

ARMY AVIATION

NETWORK | RECOGNITION | VOICE | SUPPORT

June 30, 2023



BELL V-280 VALOR

Future Long Range Assault Aircraft

LONG-RANGE OVERMATCH

Learn more at
bell.co/V280



AGILE. RESILIENT. TRUSTED.

Battlefield technology
built like you.

Future-proof your capabilities and outlast adversaries with the seamless interoperability of multi-band, multi-network connectivity across all battlefield platforms. Viasat's end-to-end communication solutions are secure and designed to help you outsmart sophisticated peer threats.

Let's build a solution, together.
Learn more: viasat.com/us-army-aviation

Viasat™ 



10



Contents

June 30, 2023 Vol. 72, No. 6

TO THE FIELD



22



32



34

- 10 Army Aviation Branch Chief's Corner**
By MG Michael C. McCurry II
 - 12 This Is Your Army**
By LTG Jonathan P. Braga
 - 14 USASOAC Commander Update**
By COL Scott D. Wilkinson
 - 18 USASOAC Command Chief Warrant Officer Update**
By CW5 Wade C. Ziegler and CW5 Robert "Buddy" Epting
 - 20 USASOAC Command Sergeant Major Update**
By CSM Robert Armstrong III
 - 22 Combat Readiness Center Update**
By LTC Sean O'Connell
 - 24 Reserve Component Aviation Update**
By Ms. Christina Engh
 - 26 128th Aviation Brigade Update**
By SSG Kevin Johnson
 - 28 CCDEVCOM Tech Talk**
By Mr. Stephen Janny
 - 30 Ask the Flight Surgeon**
By MAJ (Dr.) Jelaun Newsome
-
- SPECIAL FOCUS — Army Special Operations Aviation**
- 32 Grappling With Change In Training Organizations**
By MAJ Michelle Lassiter
 - 34 Imaginative Innovation: SIMO Leaping Ahead**
By CW5 Andrew Jameson
 - 36 Recruiting for SOA Following the drawdowns from Iraq and Afghanistan**
MAJ Chris Mason and 1SG Adam Riker

Contents

June 30, 2023 Vol. 72, No. 6



SPECIAL FOCUS — Army Special Operations Aviation

- 38 Right Sizing the Logistical Footprint**
By Mr. Steve Blasey
- 40 The Pathway to ARSOA 2040: A Campaign of Integrative Learning to Inform Force Design**
By LTC Bobby McBride

SPECIAL FOCUS — Arming the Force

- 42 Tactical Aviation and Ground Munitions Project Office**
By Mr. Michael Kuenzli

SPECIAL FOCUS — AAAA Annual Summit

- 46 2023 AAAA Summit Photo Recap**

FROM THE FIELD

- 56 16th Combat Aviation Brigade: Building an Overwater Brigade**
By LTC James R. Fischer

DEPARTMENTS


AAAA NEWS

AAAA President's Cockpit.....	8
AAAA VP Chapter Affairs.....	60
Chapter News.....	61
AAAA VP Membership.....	64
New Members.....	63, 65, 75
AAAA Family Forum.....	66
AAAA Legislative Report.....	70
AAAA Scholarship Foundation.....	59

ARMY AVIATION COMMUNITY NEWS

Advertisers Index.....	76
Art's Attic.....	77
Briefings.....	6
Calendar.....	61
Editor's Mailbox.....	39
Enlisted Spotlight.....	21
Fallen Heroes.....	71
Hall of Fame.....	78
Historical Perspective.....	58
Industry News.....	76
People on the Move.....	72

ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAP). Title Reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except May and September by AAP, 593 Main Street, Monroe, CT 06468-2806. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org, Army Aviation Magazine E-Mail: magazine@quad-a.org, Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAP, 593 Main Street, Monroe, CT 06468-2806.



**From Aircraft Modification and
Integration Through Logistics
Support, SES Provides a Total
Aviation Solution.**



Our focus is always on providing The Highest Quality of Work, The Best Product and the Quickest Response to our customers.

248 Dunlop Blvd. • Huntsville, AL 35824 • (256) 258-0500 • www.sesius.com

Founders / Art and Dotty Kesten

Publisher / William R. Harris Jr.

Editor / CW4 (Ret.) Joseph L. Pisano Sr.
editor@quad-a.org

Associate Editor / CW5 Adam Jarvis
adam@quad-a.org

Director of Design & Production
Anne H. Ewing
magazine@quad-a.org

Contributing Editor / Mark Albertson
mark@quad-a.org

Family Forum Editor / Judy Konitzer
judy@quad-a.org

Director of Advertising & Exhibit Sales
Robert C. Lachowski
bob@quad-a.org

Deputy Director of Advertising & Exhibit Sales
Erika Burgess
erika@quad-a.org

Advertising & Exhibit Sales Manager
Carmen Tuohy
carmen@quad-a.org

Marketing Director / Jennifer Chittum
jenn@quad-a.org

Social Media Manager / Chelsea Jarvis
chelsea@quad-a.org

Director Data Services / Ben Marini
ben@quad-a.org

Circulation Department
Mira Auxier
Deb Cavallaro
Debbie Coley
Jackie Harris

Editorial Address
593 Main Street, Monroe, CT 06468-2806
Tel: (203) 268-2450 / Fax: (203) 268-5870

For additional articles and updates visit:
ARMYAVIATIONmagazine.com

On The Cover

PAID ADVERTISEMENT:
The Bell V-280's FLRAA weapons system has unsurpassed, flight-proven speed and range to meet the U.S. Army's transformational needs against peer threats. Built to support joint force, multi-domain operations, the V-280 puts the "long range" in Future Long Range Assault Aircraft.

Caption provided by the advertiser.

POTUS Taps Brown for CJCS



U.S. AIR FORCE PHOTO

Air Force Chief of Staff, Gen. Charles Quinton Brown, Jr. was nominated by President Joe Biden on May 25 to become the 21st chairman of the Joint Chiefs of Staff. A fighter pilot who has logged over 3,000 flight hours, including 130 hours in combat, he has commanded the Pacific Air Forces and also served as deputy commander of the U.S. Central Command. He is the first African American to lead any branch of the U.S. Armed Forces. If confirmed by the Senate he would succeed Army GEN Mark Miley who will retire following a 43-year military career.

George Nominated for CSA



U.S. ARMY PHOTO

Army Vice Chief of Staff GEN Randy A. George was nominated April 20 by President Joe Biden to become the 41st Army chief of staff. If confirmed by the Senate, he would succeed GEN James C. McConville, who will retire this summer.

Weimer Selected for SMA



U.S. ARMY PHOTO

CSM Michael Weimer departed his position as command sergeant major of U.S. Army Special Operations Command on May 1 to become the 17th sergeant major of the Army. Weimer was selected to succeed Sgt. Maj. of the Army Michael Grinston, who will depart the position in August 2023.

Barrie to DASM ASAALT



U.S. ARMY PHOTO

Chief of staff of the Army announced the assignment of MG Robert L. Barrie, Program Executive Officer Aviation, Redstone Arsenal, Alabama, to deputy for acquisition and systems management, Office of the Assistant Secretary of the Army, Acquisition, Logistics and Technology (DASM ASAALT), Washington, D.C. A successor has not been announced as of this date.

USASOC Welcomes First Female CSM

CSM JoAnn Naumann assumed responsibility as the command sergeant major for the U.S. Army Special Operations Command during a May 1st ceremony at Fort Bragg, NC. A mem-



U.S. ARMY PHOTO

ber of the special operations community since 2002, she most recently served as the senior enlisted leader for Special Operations Command-Korea and is the first female USASOC CSM.

Army Aviation Enterprise-Wide Safety Stand-down



Department of the Army conducted an Army-wide aviation safety stand-down in the beginning of May 2023. The stand-down, including a mandatory pause of rotary-wing flight operations for additional safety training, was directed by the Department of the Army after Army aviation mishaps between February and April in Alabama, Alaska, and Kentucky claimed the lives of 14 aircrew members. Active-duty Soldiers were directed to complete the 24-hour stand-down between May 1st and 5th, while Army National Guard and Reserve Soldiers were to complete the training to coincide with their training schedules not later than May 31.

McNair Hall Dedicated at Ft. Novosel



U.S. ARMY PHOTO BY FT. NOVOSEL PAO

The Fort Novosel headquarters building was dedicated as "McNair Hall" on April 10 in honor of MG Carl H. McNair, Jr., deceased, former commanding general of the U.S. Army Aviation Center and founding Army Aviation Branch Chief. Pictured following the ceremony are (center l to r) McNair's sister, Patsy Singletary, and his daughters Courtney Bulger, and Cynthia Wood, flanked by the U.S. Army Aviation Center of Excellence command group CW5 Michael Lewis, MG Michael McCurry, and CSM James Wilson.

Elevated radio maintenance for operational readiness



CTS-6010

Tester of choice
for the US Marines
HHRTS program



ATS-3100 RTS

Tester of choice
for the US Army
TS-4549/T program

When it comes to preparation, your fleet comes first. The ATS-3100 RTS (benchtop) and the CTS-6010 (portable/handheld) radio test solutions from Astronics help maximize your operational readiness by ensuring your radios perform when needed. With support for legacy, modern, and future technology, our solutions are the ideal replacement solutions for aging and unsupported test equipment.

Contact us today to get started.





Taking the Controls!

What an honor to be your new AAAA President! Serving in AAAA, our professional organization, always seemed like a tremendous opportunity to 'give back'.

Mr. Bill Harris previously appealed to me to contribute by serving as the Chairman of the AAAA Awards Board for several years prior to being elected to the National Executive Group, so I had strong insights to what AAAA was all about for sure. The Awards Board used to meet in person in Washington, DC (Arlington Hall, at the National Guard facility), twice a year to vote the Scholarship applicant files each summer, then coming back together each January to vote the nominations for all our National Awards like Soldier of the Year, Unit of the Year, DAC of the Year, etc. It was a wonderful opportunity for an exchange of ideas and to see all the great things our young folks about to go to college and our current uniformed personnel were doing around the world.

Building on that experience and having ascended the ladder as Treasurer and Senior Vice President (BG Steve Mundt and MG Jeff Schloesser gave me remedial training... having me serve four years as Treasurer... no AAAA Secretary experience), it became clearer and clearer why AAAA has been so successful over the last 66 years. It's all about our People!

Unlike most other organizations, the President and your AAAA national officers as well as the 59 members of the National Executive Board and our Committee Chairs and committee members... are ALL volunteers.

From board members SSG Ashley Sanchez and 1LT Chance Mathias to GEN Brown and GEN Cody and all of us in between, we believe in the AAAA Mission to "Support the U.S. Army Aviation Soldier and Family" and make that the touchstone in every action we take on your behalf.

What an incredible AAAA Annual Summit we had in Nashville, TN in April! Voice – Network – Recognition – Support – those pillars of our Association were showcased brilliantly over the course of almost four days of activities focused on the strength of our Aviation Branch – People!

As such, I want to recognize Mr. Bill Harris, your AAAA Executive Director, Ms. Janis Arena, and their entire AAAA professional staff – the center of gravity for our professional organization – for their enduring commitment to excellence, manifested in the extraordinary planning and execution of this year's Summit.

We set a record of over 10,000 attendees registered and the Industry exhibit support went through the roof (almost literally) setting a revenue record as well. See page 46 for full coverage of the event in this issue. With that, a special thanks to our Industry Corporate Members, and other association



Newly installed AAAA National President MG (Ret.) Walt Davis during the AAAA Army Aviation Mission Solutions Summit, Nashville, TN, April 24-26, 2023.

partners, without whose perpetual support we could not be successful as an Association supporting our Aviation Soldiers and families. We are so very grateful for all our Industry partners for their enduring commitment to our Army and Army Aviation!

And finally, our membership continues to grow to our previous pre-Covid record of 20,000 members and our number of 77 chapters is growing as well.

So, by all metrics your Association is strong indeed. What else can we do? Well as you read this article, we are assembling the AAAA Officers up in Connecticut to set the path for the next years as MG Wally Golden, Senior VP, and BG Tim Edens, Treasurer fleet up to succeed me over the following four years with new National Secretary MG Todd Royar close behind. We all want to know your thoughts as we work over the next few months to come up with new programs, refine old ones, and make sure AAAA provides a great, professionally rewarding, engaging and fun (yes, FUN!!) experience for you from your local chapter meetings to national programs events like the Annual Summit. Let us know what you think.

On behalf of the entire AAAA team, I want to thank MG Tim Crosby, for his dedicated and passionate service and efforts over the past two years as your 35th AAAA President; what a great run...we are a stronger organization because of your leadership, Tim. I also want to thank all our previous Vice Presidents and Committee chairs who served on Tim's team. More to follow as we start our new leadership appointments after our Connecticut meetings.

Remember to send me any thoughts on how we can, to coin a phrase, "Make AAAA All it Can Be!"

MG Walt Davis, U.S. Army Retired
36th President, AAAA
walt.davis@quad-a.org



DC ONE-XM  

**C-130, KC-135, C-5
ANR Model**

Low Impedance

NSN# 5965-01-684-5485
P/N 43102G-03




DC ONE-XM  

C-17 ANR Model

High Impedance

NSN# 5965-01-680-0088
P/N 43102G-09





DC ONE-XM  

C-130J ANR Model

Low Impedance

NSN# Pending
P/N 43102G-10




DC PRO-X₂  

KC-10 ANR Model

High Impedance

NSN# Pending
P/N 43105G-05



Air Dominance

Next Generation Air Crew Headsets

David Clark Company has been a leading supplier of aviation headsets for the US Armed Forces and military aviators worldwide for decades. These purpose-built air crew headsets are designed to match the impedance and connectivity requirements for a variety of military aircraft. Offering lightweight comfort, excellent active noise reduction performance and “David Clark durability”. For more information call **1-800-298-6235** or visit www.davidclark.com.





Army Special Operations Aviation- Yesterday, Today, and Tomorrow

By MG Michael C. McCurry II



U.S. ARMY COURTESY PHOTO

I am proud to introduce this AAAA edition on Special Operations Aviation. Our Army Special Operations Aviators are the gold standard in supporting the operator on the ground.

There is much ongoing discussion on the role of special operations forces in Large Scale Combat Operations (LSCO), and with money and end strength battles looming programmers will use shrill voices hearkening the downsizing of our Special Operations Forces (SOF). I am reminded of the Oldsmobile commercials from a couple decades ago, “This is not your father’s Oldsmobile!” I believe it to be an inspirational analogy for today’s Special Operations Aviation community. In this case, this is not your father’s Special Operations Aviation forces regarding doctrine, organization, training, and materiel compared to 43 years ago. I believe three thoughts are important on this topic: there is an enduring role for SOF, both Army Special Operations Aviation forces and the Aviation Branch benefit from our symbiotic relationship, and the primacy of people over things.

The Genesis

In April 1980, Special Operations Forces from the disparate services attempted Operation Eagle Claw to rescue 52 American hostages in Iran. Rotary

and fixed-wing aviation assets were a big part of the operation. Unfortunately, the mission failed for a variety of reasons. Although the catastrophe at Desert One, the Iranian desert staging location for Operation Eagle Claw, was tragic, it was also the catalyst that birthed Special Operations Aviation today.

The forensics of Operation Eagle Claw yielded some valuable lessons that Special Operations applied across its enterprise. The Holloway Commission (formally known as the Special Operations Review Group) made two significant recommendations in its final report. One, that the Department of Defense establish a Counterterrorist Joint Task Force as a field agency of the Joint Chiefs of Staff with permanently assigned staff personnel and its own assigned forces. This is the recommendation that had the most direct import to the development of a Special Operations Aviation unit. However, even with the weight of the commission’s recommendations in August 1980, it was not until 1987 that Congress established the multi-service organization, U.S. Special

An MH-60M in-flight refuels during a night mission.

Operations Command (USSOCOM), endowing it with overall control of special operations forces from each service.

The Army was moving faster, though. Prior to USSOCOM formation, the Army had begun forming our premier special operations aviation unit, the 160th Special Operations Aviation Regiment (Airborne) (SOAR (A)), the Night Stalkers, with a lineage to the Special Warfare Aviation Detachments. Aviation Soldiers originally from the 101st Airborne Division at Fort Campbell, KY organized Task Force 160 and in 1981, it was designated the 160th Aviation Battalion. The unit was officially designated the 160th Special Operations Aviation Regiment-Airborne in 1990 and activated its fourth battalion in 2006.

Thirty-one years after Desert One, tempered by decades of high operational tempo and combat, Special Operations Aviation executed Operation Neptune Spear, a daring raid into the Pakistani city of Abbottabad that killed Osama bin Laden. Multi-service SOF, including aviation, successfully executed the mission by infiltrating an international border at night and assaulting a target in the middle of a built-up, urban area. What made the difference? I believe there are two factors: First and foremost,

the people. These operators, who relentlessly train and rehearse in the harshest of conditions to execute missions when the nation calls. Second, the Holloway Commission recommendations and the ensuing doctrine, organization, training, and material implementations by the Special Operations community and their Aviation assets made a difference too. Over the years and particularly during the period we are discussing, changes occurred in all the DOTMLPF-P (i.e., doctrine, organization, training, material, leadership and education, personnel, facilities, and policy) that were important and affected Special Operations in positive ways. This training, and special operations' ability to lead the way with cutting edge technology and tactics remains equally important to a Joint Force Commander in LSCO.

The Relationship

I am a vocal advocate of the relationship inside our aviation enterprise between conventional and special operations aviation. How the Regiment goes... Army Aviation goes, and as Army Aviation goes... the Regiment goes! Our interoperability and cross-pollination of talent between conventional and Special Operations Aviation is mutually beneficial. By necessity, SOF have a more agile system for acquisition, and because of scale SOF are able to quickly adapt tactics, techniques, and procedures. Our ability to spin these materiel and doctrinal adjustments into our Combat Aviation Brigades is a touchstone of our robust Aviation enterprise. Numerous tools have crossed over to benefit conventional Aviation forces to include the use of NVGs to "own the night." Additionally, there are many other innovations that have contributed to their growth and success. For example, the organization of the Army Special Operations Aviation Command (ARSOAC), that organizes, mans, trains, resources and equips Army Special Operations Aviation units to provide responsive Special Operations Aviation support; the rigorous training in Aviation tactics, techniques, and procedures that enables the 160th SOAR (A) to operate successfully under the most demanding of circumstances; and the changes in materiel over the decades that resulted in better communication and interoperability with conventional aviation units and other services. These changes will continue to improve our Special Operations Aviation community with the advent of the Future Vertical Lift and its ecosystems. The Special Operations Aviation forces will be able to See/Sense,

Move, Strike, and Extend in the multiple domains of the LSCO battlefield of 2030 and beyond.

Truth

SOF truth one is: "Humans are more important than hardware." Despite Special Operations Aviation's technological changes and improvements since Operation Eagle Claw, their commitment to a warrior ethos remains unchanged. This culture dictates an unwavering commitment to the customer, the operator on the ground. So, over the decades, Special Operations Aviation has learned from experience, and has continually adjusted to enhance support to the operator. Another way that humans are more important is in leader development. Many Special Operations Aviators have played prominent roles in leading our Army and our branch. Leaders like GEN (Ret.) Dick Cody and LTG (Ret.) Kevin Mangum have alternated assignments between SOF aviation and conventional aviation to help both parts of the enterprise improve. I believe we can do even better in sharing of talent and expanding the exposure and mindset of our future leaders. We should look for opportunities to cycle talent, and enhance the quality of our growing leaders.

In comparison to 43 years ago, this is not your father's Special Operations Aviation regarding doctrine, organization, training, or material – it's even better! The greater interoperability between conventional and Special Operations forces earned on battlefields over the last twenty years is a win for the Army. Furthermore, the cross-pollination of Aviation talent increases a mutual understanding of Aviation enterprise's tactics, techniques, and procedures. These factors coupled with continued improvements in technology make Special Operations Aviation a formidable foe to our adversaries, and a decisive tool for Combatant Commanders. Special Operations Aviation has evolved since Operation Eagle Claw and will continue to do so oriented on future challenges. Most importantly however, despite continual evolution, one thing will never change: Special Operations Aviation's commitment to supporting Operators and Soldiers on the ground anywhere, anytime.

Fly Army! Above the Best!

MG Michael C. McCurry II is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Novosel, AL.

SKEDCO
SAVING LIVES SINCE 1981

SCAN ME

STILL OUR BEST SELLING PRODUCT
SKED CONTINUES TO SAVE LIVES

SKEDCO® PJ SKED (SK-215C)
"LIGHTER
FASTER
EASIER TO CARRY"

UNIVERSAL LITTER TIE-DOWN STRAPS™
NSN: 6530-01-530-3860

PATIENT LITTER STRAPS
NSN: 6530-01-536-4145

The only Litter Tie-Down Strap with Airworthiness Release (AWR 1330), 3000lb MBS. Patient Litter Strap, 5000lb.

WWW.SKEDCO.COM
800-770-7533

MADE IN USA



▶ This Is Your Army!

United States Army Special Operations Command U.S. Army Special Operations Aviation – Redefining Special Operations Aviation through Deterrence, Campaigning, and Modernization

By LTG Jonathan P. Braga



ALL PHOTOS COURTESY OF USASOC PUBLIC AFFAIRS OFFICE

Every day, United States Special Operations Command (USASOC) forces can be found simultaneously on the front line of conflict, responding to crisis, and competing against our strategic adversaries.

The 160th Special Operations Aviation Regiment (Airborne) (SOAR), already well versed in the unique challenges of crisis response, is experimenting today to meet challenges that exist in INDOPACOM.

But more than just hardware, Army Special Operations Command's (ARSOAC) people are key to transforming to counter the threats of tomorrow. Modernizing to meet new challenges is not possible without the unique talent resident in the 160th SOAR. Experimentation drives our ability to transform, meet future threats and conduct precision rotary wing aviation and Unmanned Aerial System (UAS) operations worldwide.

The 160th SOAR is the Department

of Defense's premier tactical contested and denied area penetrating force. Despite limited resources and time, their relentless culture of innovation and adherence to their ethos "Night Stalkers Don't Quit" is why the 160th SOAR remains the guidepost for Army and Joint aviation. The Special Operations Command (SOCOM) Commander's three priorities – people, win, transform – remain the core to achieving success in tomorrow's fight.

People: The Driving Force of Innovation

Although the Regiment employs highly modified airframes critical to the unique demands, the first SOF truth holds, "people are more important than

hardware." Helicopters don't innovate. In USASOC, our people are our platform, and they are critical to how we achieve transformation. ARSOAC empowers people to tackle the most pressing challenges in our future conflicts. Innovation is a mindset our Soldiers embrace. Our people are finding new ways to enhance effectiveness, using data driven initiatives to meet the challenges of future mission environments. Just this past year, ARSOAC Soldiers have tackled complex problems which include leading the initiative to find a solution to an O-Ring issue in the H-47 engines. SOAR maintenance professionals identified the trend ahead of the Army and worked together with key personnel to create a solution and publish requisite maintenance action messages to properly identify the issue, conduct maintenance, and solve the problem impacting all H-47 engines. ARSOAC Soldiers also found new ways to dramatically extend the range of the aircraft and are advancing new ways to process intelligence. The Leaders, NCOs and Soldiers

in ARSOAC are the individuals making this happen and I am incredibly proud of their dedication and sacrifices.

Win: Competing in the Conflict Continuum

USASOC forces compete every day in the grey zone, campaigning with allies and partners around the globe. In IN-DOPACOM, these efforts strengthen integrated deterrence and provide operational advantages in the region. ARSOAC has historical generational relationships through exercises and Special Operations Aviation Advisory Detach-



ment (SOAAD) engagements. Over the next several years, ARSOAC will continue engagements with partners and allies to meet National Defense and Commander, INDOPACOM priorities. This year SOAR's participation in exercises like CORAL DAGGER, BALIKATAN, and TALISMAN SABRE will improve SOF's role in Large Scale Combat Operation (LSCO), develop next generation TTPs, and strengthen our bond with allies and partners.

ARSOAC's elite SOF aviators' outsized impact stems from more than just highly modified helicopters on target. Their advancements in maintenance, planning, and experimentation are making headway for the Army as a whole. With new developments in technology and training, we remain ready for a rapidly changing environment. Through integrated deterrence and campaigning, we continuously bolster our enduring advantages to maintain peace in the current world order and to support the President's National Defense Strategy.

USASOC must simultaneously

modernize for multi-domain operations and campaign in support of integrated deterrence, all while preparing for high-end conflict. SOAR seamlessly continues these preparations while maintaining its charter for crisis response as the fastest deployable aviation task force in the world.

Transform: Evolving in a Complex Environment

In today's increasingly complex and contested environment, the Joint Force faces significant obstacles to gain and maintain freedom of maneuver. AR-



SOAC has sought out experimentation venues and joint exercises to help identify new ways of operating. As an example, during Project Convergence 22, ARSOAC experimented with teaming unmanned and manned platforms to penetrate a peer adversary's counter-air systems. We are also equipping our existing aviation platforms with advanced infiltration and penetration capabilities. ARSOAC will remain on the cutting-edge of innovation, and ensure SOF is postured and prepared to prevail in conflict regardless of location and threat.

Threat Informed, Strategically Driven

During the September 2022 Warfighter Summit, Secretary of the Army Christine Wormuth said the #1 thing the Army of 2030 needed to do was "see more, faster, farther and more persistently at every echelon than our adversaries." To answer this call, USASOC has partnered with Space and Missile Defense Command and Army Cyber Command to bring a new SOF-Space-

Cyber Triad to the Joint force. The three triad members provide unparalleled capability to rapidly see, sense, stimulate, strike, assess, and affect across the spectrum—from competition to high end conflict. This new Triad also provides policy makers the ability to impose doubt, cost, and belief to deter our adversaries below the threshold of nuclear war. ARSOAC is fully integrated into our Triad efforts and are key to ensuring ARSOF are positioned to win both in the grey zone and in high-end conflicts.

To deter the real-world challenges we face, USASOC and our compo-

Left: MH-60M overwater training and deck landing qualifications.

Center: A MH-60M DAP reloads

Right: Rangers from the 75th Ranger Regiment descend from a 160th SOAR (Abn) MH-47G in a raid on a target building during the USASOC Capabilities Exercise (CAPEX) at Fort Bragg, NC, April 2023.

nent headquarters must compete globally alongside our partners and allies today. Simultaneously we transform our precision rotary wing and UAS multi-domain capabilities to support the joint force throughout the Competition, Crisis, and conflict continuum. Doing both requires hard work and forward-looking innovation and it requires it now. Tomorrow is too late. Today is the day.

Sine Pari!

LTG Jonathan P. Braga is the 14th commanding general of the United States Army Special Operations Command headquartered at Ft. Liberty, NC.



▶ USASOAC Commander Update

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

The Time Is Now!

By COL Scott D. Wilkinson

"Competent Special Operations Forces cannot be created after emergencies occur."



U.S. ARMY 160TH SOAV (ASAV) COURTESY PHOTOS

This simple declarative statement is known throughout the Special Operations enterprise as one of the five "SOF Truths."

A crew chief assists with pre-flight of an AH-6M "Little Bird" during an evening training event at MacDill Air Force Base, Florida.

One doesn't have to be a scholar of Special Operations history to recognize the profundity of this truth.

Out of the ashes of Desert One in April of 1980, we learned a harsh lesson in the importance of competency now. Since then, elements of SOF across the Department of Defense maintain readiness at the edge of the performance envelope, and that envelope moves quickly. We evolved our tactics and modernized to "own the night" which aided in our many successes in the Counter-VEO fight. However, given more advanced adversaries, our tactics, techniques,

and procedures must evolve more rapidly than our adversaries'. Our ability to project power into the most austere reaches of the globe to include the bustling urban mega-cities of our near-peer adversaries must remain razor sharp.

Achieving Dominance

GEN James McConville, chief of staff of the Army, and the Army's most senior aviator, recently laid out three requirements we must achieve to maintain dominance: speed, range, and convergence. Each year, the U.S. Army Aviation Center of Excellence hosts the

Aviation Senior Leaders Forum to discuss emphasis areas across the aviation enterprise, and the CSA's requirements were the hot topic of discussion. Speed and range are self-explanatory and easily defined. Fortunately, convergence is defined in the new Army Field Manual 3-0 and helps shift the Army to Multi-Domain Operations.

Paraphrasing, convergence is "an outcome created by the employment of capabilities from multiple domains and echelons against decisive points within any domain to create desired effects."

For ARSOA to achieve convergence

Armed and Tested

Advancing Armament System Operational Readiness & Performance



Hellfire Scalable Rail Launcher (HSRL)

The Next Evolution of the Hellfire Launcher

- Scalable design supports multiple configurations
- Innovative, lightweight, DC-only Hellfire launchers
- Distributed architecture to support FARA and FLARA requirements



Advanced Armament Test Solutions

- Rugged, lightweight, handheld, easy to use
- Reduced logistics, training and manpower footprint
- Field (AVUM/AVMC) and Intermediate (AVIM/ASB) Levels



of the five domains (air, land, maritime, space, and cyberspace) in the future operational environment, the 160th Special Operations Aviation Regiment (Airborne) (SOAR [ABN]) must transform its structure, which is currently optimized for the operating environment of the last 20 years, to a structure modernized and adaptable enough to own not just the night, but the entire spectrum of modern warfare. As the Army modernizes to create the Army of 2030 and design the Army of 2040, ARSOA will also improve its existing platforms to incorporate multi-domain capabilities and maintain our ability to mass SOF effects anywhere in the world, against any adversary.

While we rapidly modernize for an ARSOA 2030 force, we'll simultaneously inform Future Vertical Lift designs and experiment with SOF-specific requirements to design and build the ARSOA 2040 force – one optimized for speed, range, and convergence. In the future operating environment against near-peer adversaries, ARSOA's value to

the nation will continue to be crisis response, including counterterrorism and counter VEO, but also to have the ability to mass force and strike in the deep areas where the enemy houses strategic targets and assumes relative sanctuary.

Modernization

With respect to convergence, the ARSOAC works very closely with MG Walter "Wally" Rugen and his Future Vertical Lift Cross Functional Team to ensure our efforts are synchronized as we modernize platforms across the Army. One effort involving his team and our Program Executive Office-Aviation is Modular Open System Architecture or MOSA. Equipping our future rotary wing platforms with MOSA ensures the latest hardware and software upgrades can be rapidly installed and modified, giving our platforms and aircrews the most modern technology to enable their ability to aviate, navigate, and communicate.

In December, the Army selected Bell's V-280 Valor, to serve as the Future

Long Range Assault Aircraft to replace some of our Army's Black Hawk fleet. The future Special Operations Aviation variant will offer an increased speed and range from what our current Black Hawks can attain.

But what about a replacement for the medium-/heavy-lift Chinook? Presently, with the on-going fielding of the Block 2.0 MH-47G, we, and the Army, intend to continue to fly our Chinooks until at least 2045, and likely beyond.

Within the past couple of years, ARSOAC has been experimenting with various types of camo wrapping on our airframes. We developed Air Worthiness Releases for our aircraft to be camo wrapped for arctic and desert environments. We are attempting to leverage hiding in plain sight techniques. We need to go beyond simply owning the visual spectrum to increasing survivability in future conflict because owning the total spectrum is key.

MG Michael C. McCurry, commander of the U.S. Army Aviation Center of Excellence, has the mantra "80 percent of survivability occurs prior to engine start," and in future conflict it holds true.

