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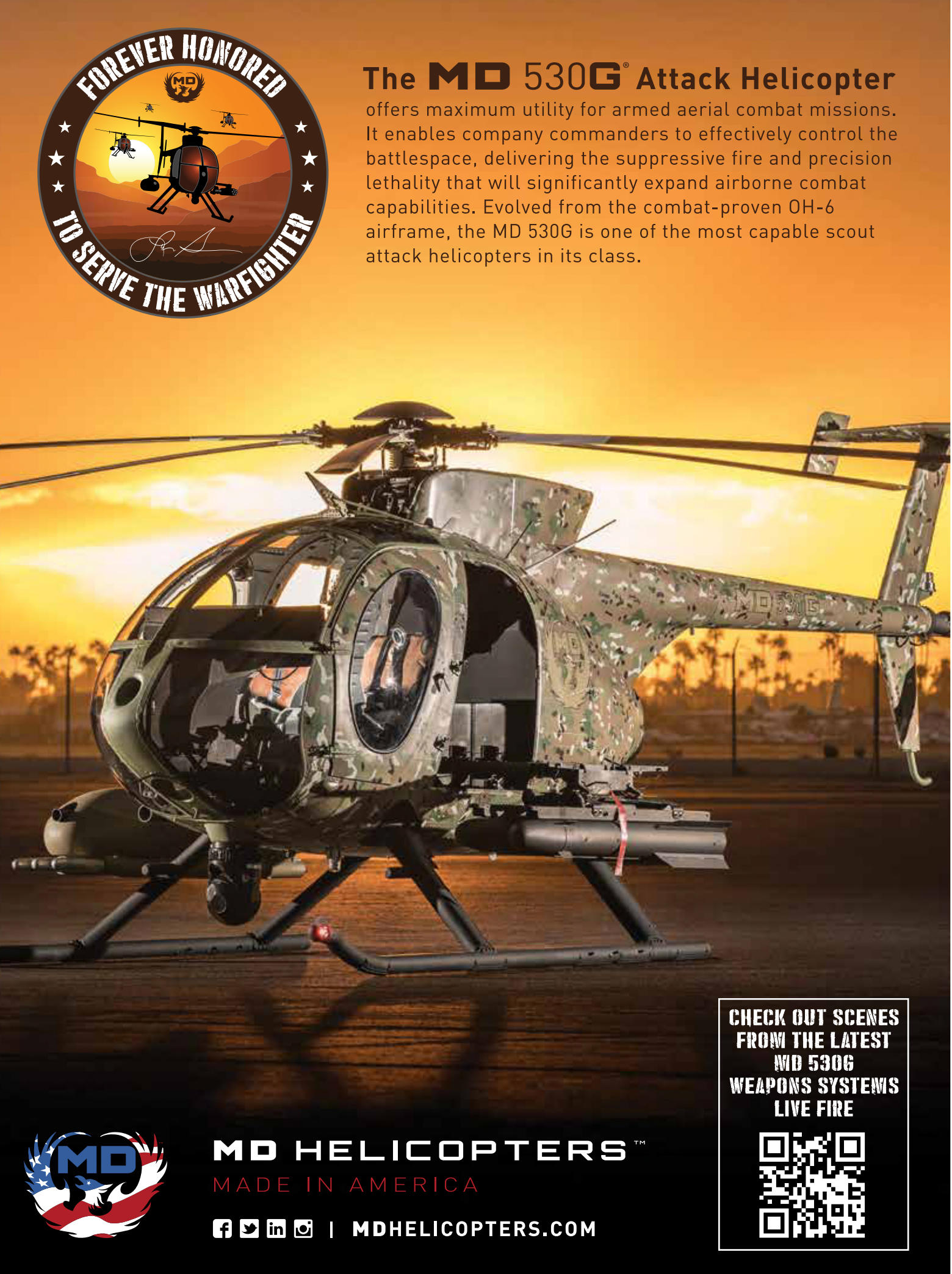
February 28, 2019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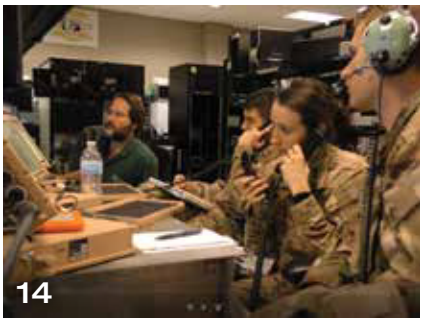

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On The Cover

Briefings ▶ *Late Breaking News - Announcements*

MDA Welcomes Gabram

U.S. ARMY PHOTO

U.S. ARMY PHOTO

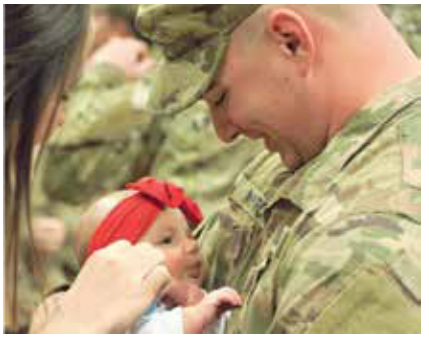
MG Douglas M. Gabram, former commanding general of the United States Army Aviation and Missile Command at Redstone Arsenal, AL has assumed the duties of Director for Test at the Missile Defense Agency (MDA), also at Redstone Arsenal. He replaces MG L. Neil Thurgood who has moved to the MDA Hypersonic Missiles program.

Royar to Head AMCOM

U.S. ARMY PHOTO

BG K. Todd Royar, currently serving as the deputy commanding general, support of the 101st Airborne Division (Air Assault), has been tapped to take command of the U.S. Army Aviation and Missile Command. Mr. William Marriott, AMCOM deputy to the commanding general, assumed the responsibilities of acting commander following MG Gabram's departure earlier this month and will continue in the interim.

New Army Parental Leave Policy More Flexible



U.S. ARMY PHOTO BY SPC MARCUS MCKINNEY

SGT Kristian Myrick meets his 3-month-old daughter, Amelia, at a welcome home ceremony at Fort Carson, CO. The Army's new parental leave policy allows up to 21 days of leave for fathers and can be taken within a year after returning from a deployment. The Jan. 22, 2019 memo went into effect immediately and is retroactive to Dec. 23, 2016. The new policy also allows six weeks immediately after delivery for a woman to recover physically, then another six weeks she can take at any time within that first year. At the time same, the child's secondary caregiver can take three weeks of leave at any time during that first year as well. The previous policy allowed 10 days, and fathers, for example, had to take the leave within 45 days. Those limits are extended if a soldier becomes a parent while deployed, and the clock begins when they return.

POTUS Signs Veterans Act

Congress passed a package of veterans bills on Dec. 19, known as the Veterans Benefits and Transition Act and President Trump signed it into law on Dec. 31. Among its impacts, the Act stops schools from assessing late fees on students, dropped classes and other punishments as a result of unpaid school bills caused by processing delays at the Department of Veterans Affairs. If schools don't agree to the new rules, they won't be allowed to keep enrolling students using the Post-9/11 GI Bill. Also, military spouses can now elect to use the same residence as their active-duty spouse for state and local voting purposes, regardless of when or where they got married and whether they are currently living in that state because of military orders. And as part of this bill, deceased spouses and dependents of honorably-serving active-duty troops can now be buried and receive headstones in VA national cemeteries through Sept. 30, 2024. Eligible dependents buried in tribal veterans cemeteries will also receive VA recognition, including by adding headstones to unmarked graves.

CORRECTION:

On page 16 of the January 31, 2019 issue, the banner thumbnail photo is of CSM O'Donnell rather than current AMCOM CSM Dove; we apologize for the oversite.

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Embracing Change

2019 has barely started and already the operational tempo and the pace of change is not letting up.

People are and will remain the centerpiece of our Army and the focus of AAAA. We as a branch, an army, industry partners and the Army Aviation Association of America are so blessed with strong and dynamic leadership. Our famous "Six-Pack" is a perfect example of this, but with all good things come change and as a mentor of mine, GEN Shinseki, once said, "If you dislike change, you're going to dislike irrelevance even more." Last year BG Al Pepin and BG Wally Rugen joined the team.

The first big change to the Army Aviation Six-Pack came on Jan 24th of this year as Geoff Downer became the Director of Special Programs (Aviation) AMCOM followed quickly by MG Doug Gabram relinquishing command of AMCOM on 14 February, with Bill Marriot becoming the interim commander until BG Todd Royar completes his tour with the 101st as the ADC(S) and assumes command of AMCOM this summer. The good news is that for the time being we will still be ably led by MG Bill Gayler, our Aviation Branch Chief, along with BG Thomas Todd (PEO Aviation) and BG Dave Francis (Director of Army Aviation G3/5/7).

I do need to express the thanks of AAAA and all the Aviation Soldiers, family members and those Army Aviation supports each day to John Shipley and MG Doug Gabram as they transition from the Six-Pack to their new roles. Though John Shipley has retired, he will continue to serve as a highly qualified expert (HQE) providing his expertise and leadership as we face the coming challenges to Army Aviation. John Shipley is in the Army Aviation Hall of Fame for many reasons – 60 years as a Federal employee and over 40 years as a member of the Senior Executive Service, multiple Presidential level awards, was first in the first class of civilians inducted as an honorary member of the 160th Special Operations Aviation Regiment (Airborne), and he was inducted upon his retirement into the Army Material Command (AMC) Hall of Fame. Simply put, John is a legend in his own time and a national asset.

MG Doug Gabram has made a huge impact in his own right at a difficult time in our sustainment efforts while sustaining the fight tonight, training for the fight tomorrow and preparing for the needs of the future battlefield. His focus on strategic depth of spare parts will have a positive effect on our Branch for years to come. Doug was just inducted into the Gold Honorable Order of Saint Michael the night before he relinquished command of AMCOM. I could not have been prouder to personally present the medallion to Doug, and be present for John's retirement at Joint Base Langley-Eustis, VA. MG Gabram has been selected as the Director for Test, Missile Defense Agency (MDA).

Army Aviation is unique in having the Six-Pack which has grown over time and now includes BG Wally Rugen – as some say the Six-Pack + 1. This group of dynamic and talented leaders coupled with our CSMs and CWOs aptly led by our Branch Chief, provides focus, vision and speaks with one voice on behalf of Army Aviation Enterprise to ensure we are the best trained, equipped and led Aviation Force in the world today, tomorrow and in the future as our near peer competitors continue to emerge in the technology race.

Though not part of the Six-Pack, I would be remiss if I did not also recognize another Army Aviator, MG Neil Thurgood's move to the Hypersonic Missiles program at MDA. No doubt the next few months will bring even more change, but the quality of our leaders and the results of their leadership remain the best there is.

All our formations are so strong from the GOs on down with experienced, battle hardened NCOs and warrant officers that I find it easy to say that we are the most experienced and professional Army I have ever known in my experience of ~45 years in and out of uniform. That said, what is the next big thing?

BG (RET.) MUNDT PERSONAL PHOTO

Mr. John Shipley is congratulated by AAAA President, BG (Ret.) Steve Mundt, at Shipley's retirement in January 2019.

The Summit

In less than 45 days we will kick off our annual Army Aviation Mission Solutions Summit in Nashville with a lineup of great speakers including GEN Jim McConville, our Vice Chief of Staff of the Army, LTG Laura Richardson the acting CG of FORSCOM, Branch Chief MG Bill Gayler and the remainder of the "Six-Pack" including BG Wally Rugen. We will recognize the best of the best with our annual awards and announce the first winners of the scholarship grants to assist our Soldiers in attaining their A&P license, all of this while getting the latest updates and developments from our senior leadership of the Army Aviation Enterprise. This is your chance as a professional to hear and provide feedback to ensure we get it right for the next generation of Army Aviation personnel and families. April 14-16 in Nashville, TN is where the entire community gathers to ensure we have the best doctrine, training, and materiel to defend this nation and deliver capability to our civilian leadership.

Looking forward to seeing you all in Nashville for the professional program, the exhibits, the Hall of Fame Induction Banquet and the Soldier Appreciation Dinner/Concert! A great time will be had by all!

BG Steve Mundt, Ret.
33rd President, AAAA
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Editor's Note: For this Rotary Wing Project Manager special focus issue, the branch chief, MG William K. Gayler, has coordinated having the Program Executive Officer for Aviation, BG Thomas H. Todd, and the PEO sergeant major provide the lead, "To the Field," articles.

Army Aviation - A Tradition of Teamwork

By BG Thomas H. Todd III

COURTESY PHOTO

This article is dedicated to the tremendous efforts of countless professionals and their continued commitment to delivering advanced capability to our Army aviators every day.

The Gray Eagle Extended Range (GE-ER) completed successful Follow-On Test and Evaluation in August 2018 at Edwards Air Force Base, Ca. The Gray Eagle-ER demonstrated the ability to provide the loiter time on station at a specified operational range with a significant increase in endurance capability over the baseline Gray Eagle aircraft.

This exemplifies the rich tradition of Army Aviation, which for more than 70 years has evolved the fleet to provide the required capabilities to our Soldiers and personnel downrange.

I'd also like to thank two great partners in this endeavor. MG Gayler, Commanding General, U.S. Army Aviation Center of Excellence, and MG Gabram, CG, Aviation and Missile Command, both provide great leadership support to all efforts within the program executive office. We are actively focused on reducing the burden on our Soldiers, providing resources and combat power when and where required, and delivering the decisive advantage on the battlefield.

I am proud of the accomplishments of the project managers in my formation who in the heat of executing on our commitments to the Soldier, often don't take credit for the innovations that have enabled us to respond to the demand signals of our Army and partners with agility. In this issue you will have the opportunity to receive updates from four of my nine project managers, who collectively led efforts to equip the field with over 11,000 platforms and systems of critical aviation capability in 2018 and deployed approximately 1,300 people in support of combatant commander requirements around the globe.

Current Program Highlights

The Aviation Enterprise is focused on supporting the Army's modernization strategy – to make Soldiers and units more lethal to win extended land campaigns and enable them to come home safely. We look forward to realizing capabilities forecasted by the Army Futures Command science and technology efforts.

We recognize to most effectively serve our Soldiers, now and in the

future, we must begin with a clear understanding of how our systems are operated – a combat aviation brigade (CAB) system of systems. We are committed to delivering enhanced capability to our Soldiers today, while setting conditions for the integration of future technological enhancements and capability in the CAB.

Our imperative as the materiel developer is to strike a balance through a disciplined approach to ensure we are delivering affordable solutions that can be produced and supported at scale, are available when and where needed, and are survivable through optimized countermeasures. In an ever-changing environment, my directive to my PMs is simple: don't get distracted – stay the course and focus on our core competency: designing, developing, delivering and supporting advanced aviation capability.

In the near-term, we are committed to delivering on several capabilities that are performing well as we put them to test. For example, the AH-64E Version 6 upgrade, CH-47F Advanced Composite Rotor Blades, and MQ-1C Gray Eagle Extended Range are demonstrating impressive increases in lethality, range, and enhanced intelligence and communications.

The capabilities we are developing in the mid-term are essential scene-setters for future growth and integration on future platforms. The Improved Turbine Engine will provide a 150% increase of shaft horsepower in high-hot environments for the current Apache and Black Hawk fleet, while serving as the power plant for the Future Attack Reconnaissance Aircraft platform.

While we are always challenging ourselves to find creative ways to iterate quickly, we will not compromise the safety of our Soldiers. We are committed to holding the equipment manufacturers and ourselves accountable for the solutions we have been authorized and entrusted to shepherd. We are executing our mission with a Servant's mentality and will continue to equip Soldiers with the aviation capability required to operate with confidence and advantage.

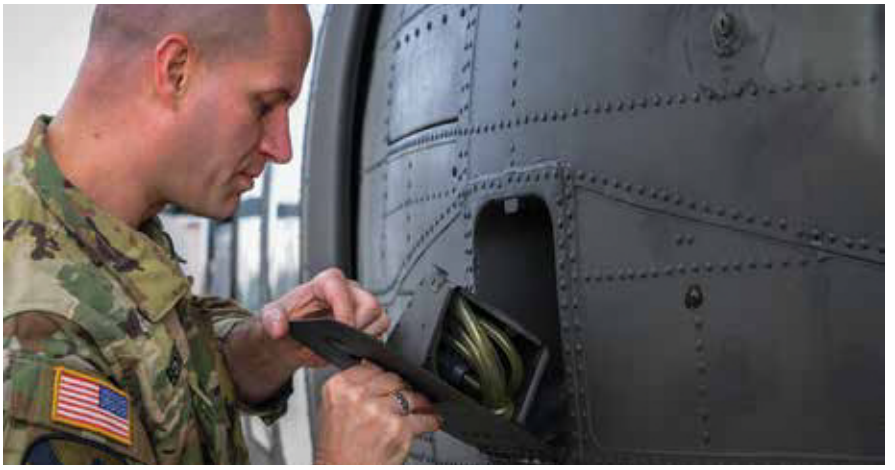
One Team!

BG Thomas H. Todd III is the U.S. Army Program Executive Officer for Aviation located at Redstone Arsenal, AL.

Seize the Opportunity

By CW5 Joseph B. Roland

Two and a half years after my first article on the opportunities that exist for our Aviation Warrant Officers, many are still available along with numerous others.



U.S. ARMY NATIONAL GUARD PHOTO BY SGT. JORGE MORALES

U.S. Army CW2 Adam R. Becker, Company D, 1st battalion 171st General Support Aviation Battalion, New Jersey Army National Guard, performs a pre-flight check of a UH-60L Black Hawk at the Army Aviation Support Facility at Joint Base McGuire-Dix-Lakehurst, N.J., Jan. 3, 2019.

The Army and Army Aviation continue their transformations at a pace and scale unlike any of its kind in the last few decades. Ongoing modernization initiatives, increased attrition rates, doctrinal changes, updated training support packages, emerging threats, and unrelenting operational demands are major challenges facing our Branch. The Army warrant officer by design and definition is required to ensure the integration and exploitation of these initiatives and technological advancements. For those prepared, change provides the opportunity to become the innovative and adaptive combat leader, trainer, and advisor your leaders are looking for. Change is inevitable, your ability to successfully adapt, is not.

Change will bring a degree of uncertainty. For some, change will mean chaos, inaction, friction, and difficulty, while others will see the opportunities change presents. One of the byproducts of change is the leveling of the playing field; we find ourselves at the same starting point. Warrant officers, not saddled with experiences of how "we used to do it," have the distinct advantage of not having to unlearn years of training and muscle memory. Proposed changes and initiatives cover the entire spectrum; doctrine, training, organization, sustainment, leader development, and governance. The warrant officer must ensure these changes are fully integrated and our force is trained and prepared to exploit new capabilities.

The Army Operating Concept (AOC), ADPs, ADRPs, TCs, TMs, and our FM 3-04 (Army Aviation) were introduced or rewritten. It is essential that we integrate and incorporate these new tenets and requirements into our training plans, SOPs, and battle rhythms. This time of transition and change will provide our proactive and adaptive leaders a unique opportunity to set conditions, develop processes, and integrate new tactics, techniques, and procedures (TTPs) and technologies normally reserved for those with much more operational experience. Regardless of rank or position, those that embrace change and understand and apply new doctrine will earn a seat at the table of professionals.

As you review TSPs, TTPs, SOPs, training and maintenance programs do not be "Paralyzed by Perfection" as you seek to integrate and implement required changes. In our profession those who execute, AAR and reattack find themselves much more ready than those waiting for a perfect solution and failing to execute. Remember Murphy never shows up during planning, you will find him waiting anxiously at point of departure or on the objective. TACSOPs, tactics, and maintenance practices based on how we fought for the last 15 years lack the depth required for decisive action and expeditionary operations. As administrators, managers, integrators, maintainers, and operators it is our responsibility to get us there. Areas of special focus include; reliance on contractor maintenance, leveraging modernization and new technologies, expeditionary capability, and UAS standardization.

