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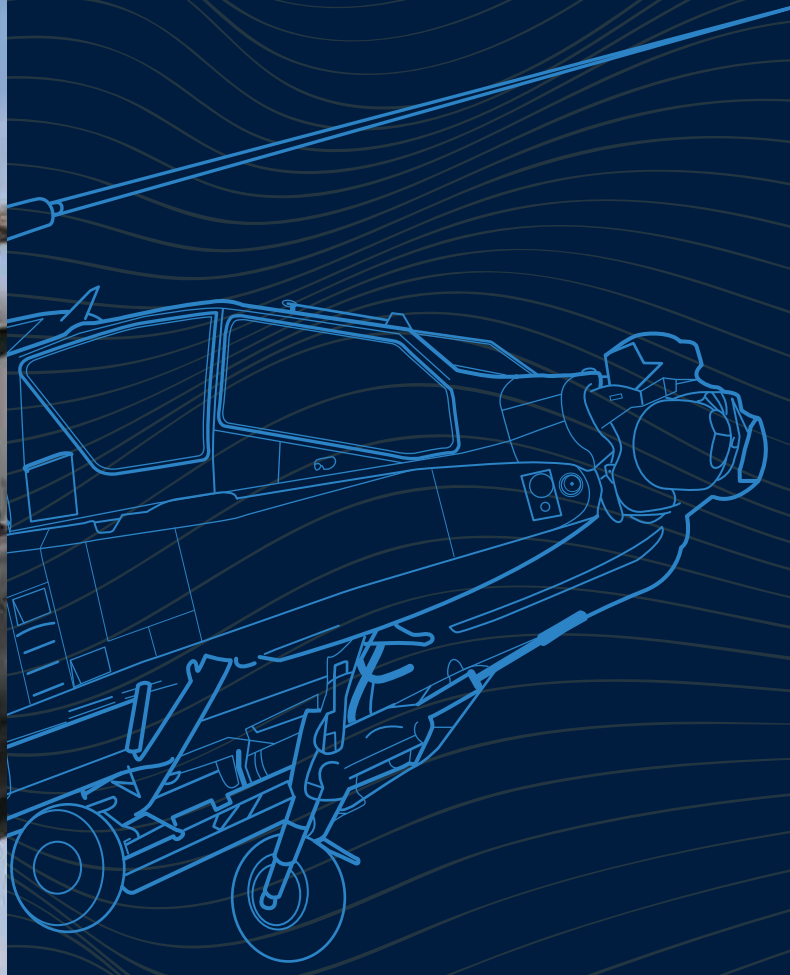

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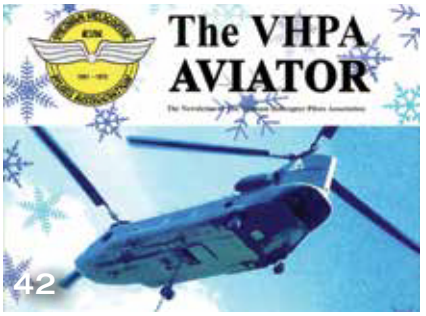

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FROM THE FIELD

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AAAA NEWS

ARMY AVIATION COMMUNITY NEWS

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On The Cover

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Amentum's team of aviation professionals delivers system integration and modernization, maintenance, sustainment, logistics, training, and technical solutions worldwide. We provide innovative, cost-effective aviation capabilities – creating enduring value for our customers. Amentum is fiercely committed to operational excellence, mission focus, and successful execution. *Caption provided by the advertiser.*

Briefings ▶ *Late Breaking News - Announcements*

POTUS Signs NDAA

DOD PHOTO BY CHAD J. MCNEELEY

President Joe Biden signed into law the fiscal year 2023 National Defense Authorization Act on Dec. 23, 2022. The $817 billion in Defense Department spending is $45 billion above the White House budget request submitted last spring. See the Legislative Report on page 49 of this issue for detailed information on Army programs funding. It includes a 4.6% military pay raise, the largest for troops in 20 years, and repeal of the military's coronavirus vaccine mandate.

FACEBOOK/U.S. SPECIAL OPERATIONS COMMAND CENTRAL

Weimer Selected as Next SMA

Army chief of staff, GEN James McConville, announced on Dec. 8 that CSM Michael Weimer has been selected to take over as the 17th Sergeant Major of the Army in August 2023. Weimer, a career special operator who joined the Army in 1993 and graduated from Special Forces Assessment and Selection in 1994, has been serving as the senior enlisted soldier in Army Special Operations Command at Fort Bragg, NC since August 2021. He will replace SMA Michael Grinston who has served in that position since August 2019.

Sikorsky Formally Protests FLRAA Contract Award

LOCKHEED MARTIN/BOEING COURTESY PHOTO

Sikorsky filed a protest on Dec. 28, 2022 with the Government Accountability Office challenging the award of the Army's Future Long Range Assault Aircraft (FLRAA) contract to Textron Bell. Expected to be the Army's largest helicopter procurement in 40 years, the FLRAA competition involved Bell's V-280 Valor, a tiltrotor aircraft, and Lockheed Martin's Sikorsky and Boeing's Defiant X, which features coaxial rotor blades. Both aircraft were designed to fit into the same footprint as a Black Hawk. GAO noted it is required to issue a decision no later than April 7, 2023.

DoD Awards $136 Billion TRICARE Managed Care Support Contracts

DOD TRICARE GRAPHIC

The Defense Health Agency (DHA) announced on Dec. 22, the Department of Defense (DoD) awarded the next generation of TRICARE Managed Care Support Contracts. The new T-5 contracts will go into effect in 2024. The new contract maintains the requirement for two TRICARE regions in the United States – East and West; however, six states currently managed in the East Region will transfer to the West Region: Arkansas, Illinois, Louisiana, Oklahoma, Texas, and Wisconsin. The East Region was awarded to Humana Government Business of Louisville, KY and the West Region to TriWest Healthcare Alliance of Phoenix, AZ. These contracts begin in 2024; until then the current contracts remain in place. TRICARE beneficiaries do not need to take any action at this time. The DHA will launch an extensive and comprehensive communications campaign informing beneficiaries of coming changes during the yearlong transition. For more information go to *www.tricare.mil/changes.*

Defense Department Increases Child Care Fees

DOD PHOTO

The Defense Department implemented annual changes to the Child Development Program Fee Policy and restructured total family income categories which determine childcare fees. Changes include: the number of income categories will increase from 13 to 14, providing a more equitable division of fees based on total family income; the hourly care rate will increase from $7 to $8 per hour; Military departments will increase the community provider fee assistance rate cap from $1,500 per child, per month to $1,700 per child, per month. Military families can reach out to their child development centers or school-age care programs to learn how these fee changes will impact individual households.

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Back on Track!!!

After three long years, AAAA has finally completed a full cycle of events post Covid!

AAPI PHOTO BY BILL HARRIS

Attendees at the 17th Luther G. Jones Army Aviation Depot Forum, visit the exhibit hall at the Solomon P. Ortiz International Center, 6-7 Dec 22, Corpus Christi, TX.

Starting with the April 2022 AAAA Annual Summit in Nashville, through a great Aircraft Survivability Equipment Symposium in Lexington. KY, to the Joseph P. Cribbins Aviation Readiness Conference in Huntsville, AL, and ending with the Luther G. Jones Depot Maintenance Forum in Corpus Christi TX, every single one of them set records in attendance. Clearly, our mission statement pillar of "Networking" is back in full force. Every one of the events also featured our "Recognition" pillar in award ceremonies for outstanding Soldiers and units, as well as members of industry who have gone above and beyond to help support our Soldiers. See page 32 for the presentation of the Donald F. Luce Depot Maintenance Artisan of the Year award at the Luther Jones Forum as one example.

We are also knee deep in the Scholarship Foundation application process. Once again, we have received record applications and the redacted files are about to go out to the committee for consideration/selection. Thank you in advance to the hundreds of volunteers who take many hours of their personal time to review the files, creating the Order of Merit List for scholarship award. We will award over half a million dollars in time for high school graduations in the Spring. Recall that we realigned the scholarship awards timeline so that the awardees could be recognized at their high school graduation ceremony. Support to our members and recognition of recipients all rolled into one. We literally could not do it without the hundreds of volunteers on the Awards Selection Committee.

I mentioned the volunteers that support scholarship selections, AAAA literally would not be able to function without volunteers. All of us, from those in senior AAAA leadership positions down to our committee chairs, committee members, board members, chapter officers etc., are 100% volunteers. We do it because we believe in the mission to "Support the U.S. Army Aviation Soldier and Family," and it is our chance to give back. Thank you all for your countless contributions.

As you might imagine, as soon as we finish the 2022 cycle of events, we are already ramping up for the 2023 cycle. Bound into this issue you will see the four-page description of the upcoming AAAA Mission Solutions Summit April 26-28, 2023, again in Nashville at the Gaylord Opryland Hotel and Convention Center. Our Branch Chief has helped us shape the theme of *"40th Anniversary of the Army Aviation Branch: Honoring the Past and Transforming for the Future!"* Our Chief of Staff of the Army has confirmed he will keynote the event, and we will end with a terrific Soldier Appreciation Concert featuring Jennifer Nettles.

One thing I do want to point out is that we have decided to open the Professional Sessions half a day earlier than we have ever done before. This is in response to your feedback asking for more time to interact with our great AAAA family. Specifically, you will see that we will commence on Wednesday April 26, 2023 at 1 pm with the Branch Chief, AMCOM Commander, and PEO Aviation and then immediately follow with the Exhibit Hall ribbon cutting ceremony.

For all the AAAA National Executive Board members and chapter officers, the board meetings and chapter workshops have been moved forward to Monday, April 24. More to follow, but I wanted to give you a heads up for planning purposes.

Again, look for the Summit brochure in the center of this magazine. Don't miss this once-a-year opportunity to gather together as one community, Active, National Guard, Reserve, veteran, retired, industry and civilian as we all work to meet the challenges ahead.

Look forward to seeing you in Nashville if not sooner as I continue my visits to our AAAA Chapters.

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

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Aviation Sustainment in Large Scale Combat Operations

By MG Michael C. McCurry II

U.S. ARMY 12TH CBT. AVN. BDE. PHOTO

SPC Aiden S. Goddard, UH-60 helicopter repairer assigned to the 1-214th General Support Aviation Battalion, 12th Combat Aviation Brigade, conducts maintenance checks during aerial gunnery qualifications as part of a week-long training exercise at the Nadarzyce Training Area, Poland, March 25, 2022.

Army Aviation sustainment is vital to providing enduring support to the Soldier on the ground in Large Scale Combat Operations (LSCO).

Small, well-led, well-equipped (with the right tools and parts) maintenance teams must be agile and able to deploy quickly across the modern battlefield. This will require integrated planning across warfighting functions at the Division and Corp-levels.

Aviation leaders and maintainers will develop and manage responsive, predictive maintenance plans to synchronize aircraft availability with the Division's planned missions. Also, missions within the range of enemy artillery systems will not allow sustainment operations from large tactical assembly areas (TAAs) with the adequate hangar space and warehouses that we became accustomed to during counterinsurgency (COIN) operations from fixed sites.

Division-level operations in large scale combat will require us to surge up to and beyond the limits of current aircraft manufacturer maintenance schedules. In the near term, combat aviation brigade (CAB), battalion, and company commanders are experimenting with what is possible to modulate availability with Division operations. This is much different than stair-stepped teams available 24/7 over the last twenty years. Ahead of the delivery of Future Vertical Lift (FVL) platforms, we are studying and adapting proven concepts such as the "running phase" to deliver aircraft readiness and availability to the Division when and where required.

Additionally, battalion and company leaders need to hone the skill of our maintenance Soldiers with challenging training and manage talent in teams to support combined arms maneuver. Force management levels during the closing years in Afghanistan and Iraq robbed our Aviation NCO Corps of valuable sets and reps on certain maintain tasks. Understanding this and deliberately leading to enhance the experience and proficiency of maintenance teams will ensure we remain dominant in the lower tier of the air domain.

Training

Preparing for LSCO requires we train our Soldiers with the most modern, technically rigorous, and realistic conditions that units expect during combat. Instead of robust maintenance companies of 300 Soldiers operating on established airfields, we must plan to tactically disperse teams of Soldiers

throughout the battlefield. These teams can rapidly regenerate combat power forward and keep our systems in the fight without an underlying reliance on contract support.

Maintainers are the cornerstone of our sustainment program. Leveraging the Aviation Maintenance Training Program (AMTP) to organize well-led teams enables leaders to rapidly assemble Soldiers that can lead and execute aircraft repair in austere environments, while remaining survivable against complex networks of enemy detection and threat capabilities. AMTP allows commanders to track their maintenance capacity and capabilities through training reps and sets to ensure readiness.

Emerging Technologies

Emerging technologies like rotorcraft automated component tracking (RACT), the use of composites materials, 3D printing, and additive manufacturing will enhance future capabilities and speed of aircraft maintenance. For example, RACT sensors may send leaders and maintainers real-time aircraft system health information and "time remaining to next repair" across tactical networks during operations. The RACT program also envisions a user interface directly to Soldiers allowing them to troubleshoot and recommend a system repair and part requirements necessary to restore aircraft to a mission-capable status.

These technologies are already used in commercial aviation maintenance, dramatically reducing repair times, and increasing efficiency and aircraft availability. Modernizing Army maintenance with these concepts and technologies enables the survivability of the combined arms team. In FY23, we are continuing to pursue sustainment experiments to see where we can improve maintenance operations. Blossoming concepts include 3D printing and additive manufacturing to produce critical parts and components where and when we need them. As always, our ultimate objective is a level of operational availability that allows unencumbered combined arms maneuver to defeat and destroy the enemy at the time and place of our choosing.

While these new systems are critical, we will continue to focus on reducing the maintenance burden on our current fleet to the lowest level possible while simultaneously informing sustainment requirements for our new FVL systems. To support the division commander as an integral member of the combined arms team, Army Aviation must provide the combat power necessary to mass effects to meet division and corps commanders' mission objectives.

Our strength and ability to provide maneuver commanders with reliable, lethal, and timely support is resident in our ability to maintain the readiness of our aircraft. Modernization efforts, rigorous training, and professional education all ensure our Soldiers remain able to uphold the sacred trust with the Soldier on the ground! The superb training, discipline, and equipping of our cohesive maintenance teams are unequal in both scale and quality. I am proud to serve with you and thankful for what our Army Aviation Soldiers and teams do every day across our branch.

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 Rucker, AL.

Army Materiel Command Leads 15-Year Plan to Modernize the Army's Organic Industrial Base

By COL Richard Martin

U.S. ARMY PHOTO BY HOLSTON ARMY AMMUNITION PLAN

Legacy steam coal facility (left) and new natural gas fired steam facility (right) at Holston Army Ammunition Plant. Radford and Holston are part of the Joint Munitions Command and its arsenals, depots and ammunition plants produce, store, distribute and demilitarize conventional munitions for the U.S. Department of Defense.

For more than 20 years of persistent conflict, the Army's Organic Industrial Base (OIB) enabled the tactical success of the force by manufacturing, rebuilding and maintaining equipment for the Army and the Joint Force.