ARSOAC is modernizing our mission planning software to enable our aircrews to have the most modern solutions to solve hard problems before they even takeoff. These initiatives have been a bottom-up driven approach, internal to the organization ensuring we have the best mission planning solutions available. These efforts fuse together space, cyber, and intelligence capabilities to see the big picture and leverage expertise from across our government. All this highlights what truly makes ARSOAC great: its people.

People First

"Humans are more important than hardware."

It's the first SOF Truth and one we live by in ARSOAC. Our aircraft and our weapon systems are nothing without the relentless focus of the men and women within the ARSOAC. With this in mind, we maintain a ready and reliable force of competent special operations aviation professionals so as the future comes, we are ready now.

Volare Optimos! To fly the best!

COL Scott D. Wilkinson assumed command of the U.S. Army Special Operations Aviation Command at Fort Liberty, NC, on May 31, 2023.

OREGON AERO

**Pain-Free Flying
for Aircrew Endurance**

Upgraded "AWR Approved" Seat Cushions

**H-60
Blackhawk**

**AH-64
Apache**

**CH-47
Chinook**

**OH-6
Little Bird**

View a Full Range of US Army "AWR Approved" Products On our Website and Order Now!

Coastal Seat Cushions, Inc

Email: Sales@CoastalSeatCushions.com

Tel: (954) 980-6929

KEEP 'EM FLYING KEEP 'EM SAFE

PILOTS HAVE ENOUGH TO WORRY ABOUT – MAKE SURE ELECTRICAL ISSUES AREN'T ONE OF THEM

The DoD's Joint Automatic Test Systems Directorate chose Eclipse Automated Wire Test Set (AWTS) above all others. Why wouldn't you?

THE LEADER IN PROACTIVE & PREVENTATIVE ELECTRICAL ANALYSIS FOR 30 YEARS!

- ✓ IMPROVES MISSION READINESS
- ✓ Reduce false removals, "swaptronics"
- ✓ Reduce pilot reported discrepancies
- ✓ Determine the root cause of faults that result in No Fault Found and Can Not Duplicate
- ✓ Reduce avionic component consumption

TO LEARN MORE ABOUT THIS
INNOVATIVE TECHNOLOGY
CONTACT CHRIS TEAL

CTEAL@ECLYPSE.ORG
951.371.8008 X 110



WWW.ECLYPSE.ORG

OUR MISSION IS TO MAKE SURE THE WARFIGHTER CAN DO THEIRS



The Perfect Circle

By CW5 Wade C. Ziegler and CW5 Robert "Buddy" Epting

In 1961 Vince Lombardi kicked off his summer training camp with a future Super Bowl team by saying, "gentlemen, this is a football."

Lombardi's belief in the basics would propel the team to five NFL titles in a seven-season span.

The basics, or fundamentals as we say in Army aviation, are critical to sustained patterns of success. There are not many career fields where getting the basics wrong could result in the catastrophic loss of life and multi-million dollar aircraft. Aviation is an inherently dangerous business in the profession of arms.

Professional baseball players still practice hitting from a tee. Top tier operators (ground force) preach the necessity to practice magazine changes in their weapons. Seasoned rotary wing aviators hone their skills in left closed traffic. From professional play to warfare, success is tied to the execution of fundamentals.

Planning

There is a misperception about special operations organizations that they are operating at the highest level of complexity utilizing advanced systems. On a strategic level, that may appear accurate, but the truth is much less tantalizing and very simple. The 160th Special Operations Aviation Regiment (Airborne) (SOAR (Abn)) spends more time "left of crank" in planning than any other institution in Army aviation.

The goal is to produce a very basic plan heavily inoculated against contingency. In training, the organization spends the bulk of its blade hours focused on fundamental tasks and applies rigid



Alexander Cuts the Gordian Knot

discipline to the standards. Conducting aerial refueling can be a challenging orchestration of airmanship, leaving very little margin for error, and even more so when it's zero illum, turbulent, and at high altitude. However, when an aviator has dedicated time to mastering holding airspeed, heading, and altitude (all 1000 series tasks), the act of aerial refueling becomes less dramatic, and importantly, more likely to be conducted successfully, thus directly contributing to mission success.

Change – a Gordian Knot

Army aviation currently finds itself in a whirlwind of change. There has been almost no space between the exit from Afghanistan, and largely Iraq, to the re-awakening that larger threats loom. New terms like Large Scale Combat Operations (LSCO) and convergence, and concepts for speed, range, and advancing at the speed of relevance, including myriad launched effects (LE), can be a little daunting, forget that all combat aviation brigades

(CABs) are morphing to fit their respective division. It's like trying to put together a jigsaw puzzle without the box for reference.

The future fight of Army aviation is nested in wicked problems with complex variable interaction. Adverse weather, austere terrain, sustainment constrained environments, more advanced weapons systems, denied communications and navigation systems, all of which cast against a geopolitical landscape where tactical failure can lead to strategic downfall.

These variables intertwine like the Gordian Knot faced by Alexander the Great in 333 BC. Like Alexander we must not try to untie it but cut through it. The sword is fundamentals. Planning means breaking complex problems down into a sequence of executable tasks. The 160th SOAR (Abn) does not advance to the problem but digests the complex into fundamental tasks that can be executed.

In the final analysis, the Regiment leverages aviation skill to reduce risk



DEDICATED TO SERVING ARMY AVIATION'S QUIET PROFESSIONALS

At Yulista, your mission is our mission. We deliver an unparalleled customer experience to our Army Aviation partners across the scope of weapon system design, prototyping, integration, manufacturing, and installation with an emphasis on quality and excellence.

Our agility and past performance enable us to meet and exceed mission requirements and help defend future threats.

Yulista is proud to support these U.S. Army Prime Contracts and more!

Prototype Integration Facility (PIF)

Logistics Support Facility (LSF)

Flight Activity Maintenance & Modification Support Services



Learn more about working with Yulista, flexible 8(a) contracting & non-protestable direct awards.

#WEAREYULISTA

ISO 9001:2015 AS9100D AS9110C CERTIFIED - THREE FAA PART 145 REPAIR STATIONS

YULISTA.COM

for the ground force. Everything required to accomplish that mission is achievable through a long string of fundamental tasks that have been practiced hundreds of times. The focus is not to achieve the proficiency to get it right but to train until mastery where you cannot get it wrong.

Maximizing Resources

Flight hours come at a premium, and part of being highly proficient (at anything) comes from consistency. 160th aircrews squeeze every bit of training value out of every flight hour, and that takes discipline and focus. After a long training mission, it might be nice to bring the aircraft back to base, VFR, straight and level, but when was the last time we executed a simulated inadvertent IIMC procedure as a flight? Executing this training discipline as culture at the individual level dramatically increases the likelihood of success when done collectively. The culture of collective success begins with the individual.

As a mission can be digested into a series of fundamental tasks, so can an organization be parsed into the synergistic contributions of the individual service members. What an individual does daily to prepare for the mission matters in the

outcome of enterprise execution. This could be physical training, care of equipment, threat study, preparation of the air mission briefing, or attempting to conduct left closed traffic with the minimal number of control inputs. In essence this is marginal gains theory where improvement in many small areas leads to holistic significant improvement. It applies to individuals and to organizations. Organizational gain resides in the maintenance of steadfast fundamentals. This differs dramatically from the idea of tactics.

Tactics are the sequenced application of fundamentals to mitigate threat and achieve desired objectives. Tactics are subject to selective pressure and must evolve in a Darwinian process. Successful tactics stay while ones with poor outcomes are replaced. Ideally tactics evolve ahead of threat. Tactics are also subject to various constraints from sustainment functions to geopolitical ramifications. This is why tactics falls at the intersection of science and artistry while fundamentals are measured by standardization. Mastery of the basics is the foundation for all.

A Closing Story

In the 14th century, Pope Benedict

XI was looking to commission an artist to paint Saint Peter's Basilica. A courtier was sent abroad to collect painting samples from various artists as "resumes" for the job. When the courtier approached the artist Giotto for a sample he simply dipped his brush in red paint and proceeded to free hand a perfect circle. The courtier returned to the Pope with numerous artistic samples and the simple circle drawn free hand by Giotto. Giotto won the commission. The Pope and his advisors realized the power of Giotto's mastery of the basics.

By the time you read this, Buddy and I will have moved on from our positions; replaced by the next generation, but the culture of focus on fundamentals will endure. It must. Perfect your circle and win.

CW5 Wade C. Ziegler served as the sixth command chief warrant officer of the U.S. Army Special Operations Aviation Command at Fort Liberty, NC from May 6, 2021 to April 14, 2023; CW5 Robert "Buddy" Epting most recently served as the 160th Special Operations Aviation Regiment (Airborne) Standardization Officer at Ft. Campbell, KY.



People First: Prioritizing Sleep and Lowering Risk

By CSM Robert Armstrong III



U.S. ARMY / TOSH SGAH / AEM / COURTESY PHOTOS

The Army Special Operations Aviation Command (ARSOAC) continues to be at the forefront of innovation and change, enabling their leaders to be creative and adaptive when developing solutions for human performance and wellness.

A group of Soldiers conduct rifle physical fitness training while attending Green Platoon at Fort Campbell, Kentucky.

In the military, particularly within Army Aviation, sleep is critical for the safety and wellbeing of Soldiers and the success of our missions. Soldiers in Army Aviation have a challenging job that requires them to be alert, focused, and able to make quick and accurate decisions. However, sleep deprivation can impair these abilities, leading to decreased performance, errors, and accidents.

In this article, I will explore the importance of prioritizing sleep and discuss how ARSOAC uses the Human Performance and Wellness (HPW) program to lower risk and improve mission success.

A Fundamental Need

Sleep is a fundamental need for every human being. It plays a vital role in maintaining physical and mental health. Army Aviation requires a high level of alertness, focus, and decision-making abilities. The lack of proper sleep can have a significant impact on aviation safety, as it impairs cognitive functions and can lead to errors in judgment. Therefore, improving sleep in aviation is crucial to reducing risk and ensuring the safety of passengers and crew.

One of the main causes of sleep deprivation in aviation is the irregular

work schedule of pilots and crews. These Soldiers often have to work long hours, and their schedules can change at a moment's notice. This can make it difficult for them to get enough sleep, which can lead to fatigue and reduced alertness. In Army Aviation, where mistakes can be catastrophic, even a moment of lost focus can be deadly.

Another factor that can affect sleep in aviation is the environment in which pilots and crew work. The noise, vibration, and temperature changes associated with flying can disrupt sleep patterns and cause sleep disturbances.

The Program

The ARSOAC HPW program recognizes the importance of sleep in maintaining the health and readiness of its personnel. The program focuses on providing education and resources to optimize sleep quality and quantity in order to enhance performance and reduce the risk of injury.

The HPW program emphasizes the importance of adequate sleep in maintaining physical and mental performance. The program provides education on the importance of sleep hygiene, such as establishing regular sleep schedules and creating a sleep-conducive environment in order to optimize sleep quality and quantity. The program also recognizes the importance of addressing sleep disorders, such as sleep apnea and insomnia, in order to improve sleep quality and reduce the risk of health issues such as obesity, diabetes, and cardiovascular disease. The program provides access to medical and behavioral interventions to address sleep disorders and improve sleep quality.

In addition, the HPW program is using wearable technology for pilots and crewmembers across ARSOAC. Wearables are an important tool in the program as they provide valuable data on various aspects of health and performance including physical activity, sleep, stress, and recovery. Some ways that wearables are being used include:

Monitoring physical activity. Wearables are used to track physical activity, including steps taken, distance traveled, and calories burned. This data is used to track progress toward fitness goals and to develop personalized exercise programs.

Tracking sleep. Wearables are used to track various sleep metrics, such as duration, quality, and stages. This data is used to identify patterns and adjust sleep routines to optimize sleep and recovery.

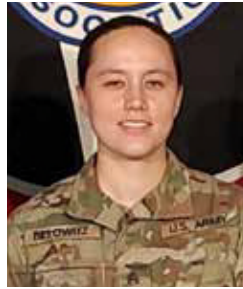
Monitoring stress. Wearables are used to track heart rate variability, which can be used as a proxy for stress levels. This data is used to identify periods of high stress and to implement strategies to manage stress.

Providing real-time feedback. Wearables provide real-time feedback on various health behaviors, such as posture, breathing, and movement. This feedback can help individuals optimize their health behaviors and improve their overall performance.

Facilitating data analysis. Wearable data is analyzed to identify patterns and trends that can be used to inform program development and implementation.

▶ Enlisted Aviation Soldier Spotlight

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



AAAA Avionics Award, 2020

Sponsored by Cubic Defense Systems, Inc.

SGT Darian Billowitz

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

SGT Billowitz has proven her mettle and dedication to professional support without equal. From 30 June 2019 to 1 July 2020, she completed two CENTCOM deployments in support of Operation INHERENT RESOLVE and Operation FREEDOM SENTINAL. Also, she led three CONUS TDY events as the avionics NCOIC. Her efforts included launch support for 79 missions totaling 350 flight hours across three Mission Design Series (MDS). During combat and garrison operations, she completed 684 faults, totaling 1,200 maintenance man hours. Her mentorship resulted in three Soldiers in her platoon earning Basic Mission Qualified (BMQ) status by utilizing intuitive and doctrinal lessons learned. SGT Billowitz's training initiative increased company deployed readiness by 20%. She worked diligently to develop wiring diagrams to supplement current manuals which were subsequently adopted by civilian resourcing agencies for permanent implementation. She earned Fully Mission Qualified (FMQ) status on two MDSs in just 19 months, five months earlier than expected. Her remarkable achievements as a result of her competence and character earned laudable comments from her platoon sergeant, first sergeant, and commander. SGT Billowitz is a top tier Soldier, technician, and leader who is absolutely deserving of the 2020 Army Aviation Association of America Avionics Award.

For example, data on sleep patterns can be used to develop sleep protocols that optimize recovery and readiness.

With consistent use of wearables, we have seen Soldiers increase their sleep quality and quantity by being aware of behaviors that effect sleep and implementing changes they learn from HPW.

In the future, commanders can use the data collected from wearables to make a more informed decision on crew mix. Data from wearables would play into the risk mitigation strategies used to prevent accidents.

Prioritizing sleep in Army Aviation can help lower the risk of accidents and errors. Well-rested Soldiers are more alert, have better reaction times, and can make more informed decisions to reduce the risk of mistakes.

Additionally, Soldiers who are well-rested are less likely to experience fatigue-related impairments that can increase the risk of accidents. Lowering risk in Army Aviation also involves taking steps to mitigate the risk of fatigue-related impairments. For example, Soldiers who are at risk of sleep deprivation or fatigue-

related impairments may be reassigned to less demanding duties or given time off to rest. Additionally, commanders may adjust mission plans or schedules to account for Soldiers' sleep needs when able.

In conclusion, prioritizing sleep in Army Aviation is essential for Soldiers' safety, wellbeing, and the success of their missions. Sleep deprivation can impair cognitive function, judgment, and decision-making ability, leading to errors and accidents. Implementing strategies such as education and use of wearable technology can go a long way towards prioritizing sleep and lowering risk with well-rested Soldiers.

Volare Optimus!

CSM Robert Armstrong III was the sixth command sergeant major of U.S. Army Special Operations Aviation Command at Ft. Liberty, NC. He was replaced by CSM Mike Telesco on May 31, 2023.

Editor's Note: The Army Aviation Team thanks CSM Armstrong for his steadfast support and wishes him and his wife Liz all the best going into a well-deserved retirement.



Real-Time Risk Assessment

By LTC Sean O'Connell

Real-time risk management is defined by Army Techniques Publication (ATP) 5-19 as the “immediate management of hazards as they occur, usually during execution of an operation or performance of a task.”

To further frame this topic, Department of Defense human factors taxonomy defines inadequate real-time risk management as “a factor when an individual fails to adequately evaluate the risks associated with a particular course of action and this faulty evaluation leads to inappropriate decision-making and subsequent unsafe situations.”

Why is it important?

Many mishap animations involve the crew talking about the very hazard they are about to encounter. Examples include the object the aircraft is about to contact, comments on visibility, and no visual on a known hazard. Yet the crew continues as if everything is going as planned.

ATP 5-19 goes on to describe that the skills needed for real-time risk management can only be developed through training and practical use on a regular basis. So, how can we integrate this into what we do on a regular basis? I submit this can be trained and practiced through the mission briefing process and aircrew briefs. Both happen routinely and give personnel the ability to identify conditions that may require the mission to be modified or aborted based on the acceptance of risk.

Starting with the *mission briefing process*, Army Regulation 95-1 has a list of requirements for mission briefing officers to cover, designed to ensure the mission



UH-60 Black Hawk flight crews, 25th Combat Aviation Brigade, 25th Infantry Division, prepare to provide Department of Defense support to FEMA, state and local response efforts to Hurricane Lane on Wheeler Army Airfield, Hawaii.

is well-planned and that pre-mission requirements are met. But what about when things do not go as planned? During large tactical missions, we have an abort criteria and alternate courses of action pre-agreed, so we don't hesitate to act when conditions change. This ensures actions are both timely and synchronized.

The *Aviation Rotary Wing Risk Common Operating Picture* addresses “mission importance vs. mission risk.” While it is not feasible to cover every conceivable scenario on risk vs. reward, we can emphasize the need to reevaluate risk in regular intervals at key points during the mission. This discussion during the mission briefing process can then be carried forward to the crew brief to ensure risk management is continuous. No matter how routine the mission is, there is always uncertainty in the everchanging conditions in which we operate.

The point of the exercise is to **reduce complacency**. However, this takes a concerted effort since a part of our brain called the reticular activation system filters out things that become familiar (what it considers noise in the environment). The best way to combat this is to practice looking for risk patterns, or as

ATP 5-19 describes it, “every individual best develops this capability through training, practice, and review.” The mission briefing process and crew briefs are a great way to develop this capability.

The book *Beyond the Checklist* by Gordon, Mendenhall, and O'Conner describes an essential part of communication as ensuring there is an appropriate level of detail. A shared expectation needs to be formed for a brief to be relevant to the crew. Critical moments where decisions need to be made in the flight are clearly understood and planned out before the aircraft starts to taxi.

If done correctly, the crew brief can set the right tone for the flight, ensure the proper distribution of duties, prepare the crew for expected or unexpected events, and mitigate risk in real time. As aircraft become more complex, it is extremely important to not just know what to do at critical moments during a flight, but who is doing it to reduce cognitive load and task saturation.

LTC Sean O'Connell is the director of the Aviation Division, Directorate of Analysis and Prevention at the U.S. Army Combat Readiness Center, Fort Novosel, AL.



Star SAFIRE 380-HD



Star SAFIRE 380-HLD

Star
SAFIRE
Series



Star SAFIRE 380-HDc



Star SAFIRE 380X

SUPERIOR IMAGE CLARITY

Operational requirements. Terrain. Weather. Hostile actions.

All these factors make airborne missions a relentless and evolving mix of actions, and reactions, requiring persistent attention. Teledyne FLIR has a complete, proven line of EO/IR sensor solutions, ready for any task.

Learn more at [FLIR.COM/AAV](https://www.flir.com/AAV)



Reserve Component Soldiers Serve on Active Duty for Product Offices

By Ms. Christina Engh

For decades the Army, and DoD, relied too heavily on contract support to conduct New Equipment Training/New Equipment Fielding (NET/NEF), leaving the experience and expertise with industry versus investing in our Soldiers while retaining the extensive experience and knowledge wholly within the Army Enterprise.

Recent enacted legislation provides an option for the Product Offices (PdO) to utilize Soldiers in lieu of contractor support to fulfill NET/NEF missions at a significant cost savings to the Army.

Mr. Brett Addington, Acting Deputy for the Soldier Uncrewed (formerly Unmanned) Aircraft Systems (SUAS) Product Office, expressed the PdOs challenges with respect to NET/NEF of the Short-Range Reconnaissance (SRR) UAS within the confines of Army Regulation (AR) 700-127 and AR 95-1 Master Trainer (MT) requirements for contract support. “The solutions required the [contract] MTs be trained and on boarded within six months, be cost effective, and provide flexibility to adjusting schedules.” The ARNG Aviation and Safety Division UAS Team at NGB recommended the option of utilizing Active-Duty Operational Support (ADOS) to fulfill the NET/NEF mission.

MAJ Heath Brown, ARNG G2 ADOS Officer, suggested utilizing authorities within recently enacted legislation. ARNG Aviation and G2, in collaboration with the PdO, developed a unique solution by combining ADOS with House Resolution (H.R.) 2471 – the Consolidated Appropriation Act of 2022 Section 8051. The new legislation allows, “...reimbursement of pay, allowances and other expenses...for the National Guard and Reserve when members...provide intelligence or counterintelligence support...”

Upon legal review, the application of the new Appropriation Act together

with the Funded Reimbursable Authority (FRA) provided an option for the PdO to utilize Soldiers in lieu of or in combination with contractor support. Benefits include increased Soldier readiness, fewer overseas travel restrictions, shorter lead times, improved affordability, and the ability to fill vacancies in formations to meet program requirements. By using ADOS, the PdO for the SRR program projected cost savings of approximately \$1-1.5M over the current five-year utilization period.

Under this program Soldiers are given the chance to work in a program management office, travel the world as trainers, expand and utilize their skillsets, all while being able to remote work from home without the added physical, mental, and financial burden of a permanent change of station, hence investing in people and resilience. Additionally, it provides an incredible retention opportunity to the States when supporting Soldiers for this unique assignment while retaining subject matter expertise within the Army.

The NET/NEF ADOS opportunity provides a unique experience to train all Army Components on the newest equipment while establishing an expanded networking opportunity within the Army. The resulting network of units, Soldiers, and equipment leads to improving Programs of Instruction, Standard Operating Procedures, and general training collaboration.

The leveraging of ADOS continues to grow within PM UAS and recently expanded to cover the One-System Re-



CW2 Jacob Gappmayer, Washington Army National Guard, and SSG Matthew Marshall, New Jersey Army National Guard, both PM-UAS Master Trainers, prepare the RQ-28A Short Range Recon Unmanned Aerial System during the 19th SFG New Equipment Training /New Equipment Fielding at Camp Williams, UT.

mote Video Terminal (OSRVT), resulting in over \$2M in cost avoidance.

Utilizing these new authorities coupled with ADOS can allow the Army to not only optimize funding resources but also provide positive impacts to recruiting, retention, and talent management overall. We recommend leadership consider leveraging this existing legislation as a resource to meet future program requirements and maximize the potential of each Soldier.

Ms. Christina Engh is the Unmanned Aircraft Systems Team Lead, ARNG UAS, National Guard Bureau, Arlington, VA. Also contributing is CW3 Jonathon Olson, ARNG UAS Operations, ARNG G2.

Editor's Note: The Unmanned Aircraft Systems Project Management Office was rebranded to Uncrewed Aircraft Systems in May 2023.

BUILDING THE

FUTURE

WITH

ARMY AVIATION



Tyonek is hard at work building the future. We added new facilities and faster precision machines to deliver more OEM-quality avionics, electronics, and mechanical components for aviation and ground systems. We expanded our hangars to meet the demands for maintenance and modification on Army, other DoD, and FMS aircraft. We designed and fielded new products to meet current needs and help defend against tomorrow's threats.

Tyonek is proud to build the future with Army Aviation.

BUILD THE FUTURE WITH US.

Visit www.Tyonek.com/careers

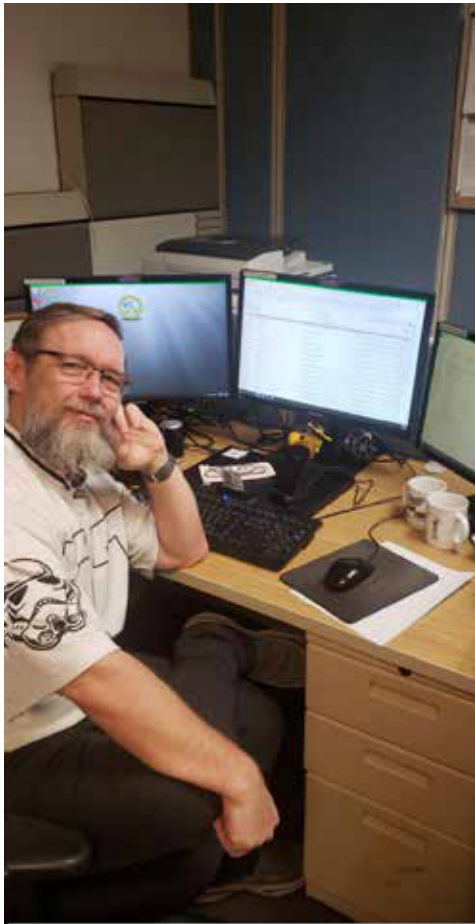
- Logistics Support Facility (LSFMA-V) Prime Contractor
- Redstone Test Center Aviation Management Support Service Prime Contractor
- BAE Systems Small Business Supplier of the Year
- Lockheed/Sikorsky Elite Supplier
- Lockheed/Sikorsky Supplier of the Year (Black Hawk)
- Lockheed Martin RMS Outstanding Small Business





The Behind-The-Scenes Heroes

By SSG Kevin Johnson



Mr. Danny Weatherly works at his desk in the 128th Registrar's Office.

U.S. ARMY PHOTO

"We find that the Romans owed the conquest of the world to no other cause than continual military training, exact observance of discipline in their camps, and unwearied cultivation of the other arts of war."

— Publius Flavius Vegetius Renatus

Since colleges and universities have existed, there has been a need to track and document student progress throughout the curriculum.

This provides an effective way to bridge any gaps between instructors and the administrative team. Instructors facilitate the training necessary to prepare students for real world scenarios, they provide testing to ensure that students understand and comprehend the subject, then evaluate them accordingly. From there, grades across all classes or evaluation checkpoints need to be tracked to ensure all training is conducted for the curriculum. It is at that point the skilled folks at the G3 Registrar Office provide our most valuable input to the students in the 128th Aviation Brigade. It can be a tedious job, one that may often be overlooked, but it is an essential step in the accreditation of each student. Providing unbiased oversight ensures all aspects of the school are up to par. But, before any grade keeping or oversight happens, there are many steps that must first happen.

The Department of the Army provides the 128th Aviation Brigade with the number of students the school will teach throughout the year, foreign military that needs training, and instructors and funding available. This is a result of the current mission, recruiting goals, and what the nation needs. It is the registrars' job to calculate what the brigade can do within those parameters to accomplish the mission. They forecast what the Army gives them and build classes to meet the Army's intent. This process happens long before the Soldier ships to basic training. This way, when the Soldier arrives, 128th Aviation Brigade is prepared to put them through the training pipeline.

As Soldiers progress through the pipeline all facets of the training are monitored and accounted for. Soldiers may be on hold for medical or

administrative reasons that may result in a drop from the course. Pending clearance from their command, the Soldiers may be reclassified into a different class of the same course when available. Through the guidance of AR 350-1 and 128th Regulation 350-1, they ensure the Soldier is properly taken care of and accounted for by regulation. From that point, and pending there are no issues, the Soldier is on their way to graduation.

Graduation is the final step for Soldiers in training here at the 128th Aviation Brigade. Servicing 20 different courses throughout Aviation Maintenance. These courses include all Enlisted maintenance, Warrant Officer training, and staff and faculty courses. Students meet their individual course requirements, then the registrar office compiles rankings for Distinguished Honor Graduates and Honor Graduates. Things that may affect these class standings include academic GPA, if they are an initial trainee or MOS-T Soldier, and whether the Soldier received any negative counselings. Once they have identified those Soldiers, they issue diplomas, Certificates of Achievement, and AAAA certificates to appropriate Soldiers.

Although the multitude of tasks that this office completes and the guidance it provides is immeasurable, the 128th Aviation Brigade runs smoothly and meets the needs of the Army by administratively managing the next generation of Aviation maintainers – all starting at the Registrar's office.

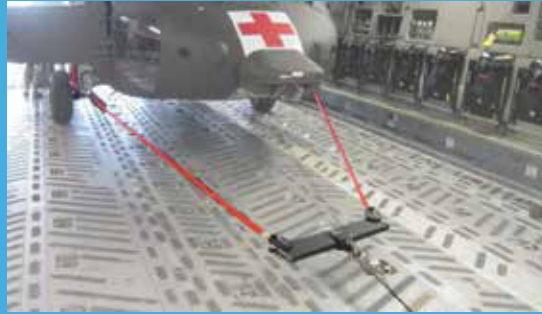
Born Under Fire!

SSG Kevin Johnson is the 128th Aviation Brigade Senior Training Manager at Joint Base Langley-Eustis, VA.

Tow Bridle Load Out Kits

US Army and Air Force Primary Load Out Kit

- Approved For All Army Helicopters
- Lightweight - High Strength
- Plasma® 12 Strand Ropes
- Carbon Fiber Spreader Bar
- Lines Maintain Equal Tension
- Required Class 9 Equipment




Call for more information (864) 638-6196 or
visit our website www.heli-basket.com.



The appearance of U.S. Department of Defense (DoD) visual information does not imply or constitute DoD endorsement.

HELI BASKET



TM

RESCUE - DEPLOYMENT - LOGISTICS

For Your Most Critical Missions, Trust **HELIBASKET**

Additive Manufacturing Technology and Army Sustainment

By Mr. Stephen Janny

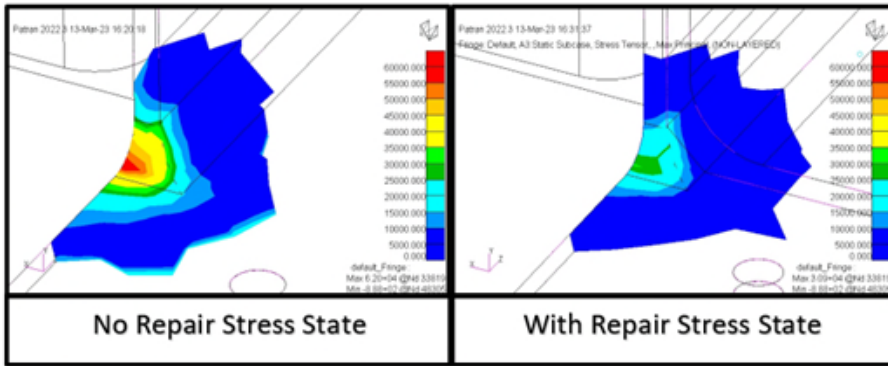


Figure 1



Figure 2

Additive manufacturing (AM) represents a tremendous opportunity for U.S. Army Aviation and missile systems.

The ability to rapidly manufacture mission critical components with complex geometries has long term potential to enhance readiness directly and significantly throughout the product lifecycle. Gains in supply chain assurance, obsolescence resolution, and the significant expansion of available sustainment solutions would enhance support to the US National Defense mission by increasing the mission-ready status of those systems.

Acceleration of AM technology and manufacturing readiness levels can be seen throughout the Army's Aviation & Missile Center (AvMC). In support of the target end state, our engineers from the Systems Readiness Directorate (SRD) are working in close coordination with US Army Aviation and Missile Command (AMCOM) as they develop and implement policies to establish and maintain airworthiness assurance for AM solutions that are grounded in rigorous testing, tight manufacturing process control, and definitive configuration management.

SRD must provide the same level of structural airworthiness assurance

for AM solutions currently required for conventional manufacturing methods. Safeguarding the lives of our Soldiers while ensuring the mission availability of critical systems is the foundational task of SRD. The path to implementation of airworthy AM technology on Army airborne systems represents a significant level of effort. In addition to airworthiness concerns, configuration control presents several challenges for fleet wide implementation that must be addressed and overcome.