For the innovative and adaptive warfighter there has never been a better opportunity to improve your unit, yourself, and the Army. Focus your efforts on those areas within your formation that you are responsible for, striving to improve your foxhole at every opportunity. Your commitment to standards, competence and compliance through this period of transition will make you not only relevant but indispensable. Our profession requires innovation and agility, change is inevitable. With every change there is an opportunity.

Never forget why we exist, "No fail support to the Soldier on the ground."

"Above the Best!"

CW5 Joseph B. Roland is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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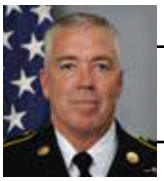

U.S. ARMY PHOTO

U.S. ARMY GRAPHIC BY PEO AVIATION

Operational PEO Aviation

By CSM R. Woody Sullivan

Our mission at PEO Aviation is to "Serve Soldiers and our nation by designing, developing, delivering, and supporting advanced aviation capabilities for operational commanders and our allies."

Above left: CABAIL enhances PEO Aviation's ability to rapidly adapt technological advancements for fielding and integration to the CAB Commander and our Soldiers, while increasing efficiencies and effectiveness. Above Right: National Guard officers role playing Airborne C2 during CABAIL.

Under BG Todd's leadership, to best support the operationally focused mission, the organization has aligned with the combat aviation brigade (CAB) to ensure we provide the most effective support with the least amount of turbulence to Soldiers and units. We have shifted our emphasis from testing and integrating individual systems within the project management offices (PMO), to combining the entire spectrum of the CAB as the system under test and evaluation.

In December 2018, PEO Aviation made significant strides toward achieving an environment to enable the rapid adaptation of technological advancements. The PEO Aviation Combat Aviation Brigade Architecture Integration Lab (CABAIL) initial test promises to support the rapid fielding and integration of incremental enhancements to CAB capability. In collaboration with the Aviation and Missile Research Development and Engineering Center (AMRDEC) and Redstone Test Center's Distributed Test Coordination Center (RTC/DTCC), we conducted a proof of principle exercise conducting an Air Assault, arguably the most complex operation that a CAB executes. The Air Assault mission exercise consisted of four AH-64Ds, 24 UH-60Ms, nine CH-47Fs, one MQ-1C Gray Eagle, two RQ-7 Shadow Unmanned Aircraft Systems (UAS), Aviation Mission Planning System (AMPS), Tactical Airspace Integration System (TAIS), Blue Force Tracking, Link 16, and an airborne command and control system. Soldiers with the Army National Guard, from six different states, conducted the exercise in a manned, virtual, and constructive environment. The Soldiers brought a wealth of knowledge and perspective relying on their experiences in Iraq, Afghanistan and Special Forces. Army Aviators served in various roles within a CAB including as the CAB commander, S3, tactical operations officer (TACOPS), aviators and UAS operators.

Decisively Engaged

In addition to operationalizing PEO Aviation at Redstone, there are almost 1,400 military, civilian and contractor employees of PEO Aviation deployed

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OCONUS. The personnel perform a wide range of missions from conducting operations, fielding new capabilities, training our allies or assisting units in sustaining their equipment.

PEO Aviation's role with foreign military sales and training sometimes receives minimum visibility. When our allies procure aviation capability, PEO Aviation leads the delivery and fielding effort. Besides the platforms, FMS sales involve the full spectrum of support including maintenance and pilot training. Building capacity of our allies and partners is a critical component of our national security and military strategy. The increased capability of our allies to execute their mission results in reducing U.S. Soldier involvement. Every hour that our allies fly, is one less flight hour a U.S. Soldier has to fly.

Reducing Soldiers' Burden

Reducing burden on the Soldier – the figure at the center of our mission – is our desired outcome. Army Aviation is complex, but our service to the Soldier is not. We are responsible for equipping them with the capabilities they need, when they need them. I attempt to stay engaged with the Aviation senior NCO leadership throughout the Army. The collaboration with my fellow senior NCOs provides the opportunity to better understand our Aviation Soldiers. The information I gain from the feedback is essential to the development of future capabilities of the CAB.

Relieving Soldier burden also encompasses PEO Aviation deploying Soldiers, who are subject matter experts during fielding. CW3 Juan Amaro is a maintenance warrant, who spent his entire career working in support of Army Aviation readiness. He constantly works with Soldiers and Army Aviation maintenance personnel with systems and software integration, such as the latest Aircraft Notebook (ACN). Gathering operational ACN lessons learned, while eliminating friction from unit to unit, is an essential element for promoting operational readiness and relieving Soldier burden. Communicating directly with Soldiers and senior Army Aviation maintenance leaders provides the opportunity to understand the techniques, which maximize ACN's effectiveness as it is fielded throughout our Army. Units fielding ACN will have the ability to maximize understanding and implementing ACN without having to endure previous challenges. The result is a more efficient Army Aviation force with the capability to field advancements in technology at a faster pace than previously known.

Rest assured that everyone at PEO Aviation engages in supporting our Soldiers by rapidly fielding technically advanced Aviation capabilities.

One Team, One Fight!

SGM Woody Sullivan
roy.w.sullivan.mil@mail.mil

SGM R. Woody Sullivan is the sergeant major of the Program Executive Office, Aviation at Redstone Arsenal, AL.

2018 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 2018 National winners will be featured in the April/May AAAA Annual Summit issue.

Rodney J.T. Yano Noncommissioned Officer of the Year, 2015

Sponsored by Lockheed Martin Corp.

AAPI FILE PHOTO

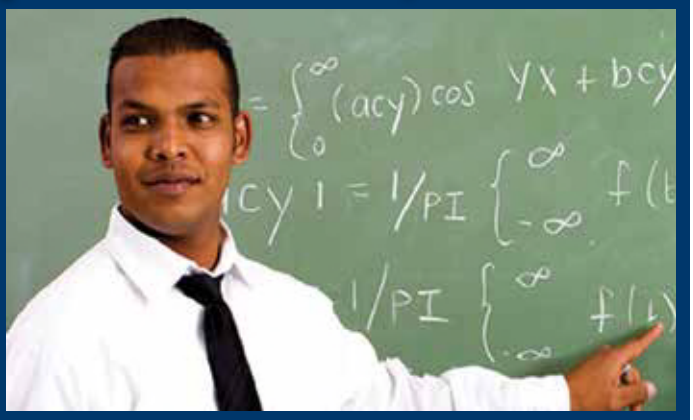
SFC James R. Lamping

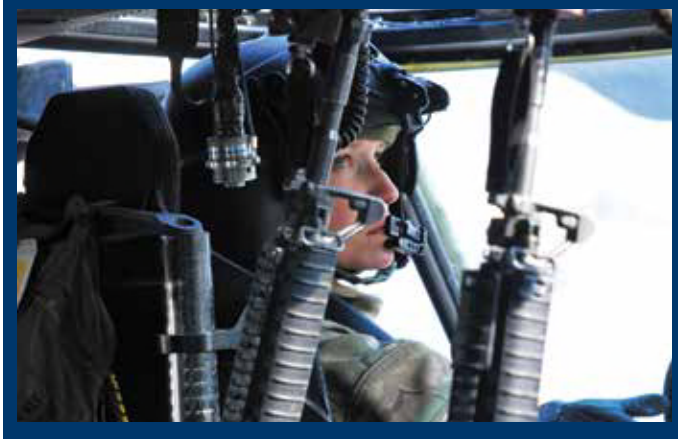
Company C, 1st Battalion,
160th Special Operations Aviation Regiment (Airborne)
Fort Campbell, Kentucky

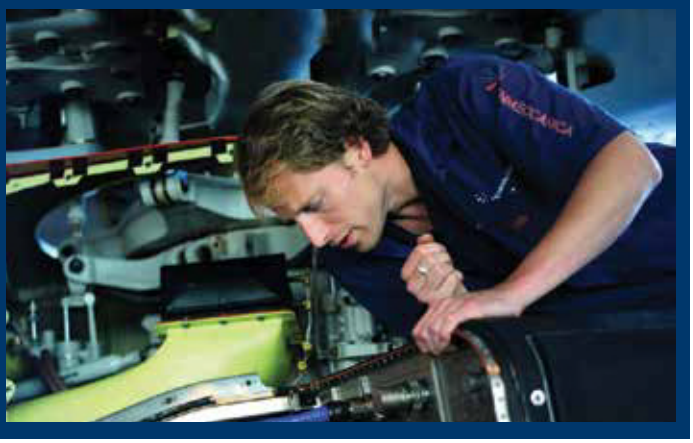
SFC James R. Lamping's performance this last year as a Platoon Sergeant has been nothing short of amazing. He has served as a forward deployed noncommissioned officer in charge, responsible for the welfare of 26 Soldiers. During this time he also oversaw the withdrawal of Charlie Company, 1-160th SOAR (A)'s enduring presence in Afghanistan, a feat that required superb attention to detail with property accountability.

As a true testament to his leadership abilities he was awarded the Distinguished Flying Cross for heroism as a fully mission qualified (FMQ) nonrated crew member. While serving stateside his outstanding, dedicated leadership was still evident. Always with the future of the Night Stalkers on his mind he was responsible for four promotions within his platoon and seven aviation readiness level progressions, thus building combat power for the Regiment and more importantly the ground force. Further, he oversaw the divestment of 13 MH-60Ls worth in excess of $346 million and did so with zero loss of equipment.

AAAA Scholarship Foundation, Inc.







Investing in the Next Generation of Leaders

Since 1963, the AAAA Scholarship Foundation has played an important role in supporting the education of Army Aviation Soldiers and their families. Last year, the Foundation awarded just over one-half million dollars in scholarships to deserving applicants. This would not have been possible without constant and generous support from Army Aviation Industry and Private Donors.

The 2019 Scholarship Program is Now Open.
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SUPPORTING AAAA SCHOLARSHIP FOUNDATION AAAA FAMILIES

1-Year Anniversary of the 'Near-Miss' Brief

By COL Christopher W. Waters

In January 2018, the U.S. Army Combat Readiness Center kicked off our Aviation Near-Miss initiative with an inaugural presentation at the Army Aviation Senior Leader Forum at Fort Rucker, Alabama.

U.S. ARMY NATIONAL GUARD PHOTO BY MAJ ANDREW RICHARDSON, JOINT FORCE HQS-AL NATIONAL GUARD

Soldiers stationed at the Alabama National Guard's Army Aviation Support Facility #1 conducted a rehearsal of their aircraft pre-accident plan at the facility in Hope Hull, AL together with personnel from the Alabama Air National Guard's 187th Fighter Wing's Fire and Rescue team, and the Montgomery Airport Police.

The vignette-based situational training includes a combination of USACRC mishap analysis and virtual animations of actual Army mishaps – dubbed 'near-misses' because there were no fatalities – recreated with data captured from aircraft flight data recorders and mishap investigations, so the training audience can see and hear what went wrong in the minutes and seconds leading to the mishap. In the months since, USACRC leadership and mishap investigators have conducted approximately 75 training presentations across the aviation force, reaching more than 3,000 Soldiers and leaders Army-wide and in locations spanning the globe.

From participant feedback, the training's primary value is how easily and palpably the audience ascertains the painfully obvious lessons. While presentations on fatal crashes are undoubtedly powerful, most aviators thankfully never experience one firsthand, and as a result many of us pragmatically rationalize away the decisions and actions of our fallen comrades. By contrast, nearly all of us – no matter how superior – have experienced a close call from which we were lucky to walk away, and we can therefore readily relate to similar situation-based mistakes. In fact, during multiple training presentations our investigators have encountered actual crewmembers from the featured mishap vignettes who stood up and willingly shared their mistakes with the audience.

This peer-to-peer after action review concept is powerful. Capturing lessons learned from everyday close calls amplifies risk management effectiveness inside every aviation formation. It is even better to hear it directly from those who made the mistakes, and the most effective 'near-miss' learning comes when the most senior, experienced aviators and crewmembers in our formations are willing to stand up and share mistakes and lessons (and they usually have the most to offer because they had the most iterative opportunities to get it right — and wrong!). Moreover, there is substantial value in commanders and leaders dissecting lessor-class mishaps and close calls because the causal factors that lead to an uneventful over-torque, a benign tree strike, or inadvertent encounter and IMC recovery with poor weather are the very same present and contributing factors that result in our most catastrophic Class A mishaps and fatalities. We know this after detailed analysis of all Class C mishaps over the last six years in comparison with the most prevailing present and contributing factors with our Class A accidents. The difference between a near-miss and a disastrous Class A is often only inches and seconds (and pure luck). If you study and inculcate the detailed lessons from your next Class C or D mishap, you may very well prevent the next fatality as well.

When the Army fields the modernized mishap reporting tool this summer, near-miss reporting will be a capability and regulatory requirement in AR 385-10, so we encourage the positive habit transfer now. Additionally, we can only recreate an incident in virtual animation if we have access to the FDR, so I encourage all commanders and safety officers to pull their recorders and ship to the USACRC after a learning incident or mishap occurs. I thank all commanders who have done so thus far to enable the 'near-miss' training concept.

Based on positive feedback and continued interest in the field, the USACRC released Aviation Near-Miss 2.0 at the 2019 Aviation Senior Leader Forum. The presentation is updated with newer vignettes and animations, along with prevailing trends and causal analysis. We will continue delivering this training presentation upon request, but we also intend to release both versions 1.0 and 2.0 as exportable training packages on our website, *https://safety.army.mil*, for plug-and-play use by leaders and safety officers without external CRC support. Look for the link soon on our webpage.

Be safe = do something about everything you can think of that might kill you on your next mission.

Readiness Through Safety!

COL Christopher W. Waters is the deputy commander of the Combat Readiness Center at Fort Rucker, AL.

Sustaining Initial Entry Maintenance Training Relevancy

By SGM Donald K. Adkins and MSG Nicholas D. Burney

U.S. ARMY 128TH AVN. BDE. PHOTO

Army Aviation relies on its maintenance programs to meet increasing demands for aviation assets and operational support on the modern battlefield.

Training devices and ground support equipment were converted to facilitate Apache D and E model training tasks; AH-64 Flight Control Trainers (left), AH-64 Tail Rotor Trainers (center), and (right) Tail Boom of AH-64E Trainer.

Aviation maintainers at every level work assiduously to ensure aircrews fly the safest and most reliable aircraft, and they have proven themselves as an indispensable element of our warfighting force. The 128th Aviation Brigade trains Army Aviation's future rotary wing maintainers to provide them the fundamental skills and knowledge to enable them to contribute upon arrival to their first operational unit. The brigade continually evolves its instruction to provide qualified maintainers for every mission design series rotary wing aircraft in our combat aviation brigades. The increasing complexity of aircraft systems requires technically competent and relevant technicians to maintain them. To advance our training, the brigade works across the Aviation Enterprise to upgrade training courseware and equipment that maintains currency and relevancy with future projected fieldings and model/block upgrades. The following are some of the Brigade's course currency and relevancy initiatives.

AH-64D/E Training Development

As Army Aviation continues to field the AH-64E, the Brigade transitioned its AH-64 Helicopter Repairer and AH-64 Armament/Electrical/Avionics Systems Repairer maintenance courses from AH-64D to AH-64D/E model training courses. This transition will best prepare AH-64 maintainers to work on both models of aircraft while the Army continues to field the AH-64E. Training developers and instructors within 1-210th Avn. Regt. developed and validated lesson plans that ensured future graduates are prepared to perform AH-64 maintenance regardless of unit of assignment. To further improve training, they realigned educational training with the adult learning module implemented in 2017. These revisions permit Soldiers flexibility of training through several enhanced training domains. They also enable instructors to isolate specific critical task list requirements to facilitate a more comprehensive understanding of the skills and knowledge and technical concepts associated with fault recognition and proper fault diagnosis.

AH-64D/E Training Device Updates

Aircraft modernization requires training device updates to support the training of Soldiers. The Brigade fo-

cused efforts on ensuring that training devices current with fielded aircraft were available to support hands-on learning. During training course restructuring, training devices and ground support equipment were converted to facilitate Apache D and E model training tasks. Working with the Program Manager, the brigade also made modification recommendations to training device platforms to allow replication and isolation of specific faults found in multiple environmental conditions. These updated devices provide unmatched hands-on technical training for our future aircraft maintainers enabling them to grow into competent AH-64D/E maintainers upon arrival at their first unit.

CH-47F Block II Training Development

Another Brigade training development initiative is the revision of initial entry maintenance training courses to support the future CH-47F Block II fielding. While the CH-47F Block II upgrade is still under development, an effort is underway to revise the maintenance training courses impacted by the upgrade. Similar to the AH-64E fielding, the Brigade is synchronizing efforts to transition courseware and training devices to support Block II. The Brigade, in coordination with the Cargo Helicopter Program Management Office, will revise the current program of instruction to implement Block II training earlier in the fielding cycle. Brigade training developers have already completed an initial analysis of preliminary Block II data using the PEO CH-47F Block II Training Task Analysis Report to determine changes that will affect future training. The brigade has also completed an initial analysis of data from the recently completed CH-47 Helicopter Repairer Critical Task Site Selection Board. Once end state product data becomes available, the Brigade will conduct a full analysis to determine specific Block II skills and knowledge, tasks, and training device requirements.

Summary

To better maintain relevancy with Army Aviation operational unit demands, our initial entry maintenance training programs must advance with airframe technological development. This advancement requires focus in both courseware and technically current training devises that accurately replicate fielded aircraft. Collaboration efforts and initiatives coordinated by the 128th Avn. Bde. to progress future initial entry aircraft maintenance training ensures relevancy within the enterprise. Continuous evolvement of these training programs ensures that supported units always receive qualified aviation maintainers who are able to contribute upon arrival to their first operational unit and develop in any operational environment. Army Aviation continues to focus on providing ground force commanders a more lethal force to win extended land campaigns and come home safely. Training our future maintainers the right skills and knowledge helps get there.

"Born Under Fire!"

SGM Donald K. Adkins is the 128th Aviation Brigade Portfolio Manager for MOS 15T/15U; and MSG Nicholas D. Burney is the portfolio manager for MOS 15R/15Y at Joint Base Langley-Eustis, VA.

Evaluating Technology to Enable Mission Accomplishment

By Mr. Anthony W. Gioia

U.S. ARMY AMRDEC PHOTO

AED provides engineering and airworthiness support and ensures that airworthiness qualification testing is conducted to assure DVEPS will work throughout the aircraft operational envelope.

"When I have your wounded." Major Charles L. Kelly spoke these words after being warned out of a hot landing zone. Then a single bullet entered through an open cargo door and pierced his heart. Major Kelly was killed in action July 1, 1964.

The following day, an officer tossed the bullet that killed him on the desk of Kelly's successor, Captain Patrick Brady, and asked if DUSTOFF was going to stop flying so aggressively. Brady picked up the bullet and replied, "We are going to keep flying exactly the way Kelly taught us to fly, without hesitation, anytime, anywhere."

These men saw the importance and future of the dedicated MEDEVAC mission. It's a mission like no other – whether flying unarmed helicopters into the teeth of battle to save the lives of the wounded in war or providing medical evacuation in support of natural disasters.

Army Aviation has continued this legacy through expansion and upgrade of dedicated aircraft and systems to ensure the men and women flying the MEDEVAC mission will have the most advanced capability to conduct their mission 'without hesitation, anytime, anywhere'.

A highly sought-after capability for MEDEVAC and Army Aviation is the ability to operate safely and effectively in degraded visual environments (DVE). Product Director MEDEVAC and the Aviation Engineering Directorate (AED) are currently supporting PM Aviation Systems and their assessment of the Degraded Visual Environment Pilotage System (DVEPS), which will provide the aircraft with a near real-time visual representation of the physical environment surrounding the aircraft and will provide increased situational

awareness to the aircrew while operating the aircraft in DVE during takeoff, final approach, landing, hover, and enroute flight regimes. The AED provides engineering and airworthiness support and ensures that airworthiness qualification testing is conducted to assure DVEPS will work throughout the aircraft operational envelope.

