Bacon, Thomas A. \*  
 2LT Bolin, Robert E. \*  
 2LT Buck, Casey T. \*  
 CPT Grigonis, Jamie A.  
 2LT Lynch, William M. \*  
 2LT Mollohan, Mackenzie C. \*  
 1LT Pelkey, Thomas J. \*  
 2LT Phillips, Madison R., Jr.  
 2LT Traconis, Anthony J. \*  
 2LT Vandenbergh, Luke J. \*

**Warrant Officers**  
 W01 Ward, Joshua L. \* -DG  
 W01 Carson, John C., Jr. \* -HG  
 W01 Karbo, John K. \* -HG  
 W01 Maynard, Lewis J. \* -HG  
 W01 Schaare, Robert A., Jr. \* -HG  
 W01 Acorda, Daryll K.  
 W01 Chavez, Nathan A. \*  
 W01 Compton, Jonathan M. \*  
 W01 Crain, Aaron L. \*  
 W01 Dandrea, Michael J. \*  
 W01 Dent, Erika E. \*  
 W01 Frausto, Layne A. \*  
 W01 Harsch, Jacob R. \*  
 W01 Key, Nicholas J.  
 W01 Kitchens, Hunter C. \*  
 W01 Low, Jaeger L. \*  
 W01 Magpiong Toledo, Jordan S.  
 W01 Patrick, Beverly L. B.  
 W01 Rossi, Christian T.  
 W01 Sirmons, Anthony W. \*  
 W01 Smart, Adam C. \*  
 W01 Swaney, Dakota J. \*  
 W01 Taylor, Drew R. \*  
 W01 Thomas, Nathan C. \*  
 W01 Twaddle, Jacob J.  
 W01 Walters, Henry J. \*  
 W01 Wiggins, Austin M.  
 W01 Yoder, Caleb C. \*  
 W01 Zarate-Hoyos, Johan G. \*

**53 Officers**  
**November 30, 2023**  
 Class 24-003

**Commissioned Officers**  
 1LT Giachin, Anthony L. -DG  
 2LT Bane, Andrew J. -HG  
 2LT Ralph, Kyle S. -HG  
 2LT Stempniak, Thomas S. -HG  
 2LT Bell, Brice N. \*  
 2LT Bowden, Luke P.  
 1LT Dellavalle, Mark A. \*  
 2LT Denny, Natalie E. \*  
 2LT Douglas, Joseph S., Jr. \*  
 2LT Dube, David F. \*  
 2LT Frazier, Christopher B. \*  
 2LT Gillies, David I.  
 1LT Landadio, Christopher M. \*  
 2LT Malone, Connor T. \*  
 1LT Perkins, Logan W.  
 2LT Reddeck, Christopher I. \*  
 1LT Stock, Darryl J. \*  
 2LT Sullivan, Taylor M. \*  
 2LT Willman, Finn A.

**Warrant Officers**  
 CW2 O'Donnell, Sean G. -DG  
 W01 Cosse, Jordan \* -HG



FSXXI Class 24-001 November 2,



FSXXI Class 24-002 November 16, 2023



FSXXI Class 24-003 November 30,

W01 Hughes, James M. \* -HG  
 W01 Iacovino, Joseph D. \* -HG  
 CW2 Pingrey, Wilson J. \* -HG  
 W01 Allison, Samuel R.  
 W01 Bach, Eric B. \*  
 W01 Baez, Emmanuel D. \*  
 W01 Baranowsky, Ryan S.  
 W01 Beatty, James L. \*  
 W01 Blumel, Michael R. \*

W01 Chew, Braden J. \*  
 W01 Edwards, Travis A. \*  
 W01 Hovious, Taylor K. \*  
 W01 Kasbon, Matthew R. \*  
 W01 Kyle, Rodney A. \*  
 W01 Lizyness, Matthew J. \*  
 W01 Lynah, Cameron T. \*  
 W01 Lyssy, Logan S.  
 W01 Mills, Parker L.