AM is more commonly known as 3D printing and involves building parts layer-by-layer using raw materials, such as polymer filaments or metallic powders. The AM process allows for more freedom of design compared to traditional manufacturing methods that require the removal of material from large blocks or parts to be cast in molds. Since AM is capable of printing multiple types of parts with different dimensions using the same printer, it serves to rapidly prototype new designs and expand repair capabilities by allowing for the fabrication of complex

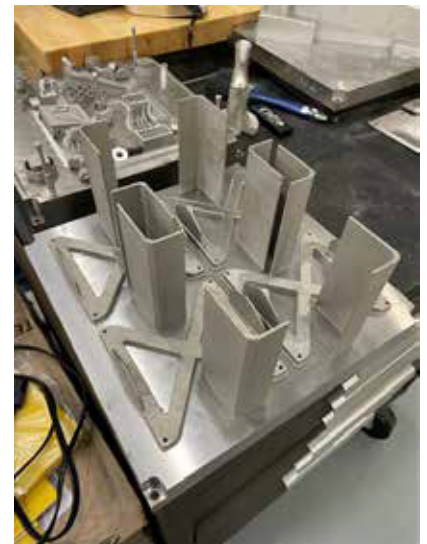


Figure 3

geometries.

SRD in collaboration with S31 and AMCOM has been working to identify and validate potential usage cases of AM to support the fielded fleet. An additively manufactured repair solution for the Black Hawk VIP aircraft presents a viable usage case for application of this technology to overcome sustainment challenges.

The Black Hawk VIP clamshell door has a history of cracking below the interface between the airframe and

Carriage & Release systems



Release Unit

Ejector Release Unit

Cargo Hook

Sonobuoy Launcher

the door structure. This damage occurs outside of any primary structural load path. The low structural criticality of the damage location supports a case study with a high likelihood of implementation as the requirements for airworthiness demonstration are consistent with the current state of the technology and manufacturing readiness levels.

Engineers in SRD performed finite element analysis to determine the structural drivers of the crack initiation (Fig.1) and developed a scheme of repair leveraging additively manufactured hardware (Fig.2). The repair restores the undamaged structural capability and prevents crack recurrence. This repair could also be implemented preemptively.

Engineers at S3I 3D printed the repair bracket from 316L Stainless Steel via laser powder bed fusion (Fig.3). The AMCOM AM policy memo categorizes this repair as a Category 3 based on the low structural criticality of the application.

This effort has also allowed AvMC to exercise the AMCOM process to develop and substantiate additively manufactured configurations in support of a repair. This case study represents a

successful demonstration of proof of concept as we lean in toward a path for fielding AM repair solutions.

This project highlights the degree of interorganizational collaboration required for the success of additively manufactured technology implementation. The Army's success in AM will build on AMCOM's investment and policy, SRD's efforts to demonstrate airworthiness substantiation, drive sustainment solutions, and support AM technology maturation, and S3I's efforts to demonstrate manufacturability.

Haden Johnson, Brian Cerovsky, Sadie Dynes, and Yong Shin are engineers within SRD and contributed to the success of this AM case study.

U.S. Army Combat Capabilities Development Command Aviation & Missile Center provides increased responsiveness to the nation's Warfighters through Aviation and missile capabilities and life cycle engineering solutions.

Mr. Stephen Janny is the chief engineer for structures and materials in the Systems Readiness Directorate, CCDC-AvMC, Redstone Arsenal, AL.



**Please contribute to the AAAASF
through the Combined Federal
Campaign (CFC) program.**

The AAAA Scholarship Foundation, Inc. provides a variety of annual scholarships to hundreds of students seeking higher education: Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities.

Contribute to #10516.

See your unit CFC representative for details on participating in the 2024 CFC Program.



**The AAAA Scholarship
Foundation, Inc.**
 593 Main Street,
 Monroe, CT 06468-2806
 Email: aaaa@quad-a.org (203) 268-2450



Gout

By MAJ (Dr.) Jelaun Newsome

Q: I was recently diagnosed with gout by my primary care provider. Will this affect my flight status? What can I do to prevent another flare-up?

FS: Great question! Gout is a very common disease process that usually develops in adulthood. It commonly develops earlier in adult men (usually after the age of 30) than in women (usually after age 55). It is estimated that gout affects nearly one in twenty adults in the United States. At its core, gout is a form of arthritis that can cause pain and swelling in the joints. This arthritis is caused when the body has too much uric acid (produced when the body breaks down certain foods) in the blood, which can form sharp needle-like crystals that build up in the joints, kidneys, or tubes to the bladder. Unfortunately, the pain caused from a flare can be extreme and debilitating.

Diagnosis

The most common sites for gout flare, or attacks of pain, are the big toe, ankle, or knee. The joint usually will turn red and swollen and is extremely painful even to the lightest touch. The definitive way to diagnose you with gout is to take a sample of fluid from the painful joint and test it for gout crystals. However, if you have high levels of uric acid in your blood, and new pain and swelling in a joint that is typical for gout, your provider may also clinically diagnose you with and treat you for gout.

Treatment

Treatment of gout is twofold. The first focus is the reduction of the pain and swelling of an acute flare. The second focus is in reducing the chance of having a flare in the future. The primary medications used in treating the acute flare are non-steroidal anti-inflammatory drugs (NSAIDs), colchicine, and steroids. Which medications are ideal for you is best discussed with your medical provid-

er. Preventing gout flares in the future is often a combination of lifestyle changes and medications. Lifestyle approaches play a significant role in the reduction of gout flares. Addressing the following factors, if they apply to you, may help reduce the risk of developing a gout flare:

- Obesity
- High blood pressure
- Diuretic usage
- Dehydration
- Alcohol consumption

In addition to lifestyle changes, medications that lower uric acid levels in your body will also help prevent gout flares. Your medical provider may recommend a medication if lifestyle changes are not sufficient to prevent the gout from reoccurring. Different medications work in different ways. Some work by preventing the formation of uric acid, while others increase the efficiency of uric acid excretion by the kidney. Still others work by breaking down uric acid directly. Some of these common medications may include allopurinol, probenecid, or pegloticase. There may be other medications and treatments available, however are typically not approved for safe Aviation operations.

Aeromedical Disposition

Now to answer your question about whether it will affect your flight status. We will look at this from the view of the U.S. Army and the Federal Aviation Administration (FAA).

Army: According to U.S. Army Aeromedical Activity (USAAMA), if you are diagnosed with gout, a waiver is required. If you are without symptoms, and medication is tolerated without side effects, a waiver is normally recommended for approval. Close

follow-up by the local flight surgeon is required annually after granting of the waiver. The aeromedical provider must comment on disease control and tolerance of any required medications and indicate that there is no clinical concern for renal stones. Additionally, you must obtain an annual serum uric acid lab as part of your flight physical.

FAA: According to the FAA, this condition will only require a special issuance if there is functional impairment, joint deformity, recurrent kidney stones, usage of special medications, or persistent uncontrolled symptoms. If any of the above holds true then the AME must defer to the FAA for a special issuance. If the gout is well controlled, with no persistent symptoms or functional impairment, use of common gout medications with no aeromedically significant side effects, no special issuance is required, and the AME can issue the medical certificate.

In summary, gout is a type of arthritis that is a common condition that affects nearly 4% of the population. The primary treatment for flares is medication to reduce the pain and swelling at the joint. Prevention is through lifestyle changes, and secondarily through medication to reduce the amount of urate in the blood. A waiver (or special issuance) is possible if certain conditions are met. If you feel that you have gout, seek care from your local flight surgeon for a thorough evaluation and treatment, so they can mitigate any aeromedical risk.

Fly Safe!

Questions?

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

MAJ (Dr.) Jelaun Newsome DO is a flight surgeon at the Department of Aviation Medicine, U.S. Army Medical Center of Excellence, Fort Novosel, AL.

DRIVEN.



At PCX Aerosystems, it comes as no surprise that we remain the foremost leader in main rotor, gearbox and power transmission systems for today's leading OEM's. We harness technology and engineering innovation to meet even the most challenging requirements. From a single gear to a fully tested assembly, we offer unmatched precision machining and overhaul and repair resources.

Now that's drive.



www.pcx aero.com

Special Focus ► Army Special Operations Aviation

Grappling With Change In Training Organizations

By MAJ Michelle Lassiter



U.S. ARMY / 160TH SOWAR / ARMY COURTESY PHOTOS

As the Army transitions to preparing for Large Scale Combat Operations (LSCO) and Multi-Domain Operations (MDO), individual and collective training will become more important for readiness and strategic deterrence across the globe.

Training organizations must be prepared to adjust models so the next generation of aviators are better prepared to conduct these complex missions. Leaders across each training organization must continue to evaluate the effectiveness of training as it builds combat power, but leaders must first establish what combat power looks like from a readiness perspective. Once leaders understand what standard of combat readiness they baseline training against, the next step is to determine how effective the organization is and then how to make the product even better.

The way things have always been done may be the best way of doing things. It may also be obsolete and inefficient. Numerous controls and constraints may build consistency within the training but also add unnecessary rigidity. It's on the leadership to understand the mechanisms and nuances behind these factors and to ensure the way training is conducted is on purpose, not by accidental evolution.

Updating Training

As a flight training company commander, my curiosities revolve around making great training even better. How is the best way to update training models? When I think of training models, I think of a metacognition of training; why we train, what we train, how we train, how we design our training. Each program of instruction (POI) has myriad supporting documents which serve as

A medic from the 160th Special Operations Aviation Regiment conducts hoist training with a litter beneath an MH-47G Chinook during a recent training exercise.

the architecture of the course. This scaffold is deeply rooted and can take years to update. The Army Education Accreditation Standards institute a mandatory three-year cycle for reviews and updates, even for minor changes.

As the Army's operating environment and readiness objectives change and grow, so should our training pipelines. When do organizations either overhaul training to ensure quality while stewarding resources or deliberately and incrementally review and revise models?

There are many things to consider about updating training: training contracts, flying hour programming, budgeting, simulations, scheduling, or work-

spaces, for example. All these variables boil down to resourcing people, money, and time. Any change in POI necessitates an increase in one or more of each pool of resource. It is imperative that the benefits of changing and updating the curriculum outweigh the costs.

Changing POIs

Changing a POI a little at a time can mean anything from adjusting the critical task list, adding or removing training days, increasing or decreasing class size, and updating the material within the course. Advantages of these changes are that the effect is calculable, the change is reversible, and it should not require a drastic increase in resources. The disadvantages are changes might not be scalable to address evolution in strategic policy, rapid to address emergent requirements, or climactic of a learning organization required to innovate and inspire growth. Furthermore, only changing smaller elements at a time both limit and constrain the imagination for revolutionary improvements required for rethinking Army Aviation's role in Large Scale Combat Operations.

Large changes on the other hand span anywhere from adding and subtracting POIs, consolidating POIs, divesting

major equipment, and site moves. These usually require surges in people, time, and money, or all three. Large changes allow for a bottom-up design unencumbered by existing frameworks. These custom-built structures are modern for the operating environment and easily meet the current demand – readiness.

Revolutionary and inspired changes can be a breath of fresh air to overcome constraints of recruiting, retention, and readiness. Large changes take resources. This is a deliberate investment and effort. That means that the organization has to get it right. Much in the same vein as the MH-47 Chinook will be in service for 100 years, the new Future Vertical Lift program will need to last. They need to be done well and done right.

Determining How and When

What method should we use to determine how and when to change? I'd argue that the velocity of change should be directly proportional to changing conditions. Small incremental changes or large revolutionary changes both have a time and a place. Updating training is always necessary whether small or large. Revolutionizing training should be deliberate and precipitated by major external developments whether it's a

new aircraft fielding, change in strategic posture, new conflict, or major technological advancement. Whereas the consistent upgrades and improvements on existing training should easily be able to incorporate aircraft modifications, changing fiscal situations, and updates in Army manning guidance.

From a project management perspective, a POI is a process. There are inputs, the process, and outputs. If the process stays the same and receives different inputs, the output will be different. If we require a different output (combat power), either the input or the process must change.

Leaders in our training organizations need to be attuned to the changing inputs (student experience, sociology, funding, instructor cohort, etc.) and receptive to the Army's required combat capability to evaluate how and how fast the organization changes. Leaders must always be asking what is changing and why. If organizations are conducting training the way it's always been done, there is most certainly room for improvement.

MAJ Michelle Lassiter is the pseudonym for a company commander in the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, KY.



WE'VE STOOD WHERE YOU STAND

For 10 years, he served in the Army as an aviation mechanic, serving multiple tours in Germany and providing mission support and training on Chinook helicopters wherever needed.

Today, Ron is our CH-47 Quality Inspector. He joined the Summit Team in 2002. Twenty-one years later, he loves that he's still providing top level quality support. Whatever you need, Ron and his team will make sure it's done right.

He knows what you demand - **he's stood where you stand.**

| summit-aviation.com/stand





Imaginative Innovation: SIMO Leaping Ahead

By CW5 Andrew Jameson

amount of floor space.

The RTS, which replaces the Air Vehicle Container along with the Gray Eagle Miniaturized Mission Interface (GEMMI), the Ku directional antenna and the generator allow for exponential increase in capability around the world. The RTS is the result of over two years of effort by the Systems Integration Management Office (SIMO) unmanned aerial systems (UAS) branch in partnership with the Air Force Packaging Technology and Engineering Facility (AFPTEF).

Through multiple technology interchanges and prototype reviews, SIMO and AFPTEF determined how to build a transport cart that protects and supports the MQ-1 for load-out and meets all the Air Force's requirements for strategic airlift. This collaboration between service entities ensures there are no surprises when upload begins.

Our team thought of every permutation and potential use case as it relates to this capability. It will easily fit in a C-5 and C-17, and it is also transportable by C-130 Hercules which is a concept not considered plausible in the strategic UAS world. This gives the commander the flexibility to reposition an MQ-1 in any theater to a location where the need may be urgent or prudent to the current or emerging mission. Pairing the RTS with a small team, the GEMMI, and a generator, the MQ-1 could be operated from any runway that the C-130 can land on. This will expand our reach in ways we have not previously considered.

The GEMMI is a standalone unit that consists of transportable cases that house a small suite of screens and com-

Mission Tailorable Camouflage is a technique proven at the 2022 Arctic Edge exercise. This process replaces the cumbersome and expensive method of scuffing and painting helicopters and withstood temperatures as cold as minus 39 degrees Celsius at altitudes up to 11,000 feet and speeds up to 145 knots.

U.S. ARMY SPAAC COURTESY PHOTO

Today's operating environment isn't just about the adversary we face, the threat systems they possess or are developing, it is about so much more. The innovators in the U.S. Army Special Operations Aviation Command are balancing physical, financial and process resources to develop technologies and techniques to rapidly deploy capabilities in support of our special operations forces (SOF) worldwide. To this end, in 2022 we have tested and proven the following as relevant and viable.

MQ-1ER Rapid Transport System (RTS)

The current logistical challenges for strategic deployment of an MQ-1ER Gray Eagle are hard to understate. Moving one MQ-1 anywhere in the world by strategic airlift requires two C-17 Globemasters or one C-5 Galaxy to move portions of a platoon of Gray Eagles. The Ground Control Station (GCS) on a Humvee, the SATCOM Ground Data Terminal (SGDT) and the Ground Data Terminal (GDT) plus a 60 kilowatt generator require a large

ARMY AVIATION MUSEUM FOUNDATION

PROUDLY SUPPORTING THE U.S. ARMY AVIATION MUSEUM SINCE 1970

MUSEUM & GIFT SHOP HOURS

MONDAY - FRIDAY 9 - 4

SATURDAY 9 - 3

GIFT SHOP CLOSSES AT 2:45 ON SATURDAYS

CLOSED MOST FEDERAL HOLIDAYS.
OPEN MEMORIAL DAY, INDEPENDENCE DAY, AND VETERANS DAY



VIRTUAL TOUR



May the Road You Travel
Always Lead You Home

INCLUDE US ON YOUR SUMMER ROAD TRIP!

FORT NOVOSEL, ALABAMA
HOME OF ARMY AVIATION & THE US ARMY AVIATION MUSEUM

WWW.ARMYAVIATIONMUSEUM.ORG

puting power that replace the UGCS and MGCS. One GEMMI will support an air-vehicle operator and payload operator in austere or non-traditional control locations on a folding table or similar platform. The GEMMI will connect to existing UGDT and USGDT, and the software versions in use are the same as housed in the UGCS. Training is reduced due to similarity. Additionally, the software is scalable for the Shadow UAS if desired.

Mission Tailorable Camouflage

The SIMO Medium Assault Branch realized the need for a capability that allows the commander to tailor the visual signature of an MH-60 Black Hawk helicopter in ways that are rapid and cost effective. Painting an entire helicopter is a time, labor, and financial burden. Scuffing and painting requires at least ten working days at a cost of nearly \$50,000 and a facility that can specifically support the effort, one aircraft at a time. Full strip and paint will double that time with increased cost.

SIMO used the Arctic Edge exercise to prove that we could experiment and execute on a short timeline, applying commercially available products to

test their effectiveness, specifically in an arctic environment. As this was the first time this technique was attempted, we took our time and had an expertly applied product that took two to three personnel approximately 24 total hours to accomplish. We believe that we can accelerate this to eight man-hours for two trained personnel and that we could conduct this on multiple airframes simultaneously limited only by the amount of material we have available.

During this event, the aircraft was flown in temperatures as cold as minus 39 degrees Celsius, at altitudes up to 11,000 feet and speeds up to 145 knots. Over the course of two weeks, we conducted snow and ice landing (single and multi-ship), night vision goggle (NVG) operations, hot refuel, helicopter aerial refueling and infiltration/exfiltration of Special Forces Soldiers in heavy snow environments up to six feet deep at times.

The durability of the applied product was surprising to all involved. We subjected it to various forms of exposures including flying ice, high winds, and fuel spray from the C-130 having near zero effect on the coatings.

We also found that the applied coating created challenges for viewing under

NVGs in the arctic environment. Additionally, the coatings applied may have the potential to affect spectrums other than visual and could be infused with properties to significantly enhance the survivability of the entire aircraft.

Conclusion

In today's environment, with rapidly evolving technological spaces and the need for rapid solutions that are effective both operationally and financially, SIMO is leaving no option unexplored. The pace of the warfighter and the combat developer should be as close as possible. We cannot let the traditional acquisition processes slow down those with urgent and relevant needs. We will continue to strive to find novel and audacious solutions to the problems that the Special Operations Aviation commanders throw our way. We will continue to focus on providing capabilities that provide a technological overmatch for our aircraft and crews.

CW5 Andrew Jameson is the pseudonym for a senior staff member of the Systems Integration Management Office, United States Army Special Operations Aviation Command at Fort Campbell, KY.

Recruiting for SOA Following the drawdowns from Iraq and Afghanistan

MAJ Chris Mason and 1SG Adam Riker



Much like the rest of the Army and the Special Operations Forces (SOF) community, two decades of sustained combat operations led Army Special Operations Aviation (ARSOA) leaders to actively recruit aviators with multiple combat deployments and a high number of combat flight hours.

The progressive drawdown of troop levels in Central Command (CENTCOM) over the last ten years provided ARSOA leaders with an unanticipated opportunity to challenge a longstanding organizational belief by asking: Do flight hours and deployment experience matter when evaluating ARSOA applicants? In lieu of a gap in existing literature regarding research-based evaluations of SOF recruiting practices, ARSOA leaders must look outside of the military to answer this pivotal question.

Researchers who study recruiting practices are split into two camps; those who think that recruiters should prioritize work-specific experience and those who think recruiters should prioritize personality traits and cognitive

abilities. A review of existing literature can help inform ARSOA leaders which theories are most applicable when recruiting SOF aviators.

Recruiting Theories

In the early 20th century, the Theory of Situational Specificity dominated recruiting strategy research. The Theory of Situational Specificity held that it is impossible to predict an employee's future performance due to small professional nuances and differences. However, in the latter half of the 20th century, various researchers found methodological errors in research that supported the Theory of Situational Specificity, ushering in the era of the Theory of Predictive Validity. In stark contrast to the Theory of Situational Specificity, Predictive Validity holds that an applicant's future performance in an occupation can be predicted during the hiring and assessment process.

In 1965, Adriaan deGroot conducted a study to evaluate the performance of chess masters compared to less experienced, yet very skilled, junior

Above Left: Two MH-60M Black Hawks transit along a coastline during a recent training event.

Above Right: An AH-6M "Little Bird" fires a salvo of rockets at a training range on Fort Campbell, KY.

chess players. deGroot found that chess masters and skilled junior chess players exhibited the same amount of breadth and depth in their chess moves. However, chess masters consistently made better moves than their less experienced counterparts. Thus, deGroot concluded that experience contributed to better performance as a chess player. Although transformative in the study of performance in highly skilled professions, deGroot's study did not specify how many years of experience are required for an individual to progress to the status of a chess master.

In 1998, Frank L. Schmidt and John E. Hunter published a study of machinists, welders, and carpenters that found that once service in highly complex professions extended beyond five years, the benefit of experience became less significant when compared to the cognitive

ability to solve the problems demanded by the profession. Furthermore, the study found that a combination of work sample tests that evaluate job-specific performance and general mental ability (GMA) tests that evaluate the cognitive ability to solve complex problems are the greatest applicant assessment tools for highly complex professions.

The work of Schmidt and Hunter built upon deGroot's findings by showing that experience contributes to improved performance in profession-specific tasks. Thus, it can be deduced that flight hours and deployment experience are a valid indicator of future performance. However, beyond five years of flight experience, skills-based assessments and cognitive tests may be more significant indicators of future aviation performance.

A counterargument to this viewpoint is the findings from studies of chess players, carpenters, machinists, and welders lack validity because the instinctive reactions required of SOF aviators can only be developed through experience attained after hundreds of flight hours.

In 2017, Mica Endsley conducted a study comparing the situational awareness and reaction time of experienced and junior fixed-wing fighter pilots using the Situational Awareness Global Assessment Tool (SAGAT). Endsley's study found a ten-to-one mean situational awareness (SA) score of experienced pilots compared to junior aviators. Endsley attributed the increased SA of experienced pilots to attention sharing, spatial skills, perceptual speed, and pattern matching ability.

Similarly, in 2020 Anna Bykova and Dennis Coates published a study that examined the significance of experience in the performance of professional soccer players. Bykova and Coates found that a combination of intuition and deliberation when performing in high tempo situations is a critical characteristic of highly skilled athletes. When given the time to make an informed decision, problem-solving methodology proved to be most important. When pressed by an oncoming defender, experience and the ability to react instinctively proved to be of the utmost significance. Successful helicopter pilots and professional athletes share the ability to act intuitively in time-limited situations and have the ability to conduct detailed analysis when time is available.

When examined within the context

of Schmidt and Hunter's research, the work of Endsley and Bykova and Coates suggests that at five years of experience highly skilled employees obtain the ability to react instinctively. Yet, the ability to synthesize and solve complex problems is an equally important attribute that cannot be obtained through years of experience in a specific profession but rather is inherently possessed by some individuals.

Evaluating the Concepts

So, do flight hours and deployment experience matter when evaluating applicants? The work of deGroot, Schmidt and Hunter, Endsley, and Bykova and Coates suggest that years of experience is a valuable tool for improving pattern recognition and decreasing reaction time in time-sensitive situations.

However, the research also suggests that the ability to exercise complex cognitive problem solving is an equally valuable character trait for employees in highly skilled professions. Furthermore, the value of experience begins to taper after five years while the value of complex program solving remains consistently important independent of experience. Thus, five years of aviation experience is a potential benchmark when evaluating an applicant's potential as an ARSOA aviator. However, the knowledge, skills, and behaviors (KSBs) required to solve complex problems remain critically important. From this perspective, a low-hour aviator with four years of flight experience who inherently possesses the KSBs required to solve complex problems may be preferable to a ten-year aviation veteran who lacks desirable KSBs.

Although a review of literature supports the use of deployment experience and flight hours as valid metrics when evaluating applicants, the decreasing pool of combat experienced and high-hour aviators necessitates an adaptive ARSOA recruiting methodology. Existing literature suggests that as the experience base of Army aviation changes, ARSOA leaders must employ a predictive validity framework by recruiting applicants who possess the most desirable KSBs while still seeking the requisite experience to succeed as a SOF aviator.

MAJ Chris Mason and 1SG Adam Riker are pseudonyms for a commander and first sergeant, respectively, of the 160th Special Operations Aviation Regiment (Airborne) at Fort Campbell, KY.

AAAA Awards Excellence!



AAAA Functional Awards

Suspense: August 1

- Unmanned Aircraft Systems Soldier of the Year Award
- Unmanned Aircraft Systems Operation Technician of the Year Award
- Army Aviation Fixed Wing Unit Award
- Army Aviation Logistics Support Unit of the Year Award
- Army Aviation Outstanding Logistics Technician of the Year Award
- Army Aviation Materiel Readiness Award for Contributions by an Individual Member of Industry
- Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit
- Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization
- Army Aviation Materiel Readiness Award for Contributions by a Major Contractor

Suspense: September 1

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

Send in Your Nominations Today!



Nomination forms for all of the AAAA Awards are available on our website:

quad-a.org

Right Sizing the Logistical Footprint

By Mr. Steve Blasey



As the saying goes, what is measured is managed, but measuring must make sense and it must align with mission and sustainment goals. Organizations of all shapes and sizes, especially in the Special Operations Forces (SOF) community, do not embrace change well. Many times, through the history of our success on target, we have made the mistake of assuming change is not needed. As we look at our logistics processes, combined with our unique mission set, particular to rotary wing, we quickly realize what is working and successful today may not be relevant or successful in the future.

As the Army shifts focus from Counterinsurgency (COIN) to Large Scale Combat Operations (LSCO), the SOF enterprise must remain relevant and continue to transform its logistics posture while maintaining the readiness required to respond to the ever-evolving threats of the world today.

Challenges

The uncertainty of today's world presents great challenges for supporting and sustaining SOF. These challenges include regional conflicts, insurgencies, peer and near-peer threats with modern weapons and tactics. The challenge for SOF logistics is to remain agile in rapidly adjusting logistics support plans to support the tactical ground force commander. In addition, long-term Life Cycle logistics must provide cradle to grave support of weapons systems, subsystems, automated systems, software, and emerging technology.

In the Department of Defense, we tend to think about strategic level planning in two ways: how to remain relevant and which future operations we must be able to conduct. The SOF community must constantly reshape to remain relevant members of the Joint Combined ARMS team. As SOF logisticians, we must analyze trending data and future world operational support scenarios and not be surprised by rapid change as new threats arise. We must constantly analyze which logistics capabilities we need to retain for the present and develop for future requirements.



This picture represents a business intelligence tool used to identify Reliability, Availability and Maintainability, or RAM, data associated with mission, maintenance and money drivers. They provide leading indicators into our failure modes giving maintenance leaders the ability to apply the right resources against the right problems.



RUBIX transforms business processes into key measures of performance which can be monitored for efficiency to provide decision makers with maximum situational awareness for planning purposes. Three RUBIX metrics were used to assist in the endeavor to right-size the logistical mission: Mission Driver Metrics, Maintenance Driver Metrics and Composite Threat Listings.

Through these analytics, we will be able to right-size the sustainment support trails allowing “just-in-time logistics”. This will allow our footprint to be based on what is needed and not “how it’s always been”. This evolution creates proactive “just-in-time” logistics instead of reactive hurry-up logistics on the battlefield.

Solutions

In the past decade, with the development of our analytical application capabilities, we now utilize real time and historical trending data along with consumption data and cross reference it to exploit and overcome obstacles during pre-deployment. We have quickly realized that the

enterprise must reduce inventories by utilizing industry best practices versus “piles of parts”. This task is a challenge as it involves combat operations, logistical pipelines, Life Cycle Logistics, mission, enemy, time and terrain.

Tools

Today's logistics success is defined by the size of the “pile of parts” that accompanies our Warriors into battle. Our Warriors believe more is better, an age-old concept we can't seem to rid ourselves of. This is in line with our no-fail mindset; our maintainers want 100 percent of everything, all the time, at every location. As a result, we often end up with “piles of parts” and a

cumbersome sustainment trail that leads to accountability issues, transportation constraints and critical asset shortages.

"It is no great matter to change tactical plans in a hurry and send troops off in new directions, but adjusting supply plans to the altered tactical scheme is far more difficult," said Gen. (Ret.) Walter Bedell-Smith, former Chief of Staff of Supreme HQ Allied Expeditionary Forces.

Within our enterprise, we have many tools that are available for us to utilize in order to achieve the goal of right-sized logistics. One tool is RUBIX. RUBIX harnesses the ability to accurately define, seamlessly integrate and effectively retrieve data from across the enterprise for internal applications, business processes, automation, and external communications.

RUBIX transforms business processes into key measures of performance which can be monitored for efficiency to provide decision makers with maximum situational awareness for planning purposes. Three RUBIX metrics we can

utilize to assist us in this endeavor of our logistical mission planning of right-sizing are Mission Driver Metrics, Maintenance Driver Metrics and Composite Threat Listings.

Mission Driver Metrics –

Mission Driver Metrics is broken down into four events: Mission Abort (MA), which is any incident or malfunction that causes the loss of a mission essential function (MEF); Mission Affecting Failure (MAF), described as any incident or malfunction which causes the inability to perform one or more MEFs; Grounding Event (GE), a malfunction with a Red X status applied; and Essential Maintenance Action (EMA), which is any incident or malfunction which causes the inability to perform one or more MEFs.

Maintenance Driver Metrics –

Unscheduled Maintenance Actions (UMA) is described as any incident or malfunction that was recorded not as a result of a scheduled maintenance action.

Composite Threat Listings –

Composite Threat Listings provide or-

ganizations, program management offices and users an analytical look into which MDS components have maintenance activities and budgets, ranked in order of impact towards mission.

Conclusion

As SOF Warriors, we must redefine today's success for logistics in battle from "piles of parts" and "more is better" to "just in time" logistics with a footprint that is based on what is needed and not "how it's always been". Right-sized proactive logistics has proven to be efficient, effective, and economic for the ARSOAC enterprise. Logistics remains the cornerstone to mission success. No matter the political situation, enemy or environment, the importance of logistics remains the same. Alexander the Great is attributed as saying that if his campaign should fail, his logisticians would be the first to be punished.

Mr. Steve Blasey is the director of the USASOAC Aviation Maintenance Division at Fort Campbell, KY.

ARMY AVIATION

▶ Editor's Mailbox

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

*April 10, 2023
Huntsville, AL*

Thoughts on CW4 Michael J. Novosel

Like most old Army Aviators, I too have fond feelings for Mother Rucker. That's what we Vietnam Vets and others called her.

I served with Mike Novosel and I learned a lot from him throughout my career. I believe he supported Army Aviation his entire life. Mike was a pilot in the Army Air Corps and later joined Army Aviation as we know it today.

He was not only a fierce combat pilot he was a caring, candid, and competent Standardization Instructor Pilot (SIP). I received an instrument check ride from Mike when I was in flight School in 1968. To this day I consider that flight the most significant and defining flight I ever had. Because it was apparent to me that his depth of knowledge and the casual way he imparted this knowledge allowed me to totally absorb his teaching. Check rides for aviation students can be intimidating. CW4 Novosel put me at ease immediately. I never forgot his technique.

I hope today's Army Aviation school students take the time to do in depth research of Mike's military career. I am certain it will be an important experience.

In the late 1970s I served in Korea as the S-3 Operations Officer for the 17th Army Aviation Group. Mike was assigned to the 2nd Infantry Division just north of us. Even though Mike was a Medal of Honor recipient and not in our HQs he always took

the time to advise me on all thing's aviation. I appreciated his time and always felt I was fortunate to have his guidance.