DVEPS will include mature sensor technologies, a Synthetic Vision Avionics "Backbone" (SVAB) processing architecture to support near real-time imaging, multi-sensor fusion, and overlays with synthetic spatial scene generation. The DVEPS also includes the associated hardware to support multiple terrain and obstacle databases and a helmet mounted display (HMD). DVEPS will provide enhanced capability for the MEDEVAC mission by providing a 3D image, highlighting obstacles in the flight path (buildings, power lines, vehicles, etc.), and an image of the LZ to assist in identifying location of the patient and obstacles to extracting the patient in a quick and safe manner.

Another capability is the upgrade to the medical interior system, which addresses capability gaps through modularity. The system will provide space required for treatment of patients in multiple configurations. Storage/Equipment Racks will be relocatable to allow accessibility throughout the cabin and enable future capability by allowing commercially available MES First Responder rack mounted support equipment to be attached. The new railed pallet floor system provides new fluid barrier(s) for additional fluid intrusion resistance into the aircraft tub resulting in a reduced maintenance burden.

The AED is providing engineering and airworthiness expertise to ensure and qualify a sound design that will allow multiple airworthy configurations that meet a wide spectrum of mission requirements. The interior modularity upgrades allow commanders the discretion to configure each aircraft as needed by accommodating up to 6 litter positions, up to 6 ambulatory patient seating positions, or a combination of both. The upgrades also allow re-configurability to meet aircraft weight management options and the ability for CONUS units to 'train the way you fight'.

The AED provides engineering and airworthiness expertise to support these efforts to put new capabilities into the hands of the Warfighter that are airworthy and work throughout the operational envelope. Engineers and subject matter experts (SMEs) at AED are working closely with the Utility, MEDEVAC, and DVE program offices so that responsive airworthiness solutions are provided throughout the system life cycle.

The AED is an invaluable part of the many organizations that ensure the warfighter has the most capable aircraft available. The US Army relies on the AED to provide unsurpassed engineering and airworthiness support in order to have aircraft that are ready to complete the mission, and the soldier relies on the AED to ensure they can return home safely.

Mr. Anthony W. Gioia is an aerospace engineer in the Utility Helicopter Division of the Aviation Engineering Directorate of the U.S. Army Aviation and Missile Research, Development, and Engineering Center at Redstone Arsenal, AL.

Disaster Preparedness

By CPT Gurdeep Buttar, MD

In this article, let's reflect on some of the significant weather events and emergencies of 2018 and what we can learn from them in order to prepare for the upcoming year.

As Hurricane Michael pushed through the Gulf Coast and Florida Panhandle, it left devastation in its wake and displaced hundreds of families. Thousands of homes and businesses were destroyed with the effects of coastal flooding and damaged infrastructure predicted to take years to repair.

At Tyndall Air Force Base near Panama City Beach, Florida, more than 11,000 airmen and their family members will undergo a permanent change of station during the time it will take the base to recover from the catastrophic damage of Hurricane Michael. Many of them have been evacuated to the Army's Hurlburt Field, Eglin Air Force Base, and Randolph Air Force Base in Texas. Some have even spent hotel stays at Ft. Rucker, Alabama. Military societies have raised well over $2 million for financial assistance associated with these displaced families. In addition, in early October 2018, Hurricane Florence displaced over 800 Army and Marine Corps families at Ft. Bragg, North Carolina and Camp Lejeune, South Carolina, respectively.

Minimizing the Risk

Despite the effects of damaging weather and other emergencies, you can minimize the risk to you and your family with appropriate disaster preparedness. Disaster preparedness can not only save your life, but also that of your family and maintain the health and safety of the public. The Centers for Disease Control & Prevention have produced an All-Hazards Prevention Guide that can be found at *https://www.cdc.gov/cpr/documents/ahpg_final_march_2013.pdf*. It identifies three steps to disaster preparedness: Get A Kit, Make A Plan, and Be Informed.

When you ***Get A Kit***, you will be gathering supplies needed for survival to include but not limited to: water (at least one gallon per person, per day; non-perishable food; flashlight with batteries; first aid supplies; seven-day supply of medications; sanitation/personal hygiene products; copies of personal documents; cell phone with chargers; extra cash, and an emergency disaster plan (containing emergency contact information).

To ***Make A Plan***, gather all of your family members' contact information and discuss how to contact one another in the event of an emergency. It is important to discuss with your loved ones the types of emergencies that are most likely to happen in your area. Pick at least two meeting places during a disaster and plan your evacuation route. Remember to include the needs of your pets or service animals in the plan. Most importantly, rehearse and refine your plan. It is wise to review and update your plan at least once a month. A copy of the plan should be placed in your emergency kit and every member of the family should have a copy of the plan with them. For military families, it is important to know your installation's plan for emergency management. This is called the Comprehensive Emergency Management Plan (CEMP) 10-2.

Finally, ***Be Informed*** means staying up-to-date on the most current information available; knowing what emergencies are occurring in your area and how to contact local authorities. It also entails understanding the difference between various types of weather alerts such as watches and warnings and what actions to take. Be sure to teach each family member how to contact 911 or local emergency medical services.

Another major decision to make is whether to evacuate or shelter-in-place. Being informed of the emergency in your area will determine whether you should evacuate. If local officials tell you to "stay put," act quickly. Get inside, find a safe location within your shelter, and shelter-in-place until you have been given the all-clear by officials. Once you and your family are safe, let an emergency contact know what is happening. Use your phone only as necessary to conserve power and continue to listen for updates through radio, television, or your mobile device. Also, consider sheltering your pets until the danger has passed. If you are required to evacuate, then do so efficiently and calmly. Do not attempt to save property or life mementos if the threat is imminent. Over 88 people lost their lives to the 2018 California wildfires and more than 10,321 structures were destroyed. Houses can be rebuilt and new memories made, but lives cannot. Act wisely and responsibly.

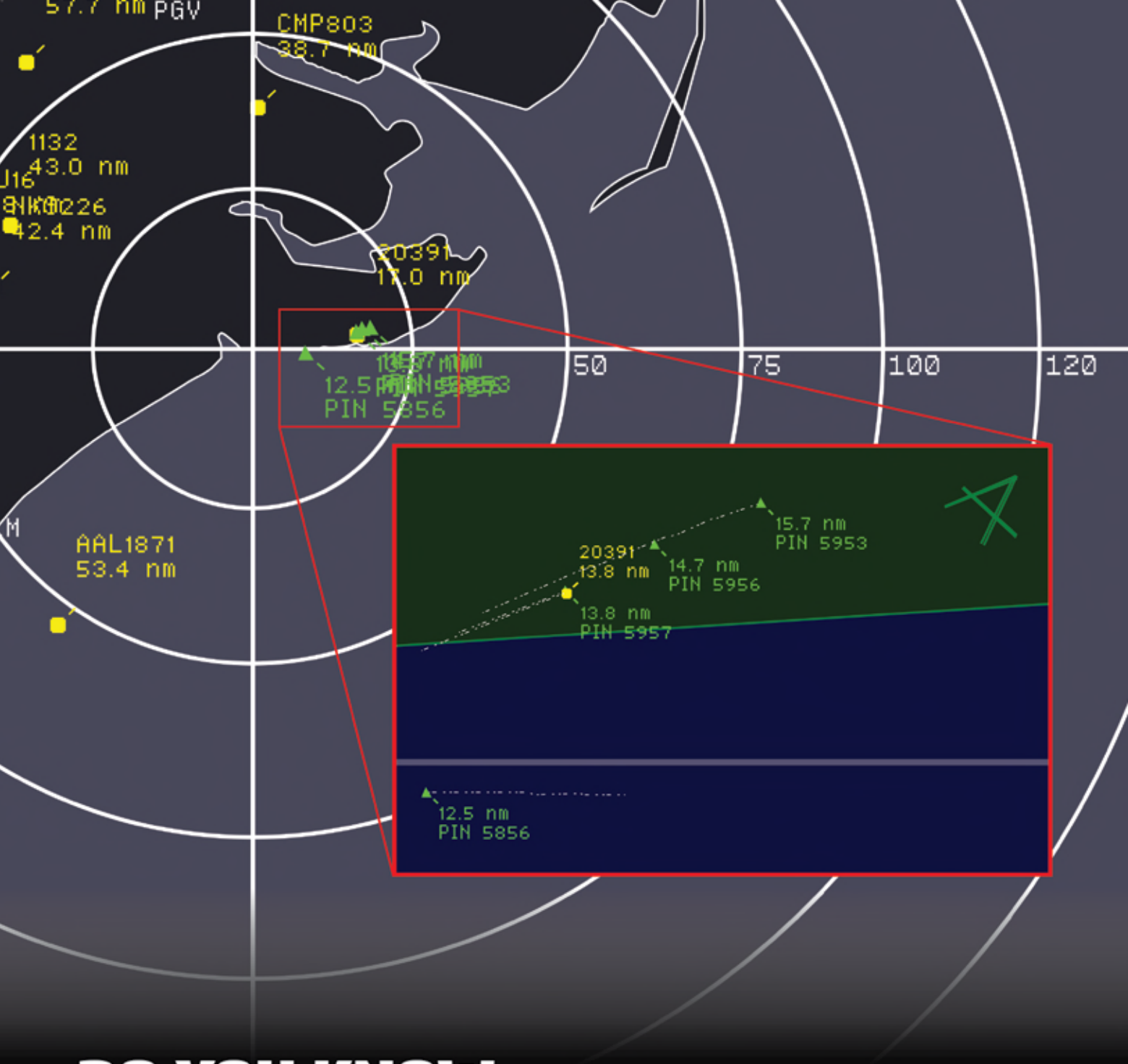
Finally, in the Department of Defense, there are an abundance of resources for assistance following the aftermath of a major disaster; the following website has more information: *https://www.pdhealth.mil/news/blog/resources-military-members-following-hurricane*. Keep your families safe and healthy with disaster preparedness.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@quad-a.org;* we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

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

CPT (Dr.) Gurdeep Buttar is a flight surgeon at the U.S. Army School of Aviation Medicine, Fort Rucker, AL.



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Apache Helicopter Project Office Update

By COL Talmadge Sheppard

Since 2003, the AH-64 Apache has flown over 1.2 million hours in support of operations in both Iraq and Afghanistan with an average operational tempo (OPTEMPO) in theater of over 50 hours a month. That demand singularly drives the Apache Project Office mission statement: "to design, develop, produce, field and sustain the world's premiere attack/reconnaissance helicopter and support all those who use it."

As we execute our mission, a major near-term focus in the Apache Project Office is to reduce burden on our pilots and maintainers. We are accomplishing this focus by providing home station training, developing capabilities in the Apache to help reduce pilot workload and most recently we have stood up the Apache Central Modification Facility.

Apache Central Modification Facility (ACMF)

The original AH-64E modification and upgrade strategy was to conduct all upgrade modifications at the aircraft's home station. Although the intent was solid and cost effective, this approach increased unit burden by encumbering prime hangar space and reduced aircraft availability. In April 2018, the Apache Product Office changed the modification and upgrade strategy. Teams now install critical mission equipment modifications on AH-64E production aircraft at the ACMF in Fort Riley, Kansas.

All modifications are complete prior to delivery to the operational units, which reduces burden on unit maintainers, personnel and their facilities by up to three weeks per aircraft and maximizes aircraft availability for operators. Post Production Modifications include Data Link Compatibility Module (DLCM), Upper Receiver (UR), and M4 Mount. From concept to start of operations, the ACMF opened in less than six months.

New Equipment Training Teams

The training of our Soldiers remains one of the most important elements of achieving readiness. As part of AH-64E fielding, the Apache Project Office conducts new equipment training (NET) and to date have trained over 900 pilots and 1,000 maintainers through the Apache Project Office New Equipment Training Team (NETT).

The Apache Project Office NETT currently trains petroleum supply specialists, attack helicopter repairers, systems repairers, and aviators at the fielding unit's home station. To reduce burden, the NETT eliminates travel costs and time away from the unit associated with sending soldiers back to Joint Base Langley-Eustis, Virginia and Fort Rucker, Alabama for training. The Apache Project Office provides equipment including two mobile classrooms and three training devices, reducing the overall footprint and support required by the unit. This method of training also allows the unit to continue its daily mission while still gaining the skills necessary to repair and operate the AH-64E.

Each block of training covers any systems affected by the conversion

U.S. ARMY PHOTO BY 25ID PUBLIC AFFAIRS

AH-64 Apaches depart Wheeler Army Airfield to conduct training in the Pacific theater. The AH-64E Version 6 technology insertions will improve aircrew's capabilities during over water operations with improved sensor and targeting enhancements.

from AH-64D to AH-64E as well as any changes made during software and hardware version upgrades. Attack helicopter repairers and system repairers utilize conferences and virtual environment training, as well as written and hands on practical exercises using the training devices and a complete AH-64E airframe. AH-64E Home Station Training for Aviators includes a 20 day Aircraft Series Transition Course (ASTC) for the move from the AH-64D to AH-64E and includes 55 hours of academics and 9.5 hours of flight requirements and utilize the latest training courseware. Pilots and maintainers who have taken this training have provided favorable feedback through class surveys about the professionalism, method and conduct of our NETT.

Fleet Status and Future

Today's Apache fleet consists of 484 AH-64D and 251 AH-64E aircraft with 735 total in the fleet with plans to sustain the AH-64D aircraft well into the next decade. The AH-64E will continue to be an essential part of Army aviation, providing long term core attack and reconnaissance capabilities.

The Acquisition Strategy for the AH-64E program calls for three production phases, with each increasing capability. The three phases consist of initial fielding Version 1 (V1), Version 4 (V4), and V6 with each having its own development period. The Apache PM is currently working with Boeing to finalize V6 and preparing for the Follow-on Test and Evaluation (FOTE) 2 that will be conducted in April. V6 will add Fire Control Radar enhancements, greater manned-unmanned teaming (MUMT) range, Cognitive Decision Aiding System (which reduces cockpit workload) and adds Joint Air to Ground Missile (JAGM).

Delivery of the first aircraft with V6 capabilities is expected the 4th quarter of fiscal year 2020.

Foreign Military Sales

In 2018, the International Apache Project Office focused their efforts on the development of the first Common Configuration Version 6 AH-64E aircraft with the first deliveries to foreign military sales (FMS) customers in early 2019, followed by subsequent deliveries to additional FMS customers in 2020.

The International Apache Office currently supports 15 nations with Apache helicopters. They provide a full range of technical, logistical, and programmatic support services as well as developing, producing, and fielding aircraft. The International Apache Project Office also combined FMS aircraft and sensor production requirements with United States (U.S.) Army requirements on the U.S. Army multi-year contract and other indefinite delivery/indefinite quantity (IDIQ) contracts to achieve cost savings for both U.S. and FMS partners.

The organization expects to continue the savings in 2019 with the addition of new FMS customer aircraft requirements. The International Apache Project Office is also fully engaged with the U.S. Government Security Assistance Management Directorate and Industry to assist Allies who are showing interest in adding the AH-64E Apache Attack Helicopter to their forces.

Conclusion

I can assure you that the Apache Project Office is laser focused on providing the safest most capable attack helicopter in the world. We understand the importance of the Apache to our country and allies. As we produce, field, and sustain the world's premier attack helicopter with a focus on reducing burden to the field, we must also keep pace with rapid technological advancements to keep the Apache fleet relevant and ready for years to come.

Attack!

COL Tal Sheppard is the project manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.

U.S. ARMY PHOTO BY MR. RONALD RODRIGUES

AH-64E Apache aircraft at the Apache Project Office's Central Modification Facility at Ft. Riley, KS. Army maintainers and commanders benefit from cycling the Army's AH-64E deliveries to this facility, where the post production modifications are completed prior to units gaining the aircraft, reducing soldier burden and unit training plans.

Tomorrow's Heavy Lift Readiness:
Time on Target – FY21

COL Gregory S. Fortier

Above: The Chinook Block II completed Advanced Chinook Rotor Blade (ACRB) demonstration flight testing in October 2018 in Mesa, AZ. The event validated the ACRB performs as well as or better than the current blade, while providing up to 1750 lbs. of additional lift capability.

In the 558 days since the Army Acquisition Executive and Chief of Staff of the Army certified the CH-47F Block II program, the members of PM Cargo have been preparing for arguably one of the most important peacetime "Air Assaults" in the history of the Project Office. Over the past two decades, the office has used lessons learned from the CH-47F Block I program to build an unmatched set of competencies across each entity of the Army Acquisition System relative to designing, developing and delivering the Army's heavy lift rotorcraft capability. Affordable, Producible, Reliable and Survivable: 100% of the 451 U.S. Army CH-47F Block I aircraft have been delivered on-time and within budget since 2005. The final 14 Block I aircraft currently await final assembly.

The sustained superior performance of the Block I program enables a "mission command" approach to executing the Block II program. An unambiguous intent affords disciplined initiative through clear understanding from both the government and industry arms of this complex structure, thereby empowering an agile and adaptive approach to a rigorous, yet cumbersome, acquisition process. To borrow from our operational vernacular, the previous 18 months have served as the acquisition version of the reverse planning sequence for this peacetime "Air Assault." If 2018 was about exhibiting the proper response to the inevitable inflection point that exists when large acquisition programs reach the end of production, then 2019 is the year of READINESS, both in maintaining current fleet operational availability while simultaneously developing tomorrow's heavy lift capability as the life cycle regenerates. The decisions made this year will shape the next decade in providing the ground maneuver commander a relevant and ready heavy lift helicopter to enable Multi-Domain Operations, 2028.

In the form of a Critical Design Review (CDR) and Test Readiness Review (TRR), PM Cargo recently completed the operational equivalent of an "Air Mission Brief" (AMB). Concurrently, the "AMB checklist" (a.k.a. integrated master schedule), "modified air movement table" (a.k.a. test and test conditions matrix), "appropriate comms card" (a.k.a. stakeholder update briefs), "generic LZ/PZ diagrams" (a.k.a. manufacturing drawings), and "knee board sketches" (a.k.a. data cards)

have also been prepared. All "combined arms rehearsals" have been completed and conditions are set to conduct the mission in accordance with the execution checklist below. This mission has no feasible abort criteria and must be completed on time and on cost (*at present, the CH-47F Block II program is on schedule and below cost*).

CH-47F Block II Execution Checklist

Line #1: H-Hour (April 2019): CODE WORD "RIDLEY PARK"

The execution phase begins when the first of three CH-47F Block II test articles takes initial flight in Pennsylvania. The Boeing Company has primary responsibility for all functional checks before the aircraft transits to Falcon Field in Mesa, AZ, to begin extensive system level flight test. After years of design, we get our first look at new hardware such as a redesigned fuel system providing improved survivability and 15 more minutes of mission time while reducing system weight, an enhanced rotor system to harness the advanced Chinook rotor blade, an improved drive train that enables future platform engine growth, upgraded electrical and lighting systems that improve maintainability, and most importantly, a strengthened airframe capable of housing 54,000lbs including three fully filled internal fuel tanks.

Line #2: H+2 months (June 2019): CODE WORD "MESA"

An aggressive system level flight test begins using a combined government/contractor test team upon receipt of test articles #1 and #2. In total, over 3,900 test points will be executed in just under 14 months culminating in August 2020.

Line #3: H+8 months (December 2019): CODE WORD "PATUXENT RIVER"

As test articles #1 and #2 execute the primary mission of full system level flight test, integrated supporting operations begin with aircraft #3's arrival to Naval Air Station Patuxent River, MD. This aircraft accomplishes Electromagnetic Environmental Effects testing to ensure the aggressive schedule is accomplished to support Limited User Test. Concurrently, final functional checks begin on a Transportable Flight Proficiency Simulator designed to conduct initial aircraft familiarization and reduce aircrew risk.

BOEING PHOTO BY FRED TROLLO

A CH-47F Block II aircraft on the Boeing production line in Ridley Park, Pennsylvania.