W01 Morgan, Zachary C. \*  
 W01 Mosher, Lloyd A., III \*  
 W01 Myers, Jacob M. \*  
 W01 Nord, Kyle A. \*  
 W01 Norelli, Jason R. \*  
 W01 Ockman, Cameron C.  
 W01 Peck, Solomon N. \*  
 W01 Reedstrom, Torin B.  
 W01 Schaertl, Andrew M.

W01 Sheets, Edward S.  
 W01 Stevert, Samuel T. \*  
 W01 Spittler, Kelly A.  
 W01 Tribble, Michael E., II  
 W01 Winborne, Jonathan W. \*

-DG: Distinguished Graduate  
 -HG: Honor Graduate  
 \* = AAAAA 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. Novosel, AL.

#### AH-64 Attack Helicopter Repairer (15R)

- Class 014-23
- Class 045-23
- PV2 Ezra Grant Fowler \* -DG
- SPC Damien James Boyd
- SPC Francisco Simeon Carcamo
- PV1 Hayden Colt Childress
- SPC Christopher James Coats
- SPC Kody Blane Hufstetler
- SPC Julio Richard Huitron
- PFC Nicholas Glenn Watford
- PV1 Ainsley Jessica Allen
- Class 047-23
- PV2 Juan Miguel Reyes Figueroa \* -DG
- PFC David Michael Deabate
- PFC James Gregory Lenzo
- SPC Anthony Jose Moya
- PV1 Charles Aaron Stapleton
- Class 048-23
- PFC Angel Banuelos-Ramos
- PFC Jaden Conn
- PV2 Leonardo Plana

#### CH-47 Medium Helicopter Repairer (15U)

- Class 039-23
- PV2 Jacob Hunter Snow \* -DG
- SPC Juan Sebastian Caicedopaz
- PV2 Mariano Rodriguez
- PV2 Jerusalem Benjamin Schanenberger
- PV2 Hudson Scott Schoeneweis
- SGT Gunnar Karl Tonnessen
- PV2 Tabytha Le Tutt
- CPL Jacob Anthony Willis
- Class 041-23
- PV2 Ian Joshua Clark \* -DG
- PV2 Braydin Levio Barsi

- PV2 Luis Junior Belmontes
- PV2 Rachele Theresa Benfer
- PV2 Braden Jerrod Butcher
- SPC Drake Daniel Good
- PFC Jacob Preston Lloyd
- SPC James Allen Mewbourn, II
- SPC Steven Bryce Wheeler
- PFC Garrett Daniel Wilson \* Class 042-23
- PV1 Richard Timothy Folkvard
- PV2 Luis Jose Hernandez Bravo
- PFC Elijah David Johnston
- PV2 Dennis James Pasco
- SPC Noah James Scott
- PV1 Joshua Jason Stewart
- PFC Robert Dylan Sullivan
- PV1 Brennon Alexander Thornton
- PV2 Emmanuel Sunday Bo Turkolon

#### UH-60 Helicopter Repairer (15T)

- Class 091-23
- PV2 Nathaniel Alexander Rice \* -DG
- PFC Julian Mathias Holmes
- PV2 Joseph Keith Hopwood, II
- PV2 Andrew Heath Howard
- PFC Joshua Robert Loving
- PV2 Robert Tyler Neault
- PFC Rojay Fitzgerald Nelson
- PFC Patrick Toby Prosper
- PV1 Nathaniel Joseph Prus
- PV2 Jose Javier Sanchez Rodriguez
- PV2 Taj Mahal Woods, II
- Class 092-23
- PV2 Jeremy Lee Abbas \* -DG
- PV2 Sebastian Baracaldo
- PFC James Ryan Burke
- PFC Russell Lonnie Compton
- SPC Cameron Elijah Cook
- PV2 Alex Dejesus
- PV1 Cortlyn Wade Easton
- PFC Eduardo Escua Saldana
- SPC Jonathan Justin Williams
- Class 094-23
- PV2 Evan Andrew Maccallum \* -DG
- PFC Madeleine Margret Anne M Bates
- PFC Aiden Matthew Fergus Hopkins
- SPC Kayla Sue Lee
- PV2 Dylan Bradley Lemay
- PV2 Thandi Zoe Moses
- PFC Jebadiah Kenneth Nowak