However, this unyielding focus on sustaining combat operations has accelerated the aging of the OIB's 23 depots, arsenals and ammunition plants. With many facilities more than 70 years old, most are well past their original expected useful life and the Army's modernized weapon systems are being sustained with antiquated processes, including hands-on tasks that continue to expose our artisan workforce to dangerous conditions and hazardous materials, all of these underlining that the facilities are long overdue for modernization.

The OIB is comprised mostly of facilities that were built during World War II with more than 19,000 facilities covering more than 100 million square feet. As the Army undergoes its greatest transformation in more than 40 years, Army senior leaders are taking steps to ensure the persistent modernization of the OIB to sustain the next generation of equipment, current unit readiness and the ability to surge in support of contingencies.

The Task Force and Plan

Last year, the Army stood up an OIB Modernization Task Force with experts from across the service and Army Materiel Command (AMC), in close coordination with the Assistant Secretary of the Army for Acquisition, Logistics and Technology (ASA(ALT)), worked toward the aggressive creation of the Army's OIB Modernization Implementation Plan (MIP), which will modernize facilities, processes and the workforce across the 23 depots, arsenals and ammunition plants that manufacture and reset equipment, generating readiness and operational capability throughout Army formations.

"The 15-year OIB modernization plan represents a once-in-a-generation chance to holistically modernize," said GEN Ed Daly, commanding general of AMC and the Army's senior sustainer. "The plan provides a deliberate and comprehensive roadmap to a 21st century OIB focused on processes, facilities, equipment, workforce, data and information technology, as well as energy and cyber resilience, to support Army modernization priorities."

The task force collaborated over a series of planning sessions, site visits and war games to develop a holistic investment plan to bring the OIB into the 21st century, infuse industry best practices and refine human capital management structures to maxi-

mize the skills and capabilities of the workforce. The 15-year OIB Modernization Implementation Plan synchronizes a cost-neutral investment of more than $16 billion in three phases: Build 21st century Capability for the Future (Fiscal Years 24-28); Continue to Build Capabilities and Attack Vulnerabilities (FY29-33); and Maintain and Sustain OIB Investments (FY34-38).

"The first phase is getting at the most

U.S. ARMY PHOTO BY PAM GOODHART

Rock Island Arsenal-Joint Manufacturing and Technology Center artisans pour molten metal into ceramic shell molds during a demonstration of RIA-JMTC's foundry operations. RIA-JMTC hosted the U.S. Army Tank-automotive and Armaments Command Casting & Forging Summit for experts and officials across the government, military, industry and academia to discuss how to best modernize and sustain manufacturing operations critical to national security April 27-28.

critical processes and capabilities that we need immediately," said Daly. "The second phase is really expanding those 21st century capabilities and reducing our vulnerabilities, and then the third phase is continuing to expand beyond that and into the future."

ASA(ALT) and AMC, in collaboration with the Secretariat, Department of the Army partners, academia and industry, built the OIB MIP from the 2019 Army Modernization Strategy and 2019 Army Organic Industrial Base Strategy. These investments are tied directly to the Army's signature modernization efforts, ensuring that the OIB is ready to sustain the next generation of Army equipment. The OIB Modernization Task Force gained the approval of the Secretary of the Army, briefed the MIP to Congress during the House Depot Caucus Reception, and released the plan publicly in May 2022.

Processes

Integrating 21st century processes, improving safety and reducing single points of failure are essential to transforming the OIB. To do this, the task force is working with the Department of Defense's Manufacturing Innovation Institutes to explore new production processes to enhance capacity and improve resiliency, rebuild organic capabilities, and develop new ways to leverage innovation technologies. The MIP will ensure the ability of the OIB to continue its key role in the Army's 21st century warfighting requirements by tying projects directly to the Army's signature modernization efforts.

Facilities

At Corpus Christi Army Depot (CCAD) in Texas, which provides maintenance, repair, and overhaul of helicopters and rotary-aviation components, antiquated manufacturing systems and processes such as structural repair lines are being modernized to meet current and future weapon system requirements for Future Vertical Lift and aircraft repair. The first of these projects includes a multi-phased modernization of Bldg. 1700 which houses Powertrain and Engine Assembly and encompasses production shops that are designed and planned to house multiple work centers of Army Helicopter Back-End Engine Components. Additionally, CCAD will see a modernized Aircraft Remanufacturing Facility, which is a multiple-phased project including the creation of shop space for disassembly, overhaul, and reassembly of rotary-wing aircraft.

The Workforce

Perhaps the most critical element of these modernization efforts is empowering the OIB workforce, approximately 32,000 employees who work in more than 240 different job fields, ranging from aircraft mechanics, machine tool operators, welders and machinists.

"Our artisan workforce provides the best equipment the world has ever seen, and it is their dedication that lets a warfighter know when they take a piece of equipment on the battlefield, it will survive enemy contact," said Daly. "They are the backbone of the OIB. To meet the Army's future needs, we need to ensure we are recruiting, training and retaining the next generation of artisans. We must identify and prioritize the jobs and skill sets needed to repair the Army's future equipment."

Paramount to the success of the OIB is the safety of the workforce, many of whom work on assembly lines, operate heavy machinery, or handle hazardous materials. This is especially the case in the ammunition OIB, where for some of the highest-risk steps, the best way to protect people is to keep them at a safe distance. In the maintenance and production facilities, such as those at CCAD, improvements will maximize safety, sustain capability, and improve process flow for the employees. Additionally, CCAD is leading efforts to reduce the use of Cr6+ Primers and Sealants within the Depot. These modernization efforts can allow the Army to create a safer environment for operators along with increasing precision.

A living document, the OIB MIP was developed through data-driven decisions tied to the Army's priorities of People, Readiness and Modernization. The OIB Modernization Task Force transitioned the 23 sites from having separate, hard-copy master plans to using an enterprise data repository that can show real-time updates and information. This data-informed approach is what makes the Army's first comprehensive, enterprise-level plan unique from the other services. The OIB Task Force created a plan which is "dynamic, flexible in nature and it will be revisited on an annual basis," according to Daly.

Daly stressed this comprehensive, 15-year OIB modernization plan represents a once-in-a-generation chance to holistically modernize, and that Army and Congressional leaders recognize the strategic importance of the OIB.

"History is replete with examples of the OIB's criticality," said Daly. "This is getting at the continuance of that legacy. It is ensuring the OIB can better support surge capacity for Large Scale Combat Operations, reducing single points of failure and mitigating supply-chain vulnerabilities."

COL Richard Martin is the director of the Army's OIB Modernization Task Force at U.S. Army Materiel Command, Redstone Arsenal, AL. During his nearly 30-year Army career as an Army Aviator, Martin held leadership positions at every level, including commanding the U.S. Army Aviation and Missile Command's Aviation Center Logistics Command at Fort Rucker, AL, as well as the AMCOM Chief of Staff.

AMCOM Commander Update

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

Mitigating Supply Chain Risk

By MG Thomas W. O'Connor, Jr.

U.S. ARMY CORPUS CHRISTI ARMY DEPOT PHOTO

PFC Susana Ullom, assigned to 404th Aviation Support Battalion, 4th Combat Aviation Brigade, based at Fort Carson, Colorado, is one of five Soldiers from Fort Carson who recently trained at Corpus Christi Army Depot. Ullom worked on UH-60V avionics in the cockpit and also on the cap of the aircraft; receiving the equivalent of two years of hands-on experience while training as rewiring an entire helicopter only occurs at the depot level. Ullom is originally from Arizona and has been a U.S. Army soldier for four years.

Over the last two years we began to realize and understand the vulnerabilities that exist within our national supply chains. Within the Department of Defense, this served as a wakeup call to those like me who have been conditioned to expect "just in time" delivery.

Over time, our supply chains naturally optimized their operations models which forecasted demand and limited the number of parts held in storage. These efforts in supply chain efficiency proved incredibly vulnerable when faced with global interruptions due to pandemic, natural disaster, or regional conflict – all realities of the last two years. As we prepare for the future fight, we must understand these vulnerabilities and invest wisely to mitigate risk and retain the ability to maintain readiness. The Army's depots must be one of these risk mitigating investments as they are critical to the sustainment of future weapons systems while mitigating risk in the supply chain for our current systems.

Army Depots

Our depots serve as the Army's insurance policy against global uncertainty, employing skilled artisans to deliver materiel readiness to the warfighter in the field. Today the Army is evolving and so must the depots. As our Army fields the next generation of weapon systems, our depots must be postured to meet the requirements to repair them. Nearly every system of the future will integrate new materials and emerging technologies like advanced composites and fiber optics. Our depots must modernize to have the facilities, tools, and skillsets in place to support these future requirements as they are fielded. But while we modernize for the future, we must also maintain our ability to sustain our current combat systems for which our depots are also essential.

As weapon systems transition through their natural life cycle, obsolescence becomes a reality as repair and replacement parts become more difficult to find and produce. Programs like the UH-60V recapitalization program at Corpus Christi Army Depot (CCAD) helps us overcome these challenges. Our artisans at CCAD are producing dozens of UH-60V Blackhawks per year for our Active, National Guard, and Reserve components. For the operational force, these enhancements deliver modern

glass cockpits that enhance situational awareness for the pilots while also providing structural enhancements that make the aircraft more survivable. For a strained supply chain, the UH-60V recapitalization process produces and replaces components that would otherwise remain obsolete for an aging fleet.

Diversifying Supply and Repair Sources

Leveraging our depots also helps to diversify our sources of supply and repair. As an example, there are several Public Private Partnerships already in place at our depots that help diversify the supply portfolio and mitigate risk in the supply chain, especially with single sources. We can all identify with the frustration of waiting on microchips for the thousands of new vehicles waiting at the ports to be delivered, or the transportation strike that impacted the availability of building materials. These are tangible and real experiences over the last two years that we have seen and felt firsthand. We have also seen similar issues that manifested as readiness drivers in the Army supply system as well, and our depots can help with this. For instance, CCAD produces more than 300 components right now for our aviation fleet as a source of supply for vendors. This partnership adds value in two ways. First, this sustains the depot workforce by adding predictable and sustained workload. Second, these partnerships ultimately improve supply availability, which directly enhances readiness in the field.

In another example, Letterkenny Army Depot serves as the source of repair for much of the aviation ground support equipment (AGSE). Their recapitalization efforts restore equipment and dramatically extends the service life for a fraction of the cost of a replacement. Letterkenny's repair of AGSE directly supports the readiness realized by our units in the field while also providing valuable workload for our depot artisans.

Leveraging Experience

Lastly, investing in our depots as a source of experience and education can help mitigate supply chain risk as well. The depots are a repository of technical knowledge that they can provide back to the operational force in the form of training opportunities for Soldiers with our skilled artisans. Investing time and resources in our maintainers can enhance the ability to troubleshoot issues at the unit level and can help reduce the burden on supply availability. All too often in our production control meetings we hear that the expensive replacement part didn't actually fix the problem with the aircraft. This frustrates leaders at every level and only hinders readiness. Instead, we should leverage the depot training opportunities to gain efficiency in maintenance and holistically assist with supply availability challenges.

We live in an environment of global uncertainty, it's just reality. This uncertainty presents inevitable risk to our supply chains. To mitigate risk, the Army must invest in our depots as we balance the demands of maintaining the current fleet while modernizing to meet the requirements of the future fleet. The Army's depots add value at every step of sustainment trail and our return on investment is seen through operational readiness at the unit level.

People First! Winning Matters! Army Strong!

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

Building Quality Maintenance Programs at the Tactical Level

By CW5 Patrick O'Neill

You don't have to be the Branch Aviation Maintenance Officer to realize that our non-mission capable rates are not where we would like them.

U.S. ARMY PHOTO

AMCOM LAR, Tanner Roberts, works with Aviation Soldiers assigned to the 1st of the 82nd Attack Reconnaissance Battalion, 82nd Combat Aviation Brigade, 82nd Airborne Division, based at Fort Bragg, NC.

Maintenance always has been and will remain the cornerstone of our ability to project and regenerate combat power.

The cornerstone of maintenance is quality control and assurance. Rarely will you find a great scheduled maintenance, corrosion or supply program without a solid quality assurance program. As of late, however, it seems that contractors are playing a large part in our ability to sustain our systems. The use of contractors will likely continue for the foreseeable future. Contractors are meant to relieve some of the load off the Soldier while maintaining aircraft readiness, not replace the Soldier or create negative impact military occupational specialist or MOS proficiency. In many cases, the contractors recruit from the very units that they're contracted to support. In Army Aviation, we always have many discussions about growing better quality crew chiefs, standardization instructors (SIs), and flight engineers (FEs). Yet, we seem to be putting less emphasis on training day-to-day maintenance operations and training of technical inspectors that support our ability to launch, recover and launch. As leaders we need to take a step back and consider if we are training this important core competency correctly in our organization. Are we placing aviation maintenance training on the same level of importance as we do Readiness Level (RL) progression for our aviators and crewmembers?

Where to Start

Over the last two decades, we've streamlined courses and greatly reduced the length of time Soldiers spend in the institutional-training environments. The Aviation Branch command sergeant major, CSM James Wilson, has conducted a review of our MOs and rolled out the Aviation Maintenance Training Programs (AMTP) to ensure we've gotten the Training and Doctrine Command's foundation set. Although we have a formalized AMTP, we should now digitize the program.

We must realize upfront that time will always be our enemy when using institutional Army training. Essentially, we can only train basic apprentice-level skills in TRADOC and provide them with a license to learn through periodic institutional opportunities throughout a Soldier's career. Army Aviation relies heavily on training Soldiers who learn at their operational assignments and self-development to grow the skills they need to be proficient.

Unit of Assignment

The AMTP should enable leaders to pick up what TRADOC has started or quickly assess previous assignments to management talent, much the way we have done with aviators for years. It starts with setting the conditions and then holding our leaders to standards. I think we can agree great maintenance programs usually start by certifying leaders and training, enforcing standards and documenting results through the enforcement of standards. Great aviators, maintainers, crew chiefs and technical inspectors are grown through repeated exposure, practical experience performing the tasks under proper supervision and adherence to standards. In the future, we must work to link the maintenance and flight records through

the digital environment to record the maintenance the Soldier performs and capture it in the training record. This record needs to be visible to leaders, resource managers and the Human Resources Command to conduct traceability and talent management of our most important resource, the Soldier.

Additional Resources

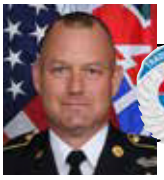
Reach out to your Logistics Assistance Representatives (LARs). They are your primary resource to assist training and re-greening leaders in troubleshooting, maintenance and providing reach-back assistance capability. Units can partner with your Logistics Readiness Center – Aviation or LRC-As and Aviation Classification Repair Activity Depots (AVCRADs).Use this workforce to build quality maintenance programs, not as the easy button. These workforce assets can provide over-the-shoulder training. Hence, not run the phase but develop the Phase Team and Technical Inspectors. This same principle can be applied to develop back-shops personnel and support MOSs where the Soldiers' skills may have eroded. Conversely when using contractors as mentors, your technical inspectors need to provide the oversight and inspection of any maintenance performed by Soldiers.