When I was assigned to Fort Rucker as the Commanding General, I was extremely pleased to see Mike still supporting Army Aviation students and cadre this time as a retiree. His selfless service was always appreciated by everyone.

In December of 2002 I returned to Fort Rucker to retire. At the ceremony I was very happy to see Mike sitting in the VIP seats. The assembled crowd as always gave him a long and appreciative round of applause.

Today's Army Aviators will receive their graduation certificates from Fort Novosel. These new aviators will define our Army Aviation future. I understand our name had to be changed. Given that reality, Novosel is most fitting; and I am confident that each aviation student will take Mike Novosel's positive attitude and mission accomplishment with them. I would go as far as to say CW4 Mike Novosel's methods will live on in these wonderful men and women.

He was a legend while he was on active duty and still is today. Mike's history and military dedication to supporting our ground component forces is what we were all about then and what we are all about now. Fort Novosel is an appropriate change.

*LTG (Ret.) Dan Petrosky
Former Commanding General, Fort Rucker, Alabama, 1996-98*



U.S. ARMY PHOTO SOURCE: COURTESY PHOTO

The Pathway to ARSOA 2040: A Campaign of Integrative Learning to Inform Force Design

By LTC Bobby McBride



U.S. ARMY PHOTO BY MAJ. JEFF SLEMER, USASMAC PRO

The Army Special Operations Aviation (ARSOA) mission in 2040 may change somewhat in scope but will largely remain the same as it is today – provide responsive, special operations aviation capability to enable Joint Special Operations Forces (SOF), our customers, to fight anytime, anywhere with precision.

However, to understand how we best support our customer in an uncertain 2040 future operating environment (FOE), we must understand SOF's developing ideas of their roles in the future multi-domain fight, their emerging concepts, and how ARSOA's emerging concepts must integrate with theirs to enable Joint SOF maneuver. From that understanding, ARSOA can discern future required capabilities and capability gaps from which to pursue solutions.

Top Photo: Two forward observers watch as an MH-60 Direct Action Penetrator (DAP) fires rockets at a range target during a training exercise.

Lower Photo: An MQ-1C(ER) Gray Eagle on final approach to a runway during a training exercise in California.

Many of these identified solutions will take years to mature, and thus senior leaders must make difficult resourcing decisions now in a flat-budget, no-growth environment to be postured for the future. There is little room for error. As such, ARSOA must establish a habitual and integrative learning campaign which informs resourcing decisions made now to design the ARSOA force for 2040.

Integrative learning is the process of making connections among concepts and experiences so that information and potential solutions can be applied to novel and complex issues or challenges. For ARSOA to adopt this process, we must draw from what we have known to be successful over the past 20 years of war and combine that with new insights to solve problems. This requires engaging with others across disciplines, such as space and cyber experts, to connect knowledge from different sources in approaching difficult problems.

Throughout 2022, ARSOA underwent this process and completed its inaugural year of the U.S. Army Special Operations Aviation Command (ARSOAC) Campaign of Learning (CoL). This article will discuss that process, its outputs, and how those outputs, if built upon in a multi-year, integrated learning approach, can be used to best inform resourcing decisions to shape the ARSOA 2040 force.

The ARSOA Integrative Learning Process

The ARSOAC CoL attempts to measure current and future capabilities against a future threat while seeking constant innovation on how we train, man, and equip ARSOA formations. The campaign is managed under the Futures Integrative Planning Team (IPT), led by the ARSOAC G-5/9 with members throughout the enterprise, which serves as the exploration engine answering ARSOA Primary Learning Objectives (PLO) across the mid-2030 to far-2040 time horizons.

The ARSOA PLOs are annually produced and informed by strategic guidance, operational plans analysis, required capabilities, and capability gaps in context of the FOE. The PLOs are published via an annex to the ARSOAC Annual Training Guidance (ATG) and assist with technology exploration and integration conducted by the Systems Integration Management Office (SIMO) and the Technology Applications Program Office (TAPO). The PLOs also assist with exercise development for the 160th Special Operations Aviation Regiment (Airborne) (SOAR [ABN]) and in understanding where ARSOAC should be integrated in Joint Concept Development efforts or how future studies should be conducted.

The PLOs are annually assessed through specific modernization exercises which are outlined in the ATG annex as having strategic value, demonstrate key technologies, experiment with key concepts, or generally have strong influence on later modernization developments and resourcing. Examples of such exercises are Project Convergence (PC), Experimental Demonstration Gateway Exercise (EDGE), Combat Training Center (CTC) rotations, Joint Combined Exchange Training (JCET), Joint Chief of Staff (JCS) events, or significant SIMO testing events.

Assessment data can also be obtained through simulation exercises, concept/wargame experiment reports, tabletop exercises (TTXs), or completed academic studies. Importantly, events and outcomes throughout the year are highlighted via strategic messaging for ARSOAC senior leader engagements

in an attempt to synchronize ARSOA's value proposition across U.S. Army Special Operations Command, the U.S. Special Operations Command, the Army, Industry, and Allied Partners. The resulting output of this process is the compilation of a holistic end-of-year report.

FY22 ARSOAC Campaign of Learning Outputs

Following a year's worth of events, the ARSOAC G-5/9 team dedicated significant time to synthesizing large amounts of data into manageable takeaways in an overall end-of-year report. Throughout our efforts, the team sought to establish a "new baseline" on where the ARSOA enterprise currently resides in terms of modernization and future concepts informing force design. As data was analyzed across a wide variety of events and linked to established PLOs, subordinate PLOs began to emerge resulting in key themes and insights. New or refined required capabilities and capability gaps were established, areas of further study or "deep dives" were identified, DOTMLPF-P implications were determined, and a pathway towards 2023 modernization and learning goals was set.

One major output of the fiscal 2022 ARSOA CoL was understanding how ARSOA will integrate with what USASOC is calling the SOF-Space-Cyber triad. We learned that the ARSOA Denied Area Planning Team (A-DAPT) would serve as the ARSOA enterprise's primary input to operationalizing the emerging triad concept.

Established in late 2021, the A-DAPT is a small team of experts who maintain a constant stare on the most pressing A2AD challenges facing ARSOA. The members maintain key relationships with the intelligence community, interagency, space and cyber experts, other Joint SOF commands, and many others who can help integrate unique capabilities to support ARSOA mission sets.

Along with traditional rotary-wing integration of unique capabilities, this approach also enabled ARSOA to make considerable strides in advancing future unmanned concepts. PC22 and EDGE proved valuable to advancing an ARSOA Manned-Unmanned Teaming (MUM-T) pathway. Supported by A-DAPT analysis and relationships, ARSOA rotary-wing crews teamed with UAS operators to integrate unique capabilities and tactics in ways never before conducted to accomplish our most difficult mission sets. These initial efforts are paving the way to understand how ARSOA can incorporate additional unmanned systems, whether organically-ALE or externally enabled launched effects, along with emerging space and CEMA capabilities. These concepts are now informing Title X implications and force structure efforts as ARSOA sets the force of 2030 and designs the force of 2040.

A deliberate, integrative learning approach is necessary for ARSOA to best utilize emerging concepts across disciplines to best prepare the force now into 2030 and design the optimal force of 2040. ARSOA's approach in 2022 will be built upon and replicated in 2023 and beyond to ensure our enduring advantage.

Night Stalkers Don't Quit! Volare Optimus!

LTC Bobby McBride is the director of the USASOAC G-5/9 at Fort Liberty, NC.

Tactical Aviation and Ground Munitions Project Office

By Mr. Michael Kuenzli



U.S. ARMY PHOTO BY SSG GARETT DILMAN



U.S. ARMY PHOTO BY OPTICIAN ABRAHAM 1-29



U.S. ARMY PHOTO BY SGT GREGORY T. SUMMERS

Top Photo: U.S. Army AH-64E assigned to 101st Aviation Brigade, 101st Airborne Division (Air Assault) fire rockets during Winter Shield, a Latvian-led, multinational exercise.

Middle Photo: M1 Abrams crewmember with 1-63rd Armor Regiment, 1st Infantry Division, launches a Lethal Miniature Aerial Missile System (LMAMS) for aerial support during a Robotic Complex Breach Concept assessment and demonstration at Grafenwoehr, Germany.

Lower Photo: Attack Battalion, 16th Combat Aviation Brigade fire an AGM-114 Hellfire missile from their AH-64E at Yakima Training Center, Washington.

The Tactical Aviation and Ground Munitions (TAGM) Project Office is a subordinate organization to Program Executive Office Missiles and Space, with the mission to develop, field, and sustain versatile air and ground launched weapon systems. Ultimately, TAGM is responsible for the centralized management of ground and Aviation missile and rocket systems. These include HELLFIRE, Joint Air-to-Ground Missile (JAGM) systems, guided and unguided rockets, and their associated launchers; along with the Tube-Launched, Optically Tracked, Wireless-Guided (TOW) and Javelin weapon systems, and other rapid capability systems.

The Long-Range Precision Munition (LRPM) is managed by the *Aviation Rockets and Small Guided Munitions Product Office*. LRPM is a new stand-off munition designed to increase platform survivability for the U.S. Army's new Future Attack Reconnaissance Aircraft (FARA), by defeating enemy Integrated Air Defense Systems (IADS) targets. To align the acquisition timeline with FARA First Unit Equipped, a Capability Development Document (CDD) is required to determine the Warfighters' requirements and address industry capabilities. The Army leveraged a LRPM Shoot-off Capability Demonstration Fall 2022 to gather critical test data. Vendors provided munition prototype solutions, which allowed stakeholders to gather information on current capabilities, maturity, and growth paths. The analysis of the data collected at the demonstration informed the LRPM CDD and the LRPM Requirements and Framing Analysis. By effectively using the demonstration, requirements developers had access to government test data that helped them write the CDD. LRPM is one step closer to becoming the IADS defeating munition the Army Aviation Warfighter needs.

The *Air-to-Ground Missile Systems (AGMS) Product Office* is the U.S. Army's centralized lifecycle manager for air-to-ground missile systems that in-

**MISSION
CRITICAL
COMMS**



INDUSTRY-LEADING
**DIGITAL
AUDIO
SYSTEMS**



P139-HD
DIGITAL AUDIO SYSTEM



Ask about available STCs



LSS220



LSS440



LSS880



LSC22

Distributed by



U.S. ARMY PHOTO BY S1AFF SGT. GABRIEL RIVERA-VILLANUEVA

An infantryman with 3-69th Armor Regiment, fires a Javelin anti-tank missile during a Combined Arms Live-Fire Exercise at Drawsko Pomorskie Training Area, Poland.

clude the HELLFIRE Missile System, the JAGM System, the M299 Missile Launcher, and all associated test sets. The AGMS Product Office received a full rate production decision in September 2022 for the JAGM Missile System. In March 2023, a multiple-year production contract was awarded for JAGM and HELLFIRE missiles. This contract provides JAGM and HELLFIRE procurement and production support for the U.S. Army and international customers over the next four years. In FY23, AGMS will continue to execute the missile procurements, as well as the M299 launcher contract for all services and foreign allies.

The **Rapid Capabilities (RapCap) Product Office** delivers systems to the Warfighter in support of Joint Urgent Operational Needs and Operational Need Statements. The systems currently being fielded are Lethal Miniature Aerial Missile System (LMAMS), Precision Fires Manager (PFM), and Containerized Weapons System (CWS). These are not part of the regular Army Inventory and therefore are managed differently. The RapCap Product Office fields and supports these systems via Contractor Logistics Support. Vendors, who produce the product, maintain the system in the field for the Army. Updates for these systems are achieved by the vendor, working with the Product Office, to manage obsolescence and keep the

systems functioning in support of the Warfighters. One example of this is the upcoming configuration change for Switchblade 300, which is the current material solution for the Lethal Miniature Aerial Missile System capability. The RapCap Product Office, working with the vendor, plans to roll out the next variant of Switchblade 300 later this calendar year. This new configuration not only mitigates some obsolescence issues, but also provides some capabilities that were identified as items needing improvement through a 2018 Operational User Assessment. The other systems within RapCap also deal with obsolescence issues and manage updates on a regular basis. Maintaining the systems to ensure they are operational for the Warfighter when and where they need them is just one small part of the mission for the Tactical Aviation and Ground Munitions Project Office.

The **Javelin Product Office** successfully continues its mission to supply the time-tested Javelin Missile System to the U.S. warfighter and foreign allies. Recent world events have increased the system's demand. The Product Office is moving forward to increase the industrial base's capacity, nearly doubling the current missile production over the next three years. In addition to the increased production capacity, the Javelin Product Office is also looking at the continued sustainment beyond the current production with the development of not only a new missile variant but a light-weight version of the Command Launch Unit. The Light-Weight Command Launch

Unit, with a 20% reduction in weight, supplies improved performance over earlier versions and delivery is scheduled to begin in 2025. The G-model missile is currently under development to address obsolescence issues with the current variant and takes advantage in technology advancements since the last variant's introduction. The Javelin Product Office is also working closely with industrial partners and other Program Offices toward a vehicle platform integration solution for the Javelin missile. Capturing these advancements and changes also supports the development of new training devices to ensure the warfighter is prepared and confident in their use of the Javelin missile system. Building on the success of the Javelin, the Product Office is committed to ensuring that there are always Javelins available should the need arise.

The Tactical Aviation and Ground Munitions Project Office remains dedicated to the Soldier by developing, fielding, and sustaining versatile air and ground launched weapon systems that provide a decisive advantage in Joint and Multi-Domain Operations. We use innovative technologies and continuous modernization efforts to enable Soldiers to execute their mission effectively and efficiently. TAGM continues to work to maximize readiness and harnesses innovative and affordable future capabilities.

Mr. Michael Kuenzli is the program manager of the Tactical Aviation and Ground Munitions Project Office at Redstone Arsenal, AL.

Army Aviation:

MISSION: GROUND CONTROL



Phantom AZL-15®

Aircraft Ground Marker

- *7-10 Mile Visibility
- *AA Battery Powered
- *Lightweight
- *5 Color Options per Light
- *Remotely Controllable
- *Solid State 100,000 Hr. Life Bulbs
- *NSNs and Kit Options Available

Saberwand®

Aircraft Direction Device

- *AA Battery Powered
- *Lightweight
- *Contrasting Colors for Daytime Use
- *Solid State 100,000 Hr. Life Bulbs



BellaBeam®

Rotary Aircraft Ground Marker

- *3-5 Mile Visibility
- *AA Battery Powered
- *Lightweight
- *Single or Dual Light Option
- *Solid State 100,000 Hr. Life Bulbs



Phantom Products, Inc.

Designed and Built in Rockledge, Florida USA
PH: (321) 690-6729
CAGE 3WQN8

* Small Business * Made in USA * ISO9001:2015 Certified *

©2022 - Phantom Products, Inc.
careers@phantomlights.com

www.PhantomLights.com





2023 AAAA Summit Recap

AAAA PHOTOS BY FENE BICEZ, AUBREY CANALES, AND MICHAEL ULLERY



1



2

01 – Officers and representatives from 16 chapters pause for a photo at the Chapter Officer Workshop during the 2023 Summit in Nashville.

02 – Brig. Gen. Harry Bendorf, U.S. Air Force Retired, is presented the AAAA President’s Award by AAAA President, MG (Ret.) Tim Crosby (right) and AAAA Executive Director, Mr. Bill Harris for his more than 28 years of service on the AAAA board, including the creation of the Senior Executive Associates program.

03 – Army Aviation Branch Chief and U.S. Army Aviation Center of Excellence commanding general, MG Michael C. McCurry (center left) and MG (Ret.) Crosby (center right) officially open the Exhibit Hall with the assistance of (l to r) Mr. Ray Sellers, AAAA VP Civilian Affairs; MG Tom O’Connor, CG, AMCOM; MG Wally Rugen, Dir., FVL CFT; BG (Ret.) Ray Davis, VP Guard and Reserves; CW4 (Ret.) Becki Chambers, AAAA VP Membership; BG (Ret.) Tim Edens, AAAA Secretary; MG Rob Barrie, PEO Aviation;

LTC (Ret.) Jan Drabczuk, VP Chapters; Mr. Geoff Downer, Dir., AMCOM Special Operations Directorate; Mr. Cole Hedden (partially hidden), AAAA VP Industry Affairs; MG (Ret.) Walt Davis, AAAA Sr. VP; CW5 Myke Lewis, Aviation Branch Chief Warrant Officer; and CSM James Wilson, Aviation Branch CSM.

04 – Mr. Cole Hedden is inducted into the Bronze Honorable Order of St. Michael by MG (Ret.) Crosby.

05 – BG (Ret.) Steve Mundt calls the Trade School Licensing and Certification Support Foundation board to order.

06 – MG Tim Gowen, Adjutant General of the Maryland National Guard, is inducted into the Gold Honorable Order of St. Michael by MG (Ret.) Crosby, and BG (Ret.) Davis.

07 – MG (Ret.) Crosby inducts Mr. Tommy Marks into the Silver Honorable Order of St. Michael

for his years of dedicated service to the AAAA Scholarship Foundation Board of Governors.

08 – Mr. Joe Giunta, Exec. Dir., Army Contracting Command-Redstone, is inducted as a Knight of the Honorable Order of St. Michael by MG (Ret.) Crosby.

09 – The 2022 Top Chapters in each category were recognized by MG (Ret.) Crosby: (l to r) COL (Ret.) Ron Lukow, Washington Potomac Chapter – the top Super Chapter; CW4 Latny Salt, Old Tucson Chapter – the top Senior Chapter; and LTC Paul Bailie, Mohawk Chapter – the top AAAA Chapter. Not pictured – the Master Chapter category winner, the Mount Rainier Chapter, Joint Base Lewis McChord, Washington, Chapter President, CW5 (Ret.) Teresa Burgess.

10 – MG (Ret.) Crosby visits with seven of the 16 chapter-sponsored Soldiers. Each chapter was afforded the opportunity to send a Soldier to the Summit subsidized by AAAA.





11



12



13



14



15



16

11 – MG Joseph P. McGee, commanding general, 101st Airborne Division (Air Assault), welcomes attendees to Nashville.

12 – GEN James C. McConville, Army Chief of Staff, delivers the keynote for the opening professional sessions.

13 – Mr. Sam R. Baker III, 110th Aviation Brigade, Fort Novosel, AL is presented the 2022 Joseph P. Cribbins Department of the Army Civilian of the Year Award flanked by (l to r) CSM Wilson, CW5 Lewis, MG McCurry, GEN McConville, and MG (Ret.) Crosby.

14 – CW3(P) Miguel T. Miranda, 1-3rd Avn. Regt., Ansbach, Germany receives the 2022 James H. McClellan Aviation Safety Award.

15 – In addition to congratulating SPC Megan A. Weir, D Co., 1-3rd Avn. Regt., for her selection as the 2022 Gary G. Wetzel Aviation Soldier of the year award, GEN McConville surprised her with a field promotion to sergeant.

16 – SSG Travis J. Wilson, C Co., 1-160th Special Operations Aviation Regiment (Airborne) is presented the 2022 Henry Q. Dunn Crew Chief of the Year award.



17 – MG Michael C. McCurry addresses the opening day professional sessions.

18 – LTG R. Scott Dingle, the Surgeon General of the Army and commanding general of U.S. Army Medical Command addresses the attendees during opening day sessions.

19 –SSG Trevin M. Dean, Co. D, 3-160th SOAR(A) accepts the 2022 Robert M. Leich Award.

20 –SGT Dmytro Aleksandrenko, Co. A, 3rd Battalion, Combat Aviation Brigade, 1st Infantry Division, is presented the 2022 Rodney J. T. Yano NCO of the Year Award.

21 – CW3 Christopher A. Brannon, Co. B, 3-160th SOAR (A), is awarded the 2022 Michael J. Novosel Aviator of the Year Award.

22 –2nd Battalion, 160th Special Operations Aviation Regiment (Airborne) is the 2022 Active Aviation Unit of the Year. Accepting the award for the unit is its commander, LTC Zachary L. Dadisman, and Senior NCO, CSM Richard Young.



23



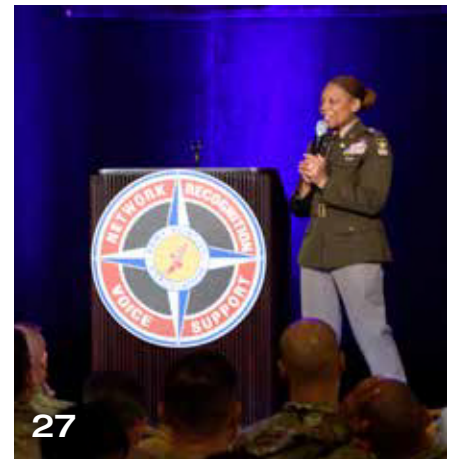
24



25



26



27



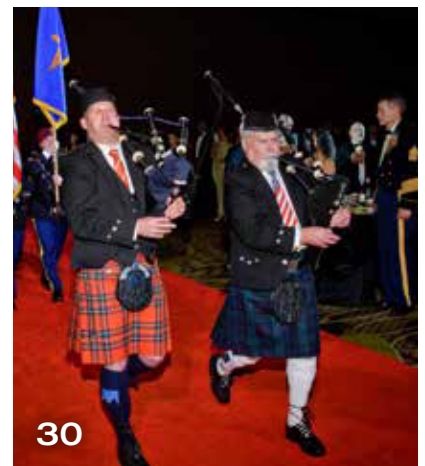
28

23 –The 12th Combat Aviation Brigade is the 2022 AAAA Outstanding Army Aviation Unit of the Year. Accepting the award are the commander, COL G. Patrick Schuck, Command Chief Warrant Officer, CW5 Robert S. Slider, and CSM Kyle P. Clutter, the Senior NCO.

24 –The 2022 John J. Stanko Army National Guard Unit of the Year is Detachment 1, Group Support Battalion, 20th Special Forces Group (Airborne), Alexandria, AL. Receiving the award are LTC Steve D. Witherington, commander, and senior NCO, SFC Bret J. Crenshaw. Also congratulating the unit is GEN Daniel Hokanson, Chief of the National Guard Bureau (right of SFC Crenshaw).



29



30

25 – 7th Battalion, 158th Aviation Regiment, Ft. Cavazos, TX is the 2022 U.S. Army Reserve Aviation Unit of the Year. Accepting the award are the commander, LTC Hector Rodriguez, and CSM Richard McCurdy, the Senior NCO.

26 – Members of the “Six-Pack Plus” pause for a photo with CSA – (l to r) Mr. Downer, MG Barrie, MG Taylor, GEN McConville, MG McCurry, MG Rugen, and MG O’Connor.

27 – The Senior Warrant Officer Advisor to the Army Chief of Staff, CW5 Yolandra Dixon-Carter, addresses the first working group of the Summit.

28 – CW5 Paul L. Price is congratulated by (l to r) GEN (Ret.) Doug Brown, former commander of U.S. Special Operations Command; GEN (Ret.) Dick Cody, former Army Vice Chief of Staff; and GEN James McConville, CSA, following his induction into the Gold Honorable Order of St. Michael by AAAA President, MG (Ret.) Crosby (far left).

29 – Current and former combat aviation brigade and other key billet command sergeants major surround Aviation Branch CSM James Wilson (center second row) as they pause for a Kodak moment on 27 April following the Command Sergeant Major Breakout Session and closed session working lunch.

30 – Pipers Jonas and Joe Ausfahl lead in the 160th SOAR(A) color guard at the beginning of the Army Aviation Hall of Fame Induction Banquet on April 27.

31 – CW5 (Ret.) Stanley L. Wood (far right) celebrates with family and friends next to his portrait following his induction into the Army Aviation Hall of Fame.

32 – Mrs. Kelly B. Scott (wearing medallion) celebrates the induction of her late husband, LTC James A. Scott, into the Army Aviation Hall of Fame with family and friends.

33 – CW4 Michael Janis (behind photo) and CW4 (Ret.) Chris Janis celebrate with family and friends their late father, CW5 Thomas J. Janis’ induction into the Army Aviation Hall of Fame.



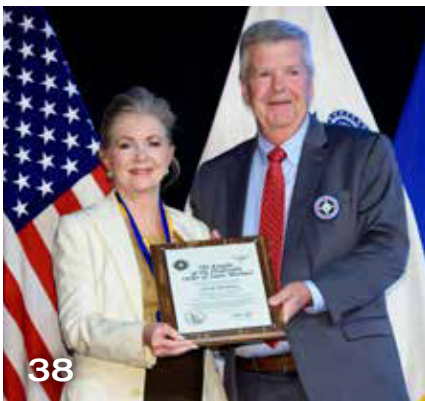
31



32



33





42



43



44

34 – Chief of the National Guard Bureau, GEN Daniel Hokanson, himself a Master Army Aviator, provides the second day professional sessions keynote.

35 – MG Hank Taylor, Director of Aviation, U.S. Army G-3/5/7, briefs during the second day professional sessions.

36 – Over 10,000 attendees participated in the 2023 Army Aviation Mission Solutions Summit.

37 – LTG Erik Peterson, U.S. Army G-8 and Senior Army Aviator, briefs during the second day professional sessions.

38 – U.S. Senator Marsha Blackburn, senior senator from Tennessee, is inducted as a Knight

of the Honorable Order of St. Michael for her unwavering support of Army Aviation by MG (Ret.) Crosby.

39 – MG Rob Barrie, Program Executive Officer Aviation, is inducted into the Gold Honorable Order of St. Michael with wife Debbie by his side by MG (Ret.) Crosby.

40 – MG (Ret.) Crosby introduces a poignant video reminding all attendees of the reason we do what we do – the Soldier.

41 – COL Roger Waleski, commander of the 160th SOAR (A) briefs on behalf of BG Phil Ryan, commanding general of U.S. Army Special Operations Aviation Command.

42 – Attendees at one of the spouse professional sessions gather around presenter Dr. Tracey Pérez Koehlmoos (immediately right of the podium) following her presentation.

42 – MG Thomas O'Connor, commanding general of U.S. Army Aviation and Missile Command, makes a point during his presentation.

43 – Director of the Future Vertical Lift Cross-Functional Team, MG Wally Rugen closes out the second day of sessions.

44 – 380 exhibitors from industry and Department of Defense filled 3 separate halls covering a total of 295,000 square feet.



46



47



48



49



50



51



52



53



54



55



56



57

46 – Vendors from the Your Next Mission™ project were available on both Thursday and Friday.

47 – BG (Ret.) Tim Edens, AAAA Treasurer, moderates an Aviation International Senior Leader Q&A session with (l to r) Mr. Pat Mason, Deputy Assistant Secretary of the Army for Defense Exports and Cooperation; MG Andrea di Stasio, Commander, Italian Army Aviation; MG Stephen Jobson, Commander, Australian Army Aviation Command; Brig. Mark Ackrill, Commander 1st Avn. Bde. Cbt. Tm., United Kingdom; and BGen. Chris McKenna, Director General Air and Space Force Development, Canada.

48 – Honorary Aviation Branch Chaplain, COL (Ret.) Sonny Moore, is inducted into the Gold Honorable Order of St. Michael, by MG (Ret.) Crosby and MG McCurry.

49 – Moderator, COL (Ret.) Joe Eszes, fields a question during the Cavalry Warfighter Forum,

one of the many workshops conducted during the Summit.

50 – MG Rob Barrie, PEO Aviation, introduces nine of his project managers to begin a PEO Aviation Brief to Industry before the official opening of the Summit.

51 – Members of the 227th Assault Helicopter Battalion, 1st Cavalry Division, in Vietnam once again held their reunion in conjunction with the Summit.

52 – The Golden Eagles (50 years and above members) gathered again at a reception in their honor.

53 – COL (Ret.) Sonny Moore receives the AAAA Outstanding Soldier and Family Support Award from MG (Ret.) Crosby assisted by Bill Harris, for his countless outstanding contributions in support of Army Aviation Soldiers and Families.

54 – Mr. Joe Ausfahl receives an AAAA National Certificate of Appreciation from MG (Ret.) Crosby for his more than 20 years of providing stirring bagpipe music in support of AAAA National and local events.

55 – COL (Ret.) Shelley Yarborough is awarded the AAAA Art and Dotty Kesten Founders Award for her decades of dedication to AAAA.

56 – Time to cut the 40th Anniversary of the Army Aviation Branch cake during the dinner/concert. Holding the saber to make the cut (l to r) are MG (Ret.) Crosby, SGT Megan Weir (newest NCO in the room), MG McCurry, and MG (Ret.) Rudy Ostovich (oldest former Branch Chief). Assisting are other former Branch Chiefs LTG (Ret.) Kevin Mangum (left), MG Bill Gayler (2nd right) and BG (Ret.) E.J. Sinclair.

57 – Country music's Jennifer Nettles knocked it out of the park with her show at the Soldier Appreciation Concert on Tuesday night.



A UH-60 and AH-64 conduct deck landings on the USS Tripoli (LHA 7).

U.S. NAVY PHOTO BY MIC. 1ST CLASS PETER BERGMAN

16th Combat Aviation Brigade: Building an Overwater Brigade

By LTC James R. Fischer



For many years, kinetic conflict has drawn the world's attention to the Middle East and Eastern Europe. Yet, an ever-growing presence of adversaries expanding their military power and presence in the Pacific Theatre is a strong and subtle reminder for the US to keep its eyes on its western shores. As the strategic environment continues to evolve in the Pacific, the Raptor Brigade of Joint Base Lewis-McChord (JBLM), WA is doing the same. One of the more distinct challenges of fighting in the Pa-

cific Theatre requires US Army Aviation to train and fight over water. The 16th Combat Aviation Brigade took this challenge head-on and recently began its evolution into a premier overwater Theater Enabling Brigade.

A recent Pacific Warfighter exercise, led by the Mission Command Training Program (MCTP), became our unit's initial driving force to begin the transition. We are integrating lessons learned from that experience to help develop the future of our Brigade.

Equipment

One of the first major hurdles in our transition to becoming an overwater unit was in our Aviation Life Support Equipment (ALSE) shops. Although the Brigade had some equipment available, we still lacked much of what we needed. One of our first major purchases was the Lightweight Immersion Suit for Aviation (LISA). This is a dry suit designed to significantly increase the survivability of our aviators should they become stranded at sea. Another high-priority item we acquired was additional SEALV2 oxygen tanks as well as the newest edition of an oxygen refill station.

In addition to the individual equipment acquisitions, 16th CAB is modernizing our aircraft equipment for this mission set. The UH-60 aircraft of the 2-158th Battalion recently installed six complete sets of wings and Crashworthy External Fuel System (CEFS) tanks. Additionally, the Brigade's AH-64 fleet is also adding external fuel tanks to its

A company ALSE rep, CW2 Kimberly Giger, provides training on the newly issued overwater gear to C Company, "Crazyhawks" 2-158th.



U.S. ARMY PHOTO BY SGT ASHLEY SMITH, 16TH CAB

pylons. This new capability comes with its own set of challenges. We quickly learned that although the tanks do offer additional flight time, the weight and bulk of the equipment reduces carrying cargo, passengers, and ammunition. It has also caused us to consider the kind of maintenance needed to maintain this capability effectively. Further analysis is needed for the future, but the initial successful installation has been driving creative solutions and deliberations about how our unit will employ this equipment in the future.

The Brigade is currently looking into caving ladders, designed specifically for extraction, as well as devices specific to communication, and integrating safety into our training plans. In a theatre like the Pacific, ships and islands are the new LZs and PZs of Army Aviation; separated not by land, but by a vast ocean. Ultimately, the goal of this new equipment will give the INDOPACOM commander greater range and capability to employ aviation in the Pacific Theater.