Line #4: H+16 months (August 2020): CODE WORD "FAYETTEVILLE"

The best measure of any new military technology is the operational judgment of the U.S. Army Soldier. While the specific FORSCOM participating unit has yet to be identified, Limited User Test represents the most critical component of our "Air Assault." This event will validate the predicted increase in capability and performance in all flight regimes, especially those at high density altitudes and excessive ambient temperatures. Successful transport of the Joint Light Tactical Vehicle, the M777 Howitzer and the Medium Girder Bridge enables transition from this critical intermediate "landing zone" to the final objective areas.

Line #5: H+27 months (July 2021): CODE WORD "ARLING-TIN"

The final phase of this operation will be conducted in two landing zones (Arlington, VA and Austin, TX) separated by 1,518 miles. At time of execution, Army Futures Command will have been established for nearly three years with more mature processes and procedures. Satisfying the requirements of this command will be paramount as we await the ultimate decision to either begin executing or abort any follow-on "Low Rate Initial Production Air Assault" mission following a successful Milestone C decision.

Conclusion

When embarking upon any personal or professional endeavor, one must make a conscious choice to either "play to win" or "play not to lose." While different environmental conditions may dictate shifts in strategy, the fundamental choice is not unique to combat, peacetime, operational or acquisition missions. Sometimes, temporarily playing "not to lose" guarantees another potentially more advantageous opportunity later. Rest assured, however, the members of PM Cargo, our international teammates and supporting defense industry partners are ***PLAYING TO WIN***; fully internalizing that victory is never guaranteed. Understanding that many military objectives are not seized on the first attempt, we humbly submit that every member of Team Chinook is prepared to adapt to any inflight mission changes, execute in the manner expected while welcoming accountability, seeking collaboration and fully internalizing that the Soldier is the only customer that matters.

COL Gregory S. Fortier is the project manager of the CH-47 Cargo Helicopter Project Office located at Redstone Arsenal, AL.

New Name, Expanded Mission

The Multi-National Aviation Special Projects Office

By Mr. Andy Greer and Dr. Wayne Hudry

The Multi-National Aviation Special Project Office (MASPO) was created when the Non-Standard Rotary Wing Aircraft (NSRWA) Project Office, within the Program Executive Office for Aviation, closed a chapter in an eight-year history on July 12, 2018 at Redstone Arsenal, AL. NSRWA cased their colors immediately followed by the unfurling of the MASPO flag in a ceremony hosted by BG Thomas Todd. The casing of the NSRWA flag and unfurling of the MASPO colors was performed by the project manager, COL John Vannoy, and symbolized the transition from the NSRWA Project Management Office to the Multi-National Aviation Special Project Office.

ALL PHOTOS – U.S. ARMY PM NSRWA PHOTO

COL John Vannoy, Project Manager displays the flag for the newly chartered Multi-National Aviation Special Project Office.

In explaining the philosophy behind the re-designation, BG Todd highlighted the scope of the office's mission that supports more than 30 allied nations around the world. At any given time, the office has up to 60 foreign military sales cases ongoing, which differ in size, scope, product, service and urgency of what is being delivered. "No customer is alike. No requirement is alike. No original equipment manufacturer is alike. You take all of this and do what we are asked to do by the Secretary of Defense, and that is to build partner capacity."

An overhauled Mi-17 aircraft is delivered in Kabul, Afghanistan on July 29, 2018.

While initially focused on leading the procurement, sustainment, and technical support activities for the Mi-17 aircraft in support of operations in Afghanistan, the fleet of aircraft procured and supported by MASPO has vastly expanded along with the international customer base. Today, the Project Office actively procures and sustains a wide variety of both fixed wing and rotary wing aircraft throughout the world. These activities directly support the Secretary of Defense's priority to strengthen alliances and attract new partners as well as supporting the Army's commitment to strengthening relationships with allies and partners.

MASPO continued to build warfighter capacity by recently providing four overhauled Mi-17 helicopters to the Afghan Air Force (AAF). Working

with the NATO Support and Procurement Agency, three of the four refurbished aircraft were returned to Kabul, Afghanistan from repair facilities in Eastern Europe: LOM Praha in the Czech Republic, Avionams in Bulgaria, and LOTN in Slovakia. The fourth aircraft was overhauled at a contracted AAL Group facility within the Afghan Theater. MASPO provided technical, logistical, contracting, and programmatic oversight over these maintenance activities at each location. The complexity of the mission was recently highlighted by commentary that "MASPO is successfully overhauling Russian-built helicopters in 4 separate overseas locations for subsequent missions in Afghanistan." The return of the overhauled helicopters ensures a significant improvement in the operational airlift and war fighting capabilities for the forces engaged in the Afghan theater.

Along with the delivery of the Mi-17s, MASPO orchestrated the delivery of five MD-530 aircraft to Afghanistan in August. The MD-530 helicopter, equipped with a new digital cockpit and crash worthy fuel system, increases the Afghan Air Force's scout, reconnaissance, and attack capabilities. The Project Office is on-track to deliver an additional twenty-five MD-530 aircraft throughout fiscal year 2019.

The Multi-National Aviation Special Project Office continues to provide rotary and fixed wing aircraft, as well as sustainment, logistics, and maintenance support worldwide. The Project Office supports a current fleet of aircraft, including AH-6i, UH-1 "Huey" variants, the PC-12, and the OH-58D, which are utilized by multiple international countries worldwide ranging from Saudi Arabia and Argentina to Uganda. The future is bright with the expectation that additional international customers will be seeking aircraft, parts, and sustainment packages for militarized aircraft that are not currently in the U.S. military inventories. The Redstone Arsenal based Multi-National Aviation Special Project Office stands ready to efficiently support every request.

Mr. Andy Greer is an operations officer and Dr. Wayne Hudry the deputy project manager of the Multi-National Aviation Special Project Office, Redstone Arsenal, AL.

U.S. ARMY PHOTO BY ERNESTO ROSARIO

U.S. Army Utility Helicopter Project Office –

Providing Virtual Aviator and Maintainer Training "Anytime, Anywhere, on Any Device"

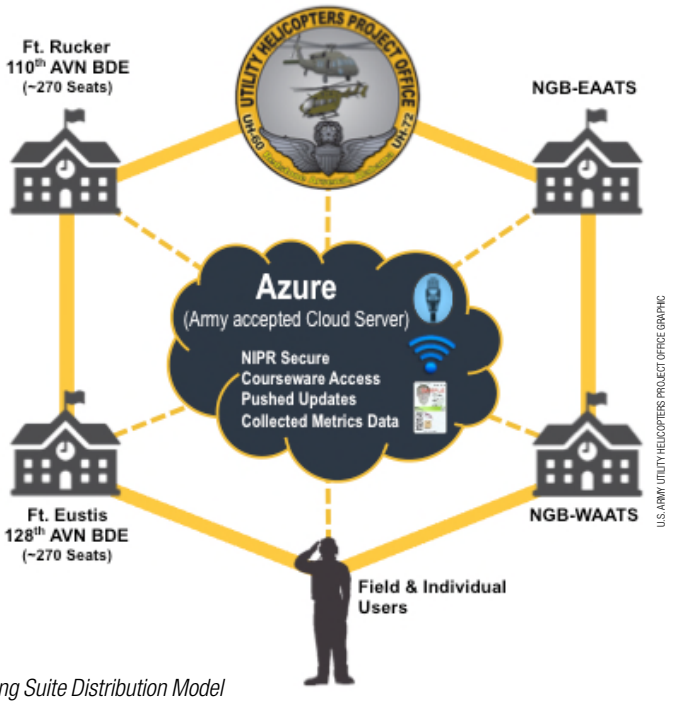
By Mr. William Todd Richburg

The Utility Helicopters Project Office (UHPO) committed to providing innovative virtual aviator and maintainer training for H-60 courseware to the Soldiers in the field. This effort resulted in the Virtual Training Suite (VTS) which provides academic education and training to aviators and maintainers "anytime, anywhere on any device." This is accomplished while supporting education and training requirements via modular distribution through the government cloud directly to the classroom or individual at the point of need. This program merges high fidelity models of helicopters and components with a standardized user interface to train Army aviation pilots and maintainers.

We are working directly with the training bases including the United States Army Aviation Center of Excellence (USAACE). We are also in contact with the National Guard Bureau (NGB), Eastern Army Aviation Training Site (EAATS) and Western Army Aviation Training Site (WAATS). For example, we provide graduate level courseware for the maintenance test pilot course and maintainer level courseware, for the crew chief, avionics tech and electrician course. We are currently working a partnership with Flight School XXI academics branch. Concurrency updates to the courseware are now synchronized with changes to technical manuals and updates to the fleet.

Instructors in the field have indicated that the ability to have current training material available as a pre-requisite and available as a reach-back capability during and after the training is a game changer. This better prepares the student and provides the Soldier with the ability to refresh their training as needed post instruction. It also provides the most current material at all times.

SSG Joshua Searcy (right) mentors SSG Pedro Sandoval, a new 128th Aviation Brigade instructor, on how to utilize the Virtual Training Suite mobile applications while conducting 15N10 avionics training.



Virtual Training Suite Distribution Model

The distribution model relies on a Training and Doctrine Command (TRADOC) cloud-based on-line availability. The cloud space will support institutional, New Equipment Training Team (NETT), unit-level or individual training on either a Government or personal device. The VTS is compatible with Microsoft Windows, Android and iPhone operating systems. For phone-based applications the curriculum will be tailored in presentation to work in that learning environment. For example, the 110th Aviation Training Brigade is currently utilizing three mobile applications and has institutionalized them as part of their normal learning environment. They are the startup and shutdown procedure, pre-flight procedure and malfunction and analysis. EAATS has also institutionalized the utilization of mobile applications. These are available online.

Concurrency and cybersecurity compliance are achieved at the point of cloud-based distribution. Centralizing training material updates to a signal point of disruption will allow a top down cybersecurity compliance for the network enterprise centers (NEC) better ensuring system access when security patches are applied. Soldiers utilizing VTS will receive notifications of update availability as part of normal utilization of the training software. This will ensure that instructors and Soldiers are using the most current TRADOC approved learning material.

The acquisition strategy for this product relies on the use of existing or Other Transaction Authority (OTA) contracts to achieve an organic development, configuration management (CM) and concurrency while the government maintains full data rights. This includes the UHPO chairing a quarterly configuration control board (CCB) in which the proponents provide input and have a vote on criticality and update priorities. This contracting strategy saved our office two years in schedule and dramatically reduced costs.

In conclusion, the aviation Soldiers' ability to learn whenever and wherever, while utilizing the latest and most up-to-date learning material, has been improved through the implementation of the VTS. Soldiers are now given a method to provide feedback that will be reviewed at the CCB thus resulting in positive and constructive changes over time to the curriculum. This approach ensures that the Soldiers can reach forward to review training material ahead of training and also reach back to review updated training at any point in time. The VTS will provide a standardized level of training, "anytime, anywhere on any device". VTS will not only enable greater mission effectiveness, it will help prepare our Soldiers for the future.

Mr. William Todd Richburg is the assistant project manager for H-60 TAADS (The Army Authorization Documentation System) in the Utility Helicopters Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.

Chinook and Black Hawk Modernization
in the Concept of Multi-Domain Operations

By CPT Matthew L. Mraz

Through extensive work during the Global War on Terror the CH-47 Chinook and UH-60 Black Hawk experienced significant infusions of technology and capability to modernize the Army's fleet of cargo and utility aircraft. Today's CH-47F and UH-60M, and soon the UH-60V, stand ready to provide aerial maneuver capability to ground commanders in the Army's Multi-Domain Operations (MDO) framework. Significant upgrades remain focused on sustaining relevance and improving advantage for ground commanders to execute aerial maneuver on today's battlefield. Improvements on these long-serving workhorse aircraft and projections for service deep into the future is no small task. Our solution to this challenge relies on our close cooperation and partnership with the entire Army Aviation Enterprise, industry partners, and international team-mates. Based on the dynamic MDO environment and input from fielded units, TRADOC Capability Manager-Lift (TCM-L) continues to work initiatives focused on restoring and improving warfighter payload, maintainability, readiness, and survivability.

Payload Restoration Directly Supports Tenets of MDO

Restoration of Warfighter payload remains the highest priority for the CH-47/UH-60 helicopters and results in increased ability to transport heavier vehicles, howitzers, and Soldiers, nested with Army fielding initiatives and modernization priorities. Permanent weight reduction efforts in the form of material solutions require investment and time to integrate and field fleet-wide solutions. The long lead material solutions drive a balanced approach of non-material solutions to achieve immediate, fleet-wide,

payload restoration. In 2018 TCM-Lift, working with Program Manager Cargo, Program Manager Utility, and the Maneuver Center of Excellence (MCoE), studied multiple CH-47F aircraft mission equipment package (MEP) configurations focused on restoring and improving warfighter payloads. By supporting the Aviation commander's ability to configure aircraft MEP for specific missions some proposed configurations return between 3,000-5,000 lbs. of warfighter payload in the CH-47F and over 700 lbs. in the UH-60 based on environmental conditions.

The importance of these configurations becomes clear when reviewing our most demanding aviation lift task of external air movement. Vehicles of all types including the High Mobility Multipurpose Wheeled Vehicle (HMMWV), Light Tactical Vehicle (LTV) family, and weapon systems such as artillery and engineer equipment are all critical to MDO. However, transporting this equipment across operationally relevant distances for ground commanders is challenging in optimal environmental conditions and significantly harder in complex environmental conditions at hotter and higher density altitudes. The LTV, intended replacement for the HMMWV, with B-Kit armor weighs over 18,000 lbs., the M777 family of current and future systems (in the towed cannon configuration), weighs in between 9,500 and 10,300 lbs.

Air movement of these weapon systems in combat configurations with ammunition and fuel plays a significant role for the Joint Force conducting MDO. Meeting the needs of the ground Commanders requires Aviation leaders to configure aircraft MEP to maximize payload. A CH-47F example of removing Engine Air Particle Separators (EAPS) and Infrared Suppression System (IRSS), restores 6% of lost engine performance, equating to 2,100 lbs. more warfighter payload. Figure 1 shows a sample configuration of CH-47F payload in a variety of environmental conditions with full MEP and reduced MEP configurations.

Commanders at every level have the authority to adjust aircraft MEP based on mission requirements, risk, and environmental conditions. CH-47 units serving in Iraq and Afghanistan often configure and designate certain airframes as 'designated hitters' for missions requiring the heaviest payloads. EAPS and/or IRSS is normally the first equipment removed but depending on the mission much more drastic measures are available. Mission requirements, risk, and lead time are all factors leaders and crews consider when determining specific equipment for removal.

For the UH-60, short term MEP adjustments to maximize warfighter payload often include removal of cabin armor although several near-term weight reduction initiatives are under consideration. Long term payload restoration efforts for the UH-60 program include the Improved Turbine Engine (ITE). Analysis is underway on potential improvements to UH-60 tail rotor design, main rotor blade modification, and transmission systems to keep ITE equipped UH-60s relevant deep into the future.

CH-47F Block II

The CH-47F Block II program is the long-range plan for payload, maintainability, and readiness improvements for

PHOTO BY CPT MATTHEW MRAZ

Above: A new ground mobility vehicle off-loads from a CH-47 assigned to B/1-52nd General Support Aviation Battalion, 16th Combat Aviation Brigade at Fort Wainwright, AK.

U.S. AIR FORCE PHOTO BY AIRMAN 1ST CLASS CHRISTIAN CONRAD

Right: A U.S. Army UH-60 Black Hawk waits to be loaded up into a C-5M Super Galaxy as part of full-spectrum readiness training January 13 at Travis Air Force Base, CA.

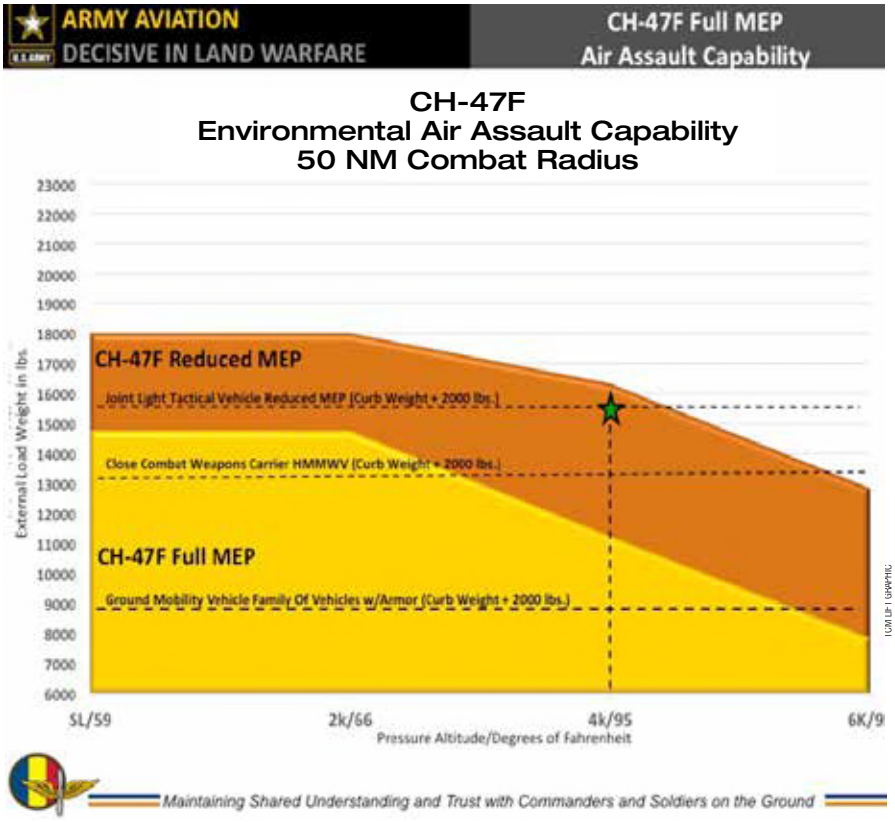


Figure 1. CH-47F Environmental Air Assault Capability

the Chinook fleet. The improvements in CH-47 Block II enable an aircraft in full MEP to lift external loads upward of 18,000 lbs. and a Block II aircraft in reduced MEP configuration upwards of 21,000 lbs. as depicted in Figure 2 above which also accounts for a range of environmental operating conditions.

Fixed Wing

The Army's Fixed-Wing fleet continues to provide superior intelligence surveillance and reconnaissance (ISR) to the fielded force around the globe. Our Operational Support Airlift (OSA) fleet continues to accomplish its mission of providing time sensitive movement of personnel and equipment and for the last 2 years averaged >60% of all flight hours in direct support of Army Service Component Commanders (ASCC). The requirements for the Army's Fixed-Wing Utility Aircraft (FUA), which replaces aging OSA aircraft, remain approved and stable.

Lakota

The Lakota LUH-72 continues to perform well as the institutional training aircraft. The operational fleet is

meeting a variety of missions including Homeland Security, disaster response, MEDEVAC, and movement of key personnel and equipment.

Summary

The CH-47F Chinook and UH-60M/V Black Hawks are tried and true aircraft tasked with providing aerial maneuver capability and combat payloads to ground commanders in the current fight. Our enduring focus on warfighter payload, readiness, and survivability, ensures combat relevance supporting future ground commanders. The Chinook and Black Hawk backbone coupled with the Army's diverse fixed-wing and light utility helicopter fleets are the foundation to meet the ground commander's need for air movement while executing complex and challenging Multi-Domain Operations.

CPT Matthew L. Mraz is the director of the TRADOC Capability Manager Lift Cargo Division at the U.S. Army Aviation Center of Excellence at Fort Rucker, AL.