Enter the future digital environment. Over the last decade, several digital systems have been introduced across Army Aviation and the maintenance community. It has not been an easy journey and -- although we have unprecedented visibility and data -- we still have much to learn. The future, however, will bring a digital-engineering ecosystem that will link the manufacturer, flightline and supply chain. The unit will be able to trace a part, system or product from the design inception through engineering, lifecycle management, supply chain management, and flight operations, as well as through the reliability-centered maintenance field/depot maintenance, repair and overhaul. The data that is produced will be stored in an authoritative database that is linked together by a digital thread. This thread will be visible at the forward edge and to the enterprise who can anticipate and effectively communicate bi-directionally up and down stream of where the product is in its lifecycle, ensuring all participants use the most current data on aircraft performance and predictive analytics that will inform and optimize the quality of maintenance programs. This will provide commanders and maintenance managers flexibility through a glimpse into what is happening – or what can happen – regarding physical assets and locations of parts to better conduct maintenance at the right time and place while supporting the mission.

We must continue to forge quality maintenance programs that enable our formations to tackle the non-mission capable maintenance issues we face. Using the new technology that we field to enhance our maintenance programs, the current fleet will continue to serve us well as we build the bridge toward future vertical lift. History has taught us that autonomous and unmanned systems are not truly operated by unmanned units. Technology in the hands of trained operators and maintainers enhance Army aviation so we can provide the overmatch capability to fight and win anywhere in the world.

Build a tradition of excellence!!

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



Emerging Technologies Will Change the Way We Maintain Aircraft

By CSM Bradford Smith

U.S. ARMY PHOTO BY SFC THERESA GUALDARAMA

Leaders of Company B, 1109th Theater Aviation Sustainment Maintenance Group, based in Hawaii, together with 103rd Troop Command's leadership tour their parent company's maintenance facilities during their first combined annual training in Niantic, CT.

As I travel and have the opportunity to talk with Soldiers across the enterprise I'm impressed with the dedication of our branch and their commitment.

I recently had the opportunity to attend the Cribbins Aviation Readiness Symposium and witness firsthand some of the emerging technologies that face our maintainers. Command Sgt. Maj. James Wilson, the command sergeant major of the Army Aviation Branch, along with the rest of the Aviation Branch, the Future Vertical Lift Cross-Functional Team (FVL-CFT) and Program Executive Office – Aviation, in concert with AMCOM are studying these emerging challenges and possible solutions.

Several emerging technologies will not only change the aircraft we operate, but moreover, the way we maintain these systems. The current systems are largely comprised of metallic structures with some composites and very little use of advanced manufacturing. The current fleet has introduced the use of advanced materials and surely the next generation of air vehicles will largely be composed of these materials. ***Composites and advanced manufacturing*** have many advantages as structural aircraft materials and have been growing in use over the years. We continue to see an increased number of maintenance engineering changes (MECs) to address those repairs not outlined in the aircraft manuals or 204 series. In the future, we will begin fielding the next generation of CH-47 fuel cells, as well as the drive tunnel cover that will incorporate composites. Many of the parts associated with the fielding of FVL are advanced manufacturing.

The advantages provide specific strength and stiffness and resistance to damage through fatigue loading. They offer corrosion resistance and often provide low weight as compared to metallic structures. These advanced materials offer potential economic savings, reduced maintenance, and fuel consumption in the civilian market. In recent years, many of our sister services have moved toward composites; however, the Army has been slow to follow suit with the tactical fleet beyond unmanned systems.

This move has introduced repair and inspection challenges that have failed to keep pace. Several subject matter experts believe that we need to act now to improve training to support the advanced composite repair required to keep pace. Although we currently train on composites at the 128th Aviation Brigade, additional training and training programs to develop and maintain proficiency are required to meet future demands.

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 2021 National winners were featured in the April/May AAAA Annual State of the Union issue.

AAFSE PHOTO

Henry Q. Dunn Crew Chief of the Year, 2020

Sponsored by Robertson Fuel Systems, L.L.C.

SSG Jaymeson K. Busche

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

SSG Jaymeson Busche served as the Charlie Company Standardization Instructor (SI) and a Fully Mission Qualified (FMQ) crew chief for the Army's only dual role attack and assault helicopter company, consisting of 12 highly modified MH-60M Direct Action Penetrator (DAP) Black Hawk helicopters. A proven combat leader, he was personally selected to serve as the NCOIC of a Presidentially directed no-notice contingency operation to kill/capture a senior counterterrorism target. SSG Busche was awarded the Distinguished Flying Cross with Valor for his execution of the mission during which he repeatedly exposed himself to withering enemy fire directly engaging the enemy and expertly directing his team's aerial attacks. A seasoned professional, he has flown over 1,500 flight hours, 300 of which in combat, conducted over 175 named combat operations, and led the execution of seven no-notice deployments in support of the National Mission Force. His leadership in the role of company SI was instrumental in the training and proficiency of 32 non-rated crew members in spite of unprecedented challenges arising from the COVID-19 global pandemic. SSG Busche's tenacity, professionalism and unparalleled contributions to the defense of our nation's vital interests identify him as 2020 AAAA Henry Q. Dunn Crew Chief of the Year.

Inspection/Testing Methods

Furthermore, accurate nondestructive inspection (NDI) methods are required to ensure aircraft airworthiness and safety of advanced composites, as well as advanced manufacturing. Over the last several years, several techniques have been improved and implemented to inspect the damage and validate repairs through both conventional and advanced NDI. These techniques can detect voids, disbonding, delamination, and impact damage in the honeycomb structure, solid laminates, and adhesively bonded structures. Corpus Christi Army Depot recently fielded the Joint Autonomous Repair Verification and Inspection Systems, better known as JARVIS II, which is a prime example of one of the emerging technologies that have been harnessed to replace the antiquated tap test. JARVIS II can reveal impending failure not visible to the naked eye, beneath the skin of the main rotor blade. Traditionally, the tap test and a few ultrasonic-based inspection methods have been used to inspect composite structures. But recent developments, including computed tomography (CT Scan), allows for material inspection and identification of internal defects such as voids, cracks, etc. The new and more advanced NDI techniques have increased the number of available inspection options when inspecting composite materials.

Simplicity, reliability, and weight reduction have led manufacturers to expand the use of ***270 VDC and fiber optics*** over the last two decades and future vertical lift appears to be following suit. Although the 270 VDC military specification was introduced nearly 50 years ago, it was recently updated to contain all the requirements needed for modern aircraft like the F-22, F-35 and V-22. Newer aircraft now utilize multiple electrically driven hydraulic actuators to respond to rapid load changes while maintaining a constant voltage. The U.S. Army introduced fiber optics into our aircraft primarily to combat the evolving threat our aircrews face as they fly into harm's way, through the fielding of the Limited Interim Missile Warning System (LIMWS) aviation survivability system. The military and commercial sectors have increasingly used fiber optics in both manned and unmanned systems to meet high-speed data transfers required of mission-systems communications and we expect the next generation of aircraft to continue this trend. Although we currently have limited repair and cleaning capability for fiber optics, it is something we're paying attention to as the requirement is expected to grow. I have personally engaged the Army Signal Center that has developed repair procedures for the ground side. I led a working group along with my counterparts in the U.S. Army Combat Capabilities Development Command aimed at identifying the tools and procedures to repair aviation fiber optics in the near future.

The last emerging technology system that I will mention is a back-to-the-future system. It has been nearly three decades since Army Aviation discontinued the 67G/67H military occupational specialty; these Soldiers maintained the retractable landing gear on fixed-wing aircraft. Those systems were hydraulically actuated and have become a thing of the past. Modern landing technology has changed and the need for these skills is returning. ***Hydraulic actuation*** will certainly provide us with challenges in the future until we re-master these tasks.

The future is bright. We must balance sustaining the current fleet while exploring the technology of the next generation of air vehicles. This will present definite challenges but will also provide potential solutions for our innovative leaders moving forward. We have faced this before and together this branch will meet the challenge head-on.

Winning Matters!

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

Army Aviation's Most Preventable Mishaps

By LTC Sean O'Connell

Ground-related incidents account for 43% of the total mishaps in Army Aviation.

U.S. ARMY PHOTO

12th CAB Soldiers ground-handle an AH-64.

Fortunately, they are also the most preventable. After examining the last seven years of reported Aviation Class C and below ground mishaps, we have learned that 94% of these are caused by performance-based errors (human error), mainly from not following procedures. Performance-based errors are factors that occur when an individual performs a specific action in a manner that leads to a mishap. Performance-based errors include unintended operation of equipment; a checklist or procedure not followed correctly; an overcontrolled/under-controlled aircraft/vehicle; a breakdown in visual scan; and rushed or delayed necessary action.

Additionally, 65% of Aviation ground mishaps involve ground servicing and handling of aircraft. Ground handling and servicing operations, in a mishap event-type description, are defined as mishaps resulting from improper ground handling, refueling, or servicing, and the result of a failure in ground handling or servicing equipment. Most of these events happened when an aircraft contacted a stationary object while being towed, or something contacted an aircraft that was stationary. In other words, we are either running the aircraft into a known stationary object or running into a stationary aircraft. Either way, this involves improper towing of an aircraft or a lack of situational awareness around aircraft being serviced.

Servicing operations are directly associated with procedures not being followed correctly. The Interactive Electronic Technical Manual contains Work Packages that are detailed procedures for performing specific maintenance tasks on specific aircraft. There are also general maintenance manuals (Technical Manual 1-1500-204 series) that contain general maintenance practices and furnish maintenance personnel with a source of information about how to perform various maintenance practices. Adherence to these standards, coupled with a strong technical inspector program, significantly reduces performance-based errors.

Ground handling and servicing operations present numerous chances for human error with an environment full of distractions. Maintainers and leaders must remain focused on the task being performed. Every task presents an opportunity for first-line supervisors to teach and mentor our next-generation warfighters. When mitigating risk, we must ask ourselves if we trained our junior leaders on how their action or inaction could contribute to a mishap. Do they know how to make on-the-spot corrections, emphasize performance to standards or act when appropriate? If the answer to any of these is "no," additional emphasis and training are needed for our first-line supervisors.

To break this cycle, junior leaders need to be made aware and engage maintainers on how to mitigate the driving factors for most Aviation ground mishaps. Greater awareness fuels greater concern, and a key component of reducing risk is having more information on the hazard. Information and video vignettes can be found at the U.S. Army Combat Readiness Center's public website at *https://safety.Army.mil/ON-DUTY/Aviation*. Here, junior leaders can find tools to help facilitate group and individual training, as well as risk-reduction topics for maintenance and ground-handling operations before starting the day or performing maintenance tasks. First-line supervisors demonstrating the standard, educating by-the-book procedures, and identifying mistakes will reduce these types of mishaps. Adherence to standards starts at the junior leader level, where we establish the power of habit.

Readiness Through Safety!

LTC Sean O'Connell is the Aviation Division Chief, Directorate of Analysis and Protection for the Combat Readiness Center at Fort Rucker, AL.

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Search and Rescue (SAR), Army Reserve's F/2-135th is Always Ready

By MAJ Eric W. Connor

The Mount Rainier climbing season may be late May through September, however, the Search and Rescue (SAR) mission for the Army Reserve Aviation Command's (ARAC) Company F, 2nd Battalion, 135th Aviation Regiment, based at Joint Base Lewis-McChord (JBLM) never stops.

U.S. ARMY RESERVE PHOTO

F/2-135th GSAB conducts high altitude search and rescue (SAR) with the National Park Service and the 304th Rescue Squadron on Mount Rainier, in Washington State, May 12, 2022.

The CH-47 unit has been conducting SAR missions on the mountain since the late 80's. In partnership with the National Park Service, and particularly the U.S. Air Force Reserve's 304th Rescue Squadron based in Portland, Oregon, the joint capabilities trio stands ready to execute this critical mission all year long.

"One of the core components of the search and rescue mission (on Mount Rainier) is the relationship we've developed with the 304th Rescue Squadron and maintaining that relationship with them. We are regularly training with them in the off-season doing hoist and other missions and it brings a lot of intangibles to the table," said CW2 Robert Seipel, F/2-135th maintenance test pilot and instructor pilot.

With the Mount Rainier peak at nearly 14,400 feet, understanding its high altitude, climatology, points of interest, and climbing routes are critical for pilots, crewmembers, and the rest of the personnel who make up the rescue team. This is especially true in the off-season when the mountain is prone to numerous days of snowfall and more severe weather. To remain proficient, the F/2-135th constantly trains for this specific mission and looks at ways it can improve operations. The crews have recently partnered with the local Air Force weather squadron to learn more about how snowpack, accumulation, and water reserve affects the iconic mountain.

Additionally, the unit goes above and beyond its hoist currency requirement of 120 days. "With the Air Force para-rescuemen we do a hoist exercise every 90 days so that everyone maintains currency throughout the year," said CW2 Brydon Parker, F/2-135th GSAB AMS Officer and Instructor Pilot.

While time is always of the essence, off-season rescue missions can present other challenges not experienced during the regular season. A stranded climber may find themselves in snow, ice, wind, or other hazardous elements, which heightens the time-critical nature of the mission. "It is pretty frequent where they'll have recreational climbers just on the mountain throughout the year who can get themselves in a pickle, and they'll give us a call and say, 'Hey we're in a situation,' and at that time during the year they don't have a contract with the Astar, we truly are their only resource at that point," added Seipel.

The typical response time during the height of the climbing season is two hours, but during the off-season it can understandably take a little longer given the conditions and having to reconfigure the helicopter for rescues.

A minimum of a thousand flight hours is required for a Chinook pilot to operate on the mountain, while it's 1,500 for a pilot in command.

The scope of F/2-135th SAR missions go beyond just Mount Rainier. The unit is listed with the Air Force Rescue Coordination Center (AFRCC), another SAR asset in the area, which regularly calls on the unit to assist with other SAR missions.

The pilots and crewmembers rarely get a chance to talk to the person they've helped to rescue, but at the end of a grueling and exhausting day, or possibly days, they know they've accomplished the task and likely saved a life. "It is the most rewarding mission we have in a CONUS environment," said Seipel. "Being a Reserve member in the local community and hearing the story of somebody reuniting with their family and really giving back to the local area is probably one of the most rewarding things that I've done in my career," added Parker.

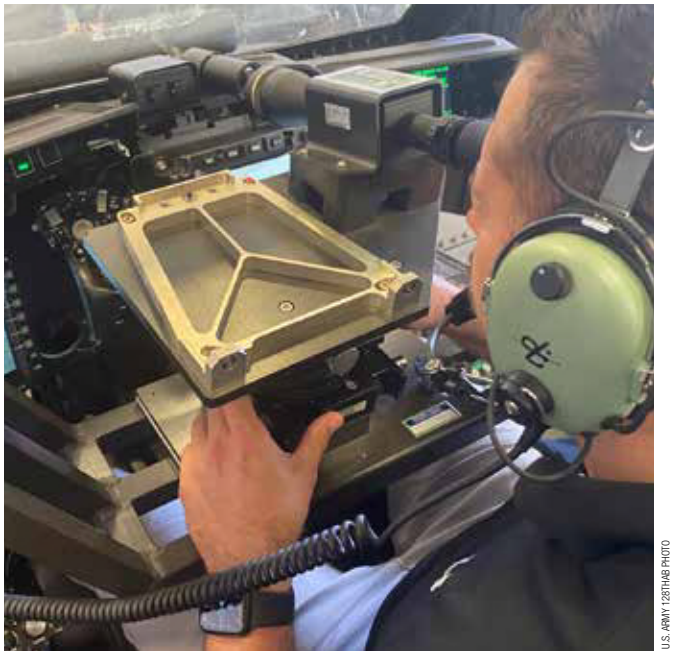
The ARAC's F/2-135th conducted five SAR missions in 2022.