- PFC Preston Edward Taylor
- PV2 Jake Parker Thordsen
- SPC Kelly Marguerite Williams
- Class 095-23
- PFC Mathew John Ahrndt \* -DG
- PV2 Joshua David Baker
- PFC Kendy Cadet
- PFC Christopher Sean Clark
- PFC Tyler Collins Hamm
- PV2 Levi Kip Humphrey
- PV2 Anthony James Iannuzzi, Jr
- PV2 Marcelo Jimenez Valenzuela
- Class 096-23
- PFC Kristofer Jackson Cloud \* -DG
- PV1 Dallas Walter Bachmeier
- PV2 Jenna Faith Berry
- PV2 Kaden Dean Clover
- PV2 Thoras Ryan Dye
- PFC Lane Elliott Kaufhold
- PFC Skyler John Mikolaities
- PV1 Caylene Nunez
- PV2 Adrienne Badua Quetula
- SPC Jaroslav Sus
- Class 097-23
- PFC Stefan Gehard Weidmann \* -DG
- SPC Derek Charles Cordes
- SPC Lane Christian Crutchfield
- SPC David Alejandro Lopezcampos
- SPC Andrew Joseph Mellen-Yancey
- PFC Emilio Ramirez
- PV1 Matthew Scott Shepherd
- SPC Adam Charles Staver
- PV1 Joshua Daniel Suggs
- PFC Justus Christopher Thierry, Jr
- PFC Kyson Kreg Vanorden
- PV2 John Carter Wagner
- Class 099-23
- PV1 Jayden Cole Bickler \* -DG
- PFC Isiah Christian Baca
- PFC Jesse James Boynton
- PFC John Weston Brownell
- PFC Conner Blake Cordell
- PV2 Bailey Anthony Fox
- PFC Isaac Edward Frost
- PV2 Christopher Thomas Gray
- PFC Gabriel Braden Hall
- PFC Jeremie Charles Jones
- PV2 Abraham Jereimah Allie Kamara
- Class 100-23
- PFC Derek James Metts \* -DG
- SPC James Dillin Heidelberg
- PV2 Jacob Ryan Jackson
- PFC Devon Irl Rai Jones
- PV1 Nathan Carl Lemker
- PV1 Anthony Major Loynes
- PFC Gabriel Matthew McEvers
- SPC Sean Patrick McGinn
- PFC Wesley Allen Sanders
- PV2 Nathan Joseph Starkey
- PV1 Kenneth Kyle Thomas
- PFC Hayden Keith Turley
- Aircraft Powerplant Repairer (15B)**
- Class 014-23
- PFC Luke McKay Koestler-Roach
- PV2 William Jonathan Sykes
- Aircraft Powertrain Repairer (15D)**
- Class 009-00
- PV2 Pablo Emmanuel Contreras \* -DG
- SPC Orlando Montgomery Anderson
- PFC Laine Weston Barnes
- PV2 Micah Dwayne Ebert
- PFC Brandon Donald Gann
- PFC Jason Alexander Hincapie
- PV2 Tyler James Hopkinson
- PV2 Julian Gilbert Martinez
- PV2 Dominic Manuel Mellon
- PFC Dorian Reese Washington
- PV2 Justice Gabriel Wynn
- PFC Robert Braeden Young

#### Aircraft Electrician (15F)

- Class 014-23
- PFC Mikhail Robinson \* -DG
- PFC Jonathan Anorve
- SPC Andrew William Hickman
- PV2 Broc Matthew Hughes
- Class 016-23
- PV2 Taylor James Winslow \* -DG
- PFC Jonathan Paul Bonar
- PV2 Noah Cruz Pacheco
- PV2 William Javier Rodriguez Morales
- PV2 Adam Scott Thomas Wallace

#### Aircraft Structural Repairer (15G)

- Class 011-23
- SPC Brady Joseph Waldoch \* -DG
- PV2 Randy N Cifuentes
- SGT Kenneth Ernest Danzer, Jr
- SPC Armani Tamara Horton
- PFC Owen Matthew Karl
- PFC David Joseph Lowe
- PV2 Nathan Derek Wilson