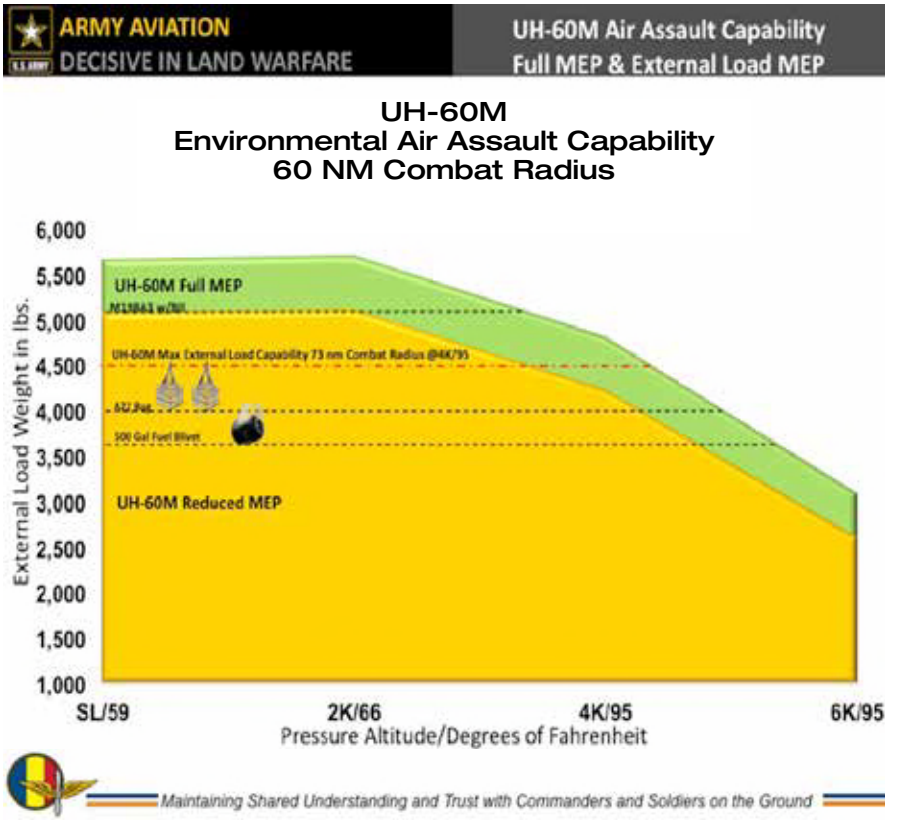


Figure 2. UH-60M Environmental Air Assault Capability

Improvements to the Fire Control Radar will be realized upon fielding of AH-64E Version 6 (V6) Apache

U.S. ARMY TCM-R/A COURTESY PHOTO

Apache Modernization in an Era of Multi-Domain Operations

By LTC Dan Thetford

There is little doubt the AH-64 Apache is the premier rotary wing attack aircraft in the world today. Few aircraft – let alone helicopters – can detect, identify, locate, and engage the enemy as effectively and rapidly as the Apache. Those outstanding reconnaissance and attack qualities aside, the aim of this article is not further investigation of the Apache's lethality on the battlefield; rather, the intent is to investigate the Apache's ability to facilitate and support friendly ground maneuver in light of the Training and Doctrine Command's (TRADOC) recently published Multi Domain Operations (MDO) pamphlet. One of the key tenents of MDO is its emphasis on maneuver as a critical function in the future fight. The AH-64E Version 6 (V6) capability insertions of enhanced Fire Control Radar (FCR), Cognitive Decision Aiding System (CDAS), and Systems Level Embedded Diagnostics (SLED), to name a few, will each directly or indirectly contribute to ground combat maneuver and will undergo a Follow On Test and Evaluation (FOT&E) this spring coupled with an Initial Operational Test and Evaluation (IOT&E) of the Joint Air to Ground Missile (JAGM). A successful FOT&E will demonstrate the Apache V6 as a critical enabler in the fight to come.

Superb Air to Ground Integration

While it might be unconventional to emphasize ground combat maneuver from an Apache perspective considering the platform's prodigious attack capability, the need to do so is paramount. Despite impressive emerging technologies on the battlefield of tomorrow, wars will still be fought and won by the Soldier's ability to gain and maintain terrain; for "you may fly over land forever…you may bomb if, atomize it, pulverize it and wipe it clean of life—but if you desire to defend it,

protect it, and keep it for civilization, you must do this on the ground, the way the Roman legions did, by putting your men in the mud."[1] Indeed, while TRADOC's MDO pamphlet recognizes the growing use of cyber offensive capabilities, extended use of the electromagnetic spectrum, and anticipated sprawl of dense urban environments[2] as changes to future conflict, the traditional ability to out-maneuver the adversary remains, ultimately, the key to success. In fact, TRADOC so recognizes ground maneuver's influence on combat success that 3 of the 5 pamphlet solutions to future operational problems outright specify maneuver: penetrate, dis-integrate, and exploit all cite maneuver as a key combat attribute.[3] It is to these tactical problems that V6 Apache offers some surprising solutions.

Improved Fire Control Radar and Air Cavalry Missions

Upgrades to the FCR in Apache V6 offer enhanced capability to traditional Air Cav mission sets. With its extended range and new detection modes, the FCR on Apache V6 offers greater alacrity in screen, delay, and retrograde missions. In these scenarios, the ground combatant commander benefits from the advanced warning aerial radars can offer—thereby enabling critical time to counter-maneuver, delay, or disrupt enemy action. Moreover, this capability scales well as smaller ground units may need only a team of Apaches covering a relatively small sector. However, given a platoon or company plus of FCR-equipped Apaches, larger mechanized friendly forces can be alerted to enemy movement over increasing swaths of terrain through targeting capability and Link-16. Apaches act, in effect, like ground scouts of the past, providing reaction time and maneuver space by offering timely and accurate reporting. The FCR may have been designed to identify targets for organic crew engagement, but its battlefield utility will enable the ground force commander to conduct tactical maneuver throughout MDO.

CDAS: A Virtual TOC On-The-Move

Early warning of enemy movement via the FCR begs for similar faculty in dynamic mission re-tasking, and the CDAS functionality of Apache V6 answers this call by offering mission plan offloading. As the ground commander employs rapid ground force maneuver to affect mission accomplishment on the battlefield of the future, there will be little appetite for legacy large-scale assembly/staging areas as potential adversaries "extend the range in which formations are under 'contact'."[4] CDAS in Apache V6, while ostensibly designed as a dynamic route re-planning tool, can also assist the Apache crew/team with rapid mission re-planning that once required terrestrial-based equipment. The benefit to the ground maneuver is obvious: new missions can be planned or updated on the fly, thereby affording rapid maneuver and reaction to enemy forces. Again, something designed to facilitate Apache crew workload can realize additional benefits beyond the cockpit; even if by indirect means.

Generating Combat Power On The Go

Better eyes on the battlefield and the ability to re-task in real-time are meaningless if the Apache is down for maintenance. Helicopters are difficult to maintain and require rigorous maintenance planning to remain in the fight – all the more when supporting a fast-moving ground maneuver force. To this end, Apache V6 SLED offers reduced troubleshooting timelines by reporting faults to maintainers as they occur, similar to methods the airline industry has employed for several years.[5] This real-time off-boarding of fault data pays great dividends in keeping Apaches in the fight. In an extended friendly mechanized force advancement over large terrain, for example, the ability to isolate and repair aircraft faults gets the Apache back in the fight faster and with less maintenance troubleshooting than previous maintenance practices. The result is Attack Aviation support with the legs and duration to maintain support over extended ground maneuver – as the ground force continues to move, the Apache continues to support. Thus, even some of the less obvious V6 upgrades can contribute to the ubiquitous wartime need of rapid ground maneuver. The Apache V6 will, no doubt, prove its worth to the ground commander's mission in surprising ways.

Attack Aviation in MDO—Final thoughts

The brief summary of Apache V6 capabilities listed above are but a few of the many tech insertions to be realized in future Apache formations.6 The point was to offer a few insights into Apache V6 upgrades with respect to MDO, particularly those capabilities with tangential or indirect MDO applicability. Regardless of the Techniques, Tactics, and Procedures (TTP) future Apache units will employ in support of ground maneuver during MDO, the need for rapid and effective maneuver of friendly forces will continue to be a hallmark of human warfare. Army Aviation, and in unique ways Army Attack Aviation specifically, will be invaluable in achieving battlefield success. With its ability to break earth-bound biases of the ground combatant commander by offering third dimensional insight to locate and close-in on the enemy[7], Apaches will enhance MDO and allow the Army to continue to fight and win the Nation's wars.

Notes:

1) T.R. Fahrenbach, This Kind of War - The Classic Military History of the Korean War, Open Road Integrated Media, Inc. (2014), p. 385.
2) TRADOC Pamphlet 525-3-1, The U.S. Army in Multi-Domain Operations 2028, 6 December 2018, p. v, and 6-11.
3) Ibid., viii-ix.
4)The U.S. Army in Multi-Domain Operations 2028, p. 8.
5) John B. Maggiore and David S. Kinney, "Monitoring Real-Time Environmental Performance," AERO, qtr. 03.09, 2009, https://www.boeing.com/commercial/aeromagazine/articles/qtr_03_09/article_07_1.html.
6) For a good summary of current Apache modernization efforts, see COL Joseph A. Hoecherl and others, "Rotary Wing: Apache Helicopter," Army Aviation Magazine, archives, http://www.armyaviationmagazine.com/index. php/archive/not-so-current/1319-rotary-wing-apache-helicopter.
7) For an excellent summary of Aviation Training lessons learned, see COL Kenneth Cole and COL (Ret) Kevin Scherer, "Large-Scale Aviation Training in Preparation for Large-Scale Combat Operations," Army Aviation Magazine, vol. 67, no. 11 (2018), https://reader.mediawiremobile.com/ArmyAviation/issues/204074 /viewer?page=57

LTC Dan Thetford is the deputy director of the Training and Doctrine Command Capability Manager, Reconnaissance/Attack, at Fort Rucker, AL.

UAS Unit Commander & Staff Leader Course Addresses UAS Knowledge Gap

By Mr. Erick Villalvazo and CW3 Brian Morton

UAS Unit Commander and Staff Leader course class 18-005 graduates March 16, 2018 at Fort Huachuca, AZ.

ALL PHOTOS: U.S. ARMY PHOTOS BY MR. ERICK VILLALVAZO, 2-13TH AVN. REGT.

Unmanned aircraft systems or UAS have evolved in many ways since the days of the Pioneer (RQ-2) program. The Pioneer, which was originally employed by the Army, Navy, and Marine Corps, saw most of its action in the 1990s. During that decade, Pioneer and other contemporary systems were largely seen solely as Intelligence, Reconnaissance, and Surveillance (ISR) assets at the disposition of the G-2 or S-2. They were seen as an air vehicle with a sensor, not an aircraft. However, when Army Aviation was given full proponency over UAS in 2006, the Army's mindset began to change in the community by integrating aviation-proven standardization, maintenance, and safety programs into the use of UAS. In addition, the United States Aviation Center of Excellence (USAACE) began to expand UAS mission sets to shift from ISR to reconnaissance, surveillance, and target acquisition (RSTA), attack, manned unmanned teaming (MUM-T), and other support roles. The Army's UAS platforms and mission sets have evolved with technology and so have the formations from which they are employed.

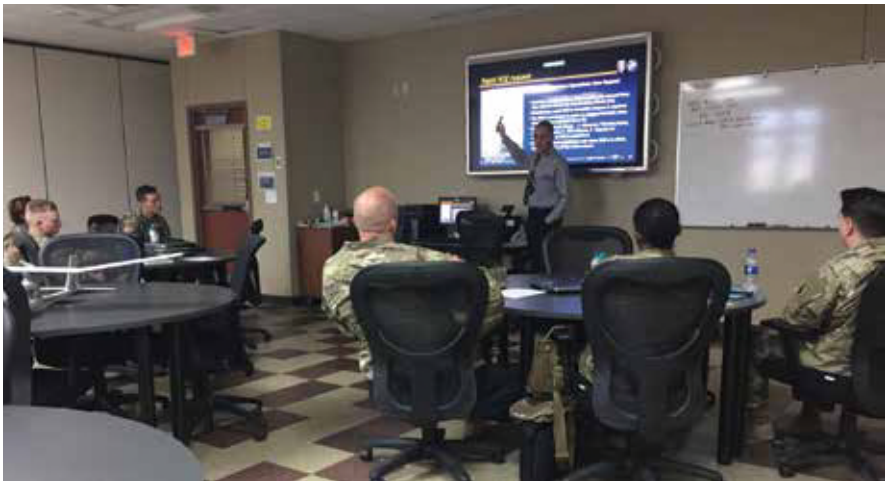
The Army's two main programs of record are the RQ-7B (Shadow) and the MQ-1C (Gray Eagle). Shadow is a brigade-level asset while Gray Eagle has been assigned to the division, Intelligence and Security Command (INSCOM) and Army Special Operations Command (ARSOAC) levels.

UAS Distribution

Currently, the majority of the Shadow (RQ-7B) platoons are in the brigade combat teams (BCTs), assigned to the brigade engineering battalions (BEBs) and under the military intelligence companies (MICOs). Additionally, Shadow platoons are found in the combat aviation brigades (CABs), Special Forces groups, and the Ranger regiment. However, the only version of the Shadow platoon that is directly under Aviation oversight are those assigned to the CABs. With the leadership of the platoons assigned to BCTs, SFGs, and Rangers, comprised of either infantry, engineering, or military intelligence, this continues to perpetuate a knowledge gap across different Army formations where UAS are found regarding aviation requirements and doctrine, affecting the training, integration and employment of these assets.

Likewise, the Gray Eagle companies can be found in three different formations – CABs, INSCOM (116th MIB), and Special Operations (160th SOAR). In the CABs, Gray Eagles are paired up with AH-64s (Apache) for organic MUM-T operations. The Modified Table of Organization and Equipment (MTOE) for the CAB

MQ-1C conducting preflight operations, June 21, 2017, Fort Huachuca, AZ.



Mr. Ray Rivera, Battalion Standardization Officer, facilitates the UAS Operations class with students from class 18-007, May 17, 2018. Fort Huachuca, AZ.

is smaller than that of the INSCOM and SOAR versions and does not include organic processing, exploitation, and dissemination (PED) in its formation. All three types have rated aviators at the helm in addition to a large contingency of aviation MOSs within the companies. This is definitely an advantage over Shadow Platoons, but division planners and Gray Eagle customers may not be fully abreast of its capabilities, limitations, sustainment, and training requirements.

UAS Commander/Staff Leader Course

In order to bridge this knowledge gap, USAACE tasked the 2d Battalion, 13th Aviation Regiment at Fort Huachuca, AZ to execute a crash course for commissioned officers, warrant officers, and senior NCOs during FY08. The UAS Unit Commander and Staff Leader course (2C-F117/556-F2) is a 1-week course conducted ten times a year with a FY19 throughput of 62 and an expected throughput of 60 for FY20. The subjects offered are: UAS Capabilities and Limitations (which includes overviews of Small UAS), Standardization, Gunnery, Safety, National and Tactical Airspace, Effects of Weather on UAS, Employment and modernization efforts by the TRADOC Capability Managers (TCMs) and Program Manager (PM) office. In addition, students are provided facility and equipment tours of both Shadow and Gray Eagle operations. Class sizes range from 6-10 with the intent of encouraging class discussions which tailor the training to the students' needs and are taught by varying subject matter experts, allowing students the opportunity to interact with Warrant Officers, NCOs, and Civilians with years of operational and institutional experience.

Currently, the 2-13th Avn. Regt. primarily executes 13 programs of instruction to support three main occupational specialties (MOSs) which employ these systems. They are 15W UAS Operator, 15E UAS Repairer, and 150U UAS Operations Warrant Officer Technician. In FY17, Shadow BCT MTOEs were added an O2A Platoon Leader, which means they come from various backgrounds such as Infantry or Military Intelligence – not Aviation. LTG Michael D. Lundy, the current commander of the Combined Arms Center, directed that another course be added to address the knowledge and leadership gaps in the BCTs. The new four-week UAS Platoon Leader (PL) course has been validated and is slated for execution in FY20. The UAS Platoon Leader course will be focused on covering similar subjects as that of the UAS Unit Commander & Staff Leader course but in greater depth, as required by this position. Until the course is available, UAS PLs should enroll themselves into the UAS Unit Commander & Staff Leader Course, thus shortening their learning curves once at the unit.

Mr. Erick Villalvazo is the course manager of the UAS Unit Commander & Staff Leader course and CW3 Brian Morton is the course manager of the 150U UAS Operations Warrant Officer Technician course located at Fort Huachuca, AZ.

Pennsylvania Guard Father and Son Share a Cockpit

By CPT Travis Mueller

PHOTO BY 1LT IAN LLOYD

Serving alongside their child in the Army is a thought many Soldiers find inconceivable. For COL Howard Lloyd (right), commander of the Pennsylvania National Guard's 28th Expeditionary Combat Aviation Brigade, that dream is a reality. He and his son, 1LT Ian Lloyd, serve together as pilots in the 28th ECAB. 1LT Lloyd is a UH-60 Black Hawk helicopter pilot with Alpha Company, 2-104th General Support Aviation Battalion, 28th ECAB. To him, COL Lloyd is his father, mentor and brigade commander. Recently, however, he added "co-pilot" to that lineup.

On Oct. 9, 2018, the father-son duo had the opportunity to fly a Black Hawk together, pilot and co-pilot, on a training flight around central Pennsylvania. "This was the first time that we had the opportunity to fly since he graduated from flight school as the Distinguished Honor Graduate in April," said COL Lloyd. "Since he learned how to fly the UH-60M model down at Fort Rucker, he had to go through a readiness level progression into the UH-60A/L model here in Pennsylvania."

The Lloyds share many interests besides flying, most notably outdoor recreation activities and family time. What is particularly special for COL Lloyd is that his son always wanted to be a police officer and fly helicopters and accomplished both – in addition to being an Army aviator, 1LT Lloyd is a Pennsylvania State Trooper.

"How many fathers get the opportunity to fly a military aircraft with their son, to experience the joy of doing something you love, like flying, with your son?" asks COL Lloyd. "To experience flight school again but through your son's eyes and to plan, file and fly together is really a truly proud moment and indescribable."

Hurry! 3/19 Ticket Deadline!

There will be no onsite ticket sales.

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Soldier Appreciation Dinner Concert

Tuesday,
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Flight Leadership Is Leadership

Why Aviation Leaders Who Fly Are Leaders That Lead…

By MAJ Aaron J. Lippy

COL Clark conducting CH-47 Instructor Pilot Training

PENNSYLVANIA ARNG PHOTO

Army commissioned officer pilots, commonly referred to as "Real Live Officers (RLOs)," by our warrant officer brethren, are often found pounding away at coffee stained keyboards, rather than the flight-line pavement. We self-assessed PowerPoint Rangers are seldom afforded the opportunity to track as aviators; e.g., attend the Instructor Pilot (IP), Maintenance Test Pilot (MTP), Aviation Safety Officer (ASO), or Aviation Tactical Operations Officer (TACOPS) courses. It is more common in the National Guard, however uncommon across most formations, and seldom in the active component.

MAJ Aaron Lippy (left) runs up a UH-60 Black Hawk during Aircraft Qualification Course (AQC) training with CW2 Friend.

Being an experienced pilot and active contributor to the flying hour program will enhance your civilian resume, but as an Army Officer, it may adversely impact your performance evaluation due to the perception that leadership is secondary to flying. I argue that more education, increased flight experience, and a highly-desired aviation track to broaden your knowledge, will increase the overall capabilities of mid-grade Army Aviation leaders.

Striking a Balance

Leaders must strike a balance between duties in the office versus the cockpit, but officers that are proficient as pilots create efficiencies as aviation leaders. My position is – "flight leadership, is leadership!" Aviation officers should strive to maintain competency as aviators and planners. "A fundamental step in the leader development process for rated aviators is achieving PC (TC 3-04.11)." Continued leader development through graduate-level aviation training will expand both formal and informal leadership opportunities and should be considered integral in officer development.