MAJ Eric W. Connor is the Chief of Public Affairs for the Army Reserve Aviation Command headquartered at Fort Knox, KY.

Training Device Management at the 128th Aviation Brigade

By MSG Marcus Mierta

New Systems Integration Department–Eustis (NSID-E) is a branch of Directorate of Training and Doctrine (DOTD) in the U.S. Army Aviation Center of Excellence (USAACE).



U.S. ARMY 128TH AB PHOTO

An NSID-E technician evaluates a TADSS for compliance with proscribed requirements as part of a GPI.

NSID-E is attached to and co-located with the 128th Aviation Brigade at Fort Eustis, Virginia. This relationship allows the 128th to support NSID-E with the corresponding personnel, and it enables NSID-E to support more effectively the 128th in one of its primary directives: Training Aids Devices Systems and Simulations (TADSS) acquisition and management. TADSS is a key component of 128th's training capability. TADSS provide 128th BDE students with realistic hands-on training that provides realistic fidelity in support of maintenance on Army aircraft airframes and components. Therefore, TADSS enables hands on training that better prepare students for real world application of the skills they learn while attending training at the 128th BDE.

The NSID-E team is comprised of highly experienced and specially trained Army Aviation aircraft maintainers. The current team has an average of 12 years' time in service covering the full spectrum of Army rotary-wing airframes: AH-64 Apache, H-60 Black Hawk, and CH-47 Chinook aircraft. A recent NSID-E event is an example of how the NSID-E team influences TADSS acquisition and how it directly supports the 128th.

In October 2022 a team from NSID-E traveled to Jacksonville, Florida to conduct a Government Preliminary Inspection (GPI) on an AH-64E L7 training device at Logistics Services International (LSI). An AH-64E L7AY training device is a TADSS converted from a legacy AH-64D airframe into a simulator for 128th BDE students. This environment (a converted Apache airframe) allows students the same immersion they would have in an active unit simulating all aspects of aircraft maintenance.

A GPI is the initial inspection of a TADSS device that reviews the accuracy and completeness of the device, based off the proscribed requirements the TADSS is intended to provide. This GPI allows the NSID-E team to identify discrepancies and errors early during the device development, affording the TADSS contractor – in this case LSI – the opportunity to correct the issues. The NSID-E Team utilize their experience and knowledge to ensure that the proscribed faults closely reflect the reality of the represented airframe. During this GPI the NSID-E team identified 181 discrepancies with the device. These discrepancies range from simple grammar and font errors to erroneous tones to significant issues like incorrect readings. LSI addressed and corrected 168 of those faults. The remaining 13 discrepancies require more detailed resources and will be addressed soon. GPI complete, LSI will now focus on finalizing all requirements regarding the L7 TADSS.

When the TADSS is delivered to the 128th BDE in January 2023 the NSID-E team will conduct a Government Final Inspection (GFI). This GFI consists of a final inspection of the device. The GFI will evaluate the 13 open faults identified during the GPI and if they were fixed or not, and potentially identify new faults. A sample consisting of 20% of the total task list will be tested at random to ensure there were no issues created in transit from the contract facility to the installation. At this point the L7 TADSS now belongs to the 128th BDE.

TADSS devices provide realistic and enhanced training to students of the 128th BDE. NSID-E's role in the TADSS development process is pivotal and includes GPI and GFI inspections. These inspections ensure the 128th BDE receive fully operational TADSS devices that can immediately be applied to enhance the learning experience of the 128th BDE's students.

Born Under Fire!

MSG Marcus Mierta, Sergeant Major of Directorate of Training and Doctrine, Joint Base Langley-Eustis, VA.

Aircraft Circuit Breaker Technology: Old and New

By Zidan M. Hesham

Conventional mechanical circuit breakers have been in use for decades, and until very recently, hardly any alternatives existed.

However, the increasing demand for faster switching operation along with the advancing semiconductor technologies have opened the door for intensive research in Solid-State Circuit Breakers which has spurred mature, efficient, and fast switching semiconductor technologies.

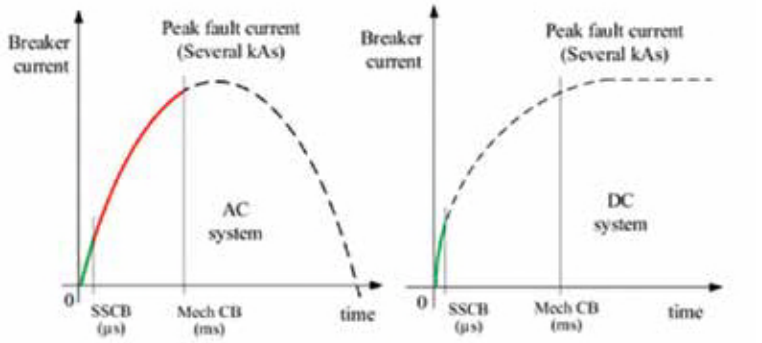


Fig.1. Fault Reponse time between MCBs vs SSCBs

Mechanical circuit breakers (MCBs) have two tripping mechanisms, an electromagnetic mechanism where an electromagnet creates enough magnetic field to trip the armature during a short circuit and a bimetallic mechanism where overload current heats a bimetal strip enough to bend and thus causing the circuit breaker's contacts to open. When the breaker trips, voltage arcs are developed between the contacts which can create ionized gases and vaporized metal and eventually can cause the contacts to fuse back together leading to short circuits.

Solid-state circuit breakers (SSCBs), on the other hand, are semiconductor-based devices with no moving parts. An SSCB design mainly encompass a power semiconductor and a voltage clamping circuit in parallel, a gate driver, and fault circuitry. The idle state of the power semiconductor is ON state (Although some semiconductor typologies adopt an idle state of OFF state) where it stays conducting until a fault occurs. The fault sense circuitry continuously monitors current passing through the semiconductor. When a fault occurs, the semiconductor is switched to OFF state through the gate driver. The voltage clamping circuit activates when the voltage built up on the semiconductor by the energy stored in the system inductance exceeds the allowable voltage limit. The voltage clamping circuit then clamps the voltage to the nominal value.

Because SSCBs have no moving parts, their response and operating times are many multitudes faster than those of MCBs., have a response time in tens of microseconds and as low as tens of nanoseconds. Semiconductor devices require relatively low electrical signal sto switch to the OFF-state; this occurs between tens of nanoseconds to microseconds. Moreover, the trip time of an SSCB is more than a hundred times shorter than that of a mechanical circuit breaker.

Although SSCBs seem to be a superior alternative to MCBs, difficulties can arise when adopting an electrical distribution system where both mechanical circuit breakers and solid-state circuit breakers are integrated. One critical problem that might arise from adopting such systems is "selective coordination". Selective coordination is a process where if a fault occurs in a distribution system, only sections that are downstream from the fault are de-energized and isolated. In that way, upstream circuit breakers will not needlessly trip and sections unaffected by the fault will still be energized. Selective coordination in a distribution system where an SSCB is downstream from MCBs is feasible. Challenges may arise when an SSCB is considered "main" and is upstream from other mechanical breakers. However, researchers during the past decade have proposed solutions. One of which is that when a fault occurs, the semiconductor device in the SSCB is switched ON and OFF repeatedly to lower the root-mean-square (RMS) value of the fault current and regulating the resulting pulsed current in a hysteresis loop. The fault current RMS value is lowered enough to prevent the SSCB from tripping prematurely but high enough to allow the appropriate downstream MCB to trip and isolate the fault.

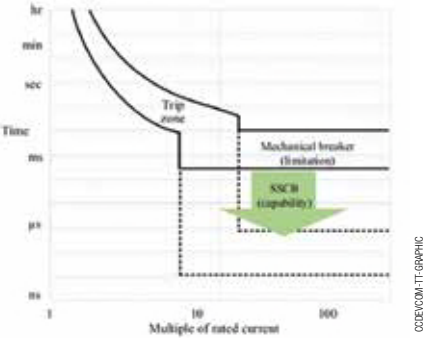


Fig. 2. Tripping capability between MCBs vs SSCBs

Zidan M. Hesham is an Electrical Engineer within the Electrical and Environmental Branch, Systems Readiness Directorate, Redstone Arsenal, Alabama

Prediabetes

By MAJ (Dr.) Julissa Mendoza

Q: I was informed on my last flight physical that I have prediabetes. Is that the same as diabetes? Will that impact my ability to fly?

FS: Prediabetes means the blood glucose level, also known as blood sugar, is higher than normal but not to the level of type 2 diabetes. This condition develops before diabetes; it can be present for several years before a person is formally diagnosed with diabetes. Prediabetes is also referred to as impaired glucose tolerance. A person may not know they have prediabetes; more than 80 percent of American adults with prediabetes are unaware of it. Your body produces insulin, insulin helps blood sugar enter the body's cells to be used as energy, which lowers your overall blood sugar level. When your body is not able to produce enough insulin or the sugar is not able to get inside the cells, your blood glucose levels begin to rise and can stay elevated. This is how prediabetes starts and can put a person at risk of developing type 2 diabetes and other complications like heart disease. When you develop type 2 diabetes, your body no longer produces insulin, or the cells no longer respond to the insulin you do produce, and you now require medication to control your blood sugar levels.

Q: How is prediabetes diagnosed?

FS: Prediabetes does not have symptoms and can go undiagnosed for years until you have a blood test during a routine physical or develop symptoms of type 2 diabetes. Your medical provider will evaluate you by asking questions about your dietary and exercise habits as well as family history. It is important to discuss your concerns with your medical provider if you have risk factors that may predispose you to developing prediabetes. Risk factors include being overweight, having a parent or a sibling with type 2 diabetes, having high blood pressure, high cholesterol, or a history of gestational diabetes during your pregnancy. As there are usually no physical findings of prediabetes, your medical provider will order blood tests to check if you have prediabetes. These tests are for a fasting glucose level or an A1C level. The fasting glucose level is checked in the morning after you have fasted for at least 8 hours the night before. A level of 100 to 125mg/dL is considered prediabetes. The A1C level checks the average blood glucose level over the past 3 months. You do not have to fast for this test. The result is a percentage and a value of 5.7% to 6.4% suggests that you are prediabetic.

Q: Now that I'm diagnosed with prediabetes, what should I do?

FS: If you have prediabetes, you do not automatically develop type 2 diabetes. Early intervention can delay or prevent the progression of type 2 diabetes or even return blood glucose levels to the normal range. You can reduce your risk of developing type 2 diabetes by making diet and lifestyle changes. Being physically active on a regular basis is the most effective way to delay or prevent diabetes. According to the Physical Activity Guidelines for Americans, it is recommended adults perform at least 150 to 300 minutes of moderate-intensity activity or 75 to 150 minutes of vigorous-intensity aerobic activity per week for considerable health benefits. In addition, being physically active helps reduce high blood pressure and high cholesterol which could reduce your risk of heart disease. Cutting back on sweet beverages such as soda and juice, eating roasted or grilled food over fried foods as well as avoiding food high in saturated fat are small steps in changing your diet. Studies have shown that losing and maintaining a healthy weight can lower your risk of developing type 2 diabetes by over 50 percent.

Q: How does this affect my flying status?

FS: If you are currently diagnosed with prediabetes or impaired glucose intolerance with no symptoms such as frequent urination, blurred vision, fatigue or if you have a history of resolved prediabetes, waiver is not required. Per the Aeromedical Policy Letter (APL) from the United States Army Aeromedical Activity (USAAMA), if you develop type 2 diabetes that can be controlled with lifestyle changes or oral medication, a waiver may be obtained. However, if you develop type 2 diabetes and require medications to control it, you will first need to undergo a medical evaluation board to be found fit for retention before a wavier can be submitted.

Although you currently have prediabetes, you will not necessarily develop type 2 diabetes. Changes to your diet and exercise habits can help prevent its progression to type 2 diabetes; these changes can also help if you have risk factors. Unrecognized or untreated prediabetes is dangerous to your health and your fellow aircrew members.

Fly safe!

Questions for the Flight Surgeon?

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.) Julissa Mendoza is a flight surgeon at the Department of Aviation Medicine, U.S. Army Medical Center of Excellence, Fort Rucker, AL.

Right Capabilities, at the Right Place, at the Right Time!

By Mr. Craig Northridge

Work is now complete on Phase 3 of the Corpus Christi Army Depot Powertrain Facility's Aircraft Component Repair Shop, which includes open, flex space for component maintenance processes and support space for supervision. When the Powertrain Facility is completed, it will increase work efficiency, capability, flexibility and capacity to meet Corpus Christi Army Depot's enduring workload, which includes the T700 and T55 engines and will seamlessly integrate for work on the new Improved Turbine Engine, T901.

As the world continues to move faster with data at our fingertips, the Army's systems must keep pace. Modifications to the Army weapon-system acquisition processes have changed not only the way that the Army acquires these systems but also changes what needs to happen to ensure sustainment systems are in place when needed. Previous acquisition bottlenecks have been transferred to ensuring facility, technology and human-capital sustainment systems are in place. The right capabilities, in the right place, at the right time. That is exactly what the U.S. Army Aviation and Missile Command's depots are focused on as part of the Army Materiel Command's Organic Industrial Base Modernization effort. AMCOM modernization projects are now linked to weapon-system sustainment timelines, identifying the necessary technology, equipment, network, and workforce capabilities.

The Army's Organic Industrial Base is a critical national asset. It provides capabilities to reinforce and supplement the Army's weapon system Original Equipment Manufacturers. As the weapon systems evolve, becoming smarter and more capable, so must the Army's depots. Although the weapon systems they support are different – Corpus Christi Army Depot (CCAD) efforts are on Aviation and Letterkenny Army Depot (LEAD) efforts on Air and Missile Defense – both are focused on the same thing, ensuring high quality, timely and cost-effective support for Army weapon systems.

Over the past few years, AMCOM's depots set the stage for planned construction by revising their master plans. With multiple funding types, the master plan gives an overarching road map for integration of these separate programs. It ensures that operations within existing and new facilities support the required industrial processes and the required utility support is in place to make the facility fully capable.

Depot Modernization Strategies

The modernization strategies at CCAD and LEAD focus on multiple concurrent lines of effort to align workforce, facilities, equipment processes and technologies to meet current and future Army readiness requirements. All must be in place at the appropriate time for the depot to meet the sustainment mission. Workforce acquisition and development will remain a critical effort, to ensure artisans and support personnel are available, capable and ready to execute throughout the transition to a 21st Century depot when new/modern facilities, equipment, technologies and processes are in place. Along with improving the general work environment, efforts include partnering with the U.S. Army Combat Capabilities Development Command on mitigation or elimination of workforce exposure to hazardous materials, toxic chemicals, and heavy metals (e.g., hexavalent chromium). Development and implementation of handheld and robotic laser-coating removal processes will minimize artisan exposure, limit waste generation, and reduce labor requirements. Information

technology efforts feature infrastructure upgrades that provide improved connectivity, automation, and data capture/management increasing production responsiveness, workforce productivity, process efficiency and management decision-making effectiveness. Depot production space modernization will increase process adjacencies, reduce transport time/distance, optimize production effectiveness and reduce operational costs. The emphasis is on energy efficiency, resiliency, and optimized reuse of space, resulting in reduced cost, greater capability, and increased agility to meet current and future missions.