Training

For Battalion aviators the first part of hands-on training was not in the cockpit, but in the pool. I was surprised to learn that dunker training is no longer part of the curriculum at Fort Novosel during flight school. Thankfully, we are fortunate to partner with local units here in Washington including the Naval Air Station at Whidbey Island as well as the 160th SOAR at JBLM to assist in our training. Whidbey Island offers a dunker course while the 160th offers shallow water egress training (SWET) chair refresher training. This training is currently a bottleneck for our Brigade. However, these partnerships have been invaluable to us at 16th CAB.

At present, our unit is using the Crawl-Walk-Run approach for implementing overwater training into our regular mission set. During the Crawl Phase, we began with battalion-led academics. The academic program is guided by Maritime Operations Course Training Support Pack. The biggest takeaway has been that there is a lot to learn from these new complex mission sets. Regarding flying, the Battalion is using a combination of the local Puget Sound and approved overwater ocean training routes as our initial training grounds. As we are still in the Crawl Phase, we are conducting primarily single-ship overwater flights with a 2,000-foot ceiling



This picture was taken just before our unit's first overwater flight 25 miles offshore. Notice the legacy Mustang wet suits on the right and new LISA suits on the left, along with horse collars, oxygen tanks, and a set of external CEFS tanks to increase our distance.

and 5 miles of visibility as we look to build confidence and mitigate risk.

As we enter the spring, our teams will transition into the Walk Phase of our training plan. Our goal is to build proficiency in multi-ship flights at altitudes as low as 50 feet for overwater confidence. We will require our team to fly at least 11 miles off the coast to experience overwater flight proficiency without the use of visual terrain references from the shoreline. The unit has recently validated a training route that extends 25 miles off the coast using our CEFS tanks. We are also working through our local radio PACE plan on these training routes as part of integrating safety into the new mission set.

The unit Run Phase will begin in the fall. For the assault battalion, this includes planning to conduct an overwater Table IX aerial gunnery for all crews that are current in this mission set. During this phase, our priority will be to normalize overwater training for all aviators in 16th CAB. Ultimately, the ability to finish sourcing our ALSE gear, achieve dunker currency, and balance our other training commitments will decide the level of proficiency we collectively achieve.

Taking Advantage of Opportunities

Although our training plan is still in the Crawl phase, our Brigade has taken advantage of some amazing opportunities to kickstart this new overwater program. In January 2023, we partnered with the 25th Combat Aviation Brigade

to begin our deck landing qualifications. We secured the opportunity to land both AH-64s and UH-60s on the USS Tripoli in southern California. In preparation for this mission our unit used simulated deck landing markings on a JBLM taxiway.

Understanding the Strategic Environment

In addition to aircraft training, the unit has been studying current peer competitors in the Pacific theater. We partnered with 160th SOAR who led a Brigade Leader Development seminar on Integrated Air Defense Systems that was beneficial to us in the development of our training plans; our Division and Corps G-2 provided updated enemy intelligence training as well. At the battalion level our Leader Developmental Program (LPD) now includes studying of the Pacific strategic environment while focusing on the tactical fight.

The Raptor Brigade is sitting at the gates of the Pacific Theater, so we have taken this transition to becoming an overwater fighting Brigade head on. I am excited to see where this evolution takes us in the future. If overwater training is something that interests you and you would like to be part of a unit with an evolving mission, consider 16th CAB for your next assignment!

LTC James R. Fischer is the commander of 2nd Battalion (Assault Helicopter), 158th Aviation Regiment, 16th Combat Aviation Brigade, Joint Base Lewis-McChord, WA.



Historical Perspective ▶ 70th Anniversary of Army Aviation Magazine

Editor's Note: Throughout 2023 we will be celebrating the creation of Army Aviation Magazine in March 1953 by Founders, Art and Dotty Kesten, with articles about the 70-year history.

A Letter from Publisher/Editor, Art Kesten From page 4, ARMY AVIATION Magazine, Vol. 3, No. 4, New York, New York, April 1955.

By way of introduction.....

DEPARTMENT OF THE ARMY
OFFICE OF THE ASSISTANT CHIEF OF STAFF, G-3, OPERATIONS
WASHINGTON 25, D. C.

22 March 1955

I take this opportunity to introduce myself as the first Chief of the infant Aviation Division, G-3, Department of the Army. I think it is desirable to acquaint you from the very beginning with the fact that I am a complete newcomer to aviation, having had no experience whatever in aviation matters except as a user. I am not qualified as a pilot.

Nevertheless, I am assigned the responsibility of "supervision and coordination" of the Army Aviation Program. It will be my earnest endeavor to accomplish this in a satisfactory fashion.

I am already convinced that the job is a very large and very difficult one, partly because Army aviation is fragmented so broadly throughout the staff sections, arms, and services of the Army. A successful exercise of the function of "supervision and coordination" will undoubtedly require the cooperation of all parts of the Army, and a willingness on the part of aviators and non-aviators to subordinate certain of their preferences and prejudices for the good of the whole. Individual ideas and comments, on any issue, will always be welcome, but to accomplish what must be accomplished we *must* pull as a team once policy has been laid down on any given matter.

Sincerely yours,
HAMILTON H. HOWZE
Brigadier General, GS
Chief, Army Aviation Division, G-3

(ED NOTE: The above three paragraphs are excerpted from an informal letter sent by General Howze to the Aviation Officers of the major commands. Permission of the writer to reproduce the passages has been secured.)



AAAA Scholarship Foundation

By COL (Ret.) Karen Dahlgren Lloyd

I am honored and humbled to be serving for the next two years as President of the Army Aviation Association of America Scholarship Foundation, Inc (AAAASFI).



As a lifetime member of AAAA, I look forward to working with the AAAASFI Board of Governors, AAAA chapters, industry, and others to ensure deserving individuals continue to be awarded scholarship grants. I served many years in Army Aviation and witnessed firsthand the sacrifices and hardships many Soldiers and families made to serve our Nation. I believe we owe it to them to do our best to assist whenever we can.

The AAAASFI organization started with a simple goal, to recognize and provide scholarship grants to the children of its members and children of their deceased members, who sought college-entry financial aid. It expanded eligibility in the years since its inception in 1963 to also provide grants to members who seek further education, as well as the spouses, unmarried siblings, children and grandchildren of members or deceased members. Thanks to your generosity we have been able to provide funds for deserving individuals. This year we awarded over \$600 thousand dollars to 402 individuals. My goal is to not only continue the course we are on but increase the number of scholarships and grants we award to these deserving individuals. We can

only do this with your help by donating to the AAAASFI at: <https://quad-a.ejoinme.org/MyPages/DonationPage/tabid/224843/Default.aspx>.

Education about the scholarship program is essential, not just for the scholarship applicants, but also those who mentor and support them. The Scholarship Foundation is working hard to expand the knowledge about how the scholarship program works. Understanding how the applications are graded, the application process, and why the essay question is so essential to a successful application are just some examples of the topics we plan to cover. We are working on developing a series of videos to be located on the Scholarship Foundation website to help illuminate these aspects and more. If you can think of a topic for a video that you'd like to see explained, please don't hesitate to email me at karen.lloyd@quad-a.org so the Scholarship Foundation can consider it.

We know every dollar counts in the pursuit of education. AAAA National matches (at various amounts) funding generated by Chapter activities to ensure every eligible Chapter has local scholarship recipient(s). The

Scholarship Foundation, in conjunction with AAAA, Chapter Vice President, Jan Drabczuk, is looking at ways to be helpful without adding to the Chapter's mission load to increase the number of matched scholarships each Chapter awards.

Our private industry partners contribute every year to the Scholarship Foundation along with Chapter activities, AAAA members, relatives and private businesses and we are incredibly grateful for their donations. AAAA contributes to reduce overhead costs ensuring that all contributions are applied to scholarships which means that one hundred percent (100%) of every dollar donated to the Scholarship Foundation goes to a scholarship or endowed principal based on the AAAA paying all overhead expenses for the Scholarship Foundation (minus investment brokerage fees.). There are no paid full or part-time Foundation staff members. The Board of Governors are all volunteers who are dedicated to ensuring there is a fair process for selection, donations are invested to maximize the number of scholarships, while minimizing risk, and are active in raising donations. The AAAA Scholarship Foundation, Inc., is a 501(c)(3) non-profit charity. Since its inception in 1963 the Foundation has provided over \$10 million to more than 6,000 applicants.

I look forward to serving the AAAA community in continuing to award those who are worthy of scholarships or grants and meeting you at the next AAAA event.



WE NEED YOU TO MAKE 2024 THE BEST YEAR YET.

Donate now to AAAA Scholarship!

COL (Ret.) Karen Dahlgren Lloyd
President
AAAA Scholarship Foundation, Inc.



AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

2022 AAAA Chapter Achievements

AAAA continues to grow with our membership up over 19,420 members. You can feel the momentum in AAAA.

Those of you that had the opportunity to attend the AAAA 2023 Summit in Nashville in April had the opportunity to be part of the largest AAAA Summit

to date with over 10,000 registered attendees and 400 industry exhibitor firms attending this great networking event! We also had 21 countries in attendance. At the summit, the association recognized 10 outstanding individuals and units through the National Awards Program and inducted three people into the AAAA Hall of Fame at the AAAA Hall of Fame Induction Banquet. Seventy-Five of our chapters had chapter members that attended the Summit, our chapters also sponsored 16 Soldiers to attend the event at no cost! It is going to be hard to beat this event in 2024. Looking forward to the challenge when AAAA goes West for our Annual Summit in Denver, 24-26 Apr 2024.

chapter officer to attend. Start planning now. Would be great to see more chapters attending in 2024.

Chapter Highlights

We presently have 77 Active Chapters in 4 categories. Fifty-Three of our chapters were very active, holding 211 chapter events in 2022. These chapters were able to receive \$44,674 in chapter refunds to support their chapters. On top of quarterly refunds, the NEG directly funded an additional \$175,524 to support 75 events for 42 chapters. Events have been the driving force to grow chapters with over 70 percent maintaining or growing membership. We continue to recognize our members. Last year 59 chapters submitted 819 OSM/Knight/OLL awards. Scholarships still are a big push at the chapter level, 37 Chapters helped keep our scholarship program alive and well. Their support helped AAAA achieve a record year awarding \$651,000 to 401 scholarship National Awardees.

Top Chapters Recognized

Four of our chapters were recognized at the Summit Soldier Appreciation Concert. Chapters achieving Top Chapter of the Year status for 2022 were the Washington-Potomac Chapter as the Top Super Chapter (over 500 members), the Mount Rainier Chapter as the Top Master Chapter (175-499 members), the Old Tucson Chapter as the Top Senior Chapter (75-174 members) and the Mohawk Chapter as the Top AAAA Chapter (74 members and below). Competition continues to be tight as we look for the best chapters. We have developed more metrics to track the health of the chapter. We also had an excellent response from our chapters reporting on their activities this year, with 70 out of 76 chapters submitting their activity reports. The activity reports and the performance data provided us with the data to choose those chapters deserving of being considered for the 2022 Chapter of the Year award. All Super Chapters, as well as those

Attendance at Our Chapter Workshop

Our chapter workshop continues to get the attention of our chapter officers. All AAAA chapters were invited to attend the chapter workshop, with AAAA National providing financial assistance for chapters to attend. We had over 30 chapter officers in attendance, with another 20 chapter officers remotely attending the workshop. As in past years, individual chapter discussions were quite robust and informative. The Chapter workshop focused on how to improve the quality of programs and National Support that our chapters bring to our membership. The sessions included highlights on Chapter Metrics, Chapter of the Year Selection, National Office Support, Chapter Fiscal Operations, Local and National Award Procedures, Scholarship Procedures, Membership Engagements, and our new TLC Program. Workshop read ahead and briefing slides can be found under the Chapter Tab on the AAAA website. Reminder, AAAA funds travel and housing for one

SAVE THE DATES!

Upcoming 2023 AAAA Events

SEPTEMBER 11-12

Aircraft Survivability Equipment Symposium
Huntsville, AL

NOVEMBER 13-15

AAAA Cribbins Army Aviation Readiness Conference
Huntsville, AL

DECEMBER 4-5

Luther G. Jones Army Aviation Depot Forum
Corpus Christi, TX



quad-a.org

**UPCOMING
AAAA EVENTS**

JULY 2023

- 1 Submission Deadline – ASE, AMSO, Avionics Awards
- 2-5 VHPA 40th Annual Reunion, San Antonio, TX
- 20 Blue Book Updates Submission Deadline
- 24-30 EAA AirVenture, Oshkosh, WI
- 27-28 AUSA Warfighter Summit & Expo, Fayetteville, NC

AUGUST 2023

- 1 Award Submission Deadline – Logistics Support Technician and Unit of the Year; Materiel Readiness Awards; Fixed Wing Unit of the Year; UAS Soldier, Technician and Unit of the Year
- 7-10 EANGUS 51st Annual Conference, Little Rock, AR
- 18-20 NGAUS 144th General Conference, Reno, NV

SEPTEMBER 2023

- 1 Award Submission Deadline – Air/Sea Rescue; ATC Controller, Maintenance Technician, Manager, Facility, and Unit of the Year; DUSTOFF Flight Medic, Medicine, and Trainer of the Year awards
- 12-13 Aircraft Survivability Equipment (ASE) Symposium, Huntsville, AL
- 22 National Aviation Hall of Fame Enshrinement, Washington, DC
- 28-29 Unmanned Aircraft Systems West, San Diego, CA

Master and Senior chapters that had a minimum of 4 meeting/events and had both scholarship and awards programs, and AAAA chapters that had a minimum of 4 meetings/events and had either a scholarship or an awards program were nominated as potential 2022 Chapter of the Year candidates. The NEG reviewed the nominated chapters and final selections were done by the AAAA Awards Board. Chapters are becoming more supportive to our Chapter Membership. Glad to recognize our “above the best” chapters. Get out there and make your Chapter a 2023 Top Chapter Winner!

2023 Chapter Support And Improvement Focus Areas

AAAA continues to make AAAA the best professional organization to support Army Aviation, Soldiers and Families. This goal takes a lot of leadership and motivated Chapters. As we focus into 2023, AAAA has established five improvement focus areas. The first one is Continued Chapter Growth focusing on membership in our local chapters and the establishment of new chapters. The second area is Improved Chapter Meetings which included tracking chapter activities and providing financial assistance to

AAAA Chapter News

Colonial Virginia Chapter Aviation Ball



CHAPTER COURTESY PHOTO

On April 15th, 2023, The Colonial Virginia Chapter-AAAA along with the Night Stalker Association Old Dominion Chapter hosted the first annual Colonial Aviation Ball, celebrating the 40th Anniversary of Army Aviation. 2020 Army Aviation Hall of Fame inductee CW5 (Ret.) Doug Englen was the guest speaker. Specialist Nicholus Jacobs, the youngest Soldier present, cuts the Army Aviation birthday cake accompanied by the oldest Aviator, CW5 (Ret.) Graham (GT) Stevens (red cummerbund), and four Army Aviation Hall of Fame members (left to right) CW5 (Ret.) Doug Englen, CW5 (Ret.) Paul Price, CW5 (Ret.) Edmund (Ned) Hubard, and CW5 (Ret.) Stanley Wood.

Tennessee Valley Chapter Celebrates Vlasics



VLASICS FAMILY PHOTO

Chapter members joined the Redstone Arsenal/Huntsville community on May 16 for a celebration of life for Bob Vlasics who died on April 8, 2023. He was 80 years old. A member of AAAA for 54 years, he founded the Vlasics Classic, an annual bass fishing tournament that will carry on in his name. During his years in the Army, Vlasics commanded four companies, two in Vietnam, one in Germany, and one in Savannah, Georgia. He also led a battalion in Korea.

Burial is planned for Arlington National Cemetery. May he rest in peace.

chapters from the National Office. This includes quarterly chapter refunds and additional National funding. Third is Recognition. We continue to recognize the best chapters of the year as well as improving chapter membership in local/national awards boards and supporting the National Executive Board. Fourth is National Support and Reports. This area includes a better two-way communication between chapters and the National office. Programs like our annual chapter workshops, National Executive Group chapter visits, updated election of office results, yearly chapter activity and financial reports and better email integration with chapter members and officers helps us track our success. Lastly, Marketing Outreach by both chapters and the National office on the AAAA website, social media, and monthly Chapter articles in the AAAA magazine.

We presently plan to continue to hold a series of chapter webinars in 2023 to get more information and ideas to our chapter leadership. The purpose of these meetings is to inform chapters

of AAAA policies and support, interact with AAAA Executive Leadership, provide chapters a forum to discuss chapter activities with other chapter officers and discuss AAAA membership growth. More AAAA program updates will follow in our monthly newsletters.

Chapter Support

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

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

ORDER OF ST. MICHAEL INDUCTEES

Aviation Center Chapter



COURTESY CHAPTER PHOTO

On the 23rd of March at the Annual Friends of Army Aviation Family Day 2023 at Blackwell Field, Ozark, Alabama, MG Michael “Mac” McCurry, CG, USAACE and Fort Novosel with MG (Ret.) Lou Hennies and LTC (Ret.) John “Doc” Holladay inducted several members of the Friends of Army Aviation team into the Bronze Honorable Order of Saint Michael and the Honorable Order of Lady of Loreto. Pictured left to right: LTC (Ret.) Holladay, **LTC (Ret.) Charles “Chuck” Schieffer**, **Mrs. Karyn Kaempfer**, **Mrs. Monica Whalen, CW4 (Ret.) David Sheppard**, MG (Ret.) Hennies, and MG McCurry.

Colonial Virginia Chapter



CHAPTER PHOTO BY LTC SCOTT FERNS

CSM (Ret.) Robert Petree, a Survival, Evasion, Resistance, Escape (SERE) instructor, is inducted into the Silver Honorable Order of St. Michael by CW5 Jason Anderson at Fort Novosel, AL on April 11, 2023. Petree was recognized for his outstanding contributions to Army Aviation while serving in his last assignment on active duty as the senior NCO for 4th Battalion, 160th Special Operations Aviation Regiment (Airborne).



CHAPTER PHOTO BY SSG GEORGE PRINCE

Chapter President, LTC (Ret.) Ryan Miedema (right), inducts five individuals into the

Honorable Order of St. Michael during the Army Aviation Branch 40th Birthday Ball on April 15, 2023, in Williamsburg, VA. Recognized for their accomplishments and dedicated support to Army Aviation were Silver inductee, **CSM (Ret.) Michael Zinanni** (second from right), and Bronze inductees (l to r) **Ms. Helen Miller**, **Ms. Jill Rich**, **Major Andy Wolfe**, and **1SG Garcia Morales**.

Gold Standard Chapter

On March 2, 2023 during a chapter meeting at the Sabre and Quill Club on Fort Knox, KY, BG Roger Deon, commanding general, U.S. Army Reserve Aviation Command, chapter president, COL (Ret.) Andrew Doehring, and ARAC CSM Brian Schlatter inducted multiple individuals into the Honorable Orders of St. Michael and Our Lady of Loreto.



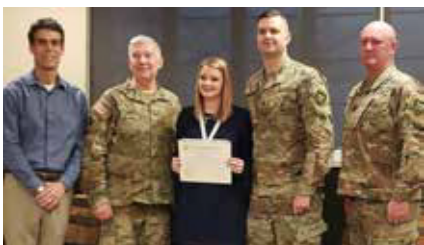
CHAPTER COURTESY PHOTO

Bronze inductions: (l to r) COL (Ret.) Doehring, CSM Schlatter, **LTC John Torrealba**, XO, 244th Expeditionary Combat Aviation Brigade; **CW5 Marc Boxberger**, Brigade Standardization Officer, 244th ECAB; **MAJ Jason Stanley**, S-3, 1-158th Avn. Regt.; **SGM Elvin Pabon**, ARAC G3 SGM; **MAJ (Ret.) Steve Kramer**, previous XO, 8-229th Avn. Regt.; and BG Deon.



CHAPTER COURTESY PHOTO

Knight inductee: (l to r) COL Doehring, BG Deon, **CSM Anthony Gray**, 8th Battalion, 229th Aviation Regiment, and CSM Schlatter.



CHAPTER COURTESY PHOTO

Our Lady of Loreto inductee: (l to r) COL (Ret.) Doehring, BG Deon, **Mrs. Samantha Yates**, her husband, SFC Byron Yates, and

CSM Schlatter. Yates was recognized for her work as the Army Reserve Aviation Command Family Readiness Leader.

Tennessee Valley Chapter



CHAPTER COURTESY PHOTO

GEN Edward M. Daly, commanding general of U.S. Army Material Command, is inducted as a Knight of the Honorable Order of St. Michael, by MG Tom O’Connor, commanding general of U.S. Army Aviation and Missile Command and CW5 Patrick O’Neil, Aviation Branch Maintenance Officer, on March 16, 2023 at Redstone Arsenal, AL. Daly was recognized during his change of command ceremony for his outstanding support of Army Aviation.



CHAPTER PHOTO BY MR. WILLIAM PRESTON BERSON

COL Steven R. Braddom and **Mrs. Jennifer Braddom** are inducted into the Silver Honorable Order of St. Michael and the Honorable Order of Our Lady of Loreto by BG Eric D. Little, deputy commanding general of the U.S. Army Test and Evaluation Command and commanding general of White Sands Missile Range on March 22, 2023 at Redstone Arsenal, AL. Braddom was recognized for his outstanding contributions to Army Aviation during his 30 year-career as an aviator, experimental test pilot and most recently as the commander of the U.S. Army Redstone Test Center. Mrs. Braddom was recognized for her support to her husband and units and soldiers during that time.

AAAA Salutes the Following Departed...

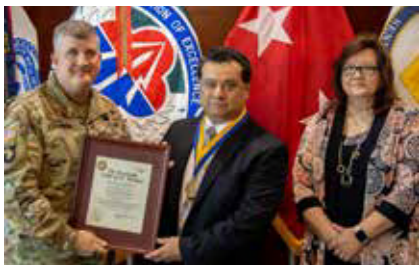
MG Frank W. Tate, Ret.
Deceased 11/7/2022

LTC Robert F. Vlasics, Ret.
Deceased 4/8/2023



CHAPTER PHOTO BY MELISSA BAILEY, JR.

CSM Randall L. Wise is inducted into the Silver Honorable Order of St. Michael by MG Walter T. Rugen, director of the Future Vertical Lift Cross-Functional Team, during a ceremony on Mar. 17, 2023 at Redstone Arsenal, AL. Wise was recognized for his outstanding support of Army Aviation over 27 years of military service culminating as the senior enlisted advisor for the FVL CFT.



CHAPTER PHOTO BY MR. DAVID N. SWANE

Mr. Marco A. Muniz with his wife, Rheta, at his side, is inducted into the Bronze Honorable Order of St. Michael by MG Tom O'Connor, commanding general of U.S. Army Aviation and Missile Command on April 6, 2023 at Redstone Arsenal, AL. Muniz was recognized for his significant contributions over the last 30 years, to include 20 years on active duty, and in his current position as the director of the AMCOM Logistics Center's Utility Sustainment Directorate in the Utility Helicopters Project Office (UHPO).



CHAPTER PHOTO BY GLOMBI BELL

LTC Jennifer L. Newsome is inducted into the Bronze Honorable Order of St. Michael by chapter president, Mr. Gary Nenninger, on March 28, 2023 at Redstone Arsenal, AL. Newsome was recognized for her dedicated support of Army Aviation while serving as the product manager of the Aviation Rockets and Small Guided Munitions Project Office, Program Executive Office Missiles and Space.



CHAPTER PHOTO BY MS. SHERRY DOPNER

Mr. Douglas H. Barnes is inducted as a Knight of the Honorable Order of St. Michael

by COL Brock Zimmerman, project manager, Aircraft Survivability Equipment, on March 23, 2023 at Redstone Arsenal, AL. Barnes was recognized for his dedicated support to Army Aviation during 23 years of service in the ASE Project Management Office, the last 8 years of which as the deputy project manager. His wife, **Angie Barnes**, was also inducted into the Honorable Order of Our Lady of Loreto for her unwavering support of her husband.

New AAAA Life Members

- Aloha Chapter**
 CW3 Robert Shumer
Aviation Center Chapter
 CW4 Joshua Hattery
Battle Born Chapter
 CAPT Harold Wilson
Colonial Virginia Chapter
 SSG Benjamin James Gatson, Jr.
Flying Gator Chapter
 CPT William G. Beasley, Jr.
Iron Mike Chapter
 Mrs. Jason O. Johnson
 MAJ Tanya Tersillo
North Star Chapter
 CW5 William Rawling
North Texas Chapter
 CAPT Edwin McKee
 BG Robert J. Ulses, Ret.
Phantom Corps Chapter
 MAJ Brian W. Hewko
Rio Grande Chapter
 Mr. Robert McFall
Tennessee Valley Chapter
 Mr. Maurice Parker
 Mr. Ken J. Pfeleger, Ret.
Utah Chapter
 LTC William P. Denny, Ret.
Volunteer Chapter
 CPT Brandon Rodriguez
Voodoo Chapter
 CW4 Gordon Eatley
Washington-Potomac Chapter
 CW3 Michael Beck
 LTC Matthew Paladino

New AAAA Members

- Air Assault Chapter*
 Mr. Jerrad Ackerman
 SPC Mikel-Ange Adelson
 SPC William Anderson
 SGT Troy Askew
 Mr. Matthew Bakker
 Mrs. Tamara Bakker
 WO1 Aaron J. Brooks
 CPT Patrick H. Campbell
 SGT Robert Citarella
 SGT Aaron Clark
 SPC Logan Clark
 SSG Ethan Clarke
 SPC Brad Colmer
 SGT Bruce Cook
 Ms. Bailey Cox
 SSG christopher dobson
 CW4 Filip Dziembowski
 MSG Benjamin Eades
 SPC Adrian Gonzalez
 MSGT Lynea Grandy
 SSG Avery Groves
 Mr. Wade Hadley
 SFC Curtis Hanna
 PFC Obed Hernandez Padin

- SGT Darren J. Holley
 PFC Jessica Holt
 1SG Joshua Jarvis
 SFC Caleb J. Kern
 Mr. Thomas Knoll
 MAJ Garrett Kuipers
 Mr. Eric Lane
 SPC Keon Lawrence
 Mr. Shawn Longwell
 Mr. Douglas McIntosh
 SGT Matthew Padilla
 CW3 Louis Peterson
 CPL Eric Poehl
 CPL Douglas Quick
 Mr. Matt Ream
 SSG Jesse Reinhold
 CDT Frankie Rivera
 SGT Osbaldo Robles
 CPT Brandon Runyan
 CPT Elam Scott
 Mrs. Kathryn Smith
 SGT Nathaniel Stephens
 SPC Hanna C. Thorsen
 Mr. Brian Valley
 SPC Joangeli Velez Melendez
 PFC Kayla Walsh
 SPC Charles Matthew Wayne
 SGT William Whatley
Aloha Chapter
 CW3 Robert Shumer
 CPT David Taylor
Arizona Chapter
 COL Mark Barlow
 Mr. Jack Byers
 Mr. Ronnie Dorney
 SPC Keaton G. Dyer
 CDT Pierce Garver
 Mr. Mike Leopold
 Ms. Michelle Olson
 Ms. Ashley Sanchez
 Mr. Daniel Searcy
 SGT Christian Teotico
 Ms. Teri Thornhill
 Mr. Michael Valle
Aviation Center Chapter
 WO1 Danny R. Acidera
 WO1 Mumin Y. Akin
 WO1 Zachery A. Alexander
 WO1 Eric Baker
 WO1 Jacob D. Baldwin
 WO1 Michael J. Bartilotti
 WO1 Michael L. Baumann
 WO1 Matthew S. Bertram
 WO1 Michael A. Besaw
 2LT Zachary G. Birkland
 WO1 Michael R. Blumel
 WO1 Zach Bobb
 WO1 Jacob D. Bolling
 WO1 Jacob A. Britt
 2LT Andrew A. Brown
 2LT Nobuchi N. Buhendwa
 2LT Joshua R. Burdick
 WO1 Zoey A. Burriess
 WO1 Caleb M. Bush
 WO1 Jasper Butler
 WO1 William Calder
 WO1 Jordan C. Calka

- 2LT Braton J. Carnes
 2LT Brian H. Carter
 2LT Brandon M. Chasse
 WO1 Jung Ho Choi
 2LT Austin J. Cloose
 LTC Bill Cole
 WO1 Jonathan M. Compton
 WO1 Michael E. Cox
 WO1 Dylan M. Crotty
 1LT Christian L. Daniel
 PV2 Nicholas W. Dawsey
 2LT Mark A. Dellavalle
 WO1 Adam L. Denna
 WO1 Hunter A. Dickson
 WO1 John E. Dortch
 WO1 Karlyn G. Dortch
 WO1 Trevor M. Drahem
 2LT Brandon A. Emmons
 2LT Koster C. Ethan
 WO1 Hayden J. Fassler
 WO1 Simon W. Federman
 WO1 Andrew D. Ferrara
 2LT Christian Flores
 WO1 Aaron S. Foster
 2LT Joseph L. Friedman
 2LT Matthew J. Gamo II
 Ms. Emily Glasscock
 WO1 Julio C. Gonzalez
 WO1 Akeem V. Gordon
 WO1 Jacob Goss
 WO1 Daniel E. Guerrant
 2LT Noah N. Guyette
 WO1 Jeremy L. Hallgarth
 2LT Cody B. Hancock
 2LT Christopher J. Harbeck
 2LT Brandon M. Harder
 WO1 Terrance D. Hardy
 Mrs. Jennifer Hattery
 CW4 JOSHUA HATTERY
 WO1 Corbin R. Hillman
 WO1 Thomas L. Hoard
 WO1 Joshua T. Holt
 CPT Trae Howard
 WO1 Richard T. Howland
 2LT Gavin T. Hurst
 WO1 Joseph D. Iacovino
 WO1 Andrew J. Jacobsen
 WO1 Holden J. Johnson
 WO1 Charles R. Jusula
 WO1 Kyle S. Kelley
 WO1 Steven R. Kerr
 1LT Fox A. Kevan
 2LT Jeena Khatri
 WO1 Stephanie N. Kibler
 CW5 Tony Kinney
 WO1 Hunter C. Kitchens
 2LT Murlitz D. Kobe
 2LT Caleb G. Koyne
 WO1 Sean M. Lane
 2LT Jason Lee
 WO1 Ruel D. Lindsay II
 2LT Brody R. Low
 WO1 Evan A. Luke
 CW4 Michael Maquet
 WO1 John P. Marchwinski
 SSG Stephanie L. Martell
 WO1 Tyler M. Martine
 WO1 Krystian R. Martinez
 2LT Josiah J. McClarran

- WO1 Jacob J. McDermott
 WO1 Colin G. McFadden
 WO1 LaKean I. McGee
 2LT John J. McGrory
 WO1 Jordan L. McKee
 WO1 Nicholas A. Meyer
 WO1 Julia A. Miller
 WO1 Kevin M. Mluli
 WO1 Daniel W. Mundwiller
 CW3 Nate Nelsen
 WO1 Charles Niles
 WO1 Mackenzie Nolan
 WO1 Kyle A. Nord
 2LT Connor J. Olaya
 2LT Anastasia E. Osborne
 CPT Eric W. Pace
 2LT Wyatt R. Paschal
 WO1 James N. Payne
 WO1 Garrett W. Peterson
 WO1 Joshua W. Phillips
 WO1 Alfred A. Pinedo
 WO1 Eduardo G. Preciado
 2LT Sean P. Purner
 WO1 Norman M. Ren
 WO1 Brady F. Riggs
 WO1 Donald R. Roberts
 WO1 Taylor L. Roberts
 WO1 Anthony C. Robinson
 WO1 Taylor S. Rogers
 1LT Desiree I. Rosario
 2LT Andrew T. Ross
 2LT Robert G. Ruppert
 2LT Mary Clare Sand
 2LT Waverly K. Schnetzler
 WO1 Kyle A. Scoggins
 WO1 Ian J. Sedlar
 2LT Yan Shen
 2LT Anthony R. Shields
 2LT Seungnak Shin
 WO1 Jason G. Silvey
 WO1 Nicholas M. Solone
 1LT Michael B. Spence
 WO1 Steve W. Stewart
 2LT Austin J. Stillman
 WO1 Karson R. Street
 2LT Jared M. Thornbrugh
 WO1 Coleman J. Turley
 WO1 Roberts L. Tyler
 WO1 Ryan M. Valera
 WO1 Mason Van Der Merwe
 WO1 Layton D. Wallace
 WO1 Jashon L. Ward
 WO1 Stefan J. Weaver
 WO1 Jacob A. Wellman
 2LT Andrew S. Wieder
 1LT Tyler G. Williams
 WO1 Austin R. Wilson
 WO1 Cameron D. Wilson
 WO1 Aaron R. Winberg
 WO1 Jonathan W. Winborne
 2LT Jacob H. Winston
 WO1 Tyler Woodham
 2LT Jenna M. Woods
 WO1 Caleb C. Yoder
Badger Chapter
 Mr. Eric Holtz

New AAAA Members continued on page 65



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



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

The Membership Corner

Congratulations everyone for another outstanding Summit! As usual, our amazing staff, led by Bill Harris and Janis Arena, put on another spectacular production.