#### Aircraft Pnedraulics Repairer (15H)

- Class 010-23
- PFC Nathan Brian Galicia
- PFC Jakob Frederick Krigbaum
- Avionic Repairer (15N)**
- Class 017-23
- PFC Alexander James Reichel \* -DG
- PV2 Jose R Argueta
- PV2 Christopher Lawrence Hughes, Jr
- PV2 Zion Vincent McBean
- PV2 Thang Sian Muang
- PFC Mikel Christopher Perkins
- Class 018-23
- PV2 Samuel Tobias Zamudio \* -DG
- SPC Timothy Steel Holland
- SPC Alfred Latrell Jackson
- SPC Hunter Charles Ka Johnson
- SGT Patrick Ke Luong
- PV2 Zachary William Romer
- PV2 Erik Arturo Trejo

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

- Class 025-23
- PFC Oscar Ramirez \* -DG
- SFC Adel M. Al Fotees
- PV1 Aaron Alan Crosby
- PV2 Daniel Melchor Madrigal
- PFC Logan Stuyvesant Matthews
- SSG Hussam M. J. Sharahili

### Unmanned Aircraft Systems (UAS)

#### Graduations

##### UAS REPAIRER

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

##### Shadow UAS Repairer Course

6 Graduates, 9 November 2023

- PFC Joseph Sharpe
- PFC Alexei Velazquez
- PV2 Shawn Barilani
- PV2 Kade Bonney
- PVT Leyvonne Washington
- PV2 Franky Ambroise

##### Grey Eagle UAS Repairer Course

5 Graduates, 30 October 2023

- PFC Samuel Gonzalez
- SPC Zachary Verrette
- SPC David Mitchell
- PV2 Jaime Briseno
- PFC James Miller

DG - Distinguished Graduate

HG - Honor Graduate

\* = AAAA Member

#### Awards

Continued from page 59

- CW3 Mickey D. Young
- Big Sky Chapter
- CPT Kyle Begger
- Iron Mike Chapter
- LTC Michelle L. Elwood
- Morning Calm Chapter
- CSM Charles Baldwin
- Iraj Behnood
- CPT Devon H. Hubbard
- David Kennedy
- Harry A. Knox
- CPT Yandy N. Leyva
- CPT Thomas Liang
- Young Hee Min
- 1SG Isaac R. Peck
- CPT Anthony W. Schoonover
- Fredrick (TJ) Tajeron
- North Star Chapter
- LTC Nicole J. Setterlund
- Phantom Corps Chapter
- 1SG Rodolfo C. Villarreal
- Pikes Peak Chapter
- MAJ Jim Gordon
- MAJ Dawn Levoit

- CPT Marina Northup
- CPT Madeline Ramirez
- Tennessee Valley Chapter
- COL William M. Anderson
- Thunder Mountain Chapter
- SSG Joshua Clark



#### Our Lady of Loreto Inductees

- Aviation Center Chapter
- Cynthia Adams
- Alida Iglesias
- Rhonda Kelly
- Jessica L. Sterley
- Adrienne Walker
- Colonial Virginia Chapter
- Jordan Jenkins
- Connecticut Chapter
- Colleen G. Bowdy
- Michelle Pelletier
- Grizzly Chapter
- Kim Lambert

- High Desert Chapter
- Ruthie Baker
- Jennifer Bartlett
- MSG Joachim Burns
- Jessica Cafini
- Rachel Gibbons
- Nicole Gray
- Carmen Jones
- Anna Locklear
- Mary Lorfink
- Jessica Reyes
- Karley Ruble
- Hannah Sprado
- Iron Mike Chapter
- Marisa (Misa) Lock
- Brittany Utz
- Morning Calm Chapter
- Samantha Anne Habel
- Rising Sun Chapter
- Tara Rojas
- Tanaya Scott
- Savannah Chapter
- Michelle D. Pitts
- Stonewall Jackson Chapter
- Lisa C. Fink
- Kelly McKenney
- Tennessee Valley Chapter
- Kay Brown





# AAAA Legislative Report

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

## Fiscal Year (FY) 2024 National Defense Authorization Act (NDAA) Conference Complete

Below is a roll up of the FY2024 NDAA Conference Marks. Appropriations Conference is expected early Calendar Year (CY) 2024