CCAD

From FY24 to FY28, CCAD will continue the build-out/equip Phases 5 and 6 of the Powertrain facility and begin construction of the final building (Phase 7). The completion of this facility/complex will increase efficiency, capability, flexibility and capacity to meet enduring workload (e.g., T700 Series engines, T55, etc.) while seamlessly integrating the new Improved Turbine Engine – T901. By integrating additive manufacturing, 3D printing, automation and robotics, as well as state of the art test cells, CCAD will support Powertrain and Engine sustainment efforts throughout the Department of Defense. Concurrently, CCAD, working in conjunction with Wichita State University's National Institute for Aviation Research will upgrade equipment for advanced-composite production that will be in place to meet the expected needs for enduring and signature modernization efforts. CCAD also has plans for renovations to Hangars 45 and 46, in preparation for airframe remanufacturing facilities improvements. These renovations will enable pilot overhaul activities to occur for airworthiness certification for Future Vertical Lift aircraft. Heat-treat and foundry-area renovations within Bldg. 8, planned for FY24 toFY28, will ensure reliable, long-term support to the structural repair lines that support Future Vertical Lift, recapitalization of aircraft and crash/battle damage repairs. Restoration and modernization will include analysis shop for parts reclamation (reduces supply chain challenges), container shop, material handling maintenance facility, shipping and receiving area, and a training facility. Modernization technologies/equipment upgrades include the use of radio-frequency identification technology, virtual reality, electronic-discharge machining, coordinate measuring machines, engine test-cell upgrades, automated load/unload of blades for whirl-tower #1 and Level 2 capability in the bearing shop.

LEAD

Over the next six years, LEAD will complete the ongoing phased modernization of its primary existing industrial facilities, buildings 320, 350 and 370, while also building a new fire station, main access-control point (gate), and a near field-radar testing facility to support the industrial operations. Construction will also begin on two phases of an agile, flexible and modern phase facility complex that will support the future air and missile defense systems. This new complex will be more adaptable with higher ceilings and greater spans between columns than existing industrial facilities. It will also include new innovative technologies to increase production capability, adaptability, efficiency, effectiveness and minimize carbon-fuel sources to reduce impacts to the natural environment. These technologies include robotics integration, 3D/blue light scanning, HoloLens technologies to automate receiving, and replacing gas-operated forklifts and vehicles with electric models.

Both depots will expand operational resiliency, reduce environmental impacts, and mitigate climate effects. Upgraded facility envelopes, HVAC systems, and monitoring/control systems will reduce energy use. The transition to electric vehicles and equipment began in FY22 to help mitigate environmental emissions. Efforts are under way to develop microgrids, with reduced carbon-energy generation to support critical operations.

As the Army transitions to newer, smarter, and more capable weapon systems, AMCOM's depots must keep pace. Through the AMC OIB Modernization program, LEAD and CCAD are now positioned to meet future requirements with the right facilities, technology, equipment, workforce, and network capabilities at the right place and at the right time.

Mr. Craig Northridge is the deputy chief of staff G-4 (Internal Logistics), U.S. Army Aviation & Missile Command, Redstone Arsenal, AL.

Understanding Threats to the DoD Supply Chain

By Mr. Louis McMillian

The Department of Defense's supply chain network is an intricate global web combining people, cyberspace technology and infrastructure; all integrated to produce, move, and sustain defense-related components precisely at the time of need. As milestones in defense system design, development, and acquisition advance exponentially with cyberspace integration and networked interdependence, the need to protect individual supply chains is imperative.

According to the November 2012 DoD Instruction 5200.44, Supply Chain Risk Management (SCRM) is a systematic process for managing supply chain risk by identifying susceptibilities, vulnerabilities and threats throughout DoD's supply chain and developing mitigation strategies to combat those threats whether presented by the supplier or the product and its subcomponents of the supply chain. Unauthorized access to and exploitation of critical supply chains represents a strategic risk to U.S. interests with a particular effect on the defense industrial complex, cyberspace environment and acquisition process. By identifying the threat to the supply chain, DoD can maintain vigilance and institute resiliency to improve processes, while maintaining core elements of quality and predictability within the supply chain itself, as well as the efficient management of risk within the network.

There is an axiom of asymmetrical warfare that reflects the intent of SCRM: a bad actor need only be right once, while the good guy must successfully defend every time. A well-managed acquisition cycle depends on upholding the successful operation of a supply chain without infiltration, intrusion, manipulation, or exploitation. A costly and well-developed system requires a robust SCRM process to maintain overmatch and avoid parity in the field throughout its lifecycle. The challenge in the current landscape is that the threat resides internally, as well as externally. The threat exists physically as much as it exists in the cyberspace realm. Lastly, the threat exists between governments as much as it exists with activists and non-government entities. Successful SCRM activities must be the responsibility of intelligence, security, and cyberspace professionals, as well as the project offices charged with system acquisition.

Threat Vectors

DoD identified several common areas of vulnerability or "threat vectors" that unauthorized entities use to gain access and manipulate the supply chain: foreign entities can exploit existing cybersecurity laws to acquire access to proprietary or commercial data stored within national databases.

- Embedding intelligence officers into commercial organizations is a means to access supply chain infrastructure internally.
- Deliberate insertion of embedded software to access, monitor or create a desired effect against supply chain applications. The inclusion of free and open-source software within proprietary programs is problematic in cases where the use of that software is undisclosed/unknown to the end user.
- Using large amounts of overt support or clandestine foreign investment is a means to evade government scrutiny by

U.S. ARMY AMCOM PHOTO

SCRM is a multi-faceted approach to manage a very complex multi-domain threat to the defense acquisition process.

an ill-intentioned adversary trying to gain access to U.S. markets.

- Infiltration and exploitation of government acquisition and procurement sites allows witting or unwitting third-party vendors to sell unvetted, substandard, or counterfeit components to the U.S. Government.
- Utilizing unauthorized or "grey market" sources to acquire legacy products and sub-components opens the aperture for threat actors to gain access to DoD systems. Individuals intending to gain access to the DoD supply chain will do so by recruiting government contractors wittingly or unwittingly.
- The network of prime and subcontractors throughout the defense industrial base and the differing requirements for cybersecurity that are included in subcontracts presents an opportunity for threat actors to gain access. By targeting smaller subcontractors with less oversight and smaller budgets for cybersecurity, the threshold to gain access to defense data is lowered.
- Competing businesses or near-peer government entities can attempt to influence technology standardization to otherwise dominate the market as a means to threaten a DoD supply chain.
- Competitive businesses or foreign entities seeking to gain access to the supply chain network will do so by modifying products or components from a distributor to meet end-user requirements.
- Companies or foreign entities will "white-label" or re-brand existing products to hide the country of origin with the motive to gain access to a DoD supply chain. This is arguably the most common means to gain access to the supply chain.

Proper management of a DoD supply chain requires as much quality control of both component production and distribution as it does a level of redundancy and/or resiliency after a discovery is made of a potential breach. Additionally, certain truths must be analyzed as to accepting specific risk to a supply chain due to exquisite material and subcomponent needs that are extremely limited in supply. Currently, efforts are made to buy American from verified vendors, trusted suppliers, or foundries. Computer chips and certain micro-electronic subcomponents are examples of the exquisite materials mentioned due to limited availability and the extremely high cost to manufacture domestically. These factors may prove to be unsustainable. Therefore, well-vetted foreign producers are considered.

An extensive component or code-testing process is critical in avoiding compromise to the supply chain. Testing and quality control not only verifies the component or that the code operates within proper parameters, but also identifies potential counterfeit components or malware inserted into the supply chain.

Currently, DoD manages approximately 5 million components and secondary inventory items over almost as many unique supply chain networks. It is nearly impossible to eliminate all risks and breaches in each individual case. This is especially true in the case of electronics, coding, and computer subcomponents. Applying effective resiliency measures are critical to combat these events and efficiently mitigate a possible compromise or breach.

According to Defense Acquisition University, SCRM experts suggest the employment of the four T's: Treat, Transfer, Tolerate or Terminate.

Treat risk by employing protective measures that reduce the adversary from exploiting vulnerabilities of a system or component within a supply chain. Countermeasures of this nature may protect completely against said breach, but it also may establish a stopgap to minimize exposure or limit intrusion.

Transfer specific risk or mitigation responsibilities to a separate organization or choose to postpone mitigation efforts against a specific vulnerability to a different phase in a system's lifecycle. By doing so allows a specific organization to focus on the threat specifically and not collaterally while working to develop or maintain operation of the supply chain in parallel.

Tolerate or knowingly accept an identified risk to a supply chain and continue development or acquisition processes despite the risk. This acceptance of risk should be formally established after well-informed consultation about the capabilities of threat and the ramifications of compromise.

Terminate the acquisition process of a platform due to the susceptibility to exploitation and determination that the value of data assessed to be exfiltrated outweighs or degrades the capability being developed.

SCRM is a multi-faceted approach to manage a very complex multi-domain threat to the defense acquisition process. The pace to develop and field new technology continues to increase as demand increases in an ever-more competitive combat environment.

The need for more exquisite components continues to increase, yet niche technology is sometimes funneled to small companies, many of which are of foreign origin. This presents a challenge to the DoD acquisition community, as compromise to a DoD supply chain could deeply affect cost, schedule, and performance. Additionally, successful infiltration through the aforementioned-threat vectors can lead to technology theft, which closes the gap on combat and technological superiority that the United States relies upon to maintain its edge.

SCRM will be an increasingly critical component in the acquisition process moving forward. Intelligence support in the form of threat analysis and cyber-risk management must play a crucial role in the SCRM process across the acquisition community as the demand to streamline acquisition processes and rapidly field platforms continue.

Mr. Louis McMillian is the deputy G-2 (Intelligence and Security), U.S. Army Aviation & Missile Command, Redstone Arsenal, AL.

New, Organic Training Helps Fill in Skills Gaps at CCAD

By Tanya Allbritten

For years, the United States has experienced a skills gap in manufacturing. Despite the best efforts of our state colleges and the billions of dollars spent through grants and special initiatives, the gap continues to widen. This misalignment has critical implications for the Army and specifically, the U.S. Army Aviation and Missile Command's (AMCOM) Organic Industrial Base (OIB). With a rapidly aging blue-collar workforce, the obstacles to transferring wage-grade, subject-matter expertise into efficient and effective training formats – without disrupting an already constrained workflow – are monumental.

Our depots have unique missions that prohibit the up-and-coming artisans from participating in off-site training programs. Furthermore, those off-site programs are expensive, time-consuming, inconsistent, and focus on generic competencies rather than the specific training exigencies at the depots. Add to that the high travel costs for a depot employee to attend the training.

Most external training programs' curriculum may only cover 20 to 30 percent of the technical learning requirements needed by depot employees. This means the remaining 70 to 80 percent of the training is unnecessary or unrelated to our workforce needs. This broken system has created an OIB workforce that is struggling to meet the needs of the 21st Century warfighter.

Part of the Solution – HVTC

AMCOM's leaders believe the most efficient way to close this gap is to provide workforce training "for us, by us," to draw on current blue-collar subject matter experts to drive a High Velocity Talent Continuum (HVTC) initiative. In the Army's OIB, this is an unprecedented, grass-roots effort that will pay big dividends. Some of the outcomes of the first year of HVTC will be the standardization of basic, uniform, credentialed-training standards for the technical workforce at the major depot maintenance facilities, organic manufacturing arsenals and ammunition plants. HVTC will also provide on-site training that addresses 100% of the required technical learning requirements.

Typical existing training programs address the general needs of industry and education, but not the specific training exigencies and specialized technologies employed at the maintenance and manufacturing depots. For example, trainees at Corpus Christi Army Depot (Texas) attended an aeronautical technician training program provided by a local school. Israel Talamantez, CCAD's Future Operations Chief, said that CCAD trainees learned skills they will not need, such as wood-frame and canvas manufacturing and repair techniques. But they did not receive training on the skills they do need, such as composite airframe manufacturing and repair.

HVTC will produce qualified technical workforce pipelines both in the skills and volume AMCOM needs at its depots and other agencies. The targeted training will result in more artisans skilled in the processes and next-generation technologies to address workload surges and ramp-ups that impact OIB mission readiness.

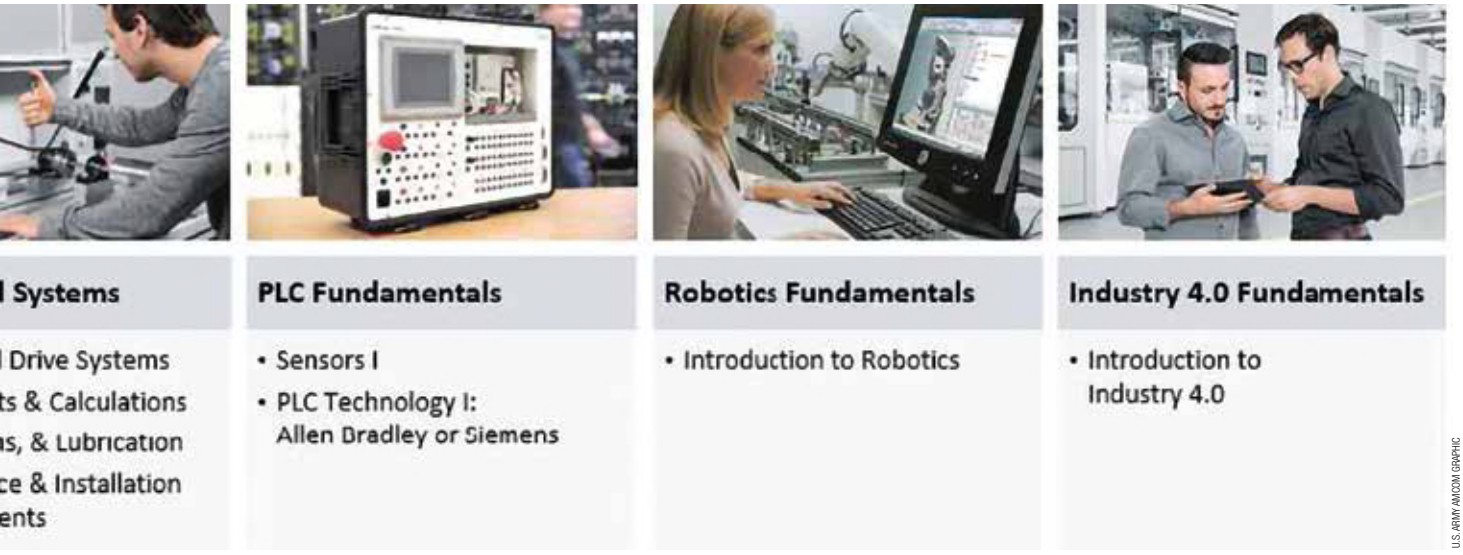
Focus on the Specific Depot Need

HVTC will reduce – and eventually replace – the current reliance on technical schools, technical colleges and workforce training programs that do not have the capacity to meet the quantitative or qualitative needs of the U.S. Army, as according to the Industrial Base Analysis and Sustainment program office within the office of the Deputy Assistant Secretary of Defense for Industrial Policy.