This year we saw the induction of a new President of the Army Aviation Association of America (AAAA), MG (Ret) Walt Davis.

Walt Davis considers himself a proud military brat, having caught the last quarter of his father's military service. His Dad was a WWII Army veteran who served as an Infantry officer for two years in the Aleutian's and 10 months as a company commander in Italy during the war, before retiring in 1967 as a Professor of Military Science at the University of Houston. His family settled in Stephens City, VA, where his father was a History Professor at (then) Shenandoah College.

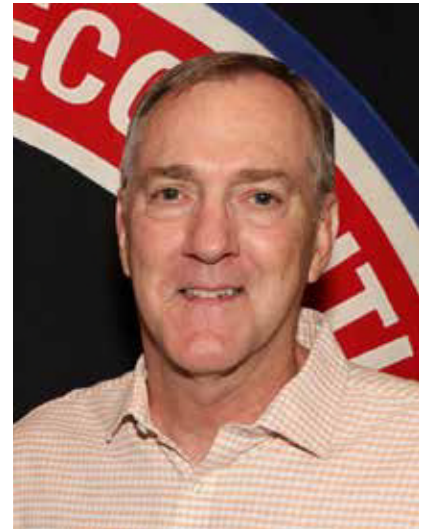
With the example of one brother serving in the Air Force in Strategic Air Command flying KC-135s, and another brother, a VMI graduate, serving as an Armor Officer in Germany, deciding in college to become either an educator (a Physical Education major's choice!) or take his commission (having been in ROTC at his father's encouragement for all but one semester) turned out to not be a difficult decision at all. He commissioned in the Artillery where he served two years, before finally overcoming the lowest Flight Aptitude Selection Test (FAST) test score ever recorded and getting a flight training slot at Fort Rucker, transitioning to Aviation when it became a branch.

Walt feels very fortunate and grateful for the continuous opportunity to serve in MTOE operational Aviation jobs from platoon leader (OH-58/AH-1) in 1/9 CAV, troop command in 1/7 CAV, squadron command of 3/17

CAV, and brigade Command of 229th Attack Helicopter Regiment, and all the tremendous staff jobs in-between, before finally getting his first Pentagon job in the Joint Staff J-3. It was 19 years of Aviation service made completely rewarding and fulfilling because of the Soldiers, NCOs, and officers he had the privilege of being around and serving with. He considers flag officer selection to be a "manifestation of the people you had served with previously and the timing of those entrusted to offer their recommendations for those to advance to flag officer rank," a selection he found very humbling and head-scratching at the same time. He enjoyed his service immensely, especially the time as Director, Joint UAS Center of Excellence, and as the Director of Aviation, Army G-3... retiring in Dec. 2012 as the Deputy CG at 5th Army.

When asked about mentors, he said there were too many to name, but would like to call out SFC/1SG Walt Craig, his first Aviation platoon sergeant and first sergeant, CSM Bob Stubblefield – the strongest Soldier he has known, along with CSM Earl Cline...their 229th CSM; Officers – COL Duane Hardesty, life-long mentor and advocate; generals Cody, Thurman, Quinlan; chief warrant officers – Foster, Shelp, Tutin, Winters – "blessed to have been around so many great leaders, Soldier – NCO – officer alike."

Walt says that he is very blessed to have three fantastic, successful children...and four grandchildren. He is very proud of them and grateful for the way they live their lives. He's also



AAAA President MG (Ret.) Walt Davis

very happy they all live in the state of Virginia so he can see them frequently.

I asked how he felt about stepping up to the new role as President, and he replied: "It has been very rewarding to have been a part of AAAA, having been elected to National Executive Group six years ago. With Bill Harris and Janis Arena as the heartbeat of our professional Association, and the member leaders of the National Executive Board, it is simply an honor to continue to serve our Aviation Soldiers and their families, our great Branch, and all the members that comprise our exceptionally impactful organization."

Thank you, Walt, for stepping into this new role. We look forward to seeing what the next two years will bring under your leadership.

If you have a Soldier who you think should be highlighted in this column, please reach out to me at beckichambers@quad-a.org.

*CW4 Becki Chambers
AAAA Vice President for Membership*



New AAAA Members

Continued from page 63

PFC Rose Mary Meyer
Mr. Erik Olstinske
Mr. Bill Schmidt
Mr. Daniel Wade
Battle Born Chapter
Mr. Ben Damonte
CDT Hesten Hogan
Mr. Richard Moore
Mr. Travis Slagle
MSGT Zachary Steed
CAPT Harold Wilson
Black Knights Chapter
CDT Anthony Haynes
CDT Christian Charles Litton
CDT Taeshawn Macklin
CDT Samuel Martin
CDT Matthew A. Moore
CDT Kalli Patrick
CDT James Paul, II
CDT Michael Cooper Roddy
CDT Alvin Lee Ye
CDT Sorie Yillah
Central Florida Chapter
PFC Jashua G. Castillo
Mr. James Dalton
Ms. Kate Dharma
Mr. Christian Fernandez
Mrs. Julie Grady
Mr. Philip Hermann
Mr. Steve Lawson
Mr. Dane Sargeant
Mr. Sean Waldon
Colonial Virginia Chapter
Mr. Quentin O. Bowens
SSG Benjamin J. Gatson, Jr.
Mr. Ryan M. Harmon
Mr. Vincent D. Reed
1SG Steven Schwander
Connecticut Chapter
Mrs. Mira Auxier
Mr. Norm Barnes
PV2 Juan Diego Chaconvasquez
Mr. Jinkyu Choi
Mr. Garrett Ferris
Mr. Nick Lappos
Mr. Frank Laudato
Mr. Ed Napierkowski
Corpus Christi Chapter
Miss Lori Garza
Delaware Valley Chapter
SPC Albert Banks
Mr. Tim Clark
Mr. Richard Foedinger
Embry Riddle Eagle Chapter
CDT EC Dimitri Presnell
Empire Chapter
Mrs. Amy Confer
Mr. Tim Confer
Mr. Will Rausch
Mr. Pat Turcan
Flying Gator Chapter
Mr. Richard Aspinwall
Mr. Kyle Fancher
PFC Caleb I. Herrin
Mr. Brandon Ludwig
Mr. Patrick Morris
Mr. Jim Poklar
Mr. Ward Wadsworth
Gold Standard Chapter
Mr. Chris Anders
Mr. David Barbee
Mrs. Daisa Clavon
Mr. Charles N. Cowdrey
Mr. Johnathan E. Kittinger
Mr. David Lanoue
PFC Shane M. Mettinger
PFC Kyle David Parsons
PFC Colton Ray Stewart
CW5 Mark Sutton
PFC Joshua Steven Wate
PFC Byron D. Yates
Great Lakes Chapter
Mr. Nathan Crawford
Mr. David Johnson

Mrs. Katie O'Bezil
CDT Tyler Prichard
Mr. Daniel Ryan
Greater Atlanta Chapter
Ms. Emily Avila
PV2 Chad Andrew Bailey
Mr. Everett Byers
PV2 Jacobs Chrisfield Carrier
Mr. John Hladish
SFC Conner David Lowery
PFC Leean Voraotsady
CDT Malachi Abram Wright
Green Mountain Boys Chapter
Mr. Jed Kalkstein
Grizzly Chapter
CW4 Remijio Albert Desiga
Iowa Chapter
Mr. Eric Nelson
W01 Sean M. Stricker
Iron Mike Chapter
SSG Hector Aguirre
Mr. Gregg Brock
Mr. Benjamin Brown
MAJ Tanya Tersillo
SFC Butch A. Umbenhower
Jack H. Dibrell/Alamo Chapter
CDT Emma Kuhrt
Jimmy Doolittle Chapter
SSG Brandon Hickey
CPT Kelly Ingram
CDT Collin Miller
Mr. Alan Oswalt
Mr. Jacob Powers
Mrs. Taina Wolters
Keystone Chapter
Ms. Kelly Clark
Mr. Travis Doll
Mr. Brad Smith
PFC Nicholas A. Unangst
Lindbergh Chapter
PV2 Michele Nicolo Biundo
Mr. Derek Davenport
Mr. John Donnelly
Mr. Jason Henke
Ms. Marianne McGee
Mr. Kent Schien
Mr. Ray Stephenson
Ms. Sandra A. Tricamo
Mr. Adam Zeiter
Lonestar Chapter
CW4 Kenneth Bouldin, AMSO
MacArthur Chapter
Mr. Marcus Ahlberg
Mr. Berthold Breiting
SPC Do Hun Lee
Mr. Michael Walsh
Magnolia Chapter
Mr. Brian Anderson
Mr. Kevin Frazier
Ms. Dominique Gardner
Mr. David McKenzie
Mr. James Wells
Mid-Atlantic Chapter
2LT William H. Barr
CDT Ryan DiCaprio
Mr. Michael Germinario
CW4 Stephen C. Glowzenski
CDT William Hart
Mr. Adrial Kirchen
CDT Stephen McKinney
Mr. Greg Scull
CDT Michele Szegda
Minuteman Chapter
Mr. Bill Arganda
SPC Christopher A. Biondi
Mr. Kurt Doppelbauer
Mr. Jason Holt
Mr. David E. Jones
Mr. Nicolas Peterson
Mr. Mitch Rock
Mohawk Chapter
1LT John Anderson
W01 Justin Orr
PV2 Collin Michaellee Traver
Morning Calm Chapter
CPT Frank Spatt
Mount Rainier Chapter
SSG Frank M. Bozynski
PFC Kiran J. Chakrabarty
SPC Isaac Harper

W01 Ross Langhton
Mr. Kelly Malone
SSG Joshua R. Savary
Mr. John Templin
Mr. Chou Vue
Narragansett Bay Chapter
SPC Philip J. Austin
SGT Adam Robert Johnson
Mrs. Melissa MacDonald
CPL Alec Spurlock
No Chapter Affiliation
SFC Bradley D. Adair
Mr. Theyab Al Mazrouei
Mr. Abdelrahman Alhammadi
SPC Alex Alvarado
SGT Stephen Anderson
Mr. John Armstrong
Mrs. Adriana Avakian
PFC Adella M. Bates
MCPO Michael Belt, Ret.
SPC Ryan M. Bennett
COL Todd S. Bertulis, Ret.
PV2 Kyah Nicole Bickler
Mr. Chris Biddulph
Mr. Andrew Brassington
CPT Roger J. Brechisen, Ret.
SSG Jamal L. Brower
PFC Odale R. Brown
Mr. Dean Bruckner
SGT Marcus J. Bryant
Mr. Robert Burnett
PFC Kaleb R. Buster
PV2 Sawyer Butler
Mr. Arno Byrd
PVT Luis Fernando Cabrera
Mr. Doug Campbell
Mr. John Carbone
Mr. Dave Carey
COL John Carpenter
W01 Travis Carpenter
Mr. Matthew Caruso
CPL Thomas J. Casto
Mr. Arvind Chandran
Ms. Jamie Collazo
Mr. Wayne Condon
CDT Henry Corten
Mr. Joseph J. Cufari
Mr. Benjamin Daly
Mr. Aaron De Haven
SGT Zackary Decker
Ms. Bonnie Donnelly
SPC Kaden M. Douglas
PV2 Nicholas M. Douglas, II
W01 Justin C. Emmons
Mr. Bill Ferguson
SFC Matthew R. Ferguson
PFC Braxton Michael Ferley
Mr. Juan Fernandez
Mr. Dan C. Foote
Mr. Jeff B. Foote
Mr. Kenneth H. Foote
Ms. Kristie N. Foote
Mr. Richard R. Foote
Mr. Sean L. Foote
Mr. Will B. Foote
Mr. Tommy Frobb
Mrs. Cindy Gaddis
Mr. Raymond George
Mr. Tom Graham
Mrs. Tamara Green
CDT Tyler Gregory
Mr. Mark Guirgis
PFC Agustin Andre Gutierrez
SPC Isaac Gutierrez
Mr. Todd Haley
Ms. Stephanie Hardin
SFC Keondre L. Harris
W01 Joshua J. Harvey
PV2 Lander Xavier Hockett
Mr. Clayton Hollinhead
Mr. Brent Hrabski
SGT Dominick A. Hull
CW5 Daniel Jacques, Ret.
PFC Christopher Jaramillo
CW3 Todd B. Johnson, Ret.
PV2 Reginald J. Johnston
Mr. Scott Johnston
Mr. Bill Kalogeros
Mr. Sido Kermans
PFC Hunter Daniel Kinder

Mr. Richard Klesser
Mr. Daesung Kwon
Mrs. Alesha Lacey
PV2 Luke Robert Larsen
Mrs. Allyson Lawler
SPC Alexander C. Lay
Mr. Stéphane Le Floch
Mr. Alejandro Leon
2LT Anderson J. Louis
Mr. Wade Lowdermilk
CW2 Howell Luper
PV2 Yocxender Marcianosanchez
Mr. Frank Mayo
Mr. John McGovern
SPC Kaleb G. Medlin
SPC Drake L. Mickelson
MSGT Keon Miller
Mr. Bruno Mombrinie
PV2 Wyatt P. Morgan
CDT Robert Allen Morrison
Mr. Steven Murphy
Mr. Craig Naudain
Dr. Mikkel Nielsen
SGT Sean P. Ohlendorf
Mr. Jesse Owen
1LT Tristan J. Payne
PVT Miles D. Peterson
Mr. Andrew Pfeil
Mrs. Mindy Phan
SPC Thomas Philip
SFC Joseph Phinney
MSGT Tony Pieske, Ret.
PFC Nathan Henry Plumer
CPT Adam Podolec
Mr. Blake Pridgen
PV2 Mark Wesley Puckett
CPT Thomas P. Rangitsch
CPT Daniel J. Ravenna
Mr. Richard Raynton
Ms. Lori Renwick Zaimovic
PFC Isabella Reyes-Garzon
CPT Alec J. Riggins
Mr. Josh Rinderknecht
Mr. Chris Rivers
Mr. David Rogers
Mr. Arno Rook
2LT Hanna K. Sempel
Mr. Roberto Sanchez
CAPT David Sanguinetti
CW2 Paul Santana
CDT Ryan Joseph Santoro
Mr. Eric Schliens
PFC Matthew L. Schuchler
W01 Sebasstian T. Silva
CSM Owen Simmons
CPT LaShuntonna S. Siphon
Mr. Daniel Smith
Mr. Donald Stante
CW4 Timothy C. Taite
Mr. Baylor Talcott
SSG Mason Tharp
Mrs. Candace Thibodeau
Mrs. Dawn Thomas
Mr. Michael Todd
PV2 Cory D. Tolksdorf
Mr. Milton Tooks
SPC William Townsend
Mr. Chet Treloar
Mr. Adrian Trujillo
SSG Alfredo H. Valdezuriarte
PFC Skyler B. Vantran
Mr. Jim Warren
PV2 William Lee Wesson
CDT Caden Whelpley
Ms. Kerri Whittaker
CW3 Scot Yeanish
North Country Chapter
CPT Catherine Gimbert
Mr. David Power
North Star Chapter
CW5 Mitchell Heisler, Ret.
Miss Alannah McCready
PFC Daniel S. Patten
CW5 William Rawling
Mr. Scott J. Wesolaski
North Texas Chapter
Mr. Chris Aaron
Mr. Reyad Abubaker
Mr. John O. Bacon
SPC Adam T. Bonilla

Mr. Nick Boone
Mr. Maximilian Bradicich
Mr. Robert Bunnett
SGT Matthew R. Collard
Mr. Tom Crane
Mr. Jayson R. Daughabaugh
Mr. Anthony R. Dieffendorf
CDT Logan Doyle
MAJ Carleton D. Forsling
LTC Richard C. Hill
Mr. Bryan Huber
CAPT Edwin McKee
Mr. Matthew Quinn
COL Brant Stephenson
Ms. Adrienne R. Sullivan
SSG Pascual Vargas
Ms. Stephanie A. Walker
Northern Lights Chapter
W01 Zachary B. Cherry
PFC Andrew Raye Hubeback
PFC Hannah McKenzie Kinder
Old Tucson Chapter
CSM Sai Polanco
Oregon Trail Chapter
SGT Josh Banister
Mr. Craig Beal
SSG Kit C. Cortez
Mr. Tony Lindstrom
Mr. Samuel Nicholson
Mr. Peter Williams
Phantom Corps Chapter
Mr. Mark Carpenter
PV2 Dante T. Cotton
Mr. Daniel Coulter
PV2 Isaiah Michael Gomez
MAJ Brian W. Hewko
MAJ William White
1LT Zack Zweibel
Pikes Peak Chapter
Mr. Matthew Anderson
Mr. Ted Kopinski
PV2 Marshal S. Mitchell
SSG Joaquin Ortega
PFC Ian Gregory Shoulders
SSG Jashua Sisombath
Mr. Colin Smith
Mr. Keith Viera
Ragin' Cajun Chapter
PFC Matthew Wagner Cahill
CW2 Bill Sawyer, Ret.
Rio Grande Chapter
CPT Patrick M. Brito
CPT Thierno Kane
SPC Carlos e. Linan
Mr. Robert McFall
CPT Marco Montesdeoca
W01 Joshua Santosramos
LTC Jennifer White
Rising Sun Chapter
SSG Dwayne Parker
Mrs. Tanaya Scott
Savannah Chapter
SSG Gregory A. Wissing
ShowMe Chapter
PFC Aden W. Simler
PV2 Meagan G. Stull
Southern California Chapter
Ms. Marcia Cooper
Mr. Alex Freidin
Mr. Travis Groth
Mr. Marlon M. Jimenez
CDT Chaney Lieberman
Mr. Colby Malone
Mr. Leroy McAvoy
Mr. Huy Nguyen
Mr. Tom Quast
Ms. Emily Schellaars
Mr. Jason Schellaars
Mr. Michael Willey
Stonewall Jackson Chapter
Mr. Thomas Cornell
Tarheel Chapter
SSG Dena Arnold
SSG Joshua Arnold
Mr. David Cox
Tennessee Valley Chapter
Ms. Sarah Arnette
Ms. Kathryn Aubuchon
Mr. Nathan Barber
Mr. Corey Barr

Mrs. Debbie Barrie
Ms. Tish Bergantz
Mr. Rodney Brackett
Mr. Jeff Brantley
LTC Thomas Brewington
Ms. Michelle Campbell
Mr. Ryan Campbell
Mrs. Tina Campbell
Mrs. Kaitlyn S. Cancellia
Mr. Joe Casey
Mr. Dalton L. Chancellor
Mr. Justin M. Doan
Mr. Porf Dubón
Mr. Lance Floyd
Mr. David Freeman
Mr. Timothy Goddard
Mr. Matthew Guess
Mr. Randolph Haines
Mr. Aaron Hall
Mr. Jonathan Hard
PFC Hannah Herndon
Mr. Ravi Hitchack
Mr. James Holtkamp
Ms. Dianne M. Howells
Mrs. Shelby Hudson
Ms. Alisha Jacobs
Mr. Yazan Jamal
Mr. Darrell Jones
Mrs. Gina Jones
Mr. Ki Won Kim
Mr. Robert Kincade
Mr. Randal Knight
Mr. Cameron Kramer
Mr. Tom Leach
Mr. James Lemley
Mr. Exavier Massey
Mr. Brian McCoy
Mr. Peter McDonald
Mr. Joey Medien
Mr. Jonathan Michael
Ms. Roya Montakhab
COL Scottie Moore
Mr. William Mozley
Mr. Scott Muir
Mr. Michael Navarro
Mr. Tim Nelson
Mr. Jeff Osborn
Ms. Allison H. Parcus
Mr. Maurice Parker
Ms. Adelle Pierce
Mr. Matthew Ridley
CSM James Ross, Ret.
Mr. Cliff Sawyer
Mr. Raymond L. Scarborough
Mr. AJ Simmons
Ms. Vicki J. Soto
Mr. Clark T. Sutherland
Dr. Alicia Taylor
Ms. Sarah E. Teters
Mr. Keith Trulove
Mr. Paul Waddell
Mr. Chuck Watwood
COL Thomas Weaver, Ret.
Mr. Chase Wortman
Thunder Mountain Chapter
Mr. Mark Gardner
Mr. Brian Le
Thunderbird Chapter
SPC Anna Cook
Mr. David Lewis
PFC Luis Soto-Vieyra
Utah Chapter
Mr. Justin Christensen
LTC William P. Denny, Ret.
Mr. Gene Dunaway
Mr. Duane Garbe
Mr. Scott Granger
PV2 Anthony G. Hathaway
Mr. Marcus Rains
Mr. Shane Schmutz
Mr. Steven Sperry
COL George D. Summit
Volunteer Chapter
Mr. Sam Burns
Mr. Vinnie Cooper
Mr. Adam Dalton
PV2 Seth Anthony Hawkins

New AAAA Members
continued on page 75



AAA Family Forum By Judy Konitzer

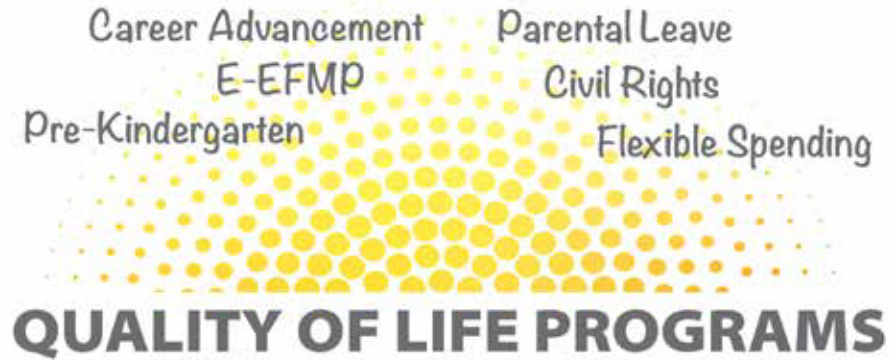
Updates on Quality-Of-Life Programs

Strengthening support for Service members and their families is a top priority for Secretary of Defense Lloyd Austin and on March 22, 2023, he noted recent achievements and directed further actions.

Some quality of life improvements were a pay increase of 4.6 percent for Service members and civilian employees (largest in two decades); 12.1 percent increase in Basic Allowance for Housing (largest percentage in 15 years); 11.2 percent increase in Basic Allowance for Subsistence; Military commissaries providing a savings of 25.3 percent compared to the local marketplace; Military Child Care in Your Neighborhood-Plus availability in 8 states with plans to expand the program allowing more child care providers to participate; and the transformation of Military One Source for a more personalized service.

Statistics show that children who go to preschool are 50 percent more likely to finish high school and go on to further education regardless of their background, therefore the President's Fiscal Year budget seeks more than \$90 million to expand *full-time universal prekindergarten to all DoDEA schools*. This funding will make more than 4,000 children eligible for prekindergarten programs at DoDEA schools. The Department will work with Congress to fund the program and work through phased implementation over a five-year period.

Service members will be allowed to access *Dependent Care Flexible Spending Accounts* by setting aside \$5,000 in pretax income through payroll deductions for eligible dependent care expenses such as child-care, preschool, before or after school programs, and summer camps. This benefit is already available to civilians working in Military Departments and will be available to Service



members as soon as feasible.

As of December 27, 2022, 12 weeks of paid, non-chargeable parental leave along with 6-week convalescent leave is authorized for Service members who welcome a child into their family through birth, adoption, or long-term foster-care placement. A messaging campaign is underway to publicize this *Military Parental Leave Program*.

A new *Enterprise Exceptional Family Member Program (E-EFMP)* will air in April to make it easier and more convenient for Service members and their families to navigate the complex array of resources, benefits and care available. The secure digital platform saves data and case files to the cloud (on-demand availability), reduces paperwork and administrative hurdles while safely storing information during every move, deployment, and rotation. Through E-EFMP, Soldiers can complete EFMP enrollment, reenrollment, and overseas Family Member Travel Screening (FMST) if Soldier and family member are co-located. When geographically separated they need to contact their nearest Military Treatment Facility to complete FMST.

The new system allows for EFMP disenrollment capability; overseas FMST packets for geographically separated families; ability for multiple medical providers to complete DDF2792 (Family Member Medical Summary) for multiple diagnoses; families having access to a digitized DDFM-2792-1 (Exceptional Family Member Special Education/Early Intervention Summary); a Senior Leader dashboard to allow Com-

mand and Garrison commanders to view EFMP trends; and Military One Source, complimenting the services provided by support personnel at military installations worldwide, to the extent feasible, assigning a single specialty consultant to help foster better continuity of support.

The current program, *My Career Advancement Account (MyCAA)* showed spouses who utilized it became more employable, with some earning more, and be more willing to remain in the military, thereby increasing retention. Built on that success, DoD will expand eligibility for military spouses of active-duty Service members in pay grades E-1 to E-6, W-1 to W-2, and O-1 to O-3 for financial assistance (up to \$4,000) for those earning a license, certificate, or associate degree through MyCAA.

On January 5, 2023, President Biden signed Congress's *amendment to the Servicemembers Civil Relief Act* which requires that *professional licenses be portable* for Service members and their families moving between states, with the exception of those practicing law. This will reduce burdens on Service members and help military spouses more easily obtain meaningful employment wherever they live.

Secretary Austin said, "By taking care of our Service members and their families... we have a sacred trust... and we will keep up our end of the bargain."

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



THANK YOU! 2023 SPONSORS



Soldier Café & Charging Station

AIRBUS

Badge Holder



Wi-Fi

AXIENT

Official Summit Bag

NORTHROP GRUMMAN

Coffee Breaks - Exhibits

L3HARRIS®

Mobile App



Atrium Lamp Post Banners



Popcorn Break Station - C Hall



Popcorn Break Station - B Hall



Coffee Breaks - Professional Sessions



Elevator Door Wraps



Gaylord Entry Pole Banners



Jiffy

amentum >

Exhibit Hall Foyer Frames



Delta Escalator Railing Clings



Delta Escalator Glass Clings



Hotel Key Card - Co Sponsor



Hotel Key Card - Co Sponsor



Bellyband - Exhibit Show Guide Wrap

NORTHROP GRUMMAN

Press Room

AKIMA

Charging Stations

leidos

Sanitizer Kiosks



Sanitizer Kiosks

2023 Army Aviation Mission Solutions Summit

ARMY AVIATION Advertiser Spotlight

Tyonek

The Tyonek portfolio of companies has extensive infrastructure, expertise, and resources to fulfill our customers' needs. We own and operate more than 375,000 square feet of manufacturing, logistics and aviation hangar facilities to support a wide range of programs in the Government space. With more than 15 operating companies serving four key markets, our services are agile and proven to meet the emerging demands of our customers. In the Tyonek portfolio, you will find companies that can compete in 8(a), small business, and open markets. Our companies have ISO 9001, AS9100, and AS9110 certified Quality Management Systems, numerous OEM-specific certifications, FAA-certified repair stations, and processes and systems that are approved by the DCAA and DCMA.



SIZE OF COMPANY: Medium 100-999 Employees

CATEGORIE: Manufacturing, Maintenance & Product Overhaul, Native American-Owned Business

<https://www.Tyonek.com>

Each month, one 2023 ARMY AVIATION Magazine advertiser will be spotlighted. If chosen, your company may submit newsworthy information that will appeal to the Army Aviation community. **To qualify, your company must have a signed 2023 insertion order for print advertising (1 Ad Minimum).** Selected company will be randomly chosen by the 15th of the month prior.