**RED- Program Funding Decrease**

**GREEN- Program Funding Increase**

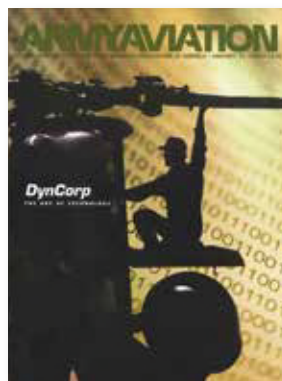
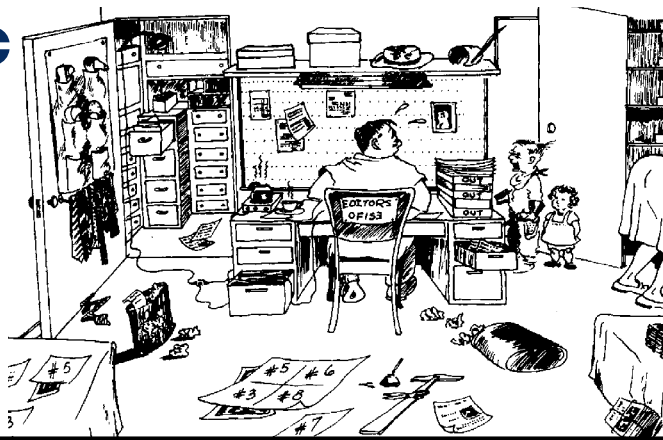
PROCUREMENT (Proc)								
Program	Requested	NDAA (Authorizations)			Comment	Defense Appropriation Bill		
		HASC Mark	SASC Mark	Conference		HAC-D Mark	SAC-D Mark	Conference
Future UAS Family	\$53,453	\$53,453	\$53,453	\$53,453		\$53,453	\$0	TBD (2024)
Small UAS (SUAS)	\$20,796	\$20,796	\$20,796	\$20,796		\$30,769	\$20,796	TBD (2024)
Apache Block 3 Reman	\$718,578	\$718,578	\$718,578	\$718,578		\$536,502	\$718,578	TBD (2024)
Apache Block 3A Reman (AP)	\$110,360	\$110,360	\$110,360	\$110,360		\$110,360	\$110,360	TBD (2024)
Blackhawk M Model (MYP)	\$668,258	\$668,258	\$668,258	\$668,258		\$788,258	\$668,258	TBD (2024)
Blackhawk M Model (AP)	\$92,494	\$92,494	\$92,494	\$92,494		\$92,494	\$92,494	TBD (2024)
Blackhawk L & V Models	\$153,196	\$153,196	\$153,196	\$153,196		\$153,196	\$153,196	TBD (2024)
Chinook	\$202,487	\$379,987	\$202,487	\$379,987	Four Additional Aircraft	\$195,329	\$379,987	TBD (2024)
Chinook (AP)	\$18,936	\$41,436	\$18,936	\$41,436	Block 2 Advanced Procurement	\$18,936	\$18,936	TBD (2024)
UH-72B Lakota Helicopter	\$0	\$0	\$0	\$20,000	Two Aircraft			TBD (2024)
Gray Eagle Payload	\$13,650	\$13,650	\$13,650	\$13,650		\$13,650	\$13,650	TBD (2024)
Gray Eagle Mods2	\$14,959	\$14,959	\$14,959	\$82,959	Program Increase	\$82,959	\$14,959	TBD (2024)
Apache Mods	\$113,127	\$113,127	\$113,127	\$113,127		\$113,127	\$113,127	TBD (2024)
Chinook Mods	\$20,689	\$20,689	\$20,689	\$20,689		\$35,689	\$35,689	TBD (2024)
Blackhawk Helicopter Mods	\$35,879	\$65,879	\$35,879	\$53,879	60kv Generators, Litter Basket Stab.	\$53,379	\$40,879	TBD (2024)
Network and Mission Planning	\$32,418	\$32,418	\$32,418	\$32,418		\$44,418	\$33,168	TBD (2024)
COMMS, Nav Surveillance	\$74,912	\$74,912	\$74,912	\$74,912		\$74,912	\$74,912	TBD (2024)
Degraded Visual Environment	\$16,838	\$16,838	\$16,838	\$16,838		\$16,838	\$16,838	TBD (2024)
Aviation Assured PNT	\$67,383	\$67,383	\$67,383	\$67,383		\$67,383	\$67,383	TBD (2024)
GATM Rollup	\$8,924	\$8,924	\$8,924	\$8,924		\$8,924	\$8,924	TBD (2024)
UAS MODS	\$2,258	\$2,258	\$2,258	\$2,258		\$2,258	\$2,258	TBD (2024)
ASE	\$161,731	\$161,731	\$161,731	\$156,501	B Kit Unit Cost Adjustment	\$126,792	\$156,501	TBD (2024)
Survivability Countermeasures	\$6,526	\$6,526	\$6,526	\$6,526		\$6,526	\$6,526	TBD (2024)
CMWS	\$72,041	\$72,041	\$72,041	\$72,041		\$72,041	\$72,041	TBD (2024)
CIRCM	\$261,384	\$261,384	\$261,384	\$261,384		\$261,384	\$261,384	TBD (2024)
Common Ground Equipment	\$25,752	\$25,752	\$25,752	\$25,752		\$25,752	\$27,752	TBD (2024)
Aircrew Integrated Systems	\$22,097	\$22,097	\$22,097	\$22,097		\$22,097	\$22,097	TBD (2024)