Young aviation officers encounter the initial hurdle in their aviation career at the platoon level. The aviation flight platoon offers a prime opportunity for a new officer, usually that first lieutenant, following an extended stay at "Mother Rucker" to cut their teeth as an aviator and gain credibility as a professional pilot and officer. The lieutenants that find themselves lagging behind their peers as aviators, may find their career spiraling towards becoming the assistant to the assistant staff officer and chief bottle washer – as they watch their peers fly away into the sunset.

Brigade and battalion-level leadership must prioritize aviation growth op-

portunities for junior officers – pilot in command (PC) during the first tour following initial rated-aviator qualification training should be the goal for all future aviation leaders! Army Aviation doctrine (TC 3-04.11) calls for commanders (at the brigade and below) to achieve pilot in command (PC), and battalion and company commanders to be air mission commanders (AMCs). Who better to select for that coveted aviation company command than the captain who has already met the requirements to achieve PC?

Expanded Aviation Leader Training

Leader development – described by GEN Abrams as "a way of life," supports the argument that aviation leaders should receive expanded aviation leader training. The Instructor Pilot or the Aviation Safety Officer Courses: what better way to immerse an officer into the distinct thought process of army aviation? Conversely, those officers slated for maintenance support leadership positions or commands, should attend the Aviation Maintenance Leaders and Aviation Maintenance Officers courses. If already a PC, the MTP Course is a must.

As a newly minted Aviation commander, training, safety, and readiness become your primary responsibilities. Why not have the upper hand, and arrive prepared to meet the challenges of command? Would a Ranger battalion commander recruit a slick-sleeved, bare-chested infantry officer to command one of his companies? If the obvious answer is 'no,' then why would an Aviation battalion commander choose a PI with minimal aviation experience or training to command an assault company?

After making it through the aviation crucible, those remaining are the brigade and battalion staff officers. These are the unnamed senior captains and majors suffering from post-command stupors, not-to-mention an immeasurable distance from the flight company. Without the right motivation, these leaders may only have an excuse to emerge from their offices to fight over the last drop of coffee or taunt each other at weekly staff update. As a tracked officer, you might have an edge on the competition if for no other reason you have a better excuse to go fly – which, if you are anything like me, makes it all worth it! Not only does flying break up the monotony of an office job, but it gives that emerging aviation leader the rare opportunity to observe his or her unit from a different perspective. More important however, is the opportunity to share experiences – informal mentorship with junior army aviators. What better place to have a deskside chat with a budding officer or warrant officer, than in the cockpit?

As an Army aviation commander or staff officer, being tracked enhances your understanding of aviation operations, providing a broader insight to mission planning and better understanding of what right looks like. More seasoned aviation officers must seize the initiative in order to gain insight to organizational issues and identify future leaders. Aviation Leaders that fly are leaders that influence at every level. Why not start in the cockpit?

MAJ Aaron J. Lippy is the S-4 of the 28th Expeditionary Combat Aviation Brigade at Fort Indiantown Gap, PA.

PENNSYLVANIA ARNG PHOTO

Then-LTC Harold Lloyd, 28th Expeditionary Combat Aviation Brigade commander conducts UH-60 Instructor Pilot training.

NEW EYES FOR THE ARTILLERY

BY COL GEORGE F. CHRISTENSEN, PM, TACTICAL ABN REMOTELY PILOTED VEHICLES/DRONE SYSTEMS

WHAT is over the next hill? An accurate answer to this question has eluded battlefield commanders down through history. Whether armed with yesterday's cannon, today's modern artillery piece or tomorrow's **General Support Rocket System (GSRS)**, the artilleryman still has the capability to shoot farther than he can see.

In response to this frustration, the artillerymen climbed trees, later used balloons, and during World Wars I and II, used observation aircraft. These methods provided a means of target acquisition but lacked the ability to accurately adjust the artillery in real time.

Introduced in 1974

In 1974 the U.S. Army spearheaded the introduction of **Remotely Piloted Vehicles (RPVs)** for the battlefield with the **"Aquila" System Technology Demonstration Program.** The program determined that sufficient technology was available to field a tactical **RPV** system. The success achieved convinced the user community that the **RPV** would see over the next hill and beyond!

The **"Aquila"** demonstrator was evaluated by the Army in field operations to measure its utility in performing field artillery missions. It demonstrated the potential of **RPVs** to satisfy a critical operational requirement in the areas of:

- Target Acquisition
- Target Location & Artillery Adjustment
- Laser Target Designation
- Real Time Surveillance

The majority of the Army field tests were conducted by enlisted personnel at Fort Huachuca, AZ. More than 218 flights of the technology demonstrator system were conducted, and the system successfully demonstrated the potential of a tactical system to perform the required missions.

High degree of survivability

Perhaps the most impressive demonstration took place during tests in early 1978. At White Sands Missile Range, the air vehicle designated a tank target for an incoming Copperhead round fired from a 155mm howitzer at a standoff range of 11.5 km. The Copperhead scored a direct hit on the tank. During tests at Fort Bliss, TX, more than 2,000 rounds of radar-directed anti-aircraft fire, and nearly 1,000 rounds from a 50 caliber gun were fired at the air vehicle without a single hit, demonstrating its high degree of survivability under fire.

An **RPV** can place the artilleryman's eyes on the total battlefield using highly survivable unmanned aircraft. Using state-of-the-art miniaturized communications and data transmission systems and computer technology, the artilleryman can see and put steel on the target to his maximum range.

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New Eyes for the Artillery
(Continued from Page 57)

AVRADCOM contracted with Lockheed Missiles & Space Company on 31 August 1979, for the full scale engineering development of the required militarized tactical system. The contractor has conducted preliminary wind tunnel tests, payload integration studies, and constructed soft mockups depicting the system. First flight will be in August 1981, and in April 1983, the Army will begin production of its "New Eyes for the Artillery".

An RPV Section will be able to set up and be ready for launch in less than one hour after arrival at a tactical location. At the completion of a mission or other notification, the system can be broken down and ready for transport in 30 minutes. The section presents no unique convoy signature. Launcher and recovery systems fold and collapse and will be obscured from observation under canvas supported by standard bows.

The heart of the RPV system **Nuclear Ballistic Chemical (NBC)** hardened **Ground Control Station (GCS).** It houses the system computer, TV displays, x-y plotters, automatic tracking system, control and display consoles for the air vehicle and payload sensor operators, mission planning area, and integral Training Interface Unit. Through a remote ground terminal the operators communicate with the air vehicle and receive information back from the airborne mission equipment and air vehicle status sensors.

Shown above is a full scale mockup of the 6.5 foot long, 13 foot wing span, 200 lb. air vehicle. The vehicle is mounted on a prototype shuttle that is pneumatically propelled along the launch rail. The engine is a 26 horsepower, 2 cycle, 2 cylinder "pusher" surrounded by a circular propeller shroud. A dummy 'Mission Payload Subsystem' is shown on the forward underside of the RPV's fuselage. Also shown under the wing is a small white radome covering one of the two tracking, anti-jam data link antennas.

AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from SGM (Ret.) Joe Shabbott and CSM Randy Wise, Colonial Virginia Chapter President and VP, respectively for co- authoring and sharing this information with our membership.

The Colonial Virginia Chapter

CHAPTER COURTESY PHOTO

Colonial Virginia Chapter members pause for a photo at a membership meeting.

The Colonial Virginia Chapter (CVC) serves the Virginia Hampton Roads aviation community.

The chapter's current leadership took over in April 2018 as former chapter president Mark Jones retired after serving as the CVC president for 15 years. SGM (Ret.) Joe Shabbott, the chapter's former vice president, was elected as the new president and CSM Randy Wise became the vice president. Ms. Michelle Proulx was re-elected as secretary and CW4 (Ret.) Russ White was elected as treasurer. CDR (Ret.) Ted Johnson continues as the scholarship representative, COL (Ret.) Donald Lisenbee, Jr. as the VP for Industry Affairs, and SFC (Ret.) Trevor Johnstin as the membership VP. Finally COL (Ret.) Bill Huff took over the CVC awards program.

Activities

The CVC sustains a robust professional lunch program with quarterly guest speakers. Often combining efforts with the Hampton Roads Chapter of The Vertical Flight Society, members from both organizations attend the joint function with speakers from a wide variety of aviation arenas, including training, research and development, engineering, and operational applications.

This past November, the chapter's new leadership hosted its first general membership meeting, welcoming new members from across the Virginia peninsula. The chapter also discussed the coming year's activities and collected ideas from the attending members on how to best serve the chapter as well as ideas on how to reinvigorate the chapter and bolster membership.

CHAPTER GRAPHIC

The Chapter's golf tournament held annually in May had a record turn-out in 2018 and helped the chapter raise funds for AAAA scholarships. The chapter is already planning the next golf tournament for May 3, 2019 and hopes to draw even more participants.

The CVC plans to conduct its first fishing tournament in 2019, largely due to the efforts of one of the chapter's newest members. Given the location in the Virginia Tidewater area, and the interest in salt and freshwater fishing, we expect good participation in this event.

Scholarship support is a constant within the CVC. Chaired by Ted Johnson, fund raising activities occur throughout the year and supplement the perpetual fund in awarding chapter and matching scholarships to deserving members of the AAAA.

Chapter Growth

The chapter recently created a Facebook page to gain a stronger presence and increase the chapter's ability to share activities with its members. With assistance from the national team, the CVC began a few initiatives to recognize those deserving DA Civilians, Soldiers, NCOs, Officers, and their families who have made significant contributions to the Army Aviation community. CSM Randy Wise is working with CW4 Becki Chambers, National VP Membership, on actions to enhance the CVC program for recognizing deserving individuals.

Recognizing Excellence

Throughout the year, select Soldiers and NCOs attending courses at Fort Eustis are recognized by the chapter for their accomplishments as distinguished graduates. The chapter presents certificates of achievement signed by the president of the National Executive Board and awards complimentary memberships from the national AAAA office to recognize those students attending Advanced Individual Training who held the highest grade point averages in their class. These new and seasoned Soldiers

AAAA Chapter News

McGavock Raiders Chapter

Members of the McGavock Raiders Chapter, one of the two newest high school AAAA chapters, proudly display their personalized chapter banner. Pictured (l to r) are: Joshua Herrera; Christian Trowbridge, just accepted to Embry-Riddle; Tony Youssef, MTSU Aerospace; Barrett Boese, U.S. Naval Academy future aviator; RJ Hill, U.S. Air Force; Addison McLean, U.S. Navy nuclear program; Cameron O'Sullivan; Ja'Quan Jones; Marcus Webster, future U.S. Navy aviator; and Jesus Hernandez.

CHAPTER COURTESY PHOTO

serving in the aviation enterprise are clearly "high above the best."

DA Civilians and NCOs who teach the AIT and ALC students at Fort Eustis compete for the honor of Distinguished Instructors of the Quarter / Year. These instructors must undergo a thorough evaluation and ultimately, only one DA Civilian and one NCO from Fort Eustis will be selected each quarter. The chapter joins the chain of command in recognizing these exceptional performers by presenting a Certificate of Achievement, an annual membership to AAAA, and a gift card during a quarterly award ceremony.

Summary

The Colonial Virginia Chapter is one of AAAA's chapters located in the historical surroundings of our democracy. Presently it is helping Army Aviation support both our junior enlisted Soldiers in the Tidewater area, as well as our other aviators and extended military family. Great chapter with a great leadership team that is making a difference for our membership and the aviation community.

Feel free to contact me if you need help for your chapter, Executive Board support, would like your chapter featured in the AAAA magazine, or to obtain clarification of National procedures. I look forward to working with you and supporting AAAA.

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

Mid-Atlantic Chapter Supports 244th ECAB FRG

CHAPTER PHOTO BY CPT BRUCE BRYANT

The Mid-Atlantic Chapter presented a $600 check to the 244th Expeditionary Combat Aviation Brigade Family Readiness Group on December 2, 2018 during the brigade's Holiday Party at the Fort Dix Bowling Center, Joint Base McGuire-Dix-Lakehurst, NJ. AAAA was present at the event which brought the brigade's Soldiers and their families together for some holiday cheer.

Pictured are (left to right): LTC Lindsey Halter, brigade executive officer; COL H. Allan Cutchin, brigade commander; Mrs. Courtney Bongard, brigade FRG treasurer; Mrs. Ann Allen, Mid-Atlantic Chapter Vice President for New Jersey Soldier Support; CSM Rogelio James, brigade CSM; and 1SG Edward Bongard, HHC, BDE first sergeant.

Prairie Soldier Chapter NEARNG Safety Day

CHAPTER COURTESY PHOTO

Chapter President Dustin Wilkie and 1SG Ron Schroeder present Lucas Schroeder with a scholarship during the Nebraska Army National Guard Aviation and Ground Safety Day and annual chapter membership drive on January 11, 2019. Over 135 members of the NEARNG and community safety representatives participated in a full day of safety briefings.

December Membership Contest Results

20k by 20 SUMMIT

Anyone who referred a member who joined AAAA in the month of December was given one entry per member referred.

The winners are:

1st Place – $300
MAJ Christopher K. Lackey

2nd Place – $150
SSG Stephen L. Gifford Jr.

3rd Place – $50
CW3 Steven J. Atencio

AAAA **Membership Update** By CW4 Becki Chambers

The Membership Corner

Meet John and Marissa Bazzano, this month's member profile. John started his military service in 1988. His initial plan was to join the Texas National Guard and use his GI Bill for college. After surviving a life-threatening car accident and missing his first semester of college, he decided to switch to Active Duty.

BAZZANO PERSONAL PHOTO

John and Marissa Bazzano

By 1989 he was an active duty 67Y Cobra helicopter mechanic in Fulda, Germany, with additional assignments at Fort Hood, Texas; Budingen, Germany; and Bosnia.

In the summer of 1996 he attended the Black Hawk transition course and was sent to Fort Lewis, WA. From 1998 to 1999 he served in the Sinai where he met Marissa. His first sergeant, Vernon Elliott, a longtime Night Stalker, discussed assessing for the 160th Special Operations Aviation Regiment (SOAR(A)) and John earned his maroon beret on November 5, 1999.

He was on track to compete for SGM in 2009 but chose to decline the board. It was a difficult decision for him: his family had suffered multiple losses in a short period of time; he received a P-2 profile for running following an extensive knee surgery; and his company lost five Soldiers during his tenure. All of this took a heavy toll on his mental health and he felt like he was becoming an ineffective leader. It was at that time he spoke with his command sergeant major, a great friend and mentor, sharing that he wanted to retire, which he did in 2010.

After retirement, John struggled with the transition. Nobody around him saw the warning signs, and while he was able to receive mental health counseling on his own, the idea that his closest friends and family did not recognize the signs of depression stuck with him and he decided to attend college to become a mental health counselor. After five years of full-time college, he will graduate with a Master of Social Work in May. John is serving his internship with two collaborating organizations focused on serving Veterans: the Montgomery County Veterans Coalition and the Tennessee Suicide Prevention Network. His plan is to work for the VA upon graduation to pay it forward to our Veteran Population, advocating for service members and Veterans. His goal is to help reduce veteran suicide and ensure that our military members receive the services they require.

Marissa joined the Army in 1990 because she was not ready to go to college straight out of high school. She became a 91A (combat medic), deploying to Desert Storm immediately out of AIT and then transitioned to the Reserves upon completion of her initial contract. However, Marissa missed being on active duty, so she came back in as a Pharmacy Tech in 1994. She met John while on a short tour to the Sinai in 1999 and they married in May 2001. Marissa left active duty in 2000 and was hired at Blanchfield Army Community Hospital at Ft. Campbell, KY in the pharmacy as a GS employee. She continued to serve in the Reserves until September 2006.

While John was a Soldier in the Regiment, Marissa was actively involved as a Family Readiness Group Volunteer serving as Treasurer, Key Caller, Care Team Volunteer, and FRG Leader. In August 2008, Marissa started a position with Army Family Programs as the 160th SOAR(A) Family Readiness Support Assistant (FRSA). In March 2018, Marissa transferred to the Regiment Protocol and Public Affairs Office, becoming the Protocol Officer.

When asked why they believe a membership in AAAA is important, John responded that he feels military members and veterans should maintain a connection with the aviation community. One of the things that he missed when he retired was being part of a team, and AAAA ensures that members are treated like team members. Marissa believes it is important for spouses to join so that they are connected to other aviation spouses.

CW4 Becki Chambers
AAAA Vice President for Membership

New AAAA Life Members

Aloha Chapter
1LT Natalie Basnight
1LT Peter Basnight
Delaware Valley Chapter
CW3 Michael McHugh
Idaho Snake River Chapter
SSG Wes Lee Obenauer, 15T3F
Iron Mike Chapter
SFC Michael Ruyle
Lonestar Chapter
Randall K. Howard
MacArthur Chapter
Reyes Cortes
Mid-Atlantic Chapter
Larry Singer
North Texas Chapter
Arthur Price
Northern Lights Chapter
MAJ Kevin Loughnane
Pikes Peak Chapter
SFC Peter Van Benthuysen
Tennessee Valley Chapter
Miranda Bouldin

New AAAA Members

Air Assault Chapter
SGT Toni A. Alexander
PFC Jeffrey W. Ammons, Jr.
SPC Christian T. Anderson
CPT Frank Arnold
SPC Steven T. Bauman
SGT Channing T. Booker
SGT Nicholas K. Boyer
SPC Christopher A. Brannon
PFC Christian T. Bright
SPC Matthew A. Brown
CPL Avery Brown
SFC Lee Buller
SGT Jacob Q. Casillas
1SG Christopher Cheasty
SGT Parker D. Cibene
SPC ian J. Collazo
PFC John S. Cook
SPC Gary C. Corbin
CW4 Jaime Israel Craig
SPC Brandyn Darby
SPC Ivanna A. Deander
SPC Bayley L. Deputy
SPC Brian K. Dixon, Jr.
SPC Jacob S. Duff
CW2 Michael C. Elkins
1LT Matthew G. Fiorelli
SGT Kevin Fortson
SPC Adrian Garcia
1LT Laura E. Graber
SPC Chris B. Graber
SPC Whitney T. Gray
PFC Milton N. Greene
CW2 Daniel L. Gross
PFC Marcus E. Gullien
SGT Donald L. Gutzmore
SGT Dzionis I. Halouclits
PFC Donald C. Hamilton
SGT Jazzman L. Harwood
SPC De'Atray C. Hawkins
SPC Cole S. Hodges
SGT Wesley D. Holm
1LT Claire L. Horn
CPT Mark Hull
PFC Kevin D. Ingram
CW3 Harold W. Ivy
PFC Mukhal C. Johnson
CPT Benjamin J. Krzeczowski
SGT Matthew L. Lemons
SFC David J. Lewis
SPC Stevenson Louis-jeune
SSG Spencer T. Marshall
CW3 James Miller
SPC Jose G. Montalvo
SGT Lucas D. Morris
SGT Anthony S. Musolino
1LT Timothy C. Naifeh
SPC Cobi L. Norris
2LT Michael C. Pieonte
1LT Virgil Pop
SPC Allen M. Privett
SGT Eric A. Rankin
PFC Shane M. Rawls
SPC Matthew P. Raybould
PFC Robert Rivera
SPC Nelson A. Rivera-Diaz
CPT Ryan S. Robinson
CW3 Brandon L. Robinson
SGT Luis A. Rodriguez
PFC Jerrica C. Santana
SGT Nicholas C. Schoenfeld
SGT Dustin D. Sellers
SGT Victor G. Sermino
SPC Thomas K. Shannon
SFC Natalie `N. Showers
SPC Kenneth J. Silva
SPC Nathan S. Skeen
SPC Tori L. Smith
CW2 Nolan K. Stark
PFC Jessica L. Straughan
SPC Kevin Sunday
SPC Quenton N. Swagart
CPT Patrick Sweeney

Top Recruiter Program

AAAA awards $100 to the member who recruits the most new members in a given month (minimum of 10 members to qualify).

AAAA congratulates the following Top Recruiter:

SSG Stephen L. Gifford Jr.
Voodoo Chapter

Recruited 59 members in December 2018!

For more information on this and other programs, contact your Chapter officers or go to quad-a.org.