AAAA Awards



Order of St. Michael Inductees

Gold

Aviation Center Chapter
 CH (COL) Alvin M. "Sonny" Moore III
 CSM James D. Wilson
Colonial Virginia Chapter
 CW5 Paul L. Price, Ret.
Iron Mike Chapter
 BG Philip J. Ryan
Mid-Atlantic Chapter
 MG Timothy E. Gowen
Tennessee Valley Chapter
 MG Robert L. Barrie
 LTC Keith R. Darrow
 Jeffrey L. Langhout

Silver

Air Assault Chapter
 CSM Christopher J. Kitchens
 CW4 Paul O'Farrell
Colonial Virginia Chapter
 CW5 Jason B. Drew
 CW5 John A. Erickson
 CW5 Javier Gutierrez
 CW4 Joel T. Lentz
 LTC Heather E. Weigner
 SGM Michael Zinanni, Ret.
Connecticut Chapter
 CW5 Michael Kermode
Jimmy Doolittle Chapter
 CW5 Matthew V. Fitter
 CW4 Joel L. Gooch
Keystone Chapter
 CW4 Michael P. Heekin
North Country Chapter
 CSM Rodolfo Lopez
Prairie Soldier Chapter
 LTC Dustin Wilkie
Rio Grande Chapter
 CSM Michael Arceneaux
 LTC Justin V. Mullins
 SGM Michael R. Teague
Tennessee Valley Chapter
 CSM Randall L. Wise
Washington-Potomac Chapter
 Tommy L. Marks

Bronze

Air Assault Chapter
 SFC Steven Busjahn
 SFC Daniel W. Pennington
 MSG David E. Spencer
Aloha Chapter
 1SG Andrew J. Braunreiter
 CW4 Michael D. Gordon
 CPT Julie Johnston
 CPT Jordan Lamm
 CPT Matthew L. Manning
 CW3 Marten Nealley
 LTC David J. Orzech
 CW3 Richard Sattro
 CSM Justin Webb
Arizona Chapter
 Kathleen "KJ" Jolivette
Aviation Center Chapter
 SFC Michael C. Enman
 CPT Ethan H. Gleue

CW4 Joshua E. Roberts
 CW4 David A. Sheppard, Ret.
 LTC Charles W. Shieffer, Ret.
Colonial Virginia Chapter
 SSG Jordan Barrett
 SFC Daniel A. Benson
 CPT Peter Desimone
 Hector L. Galarza
 MAJ Michael R. Griffin
 SFC Shelby L. Hansen
 Ming Lau
 1SG Ryan A. McFarland
Corpus Christi Chapter
 CW4 Trina L. Fyffe, Ret.
 Gold Standard Chapter
 MAJ Stephen R. Kramer
Greater Atlanta Chapter
 1SG Justin S. Dotson
Iron Mike Chapter
 SFC William A. Bell
 SFC Phillip R. Clark
 SFC Michael C. Evanson
 MSG Tanya K. Foderingham
 SSG Gary A. Lardie
 Larry J. Pitts
 SFC Eduardo Salazar
Jimmy Doolittle Chapter
 CPT Joshua R. Blizzard
 SSG Jonathon D. Harling
 MAJ Stephen J. Johnson
 CW2 George B. Protzman
 CW4 Justin A. Sadeghian
Mid-Atlantic Chapter
 BG Joseph A. Goode, Jr.
 CW3 Scott M. Hamilton
Morning Calm Chapter
 1SG Jeremy C. Bybee

MSG Joseph T. Cole
 CW2 Elias A. Eave
 SFC Eric C. Edwards
 SFC Michael S. Eells
 CPT Jesse J. Horne
 1SG John K. Hutcherson
 SFC Keith A. Jean
 CPT Cameron M. Lyons
 SFC David L. Middleton
 CW4 Brooks L. Mouton
 CPT George A. Ozga
 CW4 Mark Skala
 CW3 Nathaniel L. Willard
 BG Yoon Suk Yang
Mount Rainier Chapter
 SSG Timothy D. Carroll
 SFC Anthony B. Marrero
 SFC Tyler C. Moen
Phantom Corps Chapter
 MSG Keith J. LaJoie
 CPT Joshua McGrain
 MSG Gilbert J. Richmond
 CW4 David Schmiechen
 1SG Timothy J. Smoot
 CW3 Christopher G. Ward
Rio Grande Chapter
 1SG Patrick Barkalow
 CW3 Trey Ross
 MAJ Bryan J. Tauzer
Savannah Chapter
 CSM Thomas A. Hash
 SSG Jesse T. Kliss
 1SG Karl N. Kurz
ShowMe Chapter
 LTC Fin P. Carey
 CW4 Brett R. Holtmeyer
 CW5 Marcus M. Moore
 CW4 Matthew J. Sandbothe
Tarheel Chapter
 CW4 Jeremy Kagi
 CW3 Ryan Wetherington
 CW3 Derek Williams
Tennessee Valley Chapter
 Cole Hedden
 SFC Marco A. Muñiz, Ret.
 MAJ Trevor J. Roberts
Thunder Mountain Chapter
 SSG Patrick D. Fain
 SFC Brenda Hebert
 SSG Dominik Ironside

SSG Karissa D. Lopez
 SSG Michael L. Olson
 SFC William J. Patterson
 SSG Stephanie Seymour
 SSG Elijah G. Smeader
 SSG Joseph B. Sutherland
Volunteer Chapter
 CW3 Danny E. Randolph
 CW3 Dan Wadham
 Washington-Potomac Chapter
 SSG Micah B. Rosen
No Chapter Affiliation
 SFC Christopher Jones
 MAJ John A. Matthews
 LTC Melissa H. Shipman



Knight

Air Assault Chapter
 Matthew W. Eason-Bassett
Aloha Chapter
 CPT Zachary A. Tatum
Colonial Virginia Chapter
 Austin S. Barnard
 Connie M. Creech
 Gregory Ubben
 John "Ryan" Worthington
Mid-Atlantic Chapter
 MAJ Richelle L. Healey
Morning Calm Chapter
 CPT Tyler J. Atteberry
 MAJ Jonathan D. Coffield
 MAJ Christopher R. Donnelly
 COL Keirsten H. Kennedy
 1SG Reginald A. King
 LTG Sun Min Lee, Ret.
 CPT Frank E. Spatt
 Sang Jin Woo
National Office
 HON Marsha Blackburn
Prairie Soldier Chapter
 Douglas Luethke

Rio Grande Chapter
 MAJ Santiago De La Torre
 MAJ Thomas Deacy
Savannah Chapter
 CSM Quentin Fenderson
Tennessee Valley Chapter
 Volunteer Chapter
 Doug Barnes
 GEN Edward M. Daly
 CPT Laura J. Fuerst
 Joseph A. Giunta
 Kelvin Nunn
Thunder Mountain Chapter
 CPT Tyra Takieddine
No Chapter Affiliation
 LTC Bryan A. Shipman



Our Lady of Loreto

Air Assault Chapter
 Rayna Green
Aloha Chapter
 Priyadarshini Manning
 Denise L. Miller
 Camelia S. Orzech
 CleAnn Toner
 Shawna Webb
Greater Atlanta Chapter
 Debbie Demkow
 Joy Dyson
 Joanne Melius
 LaVonda Till
Morning Calm Chapter
 Sheena Myers
Prairie Soldier Chapter
 Katie Walker
Tennessee Valley Chapter
 Angie Barnes
 Jennifer Braddom
 Jacquelyn Langhout
 Amy Niles
 Jenny Nunn



THANK YOU TABLE SPONSORS
 2023 Army Aviation Mission Solutions Summit

PLATINUM	GOLD	SILVER

Thank You to Our Scholarship Fund Donors



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

190th Assault Helicopter 7/17th Air Cav Assoc.-IHO Jack Merritt A Troop AAAA Arizona Chapter AAAA Aviation Center Chapter AAAA Badger Chapter AAAA Big Sky Chapter AAAA Bluegrass Chapter AAAA Connecticut Chapter AAAA Delaware Valley Chapter AAAA Gold Standard Chapter AAAA Great Lakes Chapter AAAA Idaho Snake River Chapter AAAA Lindbergh Chapter AAAA Minuteman Chapter AAAA Mount Rainier Chapter AAAA North Star Chapter AAAA North Texas Chapter AAAA Old Tucson Chapter AAAA Oregon Trail Chapter AAAA Southern California Chapter AAAA Tarheel Chapter AAAA Tennessee Valley Chapter AAAA Washington-Potomac Chapter Arthur Agnew AIRBUS Aircrafters, LLC AIRtec All In Federal Credit Union Amazon Smile Amentum Apache Team Project Office S3 Janis E. Arena Laura & John Arena Cribbins Speakers Gift Army Otter-Caribou Association, Inc. Daphne & Mike Arthur-IHO Maxwell Guida ASE Speaker Gift Gerald Babor Deborah & Robert Barrie Charles D. Bayless Nolan G. Beck Sandra & Todd Becker Becker's Air Powered Sweeping, Inc. Bell Helen & Joseph Bergantz Michael Betot Timothy J. Bevis Robert P. Birmingham Celeste & Paul Bogosian John S. Bolton-IHO CSM Isaac B. Sheffield Keirn Brown Mary & John Burke Stephen T. Burns Gordon Burton Cynthia S. Campbell-IHO CW4 Richard Campbell Dee Campobasso	Chip Carter Combined Federal Campaign CFC Campaign Clayton Associates Tom Climer AAAA Colonial Virginia Chapter David Cooper Danny Charles Cox Rick Crogan William T. Crosby Patrick F. Curran-IHO Fallen Aviation Brethren Dell L. Dailey Walter L. Davis Gail Davis-IHO Don & Ruth Luce Robert L. Davis DigiFlight, Inc. Geoffrey R. Downer Raymond Stephen Doyle Michael Doyle Gail & Jan Drabczuk Craig Dupuy Dustoff Association Timothy J. Edens En-net Services Marshall Eubanks John Conrad Fabie Phil Farrar Gregory David Fix Susie & Keith Flail Michael C. Flowers Vanessa & Jeffrey Fowler-IHO Maxwell Guida Johnathan B. Frasier James G. Freeman Jane Froehlich-IHO Emma "Cass" Garfola Jenny & Paul Gale Galvion Charlotte & Ray Faust-IHO Emma C. Garfola GE Aerospace General Atomics Aeronautical Robert E. Godwin Steven C. Goetz Thomas O. Graft Thomas O. Graft-IHO Joel R. Graft AAAA Griffin Chapter Andy Griffith Constance E Hansen-IHO CW3 Stephen Hansen Joanne E. Hansrote William R. Harris, Jr. Thomas M. Harrison Gregory B. Hartvigsen Kellie Hauenstein-IHO Maxwell Harris Guida Ralph C. Hedden Robert Helmke Olivia and Gerald Hipp	William F. Hipple LuAnn Holmes-IHO Ernest & Clara Holmes Edmund W. Hubard LaVerne Sue Humpert-IHO Gabriel Spicer James Earl Hyers Immersive Wisdom Interagency Readiness Solutions LLC JACS Aircraft Certification Specialists Jack A. James-IHO T/SGT Karl P. Danckwerth Sr. Larry Jess Devon John Thomas M. Johnson Johnson Outdoors Kathryn's High Tee-IHO 1LT Kathryn M. Bailey Brad J. Killen Nicholas A. Koeppe Thomas J. Konitzer Jonathan P. Koziol Carl J. Kreisel Carol & Ronald Kurowsky F. Harold Kushner Steven J. Labows Christopher W. Logsdon Timothy A. Lunger M1 Support Services Gregory Maguire Kevin W. Mangum Truly & Tommy Marks Jeffery A. Marlow Stephen T. Mauro Thomas McGurn Merrill Lynch Wealth Management William H. Morris James Mulhall Betsy & Steve Mundt-IHO Jim Head Donald T. Munsch, Munsch & Co. Aeromechanics Ann & Bruce Murray-IHO Emma "Cass" Garola MyHy Liquid Hydration Mix James R. Myles Northrup Grumman Systems Corp John E. Novalis David Michael O'Brien Mary Lynn Osborn-IHO Joel R. Graft Ostovich Enterprises, Inc. Brent and Amber Pafford Laurie & Ralph Pallotta Roman Papierz Derek J. Paquette Patriot Taxiway Industries Mark Pearson-IHO LTC (Ret.) Daniel A Lenz Peduzzi Associates, LTD Michael E. Perry Jeremy G. Pfeifer	Phantom Products, Inc. Piasecki Foundation Gaines T. Pickett-IHO Paul Hendrickson James H. Pillsbury Nicole Powell-Dunford Recoil Aerospace, Inc. Reining Aviation Services LLC William R. Rhodes Marilyn & Jaros Rickmeyer John M. Riggs Fredric Robins-IHO Veterans Galen Roshier-IHO CW3 James White Galen Roshier-IHO LTC Dennis McMahon Kenneth T. Royar Latny & Jonathan Salt Edward G. Sauvageau Michael Schrupf-IHO MG R. Molinnelli & LTC G. O'Grady Science & Engineering Services, Inc. Kathrynn Seidler & Ken Walker Ray K. Sellers Nancy Shaffer-End-IHO 1LT Kathryn M. Bailey Shashy Family Charitable Fund Mary & William J. Shelt-IHO Carl McNair Sikorsky, a Lockheed Martin Co. Susan and EJ Sinclair Bradford L. Smith Kenneth Smith S3-System Studies & Simulation, Inc. Alan Smith Evelyn A. Soucek-IHO MG Benjamin Harrison II Monica T. Southerland Jon Spaulding-IHO Emma "Cass" Garfola James M. Sprayberry Strata-G Solutions LLC Sparrow Tang James D. Thurman Maria Del Carmen Tuohy John M. Vannoy Matthew D. Vennie VFW Post 3054 Vietnam Helicopter Pilots Association Henry H. Waller Wayne Walusiak Carol B. Webster-IHO Cub Club Karen White-IHO CW5 Frank E. White Wreaths Across America Jessica & Chuck Wright Michelle F. Yarborough Yoste Strategic Partners, LLC The Zieff Family Fund Inc.-IHO Bill Harris
---	--	--	---

IHO – In Honor Of

For more information about the Foundation or to make a contribution, go online to www.quad-a.org; contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.



AAAA Legislative Report

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

Farewell to MG (Ret.) Crosby

This year's AAAA Summit in Nashville included the change of the AAAA Presidency. MG (Ret.) Crosby relinquished his role following a two-year period of exceptional service to the Association. Anyone who has spent time with MG (Ret.) Crosby understands he is truly dedicated to the continued excellence of Aviation Branch – especially the people. This was proven throughout an illustrious Army career as a Chinook pilot, the Program Officer for Aviation and culmination as the AAAA President. Above all, those that truly know him as a friend and mentor understand his loyalty has no bounds. He is famous for spending countless hours mentoring leaders at all levels at a greasy spoon café or on a golf course. We wish MG (Ret.) Crosby the best moving forward and thank him for his service to AAAA!

New Spring, New Budget

Spring on the Hill is teeming with life that includes the beautiful array of cherry blossoms and the initiation of various critical oversight hearings by the authorizations committees. As stated in last month's article, the Budget trickled to the Hill. The good news is that the entire FY24 President's Budget request for the Army is public knowledge and in the hands of Congress. In turn, the House and Senate Armed Services Committees conducted their posture hearings with the Secretary of the Army and the Chief of Staff being the key witnesses. These initial posture hearings are a key indicator of what could be items of Congressional interest during the NDAA and Defense Appropriation mark ups. In general, both Committees remain concerned and focused on the Army's ability to fight and win in a multi-domain operations (MDO) conflict with a near peer adversary. However, a look into the sub-committee hearings of jurisdiction is often a better indicator of matters related to Army Aviation. The two primary authorizations sub committees of Aviation jurisdiction are the House Armed Services Sub-Committee for Tactical Land Forces (HASC-TALF) and the Senate Armed Services Airland Sub-Committee. The HASC-TALF sub-committee conducted a focused hearing on Rotary Wing Modernization with the Honorable Doug Bush (Army Acquisition

Executive) and MG McCurry (Aviation Branch Chief) representing the Army in a joint witness panel. A dedicated hearing on Rotary Wing modernization isn't uncommon by the HASC-TALF. However, the questioning, concerns and commentary by committee Members may indicate the pending sense of Congress on Aviation Modernization (FARA, FLRAA, etc) and the enduring fleet (Apache, Chinook, etc).

HASC Tactical Air and Land Forces Subcommittee Hearing on Rotary Winged Modernization

Chairman Wittman's opening comments were very pointed and seemingly a departure from previously supportive Congressional narratives on Army Aviation's modernization strategy. In short, Chairman Wittman went into detail on his concerns about the balance between funding FARA/FLRAA (FVL Eco-System) vs ensuring the enduring fleet remains relevant. Chairman Wittman's opening statement said in part "...the Army continues its ambitious and aggressive Future Vertical Lift (FVL) Modernization Effort to develop and field two platforms simultaneously, we must make sure they are responsibly using the unique acquisition authorities granted by Congress. I remain concerned about a recent GAO report indicating that the Army is failing to fully meet complete cost estimates, cost assessments and business cases for the Future Long Range Assault Aircraft and Future Attack Reconnaissance Aircraft and their associated Tactical Unmanned Aircraft Systems. With the Fiscal Year 2024 Future Vertical Lift request nearing \$2 Billion dollars it is vital the Army demonstrates that they are good stewards of the U.S. tax dollar and identifying and fully complete this mission critical data to make well informed decisions and set up these acquisition efforts for success." He continued by stating "moreover I remain deeply committed by the end of Fiscal Year 23 we will have spent \$2 Billion dollars on the FARA program, yet we still lack an analysis of alternatives (AoA). A critical document that ensures major acquisition are based on a thorough evaluation of options. Frankly, it's alarming that there is no AoA for FARA... as for the Army's legacy

(enduring) platforms I remain concerned on the Army's trepidation in choosing a path forward for the CH-47 Chinook and keeping the AH-64 Apache modernized. I'm growing increasingly concerned for the future of this nation's industrial base."

The Sub-Committee Member's commentary followed the Chairman's line of reasoning in that there is concern about the Army's strategy of modernization at the risk of enduring fleet obsolescence – what will the impact be to the industrial base. HON Bush and MG McCurry did a tremendous job of answering questions in this regard. HON Bush and MG McCurry were very clear that Army Aviation Senior leaders are focused on balancing the dire need for modernization while addressing obsolescence upgrades to the enduring fleet. However, the budget request is finite so what is to be determined is how/if Congress will assist Army Aviation's ability to satisfy the broad and challenging fleet requirements. For more information on HASC-TALF activities go to <https://armed-services.house.gov/hearings/tactical-air-and-land-forces-subcommittee-hearing-fy24-budget-request-department-defense>.

ARMYAVIATION
Upcoming Special Focus

ARMYAVIATION
CAE

JULY
Training and Simulation
Aviation Survivability
AFC EDGE23

ARMYAVIATION
2022 Blue Book Issue

AUGUST/ SEPTEMBER
Blue Book Directory
AAAA Scholarship
Foundation Winners

Contact:
Bob Lachowski
Erika Burgess or
Carmen Touhy
AAAAindustry@quad-a.org
203. 268.2450
ARMYAVIATIONmagazine.com

FALLEN HEROES

AAAA is saddened to announce the recent loss of twelve Aviation Soldiers.

CONUS

The 101st Airborne Division (Air Assault) announced the loss of nine aviation Soldiers on Mar. 29, 2023 when their two HH-60 Black Hawk helicopters collided and crashed near Fort Campbell, KY during a training mission using night vision goggles. All Soldiers were assigned to Company C, 6th Battalion, 101st Combat Aviation Brigade, stationed at Ft. Campbell.



CW2 Healy



CW2 Esparza



CW2 Smith



W01 Barnes



SSG Gore



SSG Mitchell



SGT Bolanos



SGT Gayo



SGT Solinas

Killed were:

Chief Warrant Officer 2 Aaron Healy, 32, of Cape Coral, Florida;
Chief Warrant Officer 2 Zachary Esparza, 36, of Jackson, Missouri;
Chief Warrant Officer 2 Rusten Smith, 32, of Rolla, Missouri;
Warrant Officer 1 Jeffery Barnes, 33, of Milton, Florida;
Staff Sergeant Joshua Caleb Gore, 25, of Morehead City, North Carolina;
Staff Sergeant Taylor Mitchell, 30, of Mountain Brook, Alabama;
Sergeant Emilie Marie Eve Bolanos, 23, of Austin, Texas;
Sergeant Isaac John Gayo, 27, of Los Angeles, California; and,
Sergeant David Solinas Jr, 23, of Oradell, New Jersey.



On Apr. 27, 2023, the 11th Airborne Division announced three aviators were lost and another injured when their two AH-64 Apache helicopters collided and crashed near Healy, Alaska while returning to Fort Wainwright from an aerial gunnery range in the Donnelly Training Area southeast of Fairbanks.



CW3 Eramo



CW2 McKenna



W01 Wayment

Killed were:

Chief Warrant Officer 3 Christopher Robert Eramo, 39, of Oneonta, New York;
Chief Warrant Officer 2 Kyle D. McKenna, 28, of Colorado Springs, Colorado; and
Warrant Officer 1 Stewart Duane Wayment, 32, of North Logan, Utah.

Both accidents are currently under investigation.
 May they all rest in peace.

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



People On The Move

Aviation General Officer Promotions/Assignments

The chief of staff, Army announced the following aviation general officer assignment:



U.S. ARMY PHOTO

BG William A. Ryan III, deputy commanding general, I Corps, Joint Base Lewis-McChord, Washington, to commanding general, First Army Division West, Fort Cavazos, Texas.



U.S. NATIONAL GUARD PHOTO

On April 20, 2023 BG David L. Hall assumed duties as Vice Director, National Guard Bureau J8, Programs and Requirements.



U.S. NATIONAL GUARD PHOTO

On April 20, 2023 BG David R. Doran assumed duties as Assistant Director, ARNG for Aviation, Intelligence, and Information (AV/G-2/6)

Flight School Graduates

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



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

59 Officers March 23, 2023

Class 23-010

Commissioned Officers

- 1LT Breese, Matthew R. * - DG
- 1LT Fuller, Knox C. * - HG
- 1LT Hunter, James L. * - HG
- 1LT Ortiz, Justin A. - HG
- 1LT Brooke, Benjamin R. *
- 1LT Caldwell, Andrew T. *
- 1LT Cushman, Nathan J. *
- 1LT Dockery, Daniel R. *
- 1LT Gautney, Caleb B.
- 1LT Haubner, Dustin W. *
- 2LT Haynes, Kyle A.
- 2LT Heckler, Keith L. *
- 1LT Hinson, Rivers A.
- 2LT Kennedy, Christopher N. *
- 2LT Kloiber, Sarah E.
- 1LT Minus, Joseph S. *
- 1LT Newman, Kathleen V. *
- 1LT Perkuchin, Lani R. *
- 1LT Peterson, Jennifer M.
- 1LT Ramirez, Jesse A. *
- 1LT Strickler, Lukas E.
- 2LT Tanney, Michael L. *
- 2LT Warnock, Kenneth J. *
- 1LT Watson, Blake M.
- 2LT Wegleitner, Grace A. *

Warrant Officers

- WO1 Luger, Corey W. * - DG
- WO1 Crawford, Stanley A., IV - HG
- WO1 Dill, Elliott R. - HG
- WO1 Donovan, Timothy M. * - HG
- WO1 Fisher, James N. - HG
- WO1 Adams, Nana O.
- WO1 Baldwin, Benjamin D.
- WO1 Byarski, Nicholas S. *
- WO1 Clark, George R.
- WO1 Clarke, Chad E. *
- WO1 Cookson, Jordan W.
- WO1 Edwards, Jonathan L. *
- WO1 Gharib, Ahmed M.
- WO1 Gillingham, Alex R.
- WO1 Gomez, Jay A.
- WO1 Hammond, Matthew R. *
- WO1 Hilsheimer, Brandon C. *
- WO1 Hoover, Dylan C. *
- WO1 Kelley, Dillon P. *
- WO1 Kirk, Timothy J.



FSXXI Class 23-010

- WO1 Knutson, Tristian A.
- WO1 Krout, Kevin W. *
- WO1 Lovitt, Brenden T.
- WO1 Michaeli, Benjamin N.
- WO1 Niccum, Gabriel V.
- WO1 Petree, Joshua R. *
- WO1 Riede, Joshua P.
- CW2 Rodgers, Collin A.
- WO1 Saenz, Gabriel I.
- WO1 Theobald, Jacob A.
- WO1 Thompson, Lucas E. *
- WO1 Thompson, Shelby L.
- WO1 Utter, Jeffrey K. *
- WO1 Vial, Zachary D.

49 Officers April 6, 2023

Class 23-011

Commissioned Officers

- 1LT Abbott, Benjamin T. * - DG
- 1LT Pickell, William C. * - HG
- 1LT Witt, David P. - HG
- 1LT Bang, Christopher W.
- 2LT Christian, Michael H., Jr.
- 1LT Edmund, Daniel B.
- 1LT Fields, Brian F.
- 1LT Howard, Michael E.
- 2LT Jones, Austin M. *
- 1LT Losch, Kasea B.
- 1LT Maus, Nicole L.
- 2LT McGuffee, Colby B.

- 1LT Mockus, Jarod E.
- 1LT Redman, Samuel S. *
- 1LT Spencer, Charlotte L.
- 1LT Stewart, Grant J. *
- Warrant Officers**
- WO1 Smith, Cody K. * - DG
- WO1 Bergfeld, Nathan J. * - HG
- WO1 Love, Timothy L., Jr. - HG
- WO1 Velickovich, Alexander A. - HG
- WO1 Wood, Dylan J. - HG
- WO1 Balthazar, Kepler *
- WO1 Bujakera, Bob S.
- CW2 Carson, Kalem N.
- WO1 Curcio, Joseph S. *
- WO1 Deckard, Dylan J.
- WO1 Eagleman, Brandon H.
- WO1 Fields, William R. *
- WO1 Fust, Matthew A. *
- WO1 Godwin, Nicholas R. *
- WO1 Guth, Garret M.
- WO1 Hulon, William J.
- WO1 Iwata, Nathaniel F. *
- WO1 Keehn, Luke A. *
- WO1 Kirk, Jeremiah H.
- WO1 Lipinski, Samuel P. *
- WO1 Martinez, Marco E. *
- WO1 Maynard, Jarrod A.
- WO1 McCullars, Cody P.
- WO1 Norwood, Tyree M.
- WO1 Panter, Alexander L.

- WO1 Perez, Brannon M. *
- WO1 Phillips, Dakota D.
- WO1 Reyes, Jose A.
- WO1 Sastoque, Scott A. *
- WO1 Shatswell, Brent F.
- WO1 Staff, Katie N.
- WO1 Watts, Alexander J.
- WO1 Zimmer, Conrad F.

61 Officers, April 20, 2023

Class 23-012

Commissioned Officers

- CPT Peterson, Jacob A. - DG
- 2LT Deangelo, Augustine G. * - HG
- 2LT Walters, William H. - HG
- 1LT Williamson, Joshua R. - HG
- 1LT Blejwas, Matthew J. *
- 1LT Chewning-Kulick, Morgan C.
- CPT Herpich, Keegan J. *
- 2LT Counter, Alex J. *
- 1LT Hancock, Terry L.
- CPT Herpich, Keegan J. *
- 2LT Hoang, Phillip L.
- 2LT Humphrey, Taylor J.
- 1LT Luna, Teodora *
- 1LT Nation, Maxwell S. *
- 2LT Oberance, Joshua P. *
- 2LT Richardson, Tyler D.
- 1LT Samuel, Bryce A. *
- 1LT Schreurs, Alec N. *

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

People On The Move

- 1LT Smith, Austin M. *
- 1LT Walter, George R. *
- Warrant Officers**
- WO1 Gray, Matthew B. * - DG
- CW2 Bales, Jordan C. * - HG
- WO1 Carrigan, Mackenzie T. * - HG
- WO1 Routhier, Joseph B. - HG
- WO1 Whaley, Eric D. * - HG
- WO1 Allan, Miles G.
- WO1 Backlund, Dalton C. *
- WO1 Baker, Matthew J.
- WO1 Ball, Thomas R. *
- WO1 Barbon, Sean G.
- WO1 Bernie, Dominic E.
- WO1 Bird, Parker T.
- WO1 Brewer, Corey V.
- WO1 Brooks, Julius A. *
- WO1 Carnal, Keidren X. *
- WO1 Creek, Joshua R. *
- WO1 Criqui, Shane C. *
- WO1 Dean, Kristopher K.
- WO1 Dean, Ryan R. *
- WO1 DeNoon, Caleb L. *
- WO1 Elliott, Kery H.
- WO1 Gamarra, Martin E. *
- WO1 Garza, Raul E. *
- WO1 Hart, Joel J. *
- WO1 Holifield, Joshua *
- WO1 Hoppe, Jarred T. *
- WO1 Loveless, Kyle E. *
- WO1 Marta, Julian M.
- WO1 McNeill, Trevor
- WO1 Nowak, Jacob
- WO1 Payne, Carter A. *
- WO1 Ratcliff, Matthew S. *
- WO1 Richards, Steven I. *
- WO1 Santodomingo, Christian *
- WO1 Savage, Connor C.
- WO1 Steffen, Jason W.
- WO1 Szupica, Henry B.
- WO1 Thomas, Tiffany B.
- WO1 Vaughn, Tyler H.
- WO1 Williams, Lake A. *
- WO1 Yang, Alan G. *



FSXXI Class 23-011



FSXXI Class 23-012

- 36 Officers May 4, 2023**
- Class 23-013*
- Commissioned Officers**
- 2LT Burzinski, Anthony M. * - DG
- 1LT Lumadue, Robert C. - HG
- 1LT Price, Jeffrey S. - HG
- 1LT Thomsen, Jackson H. - HG
- 2LT Abella, Tristan Serv G. *
- 1LT Arndt, Joseph A. *
- 2LT Ayers, Wyatt J.
- 1LT Bindon, David T. *
- 2LT Garcia, Zena L. *
- 2LT Gober, Benjamin W.
- 2LT Hill, Robert W. *
- 2LT Huerta, James M. *
- 2LT Mujahid, Zaynab B.
- 1LT Murphy, Johanna K.
- 2LT Oakley, Veronica E. *
- 2LT Ralston, Patrick I. *
- 1LT Stice, Travis L.
- 1LT Warner, Mitchell P.



FSXXI Class 23-013

- Warrant Officers**
- WO1 Hagans, Cameron W. * - DG
- WO1 Durand, Eli D. * - HG
- WO1 Milton, Matthew P. * - HG
- WO1 Starr, Tyler D. * - HG
- WO1 Claassen, Samuel R.
- WO1 Ernst, Christopher M. *
- WO1 Guilford, Jacob A.
- WO1 Harrigan, Thomas L. *
- WO1 Hervey, Ethan T. *
- WO1 Kane, Michael S. *
- WO1 Porter, Haley M.
- WO1 Protheroe, Marc E.
- WO1 Santomango, Kenyon T.

- WO1 Scott, Drew C.
- WO1 Van Dyck, Landen M. *
- WO1 Vanover, Austin J. *
- WO1 Webb, William E. *
- WO1 Wilson, Joseph R. *

- 61 Officers May 18, 2023**
- Class 23-014*
- Commissioned Officers**
- 1LT Corkery, Nicholas J. * - DG
- 1LT Georgas, Henry B. - HG

- 2LT Jorgensen, Edward D. - HG
- 2LT Slade, Austin T. - HG
- 2LT Adams, Carson F. *
- 1LT Begin, Emma K. *
- 1LT Berrios, Steven C. *



AAAA

People On The Move

Flight School Graduates

Continued

- CPT Blackwell, Chase R. *
- 2LT Carroll, Brendan J. *
- 2LT Dongilli, Vincent P.
- 2LT Finley, Samuel S. *
- 1LT Goldbach, Christian M.
- 2LT Hartman, John S. *
- 1LT Kleineschay, Trevor J. *
- 1LT Kurbonov, Mirjavlon M. *
- 1LT Livingston, Taylor D. *
- 2LT Perry, Luke S. *
- 1LT Quackenbush, Daniel L. *
- 1LT Southard, Amanda C. *
- 2LT Struhs, Jacob L. *
- 2LT Wilson, Noah T. *

Warrant Officers

- WO1 Crawford, Justus A. * - DG
- WO1 Bradley, Joshua T. * - HG
- CW2 King, Kendal S. * - HG
- WO1 Mullane, Ian M. * - HG
- WO1 Whelen, Travis J. * - HG
- CW2 Aber, John A. *
- WO1 Bacon, Randy B.
- WO1 Bottinelli, Dylan P. *
- WO1 Chan, Benjamin M.
- WO1 Clark, Austin C.
- WO1 Conner, Christopher R. *
- WO1 Coury, Clay H. *
- WO1 Dickinson, Joseph M. *
- WO1 Ekkelboom, Dana C. *
- WO1 Elliott, Don A. *



FSXXI Class 23-014

- WO1 Ennis, Dillon G. *
- WO1 Gutierrezrojo, Daniel A. *
- WO1 Holverson, Mitchell A.
- WO1 Hood, Albert D. *
- WO1 Iungerich, Corey R. *
- WO1 Kasperek, Zachary *
- WO1 Kemp, Kyle W. *
- WO1 Kluver, Lauren G.
- WO1 Larson, Andrea L.
- WO1 Law, Cannon M.

- WO1 Lee, Juho
- WO1 Leon, Victor H.
- WO1 Malcolm, Gevanei D. *
- WO1 McClellan, Jack D. *
- WO1 Oliver, Jordan V.
- WO1 Pratt, Blake A.
- WO1 Rudiak, Matanel
- WO1 Smith, Kendall J.
- WO1 Sullivan, Jesse R. *
- WO1 Sullivan, Serena A.