Air Traffic Control	\$21,216	\$21,216	\$21,216	\$21,216		\$21,216	\$21,216	TBD (2024)
Launcher, 2.75 Rocket	\$2,125	\$2,125	\$2,125	\$2,125		\$2,125	\$2,125	TBD (2024)
RESEARCH DEVELOPMENT TEST & EVALUATION (RDT&E)								
Program	Requested	HASC Mark	SASC Mark	Conference	Conference Comment	HAC-D Mark	SAC-D Mark	Conference
Future Vertical Lift Technology	\$73,844	\$76,344	\$73,844	\$76,344	eVTOL Power Source Development	\$93,844	\$79,344	TBD (2024)
Air Platform Applied Research	\$48,163	\$53,163	\$48,163	\$49,663	Unmanned Air/Ground Sensor	\$53,163	\$49,663	TBD (2024)
Air Platform Advanced Tech	\$14,165	\$14,165	\$14,165	\$14,165		\$14,165	\$14,165	TBD (2024)
Future Vertical Lift Advanced Technology	\$158,795	\$168,795	\$158,795	\$173,795	Additive Man., UAS Automation	\$206,045	\$173,295	TBD (2024)
Aviation Advanced Development	\$1,502,160	\$1,464,160	\$1,502,160	\$1,500,804	(-\$13M FARA excess) (+\$12M MC3)	\$1,493,804	\$1,466,310	TBD (2024)
Small Unmanned Aerial Vehicle (SUAV)(6.4)	\$5,144	\$5,144	\$5,144	\$5,144		\$5,144	\$5,144	TBD (2024)
Future Tactical UAS	\$53,143	\$24,096	\$53,143	\$53,143		\$63,143	\$96,143	TBD (2024)
Aircraft Avionics	\$13,673	\$13,673	\$13,673	\$13,673		\$13,673	\$13,673	TBD (2024)
Air Traffic Control	\$1,134	\$11,134	\$1,134	\$11,134	IMPACT Program	\$11,134	\$11,134	TBD (2024)
Aircraft Survivability Equipment	\$24,900	\$24,900	\$24,900	\$24,900		\$24,900	\$24,900	TBD (2024)
Small Unmanned Aerial Vehicle (SUAV)(6.5)	\$31,284	\$31,284	\$31,284	\$27,361	Unjustified Growth	\$24,769	\$27,361	TBD (2024)
Aviation Ground Support Equipment	\$1,167	\$1,167	\$1,167	\$1,167		\$1,167	\$1,167	TBD (2024)
Aircraft Certification	\$2,718	\$2,718	\$2,718	\$2,718		\$2,718	\$2,718	TBD (2024)
Blackhawk Product Improvement Program	\$1,507	\$1,507	\$11,507	\$23,007	Program Increase	\$33,514	\$33,514	TBD (2024)
Chinook Product Improvement Program	\$9,265	\$9,265	\$19,265	\$21,765	714C Engine Enhancement	\$14,265	\$15,765	TBD (2024)
Improved Turbine Engine Program (ITEP)	\$201,247	\$191,062	\$201,247	\$191,062	Excessive Growth, Slow Expenditures	\$176,956	\$176,956	TBD (2024)
Aviation Rocket System Product Improvement	\$3,014	\$3,014	\$3,014	\$3,014		\$3,014	\$3,014	TBD (2024)
Unmanned Aircraft Systems Universal Products	\$25,393	\$25,393	\$25,393	\$25,393		\$25,393	\$25,393	TBD (2024)
Apache Future Development	\$10,547	\$35,547	\$20,547	\$18,047	Program Increase	\$15,547	\$18,047	TBD (2024)
Aircraft Engine Component Improvement Program	\$146	\$146	\$146	\$146		\$146	\$146	TBD (2024)
Airborne Recon Systems	\$0	\$0	\$0	\$0		\$5	\$0	TBD (2024)
MQ-1C Gray Eagle UAS	\$6,629	\$6,629	\$6,629	\$6,629		\$6,629	\$6,629	TBD (2024)