SPC Athena S. Tafur
SPC Jayson W. Talbert
CPT Carlos J. Tillmannsofer
CW2 James E. Tolley
1LT Daniel Trainor
PFC Eric J. VanDusen
PFC Ryan R. Viano
CPL Levi P. Walker
PFC Talisha M. Wesley
SFC Logan C. Wheat
SGT Shurrander Y. Youngblood
Battle Born Chapter
SPC Cody Clifford
Bavarian Chapter
PFC Emmanuel Rosario-Calderon
PFC Jonathan Vazquez
SGT Dakotah Walker
Griffin Chapter
SPC Hunter Burden
SPC Logan W. Cunningham
SPC Wyatt M. Dillon
CW3 Bert Feltner
SPC Jonathan R. Gary
SGT Jaime A. Gil-Canar
PFC Ivan R. Heredia
PV2 Andrew H. Hessler
SPC Jonathan-Richard M. Kahele
PV2 Kyle H. King
SPC Luan D. Ribeiro
PFC Rogelio Rodriguexz
PFC Nicholas C. Rogers
SPC David Toribed
SPC Romario R. Welsh
CW4 George D. Gansel
SPC Britteny Renee Garcia
SGT Jacob Alan Head
SPC Daisy J. Orozco
SPC Kia Xiong
Jimmy Doolittle Chapter
Wyndell Peacock
Keystone Chapter
MAJ Jacob Orndorff
MacArthur Chapter
CW5 Blaine Tirendi
Morning Calm Chapter
MAJ David Marshall
MAJ Gerritt Schellin
Phantom Corps Chapter
CPT Richard Ross Fox
Pikes Peak Chapter
CW3 Tylar Austin
CSM Ruben Andres Davila, IV
MAJ Joshua Lazzarini
CW3 Dallas Margritz
Tennessee Valley Chapter
1LT Robert Bradley McWhirter
Winged Warriors Chapter
SFC Ted J. Williams
Wright Brothers Chapter
Jim Knoll

Lost Members

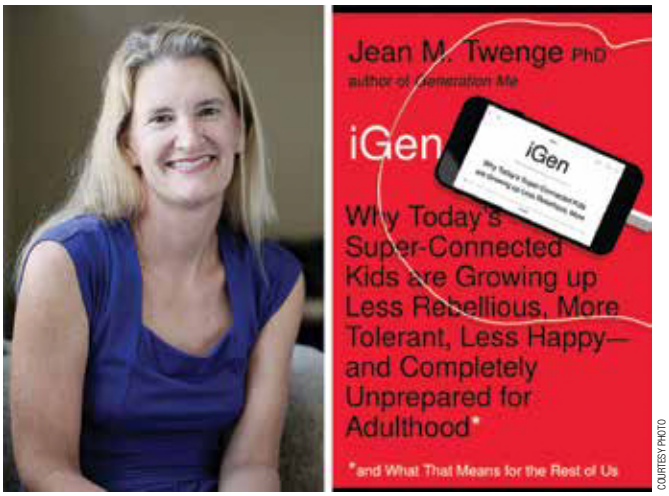
Help AAAA locate a lost member on this list and receive a FREE one month extension to your membership.
Douglas Blanchard, Jr.
SGT Jose J. Camacho
1LT Alex Carrasquillo
Mr. Greg Chaney
SPC Collier S. Collier
SGT Diionte Q. Nathaniel
COL Dirk A. Plummer, Ret.
SPC Derek J. Scifried

AAAA **Family Forum**

Is There a Scary Side to Screen Time?

By Judy Konitzer

I enjoyed watching a segment of 60 Minutes on CBS on December 9, 2018, when Anderson Cooper interviewed Dr. Gaya Dowling and Dr. Kara Bagot of the National Institutes of Health, Dr. Dimitri Christakis, Seattle Children's Hospital, and Dr. Jean Twenge, Professor of Psychology at San Diego State University.



COURTESY PHOTO

Jean Twenge, Ph.D.

It focused on a groundbreaking study to examine the effects of screen time on kids. Some of you might remember Jean Twenge speaking to family members at AAAA's Summit in April 2012, and I followed up collaborating with her on an article in our magazine the following July.

New Study

The federal government through the National Institutes of Health (NIH) has launched an ambitious study of adolescent brain development with scientists trying to understand how screen time impacts the physical structure of children's brains, as well as their emotional development and mental health. They will follow 11,000 kids for a decade and spend $300 million to do it. When the study is complete it might be possible to say whether screen time is addictive or not. In studies up to this point, Dr. Christakis recommends that parents "avoid digital media except video chatting in children younger than 18-24 months. Toddlers need laps more than apps."

If parents are concerned with their teenagers being addicted to their i-phones, an infant is much more vulnerable when using the exact same device. It is because the experience of making something happen is so much more gratifying to them. And it seems that Silicon Valley insiders publicly have acknowledged that i-phones and apps are being designed to capture and keep kids' attention.

Dr. Bagot recently conducted a study with an 18-year old using MRI imaging. This teenager acknowledged checking her cell phone at least every 10-20 minutes. Although not able to take the cell phone into the machine, she could see her Instagram images from a movie screen across the room. The MRI showed part of her brain lighting up when she had good feelings from her account. Based on past data, some scientists believe screen time stimulates the release of the brain chemical dopamine, which has a pivotal role in cravings and desire.

Dr. Bagot feels that you want to keep the good feelings coming, so you are more likely to use social media compulsively. Dr. Twenge has spent many years analyzing past surveys and studies and has discovered sudden changes in the behavior of teens born in 1995 and later, a generation she calls "I-gen." Since Yahoo, Google, the Internet, and AMAZON were commercialized, it has been determined that teens spend an average of four and a half hours a day on their phones.

Many acknowledge feeling lonely or anxious when they did not have their cell phones on them, and over 70 percent also said they check their messages as soon as they wake up in the morning.

By 2016 she found teens reported that drinking and having sex fell, but the percentage who reported being lonely or depressed spiked, and ER visits for self- harm like cutting have tripled among girls ages 10-14.

Electronic Devices & Social Media Impacts

Twenge acknowledged that other factors could be playing a role, but she was not able to correlate anything as closely as usage with the smartphone and social media. Twenge's "Suspicion is that kids are gonna be OK; however, it is not okay that 50% more teens suffer from major depression now vs. just 6 years ago and three times as many girls 12-14 take their own lives. It is not OK that more teens say they are lonely and hopeless. It is not OK that teens are not seeing their friends in person as much. If we twiddle our thumbs waiting for the perfect experiment, we are taking a big risk and I for one am not willing to do that."

Right now, she feels that using an electronic device (smartphone or tablet) for an hour a day does not have a negative effect on mental health, but more than 2 hours a day is when you begin to have problems. From a first wave of data from NIH's study, it was shown that kids exposed to screens for more than two hours a day had lower scores on thinking and language tests. And brain scans of nine and ten-year olds showed thinning of the cortex, which processes information from taste, sight, touch, smell and hearing for those spending more than seven hours a day on their devices.

It remains to be seen with further studies if this is going to be a bad thing. Twenge ended with "Smartphones are great things and a wonderful piece of technology… But you have to use it for what it is good for and then put it down. It should be a tool that you use. Not a tool that uses you!"

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

AAAA **Awards**

Order of St. Michael Inductees

Silver

COL Robert C. Allison Jr.
Walter F. Anschuetz
COL Matthew W. Braman
CW4 Mark W. Crane
Cynthia Annette Cross
Keith R. Darrow
COL Andrew D. Doehring
COL Prescott R. Farris
CW5 Joseph A. Goode
Gregory D. Gore
CSM John A. Keller
COL John M. Morgan
CW5 Michael E. Taylor

Bronze

SFC Clayton J. Brewer
MAJ Thomas D. Brewington
LTC Max Brosig
MAJ Mark A. Buck
CW5 Robert L. Carter
SGM Randall J. Carter
CW4 Eric J. Chain
CW3 Charles K. Christian
Michael Connelly
SSG Brandon C. Delk
CW4 James Dougherty
MAJ Jeremy Duffy
CW4 Brian C. Farrell
CW3 Dylan H. Ferguson
CW4 Fred Fernandez
CW3 Richard V. Ginn
CW4 Earl Graham
CSM Steve Hintz
LTC Robert Kadavy
MAJ Christian S. Kennerly
CSM Gregory McBride
Michael McCall
MAJ Alicia McCraw
CW4 Shawn T. McCullough
CW4 Travis Michael
MAJ Matthew D. Mogensen
LTC Eric Nelson
CW4 Dan Olson
1SG William Olson
David K. Parker
Dave K. Parker
2CW4 Todd Peterson
James G. Putnam
CW3 Matthias Quackebush
MSG Thomas J. Reid
CPT Edward Richards
CW4 Michael Risewick
CW4 Tom Rogers
CPT Aaron Rosheim
SSG Jordan K. Rothman
CW4 Jason Runckel
COL Craig Schuetz
LTC Robert A. Seymour
Chris Shedd
Robert Sheibly
CW5 Derek Simonds
CSM John R. Thompson
MSG Marlon Timm
CW4 John M. Tomblin
James R. Tyler
CW3 Pedro Vargas-Lebron
CW2 Daniel West

Knight Inductees

1SG Tiffany A. Lowe
BG Leigh R. Tingley

Our Lady of Loreto Inductees

Gail Kriel
Laura Sivertson
Maya Brown
Jessica Henderson
Brittany Olson
Danielle Fulton
Jennifer Pepe
Jodi Douthitt
Julie Rapp
Laney Turns
Nickie Culver
Kerry Tingley
MJ Squires
Jaqueline Day

NCO of the Month

SGT Cody C. Colon
December 2018
Bavarian Chapter

SGT Dakotah A. Walker
October 2018
Bavarian Chapter

SGT Finones R. Carlo
January 2019
Grizzly Chapter

NCO of the Quarter

SGT Jacob Alan Head
First Quarter 2019
Grizzly Chapter

Soldier of the Month

PFC Emmanuel Rosario-Calderon
January 2019
Bavarian Chapter

PFC Jonathan Vazquez
October 2018
Bavarian Chapter

SPC Daisy J. Orozco
December 2018
Grizzly Chapter

PC Kia Xiong
January 2019
Grizzly Chapter

CW4 George D. Gansel
January 2019
Arizona Chapter

SPC Nicholas R. Azevedo
December 2018
Oregon Trail Chapter

SPC Jordan Sheets
September 2018
Mid-Atlantic Chapter

SPC Scott A. Eaton
October 2018
Mid-Atlantic Chapter

Manuel E. Santiago
August 2018
Mid-Atlantic Chapter

SPC Stephen A. Long
November 2018
Oregon Trail Chapter

Specialist Gaige W. Tvrs
September 2018
Mount Rainier Chapter

PFC Mark S. Mahon
August 2018
Mount Rainier Chapter

CW4 Joshua Miller
November 2018
Arizona Chapter

MAJ Scott Montoya
December 2018
Arizona Chapter

Soldier of the Quarter

SPC Britteny Renee Garcia
First Quarter 2019
Grizzly Chapter

Soldier of the Year

SPC Cody Clifford
2018
Battle Born Chapter

In Memoriam

COL Ben H. Williams III, Ret

Visit **quad-a.org** for complete information on how to participate in the AAAA Awards Program. ***Recognize your Soldiers*** by nominating them today!

In Memoriam

AAPI FILE PHOTO

Lieutenant Colonel Charles S. Kettles, U.S. Army, Retired

LTC (Ret.) Charles Kettles, Medal of Honor recipient and 2017 Army Aviation Hall of Fame inductee, passed away at his home in Ypsilanti, Michigan on the 21st of January, 2019; he was 89. LTC Kettles was a member of the Army Aviation family since flight school in 1953. He served with distinction throughout his 25-year career both on active duty and in the Reserves. His tours of duty included Korea, Japan, Thailand and two combat tours of duty in the Republic of Vietnam. On May 15, 1967 soldiers belonging to the 101st Airborne Division were ambushed by a North Vietnamese Army battalion in the Duc Pho district. MAJ Kettles volunteered to lead a six-ship element to resupply the pinned down force and evacuate their wounded. The six ships were receiving heavy fire from multiple points of origin and they took casualties of their own. MAJ Kettles calmly led his element to the landing zone, under heavy fire, and remained on the ground until all supplies had been unloaded and casualties had been recovered. This was the first of four separate trips to resupply and evacuate the soldiers in the fight. During the final evacuation, he learned that eight soldiers had been left behind, unable to reach the LZ during that lift. MAJ Kettles directed the flight to continue and returned alone to the LZ one final time. He was hit by a mortar round and heavy machine gun fire. Despite the damage and risk, he successfully evacuated the remaining troops from the ambush ensuring no one was left behind. His actions and demeanor under fire earned him the Distinguished Service Cross which was upgraded to the Medal of Honor and presented by President Barack Obama in July 2016.

May he rest in peace.

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Contribute to #10516. You can find us under Military Family and Veterans Service Organizations of America.

The AAAA Scholarship Foundation, Inc.
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Monroe, CT 06468
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AAAA **Legislative** Report

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

FY19 Budget and the New Congress

As this arrives in your mailbox in late Feb, the President's FY20 Budget Request should be a fresh document on the Hill. We'll cover the details of the Army Aviation "Ask" in next month's edition, but it's likely that the President's funding request will be challenged by new party control and dynamics on Capitol Hill. Last November's election and the now split control of Congress will undoubtedly have an impact on defense budgeting. The shift of party control in the House, likely, will have impacts on policy and funding priorities of the House Armed Services Committee (HASC) and the Appropriations Committee-Defense (HAC-D). The new House committee leaders' defense spending priorities may or may not align with the defense objectives prioritized by the Republican controlled Senate.

U.S. HOUSE OF REPRESENTATIVES PHOTO

This could potentially impact Army Aviation because our endeavors and missions are not inexpensive. The new HASC Chairman, Adam Smith (WA) has already publicly stated that "more" defense spending is not always better.

Fortunately for Army Aviation, two Army Aviation supporters, Mo Brooks (R-AL-5) and Martha Roby (R-AL-2) were able to retain their seats on the HASC and HAC-D respectively. With the Democrats in charge of the House, there are now more Democrats than Republicans on all committees but those who have served on the committees for some time do always retain their assignment. Optimistically, Defense on Capitol Hill has been largely non-partisan when it comes to the oversight work of these committees, but the overall agenda of either party has major influence on what the committees can accomplish.

In the upcoming months as we move through the mark up of the FY20 budget request, we will examine the process and the Committee composition nuances which critically influence the development and passage of the Defense Authorization Bill and the Defense Appropriations Bill.

When the President's budget request hits Capitol Hill, the HASC will be the first committee to tackle it. Mo Brooks, who represents Redstone, has a long-standing seat on HASC and Mac Thornberry (R-TX-13), former HASC Chairman since 2015 and now Ranking Member, along with other Members will have to advocate strongly for Army Aviation. The new Chairman of the HASC Adam Smith (D-WA-9) has publicly questioned the size of our military but fortunately he has been a strong supporter of national defense, modernization, and readiness for many years, so we should feel confident that he will support Army Aviation going forward. I had the opportunity to travel to the Middle East with him in 2013 and can vouch for his commitment to our deployed comrades. This commitment will no doubt be tested in the coming months as he champions the mark up and passage of the House version of the defense authorization legislation.

Of interesting note, there is a significant influx of veterans to the HASC including 16 new Democrats and 2 new Republicans so nearly one third of the 62 HASC Members are new. Also, 21 Members that sit on the committee are veterans and 11 of those Members are from recent conflicts. Do not take this as a vote of confidence that we will get what we want. It largely depends on the political opinion of those Members and their party and personal views on how much investment should go into our force. We will see in the coming months!

The Government Shutdown

While the Congress and President opened the government at the time of this writing, there is no guarantee it will be open when you read this. The defense appropriation was passed a while ago, but this recent shutdown still has impacts on DoD. Other agencies such as the Department of Transportation (FAA) and Department of Homeland Security (Coast Guard) were not funded, so indirectly the shutdown had negative effects on DoD such as a lack of FAA support to commercial carriers that support DoD operations and reduced support for Coast Guard activities which then leverages more requirements on the Navy. Fortunately, we are funded for all of 2019 which is good for readiness and modernization, but collectively, the government shutdown did and still can impact DoD and the hope is that while you are reading this in late February, we are not again in a shutdown situation.

Next Month

Break down of the Army Aviation budget request for FY19 and a look at the new Members on the Senate Armed Services Committee.

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.

YULISTA GRAPHIC

Yulista Holdings, LLC subsidiary-led joint venture Defense Systems and Solutions (DSS) was awarded a $4.7B contract supporting the AMRDEC Prototype Integration Facility (PIF) located at Redstone Arsenal, AL. DSS, an SBA approved 8(a) joint venture, is a strategic partnership between Yulista Integrated Solutions, LLC (YIS) and Science and Engineering Services, LLC (SES). The AMRDEC PIF is a Government-Owned and Government Operated facility geared to provide equipment for warfighters quickly through expedited prototype development, fabrication, integration, modification, experimentation and tests.

Leidos Awarded Saturn Arch Contract

Leidos Inc. has been awarded a $9.7 million contract in support of the Saturn Arch Aerial Intelligence System. The contract, announced Jan. 15 by the Department of Defense, is for support of the system, which is used for day and night image collection that allows the Army to monitor improvised explosive device, or IED, "hot spot" areas. In service since 2010, the Saturn Arch program has grown to include more conventional intelligence, surveillance and reconnaissance, missions. The platforms use manned and unmanned aircraft with electro-optical and infrared sensors, ground-penetrating radar, and radio-frequency detectors to locate IEDs. Leidos' work will be performed at its Bridgewater, VA, facility, and is expected to be completed by September.

Contracts –

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

Avon Protection Systems, Cadillac, MI, was awarded a $92,670,255 firm-fixed-price contract for the joint service aircrew mask, engineering support, special tooling and spare parts; work locations and funding will be determined with each order, with an estimated completion date of Dec. 21, 2024.

DynCorp International LLC, Fort Worth, TX, was awarded two contracts: an $18,537,068 modification to contract W58RGZ-13-C-0040 for aviation field maintenance services; work will be performed in Fort Worth, with an estimated completion date of June 30, 2019; and a $41,658,522 modification to contract W58RGZ-13-C-0040 for aviation field maintenance services; work will be performed in Fort Worth, Afghanistan, and Iraq, with an estimated completion date of June 30, 2019.

Lockheed Martin Corp., Orlando, FL, was awarded a $79,383,886 modification to contract W52P1J-17-D-0043 for night vision sensor systems, subcomponent production and technical services for the Apache attack helicopter; work locations and funding will be determined with each order, with an estimated completion date of Oct. 31, 2021.

Longbow LLC, Orlando, FL, was awarded a $52,642,959 hybrid cost-plus-fixed-fee and firm-fixed-price contract for the production of radar electronic units and support functions; work will be performed in Orlando, with an estimated completion date of March 31, 2022.

Northrop Grumman Systems Corp., Linthicum Heights, MD, was awarded an $86,200,000 hybrid cost-plus-fixed-fee and firm-fixed-price contract for Starlite system support. One bid was solicited with one bid received. Work locations and funding will be determined with each order, with an estimated completion date of Jan. 31, 2023.

The Boeing Co., Mesa, AZ, was awarded a $100,000 minimum, $45,000,000 maximum indefinite-delivery/indefinite-quantity, firm-fixed-price contract (H92241-19-D-0001) for 56 upgraded primary airframe structures for the A/MH-6 rotary wing aircraft; the majority of the work will be performed in Mesa.