- WO1 Vige, Hunter B. *
- WO1 Westfall, Taylor L. *
- WO1 Whalen, Andrew M.
- WO1 Wheatley, Martin S. *
- WO1 Willoughby, John D. *

-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 010-23
- PV2 Wyatt Morgan * -DG
 - PV2 Erickajane Agudelomona
 - PV2 Christopher Chase
 - PV2 Jacob Hartman
 - PFC Ryan Roberts
 - PV2 Zion Smith
 - SPC Damon Turcotte
 - Class 011-23
 - PFC Matthew L. Schochler -DG
 - PV1 Cristobal Barraganloya
 - PV1 Christopher Daniel Brooks
 - PV1 Angel Arturo Flores
 - PV2 Sennsa Maa Imhotep
 - PV1 Alex Randall Jackson
 - PV1 Ethan Maldonado
 - PFC Daniel Roycornelio Medina
 - SPC Matthew Hunter Roberson
 - Class 012-23
 - PV2 Dante Trevon Cotton * -DG
 - WO1 Abdulla Faraj H.A. Al Marri
 - CPT Anthony P. Allen
 - PFC Shemar Wesley Brooks
 - SSG Benjamin Dudarko
 - PFC Austin Michael Goodman
 - PV1 Joseph Edward Husselbee
 - PFC Jacob Alexander Joseph
 - PV1 Abie Montelongo
 - PV2 Chase Nickelson
 - PFC Carter Michael Roberts

PV2 Sherlon Darvin Thomas CH-47 Medium Helicopter Repairer (15U)

- Class 008-23
- PV2 Meagan Gale Stull * -DG
 - CPV2 Gavin Aloysius
 - PFC Brendan Lane Boucher
 - PV2 Taylor Mae Cockerham
 - PV2 Aaron Michael Everts
 - PV2 Nathan Michael Lima
 - PV2 Anna M. Huseman
 - PV2 Joseph Aiden Rogers
 - PFC Jeremie Michael Rosu
 - PFC Eric Scott Rumminger
 - PV2 Jacob Andrew Selseth
 - Class 009-23
 - PV2 Juan Diego Chaconvasquez * -DG
 - PV2 Jose Fabian Cervantes
 - SPC Matthew Glenn Cole
 - PFC Carson William Dempsey
 - PFC Isaack Jonathan Ehret
 - 1sg Antoine Lorenzo Smith
 - SGT Robert S Stephenson
 - PV2 Beau Eddie James Sterling
 - SPC Cody A Weber
 - Class 010-23
 - PFC Aden Simler * -DG
 - PV2 Alexander Butcher
 - SPC Rithy Chap
 - PV2 Anglina Dee Croom
 - PFC Hector Alexis Cruzpantoja
 - PV2 Anna M. Huseman
 - SGT Justin Aaron McDowell
 - PFC Daniel Polendo, Jr
 - PV2 Antonio Lamont Prescott, Jr
 - SPC Geddy Roberts
 - PFC Cameron Steinhart

UH-60 Helicopter Repairer (15T)

Class 024-23

- PFC Hannah McKenzie Kinder * -DG
- PFC Allan William Beers
- PFC Vidal Villaroz Dabis, Jr
- PV2 Jacob Michael Davis
- PFC Daniel Alex Dolinsky
- PV2 Connor Heath Elrod
- PFC Maximilian James Galli
- PV2 Jose Hernandez
- PV2 Alexander Joseph Howe
- PV2 Jeremiah Irizarry
- SPC Faith Allyn Murphy
- PFC Emilee Ann Stuteville
- Class 025-23
- PV2 Mark Wesley Puckett * -DG
- PFC Benjamin Arthur Jesse
- PV2 Reno Daniel Kunkel
- PV2 Jonathan Stephen Murphy
- PV2 Nathaniel James Owen
- PFC Christian David Palencia
- PV2 Rhenmer C. Remillosa
- PV2 Hayden Alexander Rogers
- PV2 Joshua Hugh Saintulyse
- SPC Britton Xavier Steigberg
- PV2 Jetxiel Ruben Velazquezrodriguez
- PFC Andrew Joseph Vernon
- Class 026-23
- PFC Ian Gregory Shoulders * -DG
- PV2 Peter Michael Bachner, Jr
- PFC Aubrey Rachel Hansen
- SFC Kerplunks Kestutis
- SGT Mantvidas Sadov
- SFC Zydrunas Sebestinas
- SSG Azuolas Sidasas
- PFC Austin Owen Simmons
- PFC Stephanie Jean Trost
- Class 027-23
- SPC Do Hun Lee * -DG
- PFC Joseph Patrick Brown, II
- PV2 Brennan Fisher Campbell
- PV2 Orlando Cervantesramos
- PFC Jonathan Morgan Collins

- PV2 Tyler Eugene Dorscheid
- SPC Trevor Steven Freel
- PV2 Camden Ryan Freeman
- PV2 Mason Robert Koliba
- PFC James Anthony Krobatsch
- CPL Jonathan Ryanadam Larson
- SPC Caleb Raine Morales
- Class 028-23
- PV2 Yocxender Alexander Marcanosanchez * -DG
- PV2 Cole Thomas Miller
- PV2 Patrik Adrian Montesinosmejia
- PV2 Michael Kaildonree Munson
- PFC Kenny Rodriguez Quintero
- PV2 John M P Silvalauma
- PV2 Garrett Elias Solso
- PV2 Aidan Kenneth Spieler
- PV2 Joshua Keith Taylor
- SPC Robert Andrew Taylor
- PFC Tyrone Crossbear Thompson
- PFC Diego Rudolph Torres
- Class 029-23
- PFC Agustin Andre Gutierrez * -DG
- PV2 Samuel Lyal Chase
- PFC Nathan Robert Christenson
- PV2 Wyatt Christopher Cohen
- PV2 Braxton Maddux Cole
- PFC Cree William Dagostino
- PV2 Cory Scott Fehrenbach
- PV2 Aiden Michael Kirby
- PV2 Carter William Rhine
- SPC Joseph Scuderi, Jr
- PFC Joseph Raymond Sousa, V
- Class 030-23
- PFC Francis Lynn Pearce * -DG
- PV2 Ali Hussein Aldakheeli
- PFC Carson Allen Anderson
- PV2 Bryan Michael Baisley
- PFC Cruz Christian Castillo
- PV2 Jayce Fox Dubose
- PFC Tyler John Evans

- PFC Trayvon Nicholas Franklin
- PFC Heriberto Emanuel Lopez
- SPC Oscar Ovidio Martinezcordero
- Earl F. Thompson
- Class 031-23
- PV2 Seth Anthony Hawkins * -DG
- PV2 Karlos Enrique Brown
- PV2 Alexas Marie Darden
- PV2 Austin Mathew Davis
- PV2 Ryan William Denholm
- PV2 Duke K K Deponte
- PFC Duran Devon Engel
- PV2 Luis Obdulio Hernandez
- PFC Ryan Heath Holt
- SPC Aleasa Inez Rowan
- Class 032-23
- PFC Shane M. Mettinger * -DG
- PFC Dylan Hunter Babin
- SPC Alex Robertpaul Dingman
- PV2 John David Kauffman
- PFC Jonathan David Kemmerle
- SPC Matthew Gordon Kroenke
- PV2 Austin Kane Lawson
- PFC Devin William Martin
- PV2 Michael Lynn Mitchell, II
- PFC Seth William Phillis
- SPC Jonathan Taylor Rogers
- PFC Christopher Jerold Smith
- Class 033-23
- PFC Matthew W. Wayne Cahill * -DG
- SGT Nathan Dale Birdsong
- PV2 Carlin James Buntzen
- SPC Clayton Houston Moore
- PV2 Coleson Ivan Stevens
- SGT James A. Stinebaugh
- PV2 Robert James Thompson
- PFC Kevin Christian Vargas
- PV2 Ricardo Velaz, Jr
- PV2 Jonah Jeffrey Wegner
- PV2 Cody Mark Wood
- PV2 Burak Cigit Yilmaz

People On The Move

AIT GRADUATIONS *continued*

Aircraft Powerplant Repairer (15B)

Class 005-23
PFC Odale R Brown * -DG
SGT Adrian Steven Acosta
SGT Obieda Sameer Auwid Aljboor
WO1 Ahmad E Gh Ali
PV2 Brynn Baxley Buschta
Pvt Alexander Cione Crooks
PV2 Cody Edward Davino
SPC Price Davis Day
PV2 David Alan Eichler, Jr
Pvt Charles James Jeswald
SGT Ahmad Jamil A. R. Karkaz
PV2 Dominick Joseph Laforgia
PFC Brandon Wayne McKettrick
PV2 Blaine Carter Stewart

Aircraft Powertrain Repairer (15D)

Class 001-23
PV2 Collin Michaellee Traver * -DG
PV2 Christopher J. Adams, Jr
PFC Greyson Reid Blanchette
SGT Jason Keith Hardman
SGT Philip Edward Johns
PFC Matthew Thomas Kreimer
PFC Jesse Wayne Mertz
PV2 Tyler Allen Richcreek
SGT Phillip A Ross
SPC Joshua Mclean Shaffer
PV2 Luis Angel Torresruiz
PFC Kearick Shane Ward
PV2 Patrick Michael Whitt
SSG Uriah John Yager
PV2 Robert Joseph Yauneridge

Aircraft Electrician (15F)

Class 003-23
PV2 Kyah Nicole Bickler * -DG
MAJ Ahmed Emadeldin Rashes
Ahmed Aboelata
SSG Mostafa Arbass
SGT Puwanat Chongchalad
PV2 Joshua Mark Cruz
PFC Redmond Javon Johnson
PFC Seungho Kim
PV2 Henry Anthony Rico
Class 004-23
SPC Gaurav Harish Yadav * -DG
SPC Jefferson A. Acevedogonzalez
PFC Cameron Dale Cheeves
PV2 Ethen Matthew Christian
PV2 Bauldwine Keith Lazare, Jr
PV2 Josue Abraham Vejar-Prado
PV2 Cody Lee Willmott
SPC Jongyeun Won
Class 005-23
PV2 Chad Andrew Bailey * -DG
CPT Peter Benko
PFC Tyler Lamont Brown
SPC Earl Obejuela Cabatingan
PFC Hamadoun Camara
PV2 Christian Nick Dedvukaj
PV2 Diego Sanchez
CPT Maros Timar

Aircraft Structural Repairer (15G)

Class 003-23
Msg Sami D A M Al Dhefairi
PFC Riley Logan Beall
SSG Jason Duaine Berry
PFC Rex Chen
PFC Logan David Chestnut
PV2 Adam Daniel Davenport
PFC Joshua Dejesuspena
2LT Viktors Gaillits
PV2 Tanner Easton Lachcik

SGT Flavio Nascimento De Lima Jr.
PFC Justin Leon Robertson
PFC Isaiah Derrick Soto
SGT Thaksin Thumdee
PVT Clayton James Walker

Aircraft Pnedraulics Repairer (15H)

Class 005-23
PV2 Nicholas W. Dawsey * -DG
PVT David William Bayusik
PVT Brittain Alan Brown
SGT Ibsen Danilo Da Silva
PFC Gnimtuo P Djonda
SPC Elliot Trenton McPherson
SGT Matthew George Molchan
CPT Mu'ath Osama M. Rababah

Avionic Repairer (15N)

Class 024-23
PFC Keith Joseph Althen
PV2 Sheldon Louis Burnett
SPC John Michael Gottschalk
SPC Tinotenda Quincy Phillips
SPC Logan Baxter Pickrel
PFC Jeffrey A. Vazquezsalazar
Class 025-23
PV2 Isaiah Michael Gomez * -DG
PFC Ken Lacamento Cuizon
PFC Toby John Gainor
SSG Keith Edward Kohler
PFC James Hunter Lindsey
PFC Noah Ethan Owens
PV2 Erik Daniel Pacheco
Class 026-23
PFC Hunter William Kastner
PFC Annabelle Jane Loveless
PV2 Brady Scott Pearl
PFC Jacob Gustavo Piccolo
PFC Jesse Alexander Pruett
PV2 Josef Alexander Schmidt
PFC Jaylen Jaymes Strother
Class 001-23
PFC Leean Voraotsady * -DG
PFC Neveah Umhari Hart
PV2 David Lopez
PFC Samantha Lou Mackiewicz
PFC John Christopher Reddick, Jr
SPC Landon Dean Seastrunk
PFC Tyler Cole Worthen
Class 002-23 No Honors
PFC Derrick Loren Emerson
PFC Phoenix Andrew Hathaway
PV2 Jayson Benjamin King

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

Class 001-23
PFC Rose Mary Meyer * -DG
PV1 Bryan William Dinkmeyer
PV2 Tristen Malik Barnes
PV2 Braeden Gabriel Crone
PFC Karmendee G. Rodriguez
PV2 Noah Reid Tucker
PV2 Samuel Sterling Walker
Class 003-23
PFC Adella Marie Bates * -DG
SSG Mohamed Aghoulad
WO1 Mubarak Saliah Al Rashidi
Maj Ahmed El-Khouldi
Msg Abdellilah Ez-Zerrifi
PV1 Jonathan Andrew Gomez
PV2 Krishneel Ravi Prasad
PV2 Richard Keith Reese, Jr.
PV1 Austin Michael Rinard
PV2 Kyle Patrick Shea

Unmanned Aircraft Systems (UAS) Graduations

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

Tactical Unmanned Aerial Systems Operations Technician

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

Tactical Unmanned Aerial Systems Operations Technician Course

8 Graduates, 9 May 2023
WO1 James Miller - DG
WO1 Joshua Edmondson *
WO1 Marco Gutierrez
WO1 Daniel Linder
WO1 Jesse McGuire
WO1 Marc Perilla *
WO1 Adam Rocker
WO1 David Schreck

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

6 Graduates, 22 March 2023
PVT Ronald M. Kidd - DG
PFC Brendan L. Bridges
PFC Robert S. Conley
PVT Paul James M. Balajadia
PVT Zackery M. Bellinghausen
PVT Christian O. Harris
7 Graduates 11 April 2023

PVT Wiley, Mikeal L. - DG
SPC Hunter, Michael A.
PFC Ries, Joshua Tyler
PV2 Walker, Isaac David
PFC Melancon, Gaven Michael
PVT Deleondannel, Xavier A.
PV2 Jackson A. Corum

Grey Eagle UAS Repairer Course

9 Graduates, 24 March 2023
PFC Barefield, William R - DG
PVT Phifer, James B. - DG
PFC Locklear, Kaden G
PVT Lucio, Jonathan C
PFC O'connor, Donald P.
PVT Pedroza, Matteo R.
PVT Semkin, Kadence
PV2 Singh, Jeetpreet
PVT Woods, Nathan J
7 Graduates, 5 May 2023
PV2 Joshua Bahl - DG
PVT Johnathon Anderson
PVT James Demarco
PV2 Jared Gift
PFC Zachary Hill
PFC Shay Kerr
PV2 Caleb Vang

UAS Operator

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

Shadow UAS Operator Course

12 graduates, 06 April 2023
PV2 Ryan Wilson - DG
PFC Denver Haslett - HG
PFC Austin Carroll
PV2 Robert Dalton
PFC Kevin Goodley
PFC Erik Hermansson

PFC Bradley Hulett
SPC Markie Lipscomb
PV2 Terry Onyia
PV2 Ronald Pratt
PV2 Michael Teague
PVT Jason Tower
11 Graduates, 10 May 2023
PFC Minjae Kim - DG
PVT Marina Ramos - HG
PV2 Trevor Brown
PFC Talon Edison
PFC Kaitlynn Flores
PV2 Michael Hutchinson
SGT Anthony Jiminez
SGT Keith Nikas
PVT Jared Ramirez
PVT Matthew Ranger
PFC Kyla Ray

Grey Eagle UAS Operator Course

12 Graduates, 24 April 2023
Class 23-001
PFC Lily Fincher - DG
SGT Neil-Robert Atienza
PV2 Carson Eckelberg
PV2 Seth Gordon
PFC Austin Steinbrink
SGT Nicholas Varricchio
Class 23-002
PFC John Ralston - DG
PFC Michael Duran-Perez
SPC Jonathan Fletcher
PFC Glenn Hoffman III
PFC Roberto Munoz Jr.
PVT Michaelin Pierre

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

New AAAA Members

Continued from page 65

Mr. Jacob Herman
PV2 Elijah Luke Hobbs
Mr. Jacek Kawecki
Ms. Jen Kay
Miss Bailee Mathers
CDT Kameron Miller
Mr. Steven Novak
CPT Brandon Rodriguez
CPT Jason Schwab, Ret.
Voodoo Chapter
Mrs. Kelly Brown
CW4 Gordon Eatley
Mr. David Sumrall
Washington-Potomac Chapter
SSG Raven A. Aguilar
CW3 Michael Beck
Mr. Brian Becker
COL Amy Blank
Mr. Edward Bozeman
CW2 Myles Braddock
Ms. Jill Bruning
Mr. Thom Burke
Mrs. Catherine Chang
Mr. Bryant Choung
Mr. Skip Church
Ms. Tina Croke

PFC Ajay K. Daniel
COL Jesse Delgado
Ms. Cindy Dellosa
Dr. Olga Edwards
SFC Aaron T. Freese
Mr. Per-Anders Hallqvist
Ms. Michaela Hares
Mrs. Sandi Hauenstein
Mr. Adglon Hudson
BGen George Katsanis
Mr. Christopher Kim
Dr. Tracey Perez Koehlmoos
Ms. Mary Jo Lampe
Mr. Rob Lindsey
SGT John C. Maquiling
Mr. John P. Moore
Mr. Mark Nagle
Mr. David A. Nelson
Mr. Greg Nelson
Mr. Dave Padula
LTC Sely Popal
SPC Robert Rivers
Mr. Dave Salwen
PFC Jacob G. Schonert
Mr. Jesse Stone
Mr. Mark Stone
Mrs. Laura Sunden
Mr. Daniel Wagner
Mr. Chris Wasniak
WO1 John A. Wharton
Wright Brothers Chapter

Dr. David Curtliss
Ms. Jodi Fritsch
Mr. Charles Gelm
Mr. Aaron Harwood
Mr. James Lapsley
Mr. BK Lewis
Mr. Jim Lippert
Mr. Mark Lippert
Mr. Mark Lohmann
Mr. Scott Rice
SPC Jerome D. Sanchez-Carrion
CDT Simon Sekulovski
Mr. Kent Shin
Mr. William Thrapp
Mr. Sean Treglia
Mr. Scott Williams
Mr. Marty Wilson
Ms. Karen Yada
SPC Gaurav Harish Yadav
Yellowhammer Chapter
Mr. Kenny Johnson
Mr. Michal Krupa
Mr. Dale Pufahl
Mr. Eric Soliz
Mrs. Amy Tubb
Zia Chapter
PFC Francis Lynn Pearce

Editor's note: Companies can send their Army Aviation related news releases and information to editor@quad-a.org.

GAO Denies Sikorsky FLRAA Bid Protest

On April 6, 2023, the Government Accountability Office denied Sikorsky's bid protest on how the Army awarded a contract to Bell last year for the Future Long Range Assault Aircraft (FLRAA), the biggest aviation decision the service has made in decades. The GAO denied the protest, concluding that the Army reasonably evaluated Sikorsky's proposal because the company failed to provide the level of "architectural detail" required by the solicitation, according to a statement issued Thursday.

Army Awards JAGM and HELLFIRE Production Contract



LOCKHEED MARTIN IMAGE

The U.S. Army awarded Lockheed Martin a multiple-year production contract for Joint-Air-to-Ground Missiles (JAGM) and HELLFIRE missiles with a Program Year 1 (PY1) award total value of \$439 million. This contract will provide JAGM and HELLFIRE procurement and production support for the U.S. Army and international customers. Because it's a multiple-year award, the contract offers three additional follow-on awards starting in late 2023, allowing for a total contract value of up to \$4.5 billion over the next four years.

ARNG Receives FY 2023 Funding for Gray Eagle 25M



GA-ASI GRAPHIC

General Atomics Aeronautical Systems, Inc. (GA-ASI) announced that the Army National Guard (ARNG) has received fiscal year 2023 Congressional funding for 12 new Gray

Eagle 25M (GE-25M) Unmanned Aircraft Systems (UAS). GE-25M is equipped with the new Eagle-Eye multi-mode radar and electro-optical/infrared sensors and can host a wide range of additional kinetic and non-kinetic payloads. Equipping ARNG Divisions with organic GE-25Ms makes possible the necessary mission planning, targeting, communications, detailed coordination, and realistic training needed to employ the systems successfully in combat. GE-25M will allow ARNG Divisions to have Divisional ISR for the first time.

AWR Awarded to AT Systems In-Aircraft Helmet Mounted DVE Visor Training System



AT SYSTEMS PHOTO

AT Systems, LLC announced on April 12, 2023 that the company has received an airworthiness release (AWR) in accordance with Army Regulation (AR) 70-62 for the ATS electronic helmet mounted degraded visual environment (DVE) hood on UH-60A/L/V and UH/ HH60M. The AT System DVE visor was designed, developed, and manufactured by current and former United States Army-trained standardization pilots and instrument examiners. The ATS device is the only AWR approved in-aircraft DVE training system that is compatible with night vision goggles (NVGs). The device can be used with both day and NVG heads-up displays.

Rotary Wing Advanced Tactical Helmet



U.S. ARMY PHOTO

Following more than five years of coordinated efforts between U.S. Army Aeromedical Re-

search Lab (USAARL), Air Force Research Lab (AFRL), SOFWERX, U.S. Special Operations Command (USSOCOM), and the 160th Special Operations Aviation Regiment (Airborne) (SOAR (Abn)), the Regiment is procuring a new helmet system that has been developed to address on-going capability gaps with legacy aircrew equipment. Among its many features, the RATH provides 24% average weight reduction across all six sizes and a 9% increase in side-to-side field of view when compared to legacy HGU-56P helmet.

Cingolani New Leonardo CEO



WIREIMAGE PHOTO

The Italian government nominated Roberto Cingolani as the new CEO of state-controlled defense giant Leonardo and the board of directors made the appointment official on May 10, 2023. Cingolani takes over from incumbent Alessandro Profumo.

Advertisers Index

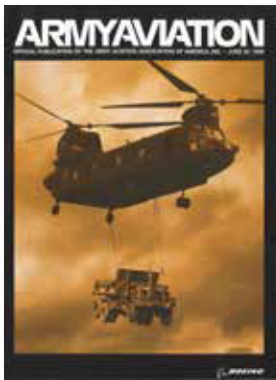
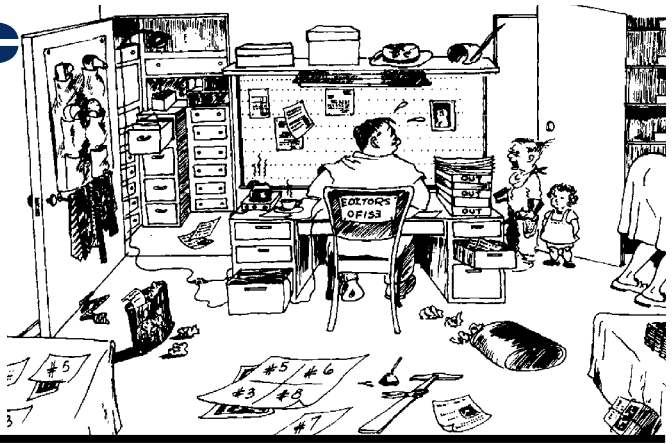
AREZIA.....	29
Army Aviation Museum Foundation ...	35
Astronics	7
Bell	1
Coastal Seat Cushions, Inc.....	16
Dallas Avionics.....	43
David Clark Company.....	9
Eclipse International Corp.....	17
FLIR Systems, Inc.....	23
Helibasket	27
L3Harris IMS Wescam	79
Lockheed Martin	80
Marvin Test Solutions, Inc.	15
PCX Aerosystems.....	31
Phantom Products Inc.	45
Science and Engineering Services, SES, Inc.	5
SKEDCO, Inc.....	11
Summit Aviation Inc.....	33
Tyonek	37
Viasat, Inc.....	15
Yulista Holdings, LLC.....	23

Art's Attic

By Mark Albertson



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



25 Years Ago June 30, 1998

Briefings

Colonel Claude L. Shepard, Jr., Pearl Harbor veteran and pioneer Army aviator, died February 15 in Greenfield, Massachusetts. Colonel Shepard hailed from Murray, Iowa and had graduated from West Point in 1939. During the Japanese attack on Pearl

Harbor, he commanded a battery in the 25th Infantry Division's 15th Field Artillery Regiment. Later he trained and qualified as a liaison pilot. He flew L-aircraft in North Africa and Europe, eventually becoming the aviation officer for Seventh Army, commanded by George S. Patton, Jr. Following World War II, Shepard saw service in Korea, Europe and the United States, retiring in 1969. He followed up his Army career with a master's degree in urban and Regional Management from the University of Massachusetts, Amherst. Colonel Shepard is a member of the Army Aviation Hall of Fame.

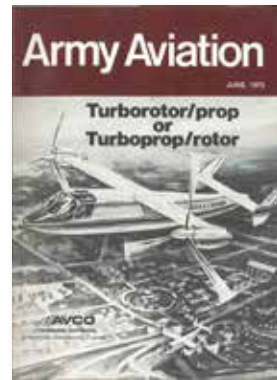
Attention Army Aviation Commanders

The 1998 Blue Book Data Request Forms have been posted to all Army Aviation commanders, that is, to battalion level and above. Data requested: Organization name; mailing address; phone (DSN & Com); E-mail and office symbol for Commander, Senior NCO, SIP, MTFE, ASO; current photos for CDR & NCO are optional. Send to: AAAA National Office, 49 Richmondville Avenue, Westport, Ct., 06880, no later than June 30, 1998.



St. Michael's Awardee

LTC Mark A. Grablin, Commander, 1st Bn., 11th Avn. Regt., recently presented the Bronze Order of St. Michael to MSGT Bobby W. Eades (Ret.) for his many contributions to Army Aviation. Presentation was made at the Army Aviation Center Chapter, Fort Rucker, Alabama.



50 Years Ago June, 1973

Deactivation

April 6, at Fort Rucker, Alabama, the 1st Aviation Brigade was deactivated. Major General Allen M. Burdett, Jr., (2nd from left), post commander, accepted the unit's colors from CSM Francis Aquinaldo. Escort officer for the

colors, Lieutenant Colonel James McQueen (left), and CSM Clifton A. Wagner (right), USAAVNC, take part in the ceremony.



Seoul

Supporting UNC/U.S. Forces Korea/ 8th U.S. Army is the 52nd Aviation Battalion. The three companies of the 52nd are arrayed across the northern third of South Korea. Lieutenant Colonel Joseph E. Campbell is in command. The 52nd is a large and autonomous aviation battalion. In its stable of aircraft is the UH-1, OH-58, OV-1, U-21, as well as Cobra attack helicopters. Lieutenant Colonel Campbell's command arrived in South Korea, 1972.



Instant Aircraft Hangars

The United States Air Force has issued a \$2.8 million contract for "Instant Aircraft Hangars." Contractor is the Goodyear Aerospace Corporation. These portahangars feature 92 lightweight sandwich panels. Double-hinged "I" beams will frame the support for these hangars that measure 76 feet across by 130 feet long and 26 feet high. Air transportable, of course, even at 18 tons a piece, they are individually packed in four 8X8X9.5 containers for shuttle aboard C-130 aircraft.



Editor's Note:

In the March, 2023 Art's Attic an incorrect photo was shown for William Hargrove. We apologize for the error and show the correct photo here.



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

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

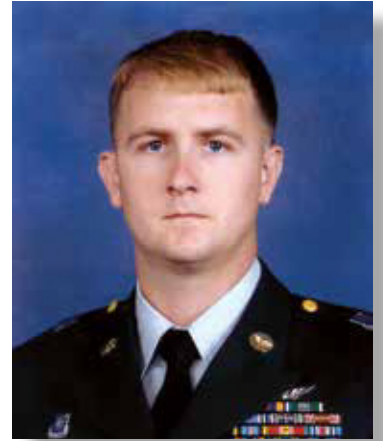
The deadline for nominations for the 2025 induction is June 1, 2024

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

Army Aviation Hall of Fame

Master Sergeant James W. Ponder III

*Army Aviation Hall of Fame 2015 Induction -
Nashville, TN*



MSG James W. (“Tre”), Ponder III, was a native of Franklin, Tennessee. He attended Auburn University for 3 years and enlisted in the Army in 1990. He dedicated his military career to producing the finest Aviation Non-Rated Crew Members in the world. His vision of how to revolutionize the MH-47 crew member training program changed and professionalized how Army Aviation trains all its enlisted personnel even to this day.

MSG Ponder was assigned to the 160th Special Operations Aviation Regiment (ABN), the “Night Stalkers” in 1992. He rapidly progressed from MH-47 Crew Chief to Flight Engineer Instructor and conducted over 100 missions supporting the most elite Special Operators in the world. He was one of the first to deploy after 9/11 and played a major role in all the initial combat actions in Afghanistan against both Al-Qaida and the Taliban. Often these missions were conducted in some of the worst terrain in the country under zero illumination, high altitudes, channelizing valleys and brown-out conditions. The pilots of his battalion always wanted MSG Ponder in the lead aircraft in order to help them in tight tactical situations.

His exceptional grasp of both mission requirements and equipment led to his early selection as a Flight Engineer Instructor. He then developed a Nonrated Crewmember Trainer (NCT) program that is still being used by other Army Aviation units around the world. He consistently worked long hours and weekends to research new equipment and techniques for improving mission accomplishment resulting in his writing and staffing new publications and crewmember checklists.

In 2002 while serving as Regiment MH-47E/G Standardization Instructor he was directly responsible for the combat readiness of 380 NRCMs across 4 battalions and one training company. He was responsible for writing and updating Army Special Operations Aviation (ARSOA) NRCM publications; Training Circulars and the primary advisor to the Regiment Commander and Command Sergeant Major on NRCM readiness and training. In addition, he developed and updated Tactics, Techniques and Procedures (TTPs), Programs of Instructions (POIs), and crewmember operational checklists. His extraordinary work ethic and dedication resulted in some of the best employment techniques for the M-134 Mini-Gun, the M240 Machine Gun, FAST Rope operations, External Hoist Operations, Amphibious Operations and Special Vehicle Operations which were later adopted by all Army Aviation units.

On June 28, 2005, MSG Ponder was training on the day shift with 3d Battalion, 160th, in Afghanistan, when a Navy SEAL team called for help. MSG Ponder knew he was more rested than the night crews who had just landed, and he volunteered. During the approach to the landing zone Tre’s MH-47 was shot down by an RPG as depicted in the book and movie, “Lone Survivor.” Always placing the needs of others above his own, he made the ultimate sacrifice to save his comrades in distress.



WESCAM MX SYSTEMS



COMBAT-PROVEN PRECISION WITH WESCAM MX™-SERIES SOLUTIONS

Control the battlefield and execute quick-strike capability with extreme precision and agility. Operate at ranges outside of the light-weapon threat envelope. L3Harris' portfolio of WESCAM MX targeting systems provides powerful designating capabilities and combat-proven solutions for day, low-light and night missions.

- > Maintain full situational awareness while identifying targets of interest with separate wide angle and spotter cameras
- > Achieve precise targeting with an independent, fully-stabilized designator
- > Keep cross-hairs on target with accurate and stable geolocation and auto-mode steering
- > Nose, pylon, canopy and mast sensor mounting options

Learn more at www.L3Harris.com/MX15D

L3HARRIS.COM

©photo Anthony PECCHI.
MD Helicopter.



L3HARRIS®
FAST. FORWARD.

**BUILT FOR SPEED.
DESIGNED FOR AGILITY.
ENGINEERED FOR THE DIGITAL AGE.**



**ENSURING THOSE WE SERVE ALWAYS STAY
AHEAD OF READY**