On-station HVTC will include a database to track individual training records, task proficiencies, credentials, certifications, de-certifications, manager oversite, report generation, query, and reporting functions.

This training is designed to meet the needs of a specific depot, so that it will adequately capture and replicate artisan (i.e., subject matter expert) knowledge so that those skills are not lost when artisans retire or leave the depot.

HVTC will give AMCOM the ability to capture and train artisans on indus-



U.S. ARMY AMCOM GRAPHIC

try best practices and innovative technologies, such as digital twins, virtual reality, and augmented reality, which have proven effective in the private sector.

As part of this initiative, AMCOM is investing in tools, such as websites, smart phone apps, and processes to reach and recruit fresh talent from traditional educational pipelines, including separating military personnel, military spouses, and veterans who are seeking up-skilled career opportunities.

The inherent design of the HVTC is scalable, adaptable, and has the velocity of location expansion and certified trainees for the depots. We will use internal U.S. Army and industry-proven best practices, leveraging these processes and tools to accelerate worker-time-to-competency and provide an unprecedented human capital management system for AMCOM's OIB.

Ms. Tanya Allbritten is the chief of Training and Career Management, U.S. Army Aviation and Missile Command G-1, Redstone Arsenal, AL.

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AAAA 17th Luther G. Jones Army Aviation Depot Forum A Success!

The Army Aviation Association of America hosted the 17th Luther G. Jones Army Aviation Depot Forum at the Solomon P. Ortiz International Center Dec. 6-7. This year's theme was "Keeping the Army Flyng – Come See How!" The forum is named after former Corpus Christi Army Depot commander and Corpus Christi mayor COL Luther Griffin Jones Jr. Enjoy the photos.

Joe Pisano, Editor

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1- AAAA National President MG (Ret.) Tim Crosby opens the Forum on Dec. 6, 2022. More than 400 registered for the event.

2- Corpus Christi, Texas mayor, the Honorable Paulette Guajardo, pauses for a Kodak moment with MG Thomas W. O'Connor, U.S. Army Aviation and Missile Command Commanding General (and keynote speaker), and COL Kyle Hogan, commander of Corpus Christi Army Depot.

3- Co-winners of the Donald F. Luce Depot Maintenance Artisan of the Year award for 2022, Mr. Rogelio Gallegos (left) and Mr. Marcus Muniz, make acceptance remarks. Both are artisans assigned to CCAD.

4- 23 exhibitors provided attendees with a look at their products and services.

5- BG (Ret.) Tim Edens, AAAA National Secretary, moderates the Advanced Manufacturing Panel comprised of (l to r) Mr. Joe Franzen, Engineering Lead-Additive Manufacturing, GE Additive; Mr. Pierre Harter, Director Research and Development, WSU NIAR, National Institute for Aviation Research, Wichita State University; Mr. Cody Wells, Drive/Blades Team Lead, Utility & Recon Branch, Aircraft Maintenance Engineering Division, Combat Capabilities Development Command; Ms. Andrea Benson, Chief, Advanced Manufacturing/Modernization Branch, Acquisition Logistics Directorate, AMCOM Logistics Center; and Mr. Jason McCurry, REACT Flight Chief, Tinker Air Force Base.

6- Mr. Jeff Langhout, director of the Combat Capabilities Development Command Aviation and Missile Center, provides an update.

7-Mr. Steve Blasey, U.S. Army Special Operations Aviation Command Director of Aviation Maintenance Directorate and SFC Randy Parker, also with AMD, provide a Special Operations Aviation perspective.

8- CCAD senior enlisted advisor, SGM Jon Trawick moderates a panel discussion on Overcoming Gaps in MOS Knowledge Proficiency with panelists, SGM Derrick Kuhns, National Guard Bureau; CSM Cass Long, 615th Aviation Support Battalion; CSM Michael Resmondo, 128th Aviation Brigade; and SGM Elvin Pabon, Ops SGM, U.S. Army Reserve Aviation Command.

9-Mr. Roderick Benson, Chief Operations Officer for CCAD moderates an Industry Support panel with (l to r) Mr. Jerry Nanni, Bell Textron Manufacturing Innovation manager; Mr. Bobby Adkins, senior manager at Lockheed Martin, Sikorsky; COL (Ret.) Garner Pogue, director of Rotorcraft and Turboprop Engine Services, GE Aviation; and Mr. David McFarland, Key Account Manager, Parker Aerospace.

10- CW4 Michael McJunkins, National Guard Bureau Aviation Logistics Officer, moderates the TASMG/CCAD Partnership panel with (l to r) LTC Jeffrey Wiesner, Deputy Commander, 1109th TASMG, MOARNG; LTC Andrew Ratcliffe, Facility Commander, MS Aviation Classification Repair Activity Depot (AVCRAD); and CW3 Raymond Wagner, NGB Liaison to CCAD.

11- Chief of the CCAD Cybersecurity Division, Mr. Andrew Saenz, moderates the OIB Mod from a Cybersecurity Perspective Panel with (l to r) Mr. Robert Albach, Secure Firewall and Industrial Security Product Mgr., CISCO, LLC; Mr. Jason Craig, Chief Technology Advisor, World Wide Technology, LLC; and Mr. Brian McDonell, Senior Customer Solutions Manager, Amazon Web Services.


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Functional Award Recipients
Army Aviation Association of America

Army Aviation Trainer of the Year
Sponsored By: CAE USA

SSG Amber L. Starnes
Company D, 1st Battalion, 222nd Aviation Regiment
Joint Base Langley-Eustis, Virginia

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

Army Aviation Dustoff Flight Medic of the Year
Sponsored By: Air Methods Corporation

SSG Ryan P. Hunter
Detachment 1, Company C, 2nd Battalion, 238th Aviation Regiment
Frankfort, Kentucky

SSG Hunter serves as a Critical Care Flight Paramedic (CCFP) for DET 1, C/2-238th. He seamlessly balanced his military role as a Critical Care Flight Paramedic and Flight Instructor with his work as a civilian flight paramedic, firefighter, and search and rescue team member. He has participated in multiple real-world rescues, including the Kentucky Army National Guard's first NVG-aided hoist rescue of an injured hiker in Kentucky's Clifty Wilderness Area. He was one of the first to respond to historic tornado damage in Hopkinsville, KY. He participated in 7 days of life-saving rescues in response to historically unprecedented flooding in Eastern Kentucky. During one rescue of 5 individuals trapped inside a flooded house surrounded by approximately 30ft of swiftly moving flood water, civilian rescuers on the ground with a combined 40 years of technical rescue experience described SSG Hunter's actions as "simply an amazing act of heroism and placed the well-being of those they are rescuing above their own personal safety." He facilitated the hoist rescue of numerous patients during 23 hoist missions over the first 48 hours of operations. SSG Hunter's commitment to service and personal drive exemplify the qualities of a dedicated Aviation Professional, a steadfast caregiver and amazing soldier. He is the AAAA Dustoff Flight Medic of the year.

Air Traffic Control Maintenance Technician of the Year
Sponsored By: Raytheon Company

SSG Colton J. Kessler
1st Battalion, 107th Aviation Regiment
Tullahoma, Tennessee

SSG Kessler was instrumental in the 1-107th Airfield Operations Battalion success for its 2021-2022 deployment in support of operations in the Horn of Africa. (Then) SGT Kessler assumed the NCOIC role for the section with zero interruption after an injury prevented the current NCOIC from deploying. His abilities and experience as a United States Marine Corp radio operator, as well as his current job as a technician for the Federal Aviation Administration were the keys to success operating and maintaining the equipment assigned to the 1-107th AOB. While they faced significant shortages of replacement and spare parts for their equipment, SSG Kessler's team still maintained an operational readiness rate of more than 93% for all ATC equipment. His ability to think outside the box allowed him to build a field expedient antenna utilizing plastic cutlery, a wooden dowel and wire. This antenna increased the reception range of the radio out to 95 miles which vastly improved the readiness of the AME section to receive aircraft in an environment that faced communication issues. His team additionally conducted field expedient repairs on the dated lighting system at Manda Bay which prolonged the life of the equipment and allowed for safe operations to continue. These achievements identify him as the 2022 Army Aviation Association of America Air Traffic Control Maintenance Technician of the Year.

Functional Award Recipients
Army Aviation Association of America

Air Traffic Controller of the Year

Sponsored By: Raytheon Company

SGT Polinar U. Inocencio
Company F, 3rd Battalion, 2nd Aviation Regiment

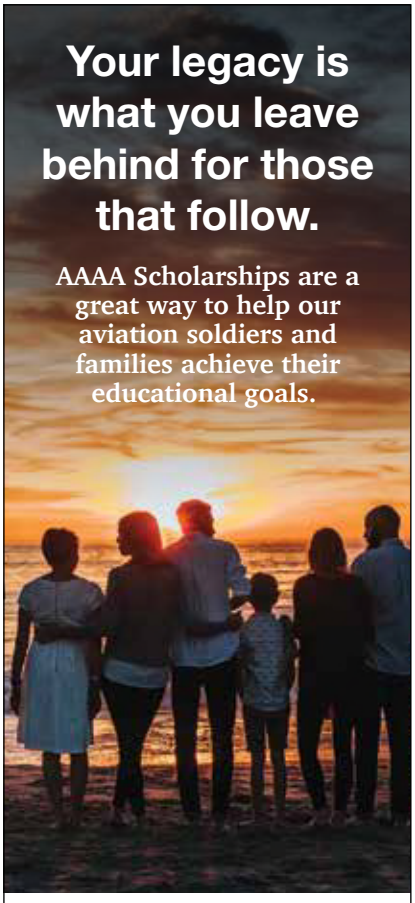
SGT Polinar U. Inocencio has been an integral part of the overall success of Fox Company, 3-2 General Support Aviation Battalion (GSAB), and the 2nd Combat Aviation Brigade (CAB). SGT Inocencio has spearheaded 8 tactical tower missions with the Tactical Terminal Control System, 1 control tower mission with the Mobile Tower System, and 2 Aerial Gunnery missions. In preparation for the Air Traffic Services Command Aviation Resource Management Survey, SGT Inocencio spent countless hours developing his team's crew drills. His efforts led to an overall decrease in the sections' set up time by 50%, ensuring they were error-free. During this period, he led 14 soldiers in their ATTP Phase one proficiency training on their assigned ATS system that has resulted in 14 controllers achieving readiness level one across both the TTCS and MOTS systems. His team was recognized during the ATSCOM ARMS by the inspectors as the "Best Tactical Team in the Army." The ATSCOM ARMS team requested his section's crew drills be "the" example for Army-wide implementation. This type of dedication to his craft speaks volumes to the type of leader he is and his hard work and dedication to excellence identify him as the 2022 Army Aviation Association of America Air Traffic Controller of the Year.

Air Traffic Control Manager of the Year

Sponsored By: Raytheon Company

CW2 Victor A. Andrews
3rd Battalion, 58th Aviation Regiment (AOB)

As the Terminal Platoon Leader and Battalion Standardization Officer, CW2 Andrews was responsible for four facilities. His two primary facilities were a Mobile Tower System (MOTS) and the Air Traffic Navigation Integration Coordination System (ATNAVICS). This year he facilitated more than 30,000 movements in a tactical environment without loss or damage to personnel or equipment. He also directed and monitored the training and rating of 10 personnel as ATC examiners. His influence extended beyond his platoon and battalion as he was the sole radar approach examiner for 3-58th AOB, 3-82nd General Support Aviation Battalion, as well as the National Guard's 2-130th AOB. His leadership, guidance and dedication have provided uninterrupted air traffic services to the aircraft and crews of many different agencies to include 82nd Combat Aviation Brigade, Joint Fires Integration Division, PM Aviation Architecture and Environment Exploitation, United States Air Force (USAF), Civil Air Patrol, and general civilian aviation. This was well beyond the scope of a typical terminal platoon leader. CW2 Andrews took great pride in representing Army ATC during the development of ATC procedures for the Air Force Material Command, the Air Force Life Cycle Management Center and coordination with Minneapolis Center. CW2 Andrews has truly earned the Army Aviation Association of America 2022 ATC Manager of the Year award.



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Army Aviation Association of America

Air Traffic Control Facility of the Year

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Mr. Mark N. Vick
Supervisor

Ms. Carmen M. Church
Tower Chief

Hood Army Airfield Tower
Fort Hood, Texas

Hood ATC Facility is an invaluable asset to III Corps, 1st Cavalry Division and Fort Hood, as well as the Texas Army National Guard. The seven civilian controllers that provide the training for the Soldiers are all prior Army controllers, most of whom received training at Hood Tower during their Army career. All together, these civilians have a total of one hundred and sixty years combined air traffic control experience. These civilian controllers are all committed to providing safe, quality air traffic support and providing paramount training to new and inexperienced trainees assigned to Hood Tower. Approximately 90% of the military controllers assigned to Hood Tower have no prior CTO rating experience. Hood Tower not only safely handles 120 tenant aircraft attached to Fort Hood but also transient aircraft that are here for training. The facility has also supported the surrounding civilian aviation community, including aircraft that arrive and depart out of Skylark Field, Department of Public Safety, Department of Emergency Services, Pipeline Services and Game Warden Helicopters. Hood Army Heliport controllers will continue to be the most skilled experts in their field and greatly deserve recognition as the 2022 Army Aviation Association of America Air Traffic Control Facility of the Year.

Air Traffic Control Unit of the Year

Sponsored By: Raytheon Company

LTC Mark C. Jordan
Commander

SGM John P. Maison, Jr.
Senior NCO

1st Battalion, 107th Aviation Regiment
Tullahoma, Tennessee

The 1-107th Airfield Operations Battalion has served with distinction for many years and several deployments. However, deploying to the Horn of Africa in support of the Combined Joint Task Force- Horn of Africa allowed the unit to achieve success, contribute to the efforts of joint operations, and successfully conduct Air Traffic Control missions in three African countries. While given short notice to deploy, the unit reacted swiftly, leading the way in the Aviation Resource Management Survey, scoring a 92. The experience level of senior leaders was put on display, training soldiers to react to austere environments and communicating in the most joint-service environment the 1-107th AOB had previously experienced. Long hours, a thousand miles away from headquarters, resulted in the unit enhancing its capabilities of command and control. The Kenyan airfield posed challenges, such as animals endangering aircrews during take-off and landings, focus on physical security was a high priority. In Somalia, the 1-107th AOB found itself in the "wild west" of air operations, their concerns over safety lead to the unit deploying teams, supporting three airfields in Somalia, including Mogadishu International Airport. For their great efforts, the 1-107th distinguished themselves as truly worthy of being designated the Army Aviation Association of America 2022 ATC Unit of the Year!

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From COIN to LSCO – UAS Training Gets a Facelift

By CPT Alexander Vallington, Mr. Charles Rossman and CW4(Ret) Matthew Roman

RQ-7B Shadow completing final approach on Pioneer Runway, Fort Huachuca, AZ, Dec. 5. Students and instructors practice RQ-7B Shadow launch and recovery to ensure future operators and maintainers are prepared to conduct similar missions.2023.