UPCOMING EVENTS

MARCH 2019

4-7	HAI Heli-Expo 2019, Atlanta, GA
14-16	30th Annual International Women in Aviation Conference, Long Beach, CA
26-28	AUSA Global Force Symposium & Exposition, Huntsville, AL

APRIL 2019

14-16	AAAA Army Aviation Mission Solutions Summit, Nashville, TN
29-2 May	AUVSI's XPONENTIAL 2019, Chicago, IL

Advertisers Index

People On The Move

Awards

Task Force Eagle Assault MEDEVAC Crew Awarded DFC w/V

The crew of DUSTOFF 24, (l to r) CPT Benjamin Krzeczowski, CW2 Jonathan Cole, SFC Andrew Six, SPC Emmanuel Bynum, and SGT Armando Yanez, all assigned to Company C, 6th Battalion, 101st Combat Aviation Brigade, 101st Airborne Division (Air Assault) and assigned to the brigade's 5th Battalion under Task Force Eagle Assault received the Distinguished Flying Cross with valor during a Jan. 5 ceremony officiated by GEN Scott Miller, the top U.S. commander in Afghanistan.

FACEBOOK PHOTOS – 101ST CAB, WINGS OF DESTINY>

Shortly before 6 a.m. on July 12, and after relocating from Forward Operating Base Dahlke to support combat operations from FOB Lightning, some 25 miles further south, the Black Hawk crew received a second mission of the morning to pick up one patient in need of urgent treatment; enemy fire was reported possible. Krzeczowski was in command of DUSTOFF 24 and the two-aircraft mission. Six, the senior medic, spotted purple smoke marking the landing zone and helped orient the crew for landing; but soon the Black Hawk began taking fire. According to their citation, Six and Bynum hopped out, without hesitation, to cover Yanez as he rushed to the casualty and back to the aircraft, maneuvering across the battlefield under heavy fire. As they took off, Bynum called out that he saw a soldier get shot and fall.

The ground force immediately called DUSTOFF 24 back. As Krzeczowski circled back, Bynum guided him to a spot past the original LZ that he hoped would shield them from enemy fire, the documents say. Once they'd landed, Bynum exited the aircraft while under heavy fire to provide security for the aircraft and crew while Six ran to the critically injured Ranger, rushed him to the helicopter and moved from cover under fire to load him into the aircraft which quickly departed.

Within a minute of take-off, Cole, who had been seated closest to enemy fire in the front right seat, reported that the controls apparently sustained damage. However, the Ranger was gravely wounded and Krzeczowski decided to fly to Dahlke, where a forward surgical team was waiting. Although the aircraft was hit 22 times, the Black Hawk made it to Dahlke and the awaiting surgical team without further incident. Despite their efforts, the Ranger later died of his wounds. An unnamed patient lived.

Each of the five "completely disregarded his own safety" and refused to leave the Army Ranger and an unnamed casualty on the battlefield, the award citations read.

After arriving at Dahlke, the crew got a spare aircraft from Task Force Eagle and flew back to Lightning for follow-on missions.

Well done and Above the Best to the crew of DUSTOFF 24.

Flight School Graduates

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

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

IERW Class 19 Dec.

31 Officers, December 19

Commissioned Officers

2LT Jeter, Eric L. – **DG**
2LT Avila, Cesar E. – **HG**
2LT Mixdorf, Joshua J. – **HG**
1LT West, Matthew P. – **HG**
2LT Bandusky, Matthew S.
2LT Blackwood, Yanik I.
1LT Brazell, Taler J.
CPT Duxbury, Jeffrey E.
2LT Fluegel, Larissa M.
2LT Gaedtke, Kristian D.
2LT Leonard, Sierra M.
1LT Maldonado, Gustavo
2LT Mote, Ryan C.
2LT Oney, Corey G.
1LT Paget, Kyle G.
2LT Pawlik, Nathan C.
2LT Pryor, Joshua M.
1LT Selner, Michael A.
2LT Yoest, John W.

Warrant Officers

WO1 Cornett, James A. – **DG**
WO1 Niswender, Jennifer A.*–**HG**
WO1 Banks, Rynne N. *
WO1 Chebs, Sergey A. *
WO1 Dane, Jordan M.
WO1 Franz, Sean K.
WO1 Manuel, Michael L.
WO1 Marchetti, James T.
WO1 Meyer, Benjamin D.
WO1 Moran, Andrew L. *
WO1 Pepper, Timothy S.
WO1 Wilson, Richard N.

People On The Move

Flight School Graduates *continued*


IERW Class 17 Jan.

28 Officers, January 17

Commissioned Officers
2LT Small, Benjamin J.–**DG**
2LT Quinn, Keller P. – **HG**
2LT Rogers, Ariel J. – **HG**
1LT Billy, Masheli G.
2LT Bourgeois, Rene D.
2LT Cook, Daniel T.
1LT Curran, Shane J.
2LT Hoponick, Myles W.
2LT Morris, Sydnie L.
1LT Paffett, Andrew B. *
2LT Schrad, William J.
2LT Siener, Dillon R.
2LT Spry, Serena M.
1LT Stevenson, Bryce J.
2LT Swanstrom, Mason T.
2LT Walsh, Kyle T.
2LT Warnick, Stephen T.

Warrant Officers
WO1 Casey, Neil P. – **DG**
CW2 Goering, James B.–**HG**
WO1 Bray, Michael V.
WO1 Delatorre, Darien D.
WO1 Geiger, Chase E. *
WO1 Godfrey, Kenneth R.
WO1 Rafols, Jose A.
WO1 Schiele, Allen R. *
WO1 Simms, Nathan W.
WO1 Vinluan, Mark G. *
WO1 Weaver, Zachary C.

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

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

AAAA Congratulates The Following Army Graduates Of The Indicated Advanced Individual Training (AIT) Courses At The 128th Aviation Brigade, Joint Base Langley-Eustis, VA And The U.S. Army Aviation Center Of Excellence, Ft. Rucker, AL.

AH-64 Attack Helicopter Repairer (15R)

Class 033-18
Robert Albert Booker Jr. * **-- DG**
PV2 Tanner Ross Adams
SSG Majed Al Shammari
PV2 Jose G. J.Cabrera Natal
PV2 Terry Jarrell Casenhiser
PV2 Matthew Daniel Cunningham
PV2 Corey Lane Dunn
PV2 Matias James Kerr
PFC Kananh D. King-Kemp

Class 519-18
PV2 Tyler Michael Marchesani
PV2 Trenton Wayne McGuire
PV2 Braxton Payne Moody
PV2 Edward Lavel Moss Jr.
PV2 Matthew Seth Nelson
PV2 Joseph Ezekiel Romito
PV2 Jermayne M. Washington
PV2 Caleb Scott Wooddell
PFC Joshua Reed Young

Class 034-18
PV2Ammon Mark Colvin *- **DG**
PV2 Hunter Villas Grant
PV2 Quinton Rmario Allen
PV2 Andrew C. Rizor Bachman
PV2 Luke Everett Bauldree
PV2 Deiven Ramon Contreras
PV2 Joshua James Hernandez
PFC Minsung Kim
PFC Stephen Kipchirchir Lagat
PV2 Raul Alberto Mandujano
PV2 Xavier A. Santiago Morell

Class 520-18
PV2 Mason Conner Smith *- **DG**
WO1 Balak Ram
PV2 Kiyomi Montel McKinley
PV2 Jason Tyler Mooney
PV2 Thomas Jeffrey Neely
PV2 Jan Ton Pech
PV2 Mason Bradley Rohr
PV2 Vasil Lloyd Saunders Jr.
PV2 Dylan Joseph Theodore
PV2 Thomas Richard Vaughn
PV2 Aron Zendejas

UH-60 Helicopter Repairer (15T)

Class 072-18
PV2 Alexander W. Brown *- **DG**
PV2 Kyle Dylan Bonsack
PV2 Rivera Bryan Diaz
PV2 Jonathan Robert Doll
PV2 Jacob William Easley
PV2 Carlo Fabian Flores
PV2 Jesse James Fowler
PV2 Cade Geordan Friedley
PV2 James Eucogco Gargarita
PV2 Antone Michael Glenn
PV2 John David E. Jackson Jr

Class 073-18
PFC Ricardo Penaloza* - **DG**
PV2 Josh Christensen Longo
PV2 Pierre Andre Maxwell, Jr
PV2 Cameron Lee McClintock
PFC Benjamin A. McCullough
PV2 William Nicholas Mercer
PV2 Cody James Palkovic
PV2 Noah Alec Probus
PV2 Davis Paul Sawicki
PV2 Bailey Cole Sawyer
PV2 Zachary David Scranton
PV2 Cobi Whittington

Class 521-18
PV2 Josevalerio D. Urias II - **DG**
PV2 Joshua Ramond Solis
PV2 Alexander Lee Urbina
PV2 Martin Rodrigo Villasenor
PV1 Jonah Benjamin Walters
SPC Bo Alan Winford

Class 074-18
AB Canton Abrigo
AB Justin Alicea
PV2 Paige Mahala Bilsten
PV2 Aaron Dale Buckles
PV2 Isaac Timmen Buckley
A1C Isaac Burton
A1C Alex Hilsen
A1C Douglas Jensen
PV2 Carah Layton Johnson
A1C Andrew Malmgren
A1C Jordan Smith
SPC Ashley Nicole Walker

Class 075-18
PFC Caleb Aaron Creech* - **DG**
PFC Warren Jarrard Autry
PV2 Drew Dean Blackford
PFC Marc Thomas Digioia
PV2 Derek Michael Duran
PFC Eric Daniel Embers
PFC Joshua Aaron Farmer
PV2 James Brain Griffin, Jr
PV2 Mason Lee Herrin
PV2 Devin Devante Jeanbatiste
SPC Kyle Keith Jordan
SPC Blaine William Slusher

Class 522-18
PV2Harley T. McNichols* - **DG**
PFC Justin Tylor Keeth
PV2Austin Allen McCabe
PV2 Daniel Javier Merino
PV2 Dalten Robert Otten
PV2 Nathaniel Harrison Owens
PV2 Carter Andrew Payne
PFC Justin Lane Redd
PV2 Trenton James Samuels
PV2 Torres Miguel Sanchez
PV2 Eric Paul Shelton
PV2 Robert Elden Skinner

Class 076-18
SPC Gabrielle L. Cole*- **DG**
PV2 Colton Michael Ashley
SPC Cavin Michael Bell
SPC Aaron Michael Bender
PV2 Garrett Michael Brooks
PV2 Sawyer Eldon Coil
PV2 Shawn Nicholas Crenshaw
PV2 Julien Daniel Crow
PFC Lloyd Curtis Mitchell II
PFC Destiny Satara Robledo

Class 077-18
PV2 Dallas Luis Reyes *- **DG**
PV2 Felipe Ivan Gerardo
PV2 Alexander Nathanial Green
PV2 Kevin John McCoy
PFC Andres Camilo McIndoe
PV2 Abner Eli Merritt
PV2 Bradley Steven Murray
PV2 Joseph George Pake
PV2 Carlos Isaac Perez
PV2 Jarod Lee Reed
PV2Daniel Christian Robinson

Class 523-18
PFC Kevin W. Zimmerman* - **DG**

People On The Move

PV2 Harrison Boone Aiton*
SPC Nicholas Brian Fields
PV2 Bannie Declan Stepp
PV2 Ryan Cole Stuckey
PV2 Celso Junior Talavera
PV2 Avery Charles Trunkhill
PV2 Devan Frank Visciglia
SPC Lydon Daniel Walker

CH-47 Medium Helicopter Repairer (15U)

Class 511-18
PV2 Ryan C. Whittington **- DG**
SPC Noah Theodore Kuhn
PV2 Nathan Isaiah Lee
SGT Levi Harlan Lenhart
PV2 Anselmo Memo Martinez
PV2 Eric Michael Wildt
Class 030-18
SPC Alfredo Guerrero Jr *- **DG**
PV2 Fernando Alaniz, Jr
PFC Walker David Walking Stick
PV2 Logan Campbell
PV1 Matthew Conway
PV2 Brandon Davis
PV2 Adam Hardison
PV2 Andrew Hinsdale
PFC Blake Keller
PV2 Dylon Knight
Class 512-18
SPC Robert Miller **- DG**
PV2 Jackson Lee
PV2 Jacob Guy Leroy
PFC Richard Naranjo
PV2 Aaron Queirolo
PV2 Brandon Ridpath
PV2 Daniel Ruthenberg
PV2 Ryan Sweeney
PV2 Nelson Velez, Iii

Aircraft Powertrain Repairer (15D)

Class 010-18
PV2 Jaredd W.A. Beebe **- DG**
SPC Erickson E. Carvalho
PV2 Emmanuel Gonzalez
SPC Devin Gregory Houck
PV2 Brandon Keith Kunz
PV2 Calvin Wayne Martin
SPC Daniel Ray Pafford

Aircraft Electrician (15F)

Class 017-18
SGT Shaun Levi Bryant
PV2 Reece Nelson Jones
PFC Danny Duy Pham
PV2 John Christopher Sanders
SPC Roberto Daniel Santano
PV2 Isaac William Thompson

Aircraft Pneudraulics Repairer (15H)

Class 011-18
PV2 Christopher Alonso* **- DG**
PV2 Jasmin Lizet Benitez
PFC Caleb Andrew Chapman
SGT Riley Alan Ek
SGT Steven Earl Hurley
PV2 Jarrett Adam Laatsch
SPC Brian Troy Washington
PV2 Erick Osmar Zuniga
Class 04-18
PV2 Dylan Paul Kurz *- **DG**
PV2 Colby Chase Boucher
PV2 David Allen Chandler Jr.
PV2 Lucas Firmino Da Costa
PV2 Raul Nieto Dealba
PV2 Tanner Eugene Finch
PV2 Isaac N. Gonzalez Pettingill
SPC Creighton Alfonzo Jones
PV2 Dominick Christian Stamper
PV2 Shawn Edward Welch

Aircraft Structural Repairer (15G)

Class 010-18
PV2 Brock N. Goodwin **- DG**
PV2 Justin Lee Cembrano
PV2 Harold Glenn Francis Iii
PFC Michael Wesley Kistner
PV2 Austin James Knutson
PV2 Dylan Tyler Logsdon
PV2 Scott Allen Mason
PV2 Zachary Tyler McCrary
CPL Zachary Michael Munday
SPC Ryan Paul Nyberg
PV2 Nathan David Stangl
PV2 Samuel James Wooten

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

UAS REPAIRER

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

Shadow UAS Repairer Course

10 Graduates, 07 Jan 2019
SGT Charles T. Boettcher **– DHG**
CPL Jacob Trapp **– HG**
PV2 Dillon N. Berry
PV2 Thomas M. Boelts
PV2 Lucas E. Clark
PV2 Jonathan Hitagonzalez
PV2 Shawn Moua
PV2 Jared L. Payne Jr.
PVT Nickolas A. Keyes
PVT Jordan W. Vale

Gray Eagle UAS Repairer Course

1 Graduate, 11 Jan 2019
PVT Jonathan Mitchell

UAS OPERATOR

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

Shadow UAS Operator Course

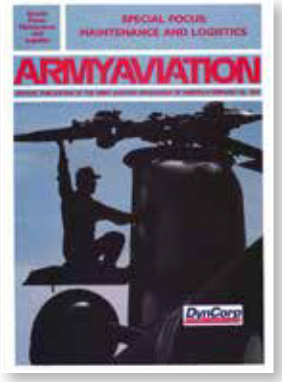
13 Graduates, 16 Jan
PV2 Michael A. Bernier **– DHG**
PFC Preston L. Hedges **– HG**
PFC Rafael J. Lora-Rivera
PV2 Joshua I. Ayala
PV2 Joshua R. Doss
PV2 Noah P. Gates
PV2 Perla E. Gomez
PV2 Avery A. Lovaglia
PV2 Mason R. McDaniel
PV2 Julien A. Miranda
PV2 Coleman B. Pilkington
PV2 Dakota L. Wallace
PVT Dustin W. Greeson

DHG – Distinguished Honor Graduate
DG – Distinguished Graduate
HG – Honor Graduate
* = AAAA Member

Art's Attic

By Mark Albertson

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



25 Years Ago
February 28,1994

Briefings

A new flight management computer is being readied to equip the U.S. Army's next generation AH-64D Longbow Apache attack helicopter. The lightweight computer system, built by the Hamilton Standard Division of United Technologies, will equip the fifth Longbow Apache prototype.

Army's First Female in Space

Then Captain, now Major, Nancy J. Sherlock aboard the space shuttle Endeavour (STS-57), is the first female Army Aviator to fly in space. Among the tasks associated with her sojourn into space was the retrieval of the Eureca Satellite and the initial flight of the Spacelab Module.

New Scholarship Announced in the Name of Helen Thorpe Cribbins (1907-1993)

AAAA has announced the establishment of a new scholarship: The Helen Thorpe Cribbins AAAA Memorial Scholarship. Mrs. Cribbins was active duty Army, 1943-1945. She met her future husband, Joseph P. Cribbins, in the Philippines in 1945, where they served as officers. Joseph served active duty for 26 years, followed by another 26 years as a civilian employee in the Department of the Army. Joseph also served as an AAAA National Executive Board member; and, as always, whether in service or out, the ever-faithful Helen was by his side. In compliance with Mrs. Cribbins' wishes, the scholarship issued in her name is for the most deserving female candidate.

Helen Thorp Cribbins
1907-1993

50 Years Ago
February 28,1969

Two-Fer

A UH-1B Medevac chopper stands by during REFORGER I operations at Grafenwöhr, Germany; while a CH-47 hovers overhead with a 105 mm howitzer plus ammo.

High Speed Composite

On February 18, AIAA-AHS joint meeting. Location: Georgia Institute. Lockheed's A.R. Yackle presented to the assembled, the promise of a retracted rotor composite aircraft. Able to make VTOL takeoffs and landings, with a speed of 400 mph and a range of 500 miles or more, added to which is the ability to fold back its blades in flight and press ahead as a fixed wing aircraft. Mr. Yackle informed the gathering "that composite aircraft may be the next major aviation advance and could be in operation within five years."

Orientation Visit

Location: Fort Wolters, Texas. Sergeant Major George W. Dunaway of the U.S. Army, is shown being introduced to William P. Trump (left), Sergeant Major of the Officer Student Battalion at the U.S. Army Primary Helicopter Center, during a late January visit. The Army's top non-com, together with Mrs. Dunaway (right), were guests of honor at a reception for Fort Wolters NCOs. SGM Dunaway and his wife were introduced by Center Command Sergeant Major, John G. Stepanek (2nd from left).

Army Aviation Hall of Fame

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

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

The deadline for nominations for the 2020 induction is June 1, 2019.

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

Specialist Five Stephen B. Hook

Army Aviation Hall of Fame 2011 Induction - Nashville, TN

Specialist Five Steve Hook was the "Charles Kelly of DUSTOFF medics." He put every life entrusted to his care above his own, routinely risking his life for the wounded. By his demeanor and example he contributed immeasurably to a unit that sustained fifty percent casualties and still evacuated some 4,000 patients each month. He was absolutely fearless, the model for all that the combat medic has been or could ever aspire to be.

Hook was among the few crewmembers with the qualifications and courage to rescue patients in zero/zero weather, at night under instrument conditions to the pickup site where the crew looked for flares and descended through the weather and mountains. On one such mission, he guided the pilots through the clouds to a unit pinned down and surrounded by the enemy. He left the aircraft and raced through enemy fire to get the patient. Once on board, he skillfully treated his wounds and saved his life.

On his final mission he volunteered to rescue wounded from an Army of the Republic of Vietnam outpost surrounded by the enemy and under heavy mortar fire. On two missions into this area he was forced again to leave the aircraft, as the friendlies were pinned down. He repeatedly raced across open areas to load the wounded while the enemy concentrated small arms fire, rocket propelled grenades and mortar on him and his ship.

On his third trip the enemy zeroed in on the MEDEVAC ship. A direct mortar hit severely wounded him; shrapnel dug deep into his brain and seriously damaged one arm. He would spend many months in the hospital and years recovering.

He is not famous nor did he die in a blaze of glory, but he left his blood and sweat on many battlefields setting an example for all who care for others.

Steve Hook was inducted into the DUSTOFF Hall of Fame on 24 February 2002.

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