# 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

### January 31, 1999

#### Briefings

Members of the Army's first AH-64D-equipped unit, the 1st Battalion, 227th Aviation Regiment, at Fort Hood, Texas, have been certified as combat-ready. The certification followed fifteen months of individual pilot and maintenance

training at the Boeing Company facility in Mesa, Arizona, as well as eight months of intensive company and battalion level training at Fort Hood. Boeing was contracted for five years to produce 232 AH-64Ds through 2002

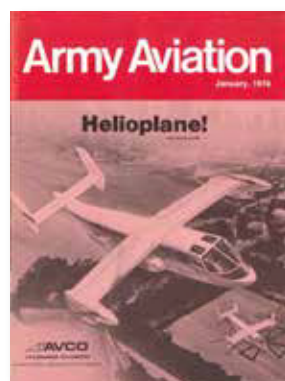


#### Obituary: LTG George P. Seneff, Jr.

December 2, 1998, the U.S. Army lost a pioneer in aviation, Lieutenant General George P. Seneff, Jr., (Ret.). He was 82. A graduate of West Point in 1941, he saw combat duty with the 14th Armored Division in Europe during World War II. Seneff became an Army aviator in 1956 and, as chief of the Air Mobility Division in the Office of the Chief of Staff for Research and Development, he initiated the development of the UH-1 and CH-47. He went on to command the 11th



Aviation Group of the 11th Air Assault Division (Test) and in 1965 became chief of Army aviation, a position which enabled him to play a decisive role in the Army's acquisition of the AH-1 Cobra attack helicopter. Seneff's time in Vietnam included being the aviation advisor to the South Vietnamese government and, as commander of the 1st Aviation Brigade. He retired from active duty in 1974. General Seneff is survived by his wife, Frances, a daughter, son-in-law and three grandchildren.



## 50 Years Ago

### January 7, 1974

#### Solved

The 7 Santini Brothers have nothing on Army Aviation. A CH-54, piloted by CW4 Benny D. Crocker is shown hoisting

a 17,000 pound building. The structure in question was a classroom for Fort Rucker's Lowe Field. It was moved by helicopter instead of by truck because the load was too wide for the streets.



#### Report of Audit

Colonel Edward L. Nielson, USA (Ret.), the Secretary-Treasurer of AAAA and the Chairman of the Fiscal Committee, provided the following 31 March 1973 report of audit on Association finances at the 17 October General Membership meeting at the Convention: Total Assets - \$63,300; Total Liabilities - \$27,600; Total General Fund - \$35,700; Total Receipts, 1972-1973 - \$100,290; Total Disbursements - \$92,400; and Excess of Receipts - \$ 7,810.



#### Trainee

Private Linda K. Plock works on an aircraft engine as part of her training as the first woman to attend the Aviation Maintenance Course at Fort Rucker, Alabama.