The 2-13th Aviation Regiment is transitioning Unmanned Aircraft System (UAS) training from Counterinsurgency (COIN) to Decisive Action (DA) in Large Scale Combat Operations (LSCO). LSCO differs vastly from COIN in that all domains are contested versus an environment with freedom of movement and air superiority. As a result, UAS will be challenged over most of the operational domains, most notably: land, air, space, and cyberspace. Aviation operations will be challenged with an adversary's Integrated Air Defense Systems (IADS) as part of their Anti-Access Aerial Denial (A2/AD) mission. Further, enemy technology advancements have evolved providing sophisticated electronic warfare and Global Positioning Systems (GPS) threats to all Aviation operations. As a schoolhouse, it is vital to prepare our future leaders and Soldiers for this changing operational environment (OE) to combat challenges against potential near-peer, peer, and pacing threats.

In the changing environment the ***150U UAS Operations Technician Warrant Officer*** must be familiar with all mission variables and threats posed to the success of their operations. Survivability analysis and planning is more of a priority now than ever before and is now a large part of the 150U training. UAS Warrant Officers must be doctrinally sound in the planning and execution of offensive, defensive, and the Enabling Operations they support. Knowing, understanding, and applying the doctrinal framework, fundamentals, and principles is vital when counseling commanders and their staff on the effective use and integration of UAS.

The 150U course provides students with the opportunity to gain "operational" experience in the classroom. Students work through scenarios that allow them to progress "in the life of a FORSCOM unit." They will be assigned to a Military Intelligence Company, Air Calvary Squadron (ACS), or Gray Eagle Company depending on their expected assignment. Their "unit" will undergo transformation from underperforming to fully trained and ready to deploy. The students identify deficiencies in their unit, correct them, and complete the necessary course milestone. The students are required to execute a series of information and decision briefs to their commanders at both the company/troop and battalion/squadron level. Students gain experience in designing an Aircrew Training Program (ATP), planning to complete Mission Essential Tasks (MET), developing a gunnery training strategy, sustainment planning, threat planning, and how to analyze orders to extract information required to accomplish their mission. Further, they will plan and conduct an Air Mission Brief (AMB) in a tactical scenario against a pacing threat.

The 150U capstone event focuses on the administrative management of a UAS platoon and its tactical employment, and the importance of understanding the new OE and their respective unit's employment using an emerging peer threat scenario. Students are required to explore information received during the orders process, apply their commander's guidance, provide recommendations, and prepare briefings as part of their course work.

The ***UAS Unit Commander and Staff Leader's Course*** has also been updated to incorporate recent changes to the OE. The course is designed to assist Army leaders, staff officers, and key personnel in understanding Army UAS capabilities and limitations focusing on integration into LSCO. The 5-day course familiarizes Soldiers with UAS related topics which include capabilities and limitations, unit MTOEs, concept of operations, and the Army Aviation standardization, maintenance, and safety programs. Soldiers participate in discussions concerning Aviation mission planning, management of airspace, and are provided with an overview of Army Aviation Operations and Manned Unmanned Teaming (MUM-T). This training has proven to be very beneficial to leaders responsible for directly training and sustaining UAS combat readiness and for staff positions involved in the planning, integration, employment, and management of Army UAS capabilities within the scheme of maneuver during LSCO.

The UAS Operator LSCO transition began congruent with the 2-13th Aviation Regiment's commission to split the 15W10 Military Occupational Specialty (MOS) training into separate POIs for the 15W10 RQ-7 Shadow UAS Operator and 15C10 MQ-1 Gray Eagle UAS Operator in 2019.

The ***15W10 course*** utilizes a training environment that is primarily based on TRADOC's Decisive Action Training Environment (DATE); however, the landscape is modified to southeastern Arizona. Introduction to the OE and DA is incorporated into the tactics academic training. The course uses 14 LSCO simulated tactical flight profiles, complete with mission objectives,

S2 information, and reporting criteria. Over the course of two years, the entire simulator environment and modeling was rewritten from the ground up. Over 15,000 entities were positioned and programmed for movement in the Vignette Planning and Rehearsal Software (ViPRS) to mimic the tactics of both friendly and opposing forces. Simulated flights reinforce other tactics training where students experience application of their system capabilities while employing UAS missions sets, sensor exploitation, military symbology, reporting, and mission planning.

The ***15C10 course*** trains knowledge of LSCO and then applies it during seven simulated tactical flight profiles. They receive lessons on threat identification, mission planning, and how to engage targets both autonomously and in a joint environment. During "threat of the day" briefings, students are taught how to identify enemy vehicles and their associated weapons systems. The briefings teach students not only how to engage identified threats, but how to remain outside of the threat's engagement and detection zone. It also teaches students through a shortened Intelligence Preparation of the Battlefield (IPB) process where the threats should be located. After receiving the threat of the day briefing, students conduct mission planning while being guided by an instructor. The students plan a detailed route to fly, minimizing exposure to enemy threats and effects of terrain and weather, while successfully meeting the ground force commander's intent. The mission planning prepares students for courses they will later attend in their careers such as the Air Cavalry Leadership Course (ACLC) and the Joint Fire Power Controller Course (JFPCC). After students have been briefed regarding the threats and have executed the mission plan, they fly simulated missions and engage targets.

15C students are taught how to engage targets with the MQ-1C Gray Eagle in accordance with Close Air Support (CAS) doctrine. Scripts include a CAS 9-Line attack brief from a simulated Joint Terminal Attack Controller (JTAC) as roleplayed by the instructor. Although the MQ-1C is a highly effective aircraft, it has limited munitions capabilities, therefore students are also shown how to conduct joint strikes (i.e., remote engagements / buddy lase techniques). Using call for indirect fire, MUM-T, and even simulated direct fires by ground troops, students learn how to engage enemy targets in a variety of ways. This teaching of joint capabilities demonstrates that even though the MQ-1C can engage targets in an LSCO environment, ground commanders have access to multiple assets to develop the best course of action in any operational environment. Through practice and understanding, a more tactically sound MQ-1 Operator is trained and ready to impact operations at their first unit of assignment.

As the United States Army Aviation Center of Excellence continues its transition to LSCO, the 2-13th Aviation Regiment is leaning forward to drive that change. Both today, and in the future, UAS training is being developed with the intent that all UAS professionals understand the current threats and how to best employ UAS in an A2/AD environment while applying current and relevant doctrine.

CPT Alexander Vallington is the C Co., 2-13th Commander, Mr. Charles Rossman is the supervisor for the UAS Training Committee, 2-13th Aviation Regiment and CW4 (Ret.) Matthew Roman is a platform instructor for the 150U Certification Course, all are located at Fort Huachuca, AZ.

Lessons Learned from the Strategic Broadening Seminar, United Kingdom (UK-SBS 2022)

By CPT Daniel "Dan" A. Vorsky

On September 1, 2022, 26 captains from all three components of the United States Army and many branches, including this sole Aviator, descended on Shrivenham, United Kingdom, to join the Intermediate Command and Staff Course (Land) 19A at the British Defence Academy. The following 45 days became the most influential and positive, and started friendships and, more importantly, strengthened the bond between our two great nations. The course differed from many previous courses I attended as there was no difference in expectations nor barriers set up to separate the Americans from their British counterparts. Knowledge, experiences, perceptions, and, most importantly, differences were not only expressed but encouraged. The British Army understands that due to its size of roughly 73,000 Service Members, the importance of everyone being on the same page and rowing in the same direction begins with dialogue from not only people who agree with decisions but make sure the voices of those who disagree are allowed to speak their minds without any fear of reprisal or hurt feelings. So many areas of knowledge would easily take up the entire publication. Still, I felt that the most important areas to go over were their perspective on Diversity, Training, and the application of Aviation to the force as a whole.

AUTHOR PERSONAL PHOTO

The author (back row, 2nd from right) and other members of Syndicate 7A of the United Kingdom Defense Academy Intermediate Command and Staff Course (Land) 19A pause for the Kodak moment in their respective Mess Dress Uniforms during the Course Formal Gala on Oct. 5, 2022 in the Officers' Mess, Cormorant Building in Shrivenham, U.K.

Diversity = Different Perspective

Not everyone within the military will see the picture, the operation, or even daily life the same way. The British Army understands this and places so much importance on diversity because they see the views of others not being seen as the reason for failures in the past. Some of the most poignant examples that the British Army gave us was if everyone saw the picture the same, we will have another Battle of the Somme where no one said charging the enemy trench for the 10th time might have been a bad idea. And this was indeed due to the lack of diversity in the Army at the time, where everyone was the same class, status, and race, even from the exact location in many aspects. Today's British Army focuses on the strength of diversity while allowing for readiness conversations, the impacts of those changes, and changes to occur. To add effect to the previous statement, in many cases, the conversation would start with the policy or notion, whether it would be on climate change, operational changes, social justice, and everything in between, and would begin with those that disagreed. Those viewpoints would be taken from personal opinion or be tasked to see an issue from a different perspective to see the truth in the subject being spoken about rather than blindly agreeing with every topic. The reason for this was straightforward – to have the hard conversations with your subordinate Soldiers, a leader must be willing to have that conversation with their peers and superiors first.

Train to Standard and Hard Stop on Time

The British take learning as a doctrinal focus and something that adds value to those attending. Using the latest teaching techniques, methods, and innovations in specific fields means that a course may differ from one not even six months earlier. The learning model that is employed allows students to not only be able to listen to lectures and read additional material but also digest the information being presented and then revisit several days later to see what information is retained and/or learned. The joint understanding used trains to standard and then hard stops on time, meaning that some lessons will not be allocated more time in case the discussion goes longer. In many cases, it did, but it is also understood at some point, the conversation and lecture need to end. For example, a briefer speaks for twenty minutes on a very radical topic, answers a few questions, and finishes in thirty minutes; this isn't seen as a failure

but time to reflect personally, prepare for different lessons, and spend time with family. And on the opposite side of the spectrum, we had some speakers blow through their "quick brief to have time for questions," and rather than give that lecturer more time, the infamous red light of death (light above podium stating five minutes left) came on and the entire course closed out on the topic and moved on. Setting boundaries were and are extremely important to their learning model and one that they took and continue to take very seriously.

How the British Employ Aviation

The first significant difference is the command of their aviation assets falls under Joint Helicopter Command, and their ISR - I-Star Platform (King Air) falls under the Royal Air Force. In contrast, it might seem confusing that their changes in doctrine are specifically so that all the systems employed work together as their rollouts of new communication systems and integration are taking center stage within the British Military as a whole, especially in regard to what is going on in Ukraine as the need for unified operations has never been more critical to their operational capability. The excitement about the future of rotary wing is also the big talk within their aviation community as they will be fielding the AH-64E model, increasing their operational capability and interoperability with the American Army. There is also talk on research and development on a new medium-lift platform that can increase maneuverability for the ground force commander. Speaking specifically with interoperability of their aviation corps is how their maintenance is achieved as it falls under Aviation but also under the Royal Electrical and Mechanical Engineers (REME) as they are not only cousins to our engineers but engineers that work with implementation, usage, and refinement of the platform.

Conclusion

Overall, the most significant part of this broadening was seeing the picture of defense, interoperability between our forces, and the special relationship we share with one of our closest allies. Almost every day, I was asked questions on how we can work closer together, how we see the problem, and what we tend to do in specific situations. I can only speak with the highest regard of the Officers we worked with; their drive to learn, get better, and indeed "Be the Best" was not only a slogan but how they felt about what they were doing. Diversity was not just a talking point for them. Rather, a way they all felt because their general feeling is "if they can do the job," then there should not be a question of race, sex, orientation, or anything; get the job done. If you can't do the job or are unable for long term then it's an issue that needs to be addressed in a professional and understanding manner – deal with it even if it means hurt feelings. Generally, the feeling that was explicitly felt in training is if it isn't something that is taken seriously, then it shouldn't be done and could have been an e-mail.

I hope that this short article brings to light and enforces the need to send more aviators to this and other fellowships and as further on to the Advanced Command and Staff Course to work with not only the United Kingdom but the 60+ nations that attend. I want to formally end by thanking the British Military for their hospitality and friendship over the past 45 days, as this is something I will never forget.

CPT Daniel "Dan" A. Vorsky is the operations officer for the 206th Aerial Exploitation Battalion, 116th Military Intelligence Brigade at Fort Gordon, GA.

Vietnam Helicopter Pilots Association Special Feature

Editor's Note: This is the first of a series of articles throughout this year taken from the pages of The VHPA AVIATOR, the newsletter of the Vietnam Helicopter Pilots Association. The inaugural articles are by VHPA President, Donald R. LeMaster and the VHPA Legacy Committee Chair, Art Jacobs. Preserving the Legacy! Enjoy.

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

The VHPA's President's Corner

Well BOOM, just like that, the 2022 VHPA reunion in Tampa Bay went into our history books. By all accounts it was a rousing success. The hotel/resort was beautiful, weather was perfect, food and drink excessive…. A good time was had by all. I sincerely hope y'all enjoyed yourselves as much as I did.

In my excitement of the moment, at the podium, I forgot to acknowledge my beautiful wife Nina, and special guests, my lifelong friends, and a fellow aviator, BG Steve Joyce, and his lovely wife Ingrid. Apologies. I would also like to thank Art Jacobs for his 7 years of dedicated service to the Executive Committee (EC) and the membership.

As I indicated in my very brief introduction, there are a couple of primary areas in which we will concentrate on this year, regarding the business of the VHPA. The overarching energy will be directed at our OPERATION GLIDE PATH, the eventual wind down of our "last man standing" organization. Over the next year the Legacy Committee, chaired by Art Jacobs, will be gathering information and ideas from the EC and committees, in addition, directly from the membership. Data and suggestions will then be collated and organized into a formal presentation to the membership in San Antonio next year. Our history must be preserved for future generations and how we exit will be a major component of that history. Although very different, we envision our story to contain the same unique brand of honor and respect, of both the Doolittle Raiders and Tuskegee Airmen.

To that end we have determined to expand our critical stakeholder positions with AAAA and VNCA Texas Tech.

Recent meetings with MG (Ret.) Tim Crosby, President of AAAA, BG (Ret.) Mike Flowers, President of AAAA Scholarship Foundation and Bill Harris, Executive Director of both AAAA and its scholarship foundation, have identified numerous areas of possibilities. Those areas, aside from scholarship, include potential joint reunions, web management, and magazine integration are but a few. The scholarship chairs, Mike Sheuerman and Tom Payne, are working with the EC to present the most effective and comprehensive solution to insure VHPA scholarships provide the maximum benefit for our descendants, while we are still alive and able to see our descendants enjoy them, as well as ensure VHPA scholarships extend in perpetuity.

As mentioned, we are considering ways to enrich our affiliation with the VNCA at Texas Tech. Mike Law and I met with Dr. Steve Maxner, Director of VNCA, in March. We were presented with the VNCA plan for their museum and given the guided tour of the very large and complex archives. The

USED WITH PERMISSION OF THE VHPA AVIATOR

VPHA's Legacy Committee Report

The Executive Council of the VHPA has appointed Past President Art Jacobs as the Chairman of the newly established Legacy Committee. He has outlined the charter for his committee as follows: The average age of the Vietnam helicopter pilot is now 80 years old. Our days are numbered. As a "last man standing" veterans association, the committee has established three main objectives in creating our "estate plan" which we have entitled "Operation Glide Path." It entails the following:

I. When the time comes, how do we intelligently and proactively begin to scale back the functional operations side of the house, i.e., how do we administratively, legally, and financially prepare to one day cease operations?