#### Professional

Private Linda K. Plock (left), the first woman to become an Army helicopter mechanic, is congratulated by Lieutenant Colonel Doris Caldwell, chief, WAC Recruiter Training Division. Ms. Plock, a Lincoln, Nebraska enlistee, achieved a 98 percent average during USAAVNS training. Private Plock is now a professional.



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

50  
YEARS  
1974-  
2024

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

The actual Hall of Fame is located in the Army Aviation Museum, Fort Novosel, AL.

The deadline for nominations for the 2025 induction is June 1, 2024

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

# Army Aviation Hall of Fame

## Brigadier General William Wallace Ford

1975 Hall of Fame Inductee Representing the Pre-1942 Era

By Mark Albertson

William Wallace Ford was born in 1898 and, grew up in Waverly, Virginia. In 1917, with America's entry into the Great War, he joined Company B, Fourth Virginia Infantry. He eventually entered West Point, graduating in 1920. Out of a class of 271, three will become generals, three lieutenant generals, twenty major generals, and twenty-nine brigadier generals.<sup>1</sup>

Ford's career saw him go from the infantry, to the field artillery and finally becoming an aviator. Indeed, Ford paid for his own flight instructions to become a pilot and owned two planes before the attack on Pearl Harbor. As a light plane enthusiast, he understood the advantages posed by their planes for the aerial direction of artillery fire.

By the late 1930s and beyond America's entry into the second chapter of the Great War, Ford was a participant in that "difference of opinion" between the U.S. Army Air Corps/Army Air Forces' preference for becoming an independent arm of the military, while at the same time not wanting the Field Artillery/Ground Forces to obtain a competitive air arm; a jousting for position among rivals that will progress many years beyond 1945.<sup>2</sup>

Major Ford wrote an article that helped forge the origins of Army Aviation, "Wings for Santa Barbara," that appeared in the April 1941 edition of *The Field Artillery Journal*.<sup>3</sup>

From the pages of *The Field Artillery Journal* to the field, the Air OP concept was being defined during U.S. Army maneuvers throughout 1941; with invaluable assistance from small plane manufacturers, especially Piper Aircraft.

Major Ford, soon to become Lieutenant Colonel Ford, was named the Director of Air Training in the effort to forge the Air Observation Post concept. He later brought in such individuals who went on to create Army Aviation, such as 1LT (later LTG) Robert R. Williams, a member of the Class Before One of Field Artillery personnel



U.S. ARMY/AFIP FILE PHOTO

who will prove the concept.

In 1944, Ford relinquished his posting as Director of Air Training and was assigned to the 87th Infantry Division. Now Brigadier General Ford, he commanded the division's field artillery component, personally flew an L-4 on missions directing artillery fire.

Brigadier General Ford retired from the Army in 1954 and became Vice President of the Aeronca Corporation, Middletown, OH. He went on to teach mathematics at the University of South Florida and later, the University of Massachusetts, retiring in 1973.

During the 1960s, William Wallace Ford became a vocal critic of the Vietnam War and became a military advisor for an organization known as, Business Executives Move for Vietnam Peace. In 1967, he signed the organization's 1967 letter to President Lyndon B. Johnson, urging an end to the bombing of North Vietnam and a negotiated withdrawal of American troops.

Brigadier General Ford was a 1975 inductee into the Army Aviation Hall of Fame, representing those from the pre-1942 era.

He died in November 1986; he was 88.

### Endnotes

1 - See page 59, Chapter III, "The Long Gray Line," *Wagon Soldier*, by William Wallace Ford.

2 - While proceeding with his Army career during the 1930s, Ford will also command a CCC (Civilian Conservation Corps) company during the Great Depression. It was a rewarding experience for Ford. Indeed, as he wrote in his autobiography, "Of all the government operations I have seen, the CCC was one of the very best... It was a character-building and unifying operation of the highest order, and the benefit to the nation, which constantly tends to splinterize itself, was incalculable. I hope something like it may be revived, as part of a broad national service." See page 100, Chapter VI, "More Piping Times," *Wagon Soldier*, by William Wallace Ford.

3 - See pages 232-234, "Wings for Santa Barbara," *The Field Artillery Journal*, April 1941, by Major William W. Ford, FA.

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

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