II. We played an incredibly unique role in the history of the development of helicopter missions in combat to provide close support to ground units. The Vietnam War was indeed 'The Helicopter War' with the iconic UH-1 Huey the ubiquitous and most recognizable symbol of that war. How do ensure that our history, our legacy, is accurately recorded and preserved for when we are gone?

III. What organizations, associations, institutions, and individuals do we need to affiliate ourselves with now to A) extend our useful life as an association when we are no longer able to continue doing the heavy lifting ourselves; and B) assist us in the accomplishment of items one and two above? Toward that end, we are currently in partnership with two organizations:

- AAAA, where we have had robust a scholarship program with the Foundation in place since 2005 (we are the largest contributor to that fund) where our direct descendant applicants have received over $800,000 in scholarship money from either the VHPA or AAAA.
- VNCA (The Vietnam Center & Archives at Texas Tech University) in Lubbock, Texas where we have: A) established a $250,000 endowment to assist the Center in digitizing, cataloguing, archiving and preserving our records, unit histories, stories, and memorabilia; and B) where we are presently in discussions with the VNCA to be an important component to the brick-and-mortar Vietnam Museum they are building.

Bottom line – we will not go quietly into the night: *We will exit with a professional flight plan befitting our legacy, and our indelible contribution to Army Aviation.*

Art Jacobs, Legacy Committee Chair
Vietnam Helicopter Pilots Association

archive is exceedingly important to the preservation of the Vietnam war but more particularly, the repository of all things regarding the helicopter war that it was. The plans for the 9-acre museum are impressive, almost every display includes helicopters. We talked about several ways VHPA could become more incorporated in the VNCA program. As they will eventually have the museum finished, we discussed brick and mortar possibilities to memorialize the VHPA. Additionally, we examined potential scholarship participation and enhanced IT integration. The virtual archive is an amazing entity, its history and relationship with VHPA is easily accessed through VHPA.org. Chances are, even now, if you are researching ANYTHING about the Vietnam war the best place to start is the archive.

During my tenure, the EC and I will endeavor to provide the most current, up to date information available, in each of our quarterly Aviator magazines.

Donald R. LeMaster,
President
Vietnam Helicopter Pilots Association

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ARMY AVIATION MISSION SOLUTIONS SUMMIT

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

Outlook

Gen. Gavin

(Excerpted from "Survival in the Air Age," a Mutual Broadcasting System series of programs sponsored by the American Legion and featuring prominent Department of Defense personnel. Participants were Lt. Gen. James M. Gavin, Army Chief of Research & Development; Maj. Gen. Hamilton H. Howze, Chief, Army Aviation Directorate, OD-CSOPS. Col. Roscoe Turner (Ret.) interviewed the general officers.)

Gen. Howze

Lt. Gen. James M. Gavin

"I think people are facing up to the [close support and interdiction role] quite realistically now. I was interested in Gen. Lindsay's statement to the AF Association Convention in New Orleans to the effect that about one third of Tactical Air Command will probably be replaced by missiles in time. I believe that the very able Secretary of the Air Force, Secretary Quarles, likewise made a statement about the Army being able to take over with its missiles the Tactical Air Command air support role to a degree, and he, as a consequence, hoped to be able to effect some reduction in the tactical air support wings. Our own Chief of Staff [General Taylor] has expressed a somewhat similar view.

As we see it now, for the AF to carry out its mission and deal with an enemy AF of very high performance, they need highly sophisticated, high performance aircraft—operated at great speeds and at great heights.

At this time, while they're having to do this, we are moving into the very close to the ground missile business to an increasing extent. The family of missiles we now have in development appears to offer us real prospects of accurate effective all-weather support. It is not entirely here but we're well on our way into that.

So the fighter-bomber—as we see it now—is certainly going to be a different sort of a bird in the future. He's going to have a different job to do and the missile will replace him in what we consider to be really the close support role and that is immediate close support, interdiction of the enemy forces, isolation of the battlefield, and those jobs which were done so well by Generals Vandenberg, Quesada, and Weyland in World War II."

Maj. Gen. Hamilton H. Howze

"I should say that [Army air transport for moving troops and personnel] is one of the two greatest functions of Army aviation. The first one is that of observation which was touched on briefly by Gen. Gavin when he spoke of the greater—or the rising—importance of guided missiles in the land battle. For these guided missiles we need intelligence or observation to determine where they shall be laid and Army aviation plays a great role in that respect.

As respects the movement of troops and supplies . . . it is of the greatest importance in order that we might in future wars avoid the necessity of massing troops for long periods of time and in any one spot, because such massing obviously would render those troops very vulnerable to destruction by atomic weapons . . . We have in the helicopter a device which will give us great variation in the selection of the point of thrust of an effort against an enemy. This flexibility previously mentioned will be of tremendous assistance to the Army in another war . . .

[Speaking of a comparison between fixed and rotary wing craft] there are a number of new approaches being made by the aircraft industry and by NACA, a good deal of which is supported by the government in research towards developing new convertiplanes and new very short takeoff and landing aircraft, and various devices which when applied to fixed wing aircraft tend to make them achieve the greater flexibility that I spoke of a little earlier.

Of course, we support all of these—not only in spirit but also we support them to a very considerable degree with Army funds. We think there are great prospects for that line of endeavor. Also, however, it is unquestionably true that it is a matter of years before these very advanced designs will come into operational production and therefore, we recognize them still in their present role as a complement to the helicopter.

The Army, in spite of the fact that it must look ahead to the future years to prepare itself for a war which may take place in a number of years, nevertheless also has a continuing day-to-day responsibility for maintaining its readiness to fight a war which may start tomorrow or next week."

Page 8

From page 8, Army Aviation, Vol. 4, No.10, Publisher, Dorothy Kesten, Westport, CT, October 15, 1956.

AAAA **Legislative** Report

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

Money in the Bank (Appropriations Conference Numbers)

Below is the final roll up of "real money" for Army Aviation programs in Fiscal Year 2023. Army Aviation did extremely well!

Green- Program Funding Net Increase Red- Program Funding Net Decrease

PROCUREMENT (Proc)					
Program	**Requested**	**HAC-D Mark**	**SAC-D Mark**	**Appropriated**	**Comment**
Small UAS (SUAS)	$10,598	$10,598	$10,598	$10,598	
Apache Block 3 Reman	$524,661	$524,661	$524,661	$524,661	
Apache Block 3A Reman (AP)	$169,218	$169,218	$169,218	$169,218	
Blackhawk M Model (MYP)	$650,406	$923,406	$650,406	$923,406	(+) 10 National Guard UH-60M
Blackhawk M Model (AP)	$68,147	$68,147	$68,147	$68,147	
Blackhawk L & V Models	$178,658	$178,658	$178,658	$178,658	
Chinook	$169,149	$169,149	$369,149	$346,649	(+) 10 National Guard CH-47F BLK 2
Chinook (AP)	$18,749	$18,749	$18,749	$41,249	F BLK 2 advance procurement
MQ-1 Gray Eagle	$0	$0	$350,000	$350,000	(+) 12 MQ-1C for National Guard
Gray Eagle Payload	$57,700	$57,700	$57,700	$72,700	ELINT Upgrades
Gray Eagle Mods2	$13,038	$143,038	$18,038	$120,000	MQ-1C Gray Eagle ER MDO
Multi Sensor ABN Recon	$21,380	$21,380	$21,380	$21,380	
Apache Mods	$85,840	$85,840	$85,840	$85,840	
Chinook Mods	$11,215	$51,215	$22,419	$49,919	DVE, Hybrid Ballistic Protection
EMARSS SEMA Mods	$1,591	$1,591	$1,591	$1,591	
Blackhawk Helicopter Mods	$21,346	$21,346	$29,346	$39,346	Litter Basket Stablilization, 60kVA Generators
Network and Mission Planning	$44,526	$44,526	$42,450	$42,450	Unjustified growth
COMMS, Nav Surveillance	$72,387	$72,387	$72,387	$72,387	
Aviation Assured PNT	$71,130	$69,320	$68,104	$66,294	PM excess cost, EGI-EAGLE M B kit
GATM Rollup	$14,683	$14,683	$14,683	$14,683	
ASE	$167,927	$167,927	$167,927	$167,927	
Survivability Countermeasures	$6,622	$6,662	$884	$884	ATIRCM divestiture optimization early to need
CMWS	$107,112	$107,112	$101,212	$107,112	
CIRCM	$288,209	$274,334	$288,209	$284,334	Unit cost increases
Common Ground Equipment	$20,823	$20,823	$20,823	$20,823	
Aircrew Integrated Systems	$25,773	$25,773	$25,773	$25,773	
Air Traffic Control	$27,492	$27,492	$24,319	$27,492	
Launcher, 2.75 Rocket	$1,275	$1,275	$1,275	$1,275	
RESEARCH DEVELOPMENT TEST & EVALUATION (RDT&E)					
Program	**Requested**	**HAC-D Mark**	**SAC-D Mark**	**Appropriated**	**Comment**
Future Vertical Lift Technology	$69,348	$74,348	$79,348	$94,348	Composites, flight controls, digital twin
Air Platform Applied Research	$41,588	$46,588	$41,588	$46,588	Multi Drone, Multi Sensor ISR
Air Platform Advanced Tech	$17,946	$17,946	$17,946	$27,946	Seat track replaceable/upgradeable protection
Future Vertical Lift Advanced Technology	$177,836	$233,586	$201,836	$267,586	**Multiple
Aviation Advanced Development	$28,794	N/A	$22,794	$22,764	Maintain FARA ecosystem
Future Attack Recon Aircraft (FARA)	$439,915	N/A	$439,915	$436,165	FARA PM costs excess
Future Long Range Assault Aircraft (FLRAA)	$693,635	N/A	$728,365	$698,635	**Multiple
Small Unmanned Aerial Vehical (SUAV)(6.4)	$1,425	$1,425	$1,425	$1,425	
Future Tactical UAS	$95,719	$134,719	$95,719	$134,719	**Multiple
Aircraft Avionics	$3,335	$3,335	$3,335	$3,335	
Air Traffic Control	$2,623	$2,623	$2,623	$2,623	
Aircraft Survivability Equipment	$19,123	$19,123	$19,123	$19,123	
Small Unmanned Aerial Vehical (SUAV)(6.5)	$6,530	$6,530	$6,530	$6,530	
Aviation Ground Support Equipment	$2,959	$2,959	$2,959	$2,959	
Aircraft Certification	$2,777	$2,777	$4,777	$4,777	Big data analytics
Chinook Product Improvement Program	$52,513	$52,513	$67,513	$67,513	CH-47 Engine Enhancement
Improved Turbine Engine Program (ITEP)	$228,036	$228,036	$228,036	$228,036	
Aviation Rocket System Product Improvement	$11,312	$26,312	$11,312	$11,312	
Unmanned Aircraft Systems Universal Products	$512	$512	$512	$10,512	Scalable control interface
Apache Future Development	$10,074	$15,074	$20,074	$25,074	Strap down pilotage, AH-64 Modernization
Aircraft Engine Component Improvement Program	$148	$148	$148	$148	
Tactical Unmanned Aerial Vehicles	$4,500	$4,500	$4,500	$4,500	
Airborne Recon Systems	$17,165	$17,165	$17,165	$17,165	

AAAA **Scholarship** Foundation

Scholarship Update

By BG (Ret.) Michael Flowers, AAAASFI President

ALL PHOTOS – AAPI PHOTO BY RENE BIBEZ

Left: More than 230 attended the inaugural Scholarship Foundation Dinner/Concert on Nov. 15, at the Mars Music Hall in the Von Braun Center, Huntsville, AL.

Your Scholarship Foundation continues to soar thanks to contributions from generous supporters and AAAA!

The Foundation was formed almost 60 years ago and has awarded almost $10 Million dollars to over 6,000 students.

The first AAAA Scholarship Dinner Concert was held in conjunction with AAAA Joseph P. Cribbins 46th Annual Aviation Product Sustainment Symposium at the Mars Music Hall in the Von Braun Center. The purpose was to raise money for the scholarship general fund with a goal of $10,000. Michael Ray provided the entertainment. CW5 (Ret.) Dave Cooper was the Master of Ceremony for what was a wonderful evening for AAAA members, their families, and friends.

The stage was set up with a large video board to track donations as they came in real-time with the name of the donor and amount. This was enabled using QR codes that took the donor directly to the Scholarship Foundation site. The $10,000 goal was quickly reached before the formal program began, thanks to generous donors. Donations had the board in constant change. Three big donations by MG (Ret.) William T. Crosby, COL (Ret.) Rick Crogan, and COL (Ret.) Robert E Godwin really kicked things into high gear. The goal was moved to $20,000.

We had testimonials from Mr. Jon Graft, the brother of the first scholarship recipient, Joel R. Graft in 1963 (tragically, Joel died in 1969 after one tour in Vietnam at the age of 23 in a training accident). The Graft family has continued to support the AAAA SFI to this day. I am happy to report that the Scholarship Board of Governors has established a memorial grant in his name.

LTG (Ret.) Kevin Mangum, a 1978 recipient talked about what it meant to him to receive an AAAA scholarship and the impact it had on his life and career. He was followed by SGT Dan Hackney, a crew chief in Vietnam and member of the AAAA Central Florida Chapter who discussed why he made a six-figure donation to the Central Florida Scholarship program. Thank you, SGT Dan Hackney, for making a difference to AAAA members and their families! Many will benefit from your generosity!

The most powerful testimonial was given by 1LT Kathryn Bailey's mom Virginia Koch and Aunt Theresa Russo. Kathryn was a scholarship recipient who was killed in a tragic training accident in 2017. Kathryn's sister Jessica and the family have raised over $100,000 dollars for a Scholarship in Kathryn's name. Meanwhile, the goal was changed again to $40,000 as donations moved past $30,000.

This event would not have been possible without the support of AAAA and its President MG (Ret.) Tim Crosby and the AAAA National Executive Board. Over the years AAAA has spent millions of dollars supporting the AAAA SFI! The donations continued to arrive! The total at closing was $37,260.63 dollars! Thank you all for supporting AAAA SFI and our AAAA members and families!

We also recognized our past top ten donors who among them have donated over $3.8 million dollars! The top ten include AAAA Mid-Atlantic/Monmouth Chapter, AAAA Tennessee Valley Chapter, Vietnam Helicopter Pilots Association (VHPA), AAAA Washington-Potomac Chapter, Helen Cribbins Memorial, Joseph P. Cribbins Memorial, AAAA Air Assault Chapter, AAAA Volunteer Chapter, AIRBUS Group and Sikorsky. There are also ten other corporations, individuals and AAAA chapters who have assets over $100,000 in each to account for an additional $1.375 million (AAAA North Texas Chapter, AAAA Lindbergh Chapter, LTG Gus Cianciolo Memorial, AAAA Connecticut Chapter, BG James and Joyce Hesson, LTG William B. Bunker Memorial, GEN Frank S. Besson, Jr. Memorial, Bell Textron, Morgan Rae Kurowsky Memorial, and Robertson Fuel Systems, LLC (John R. Rawling). Together they account for over $5 million dollars.

I would also like to thank the corporate sponsors. Our Diamond event sponsor System Studies & Simulation, Inc, and their CEO Ms. Jan Smith, Platinum sponsors: The Vietnam Helicopters Pilots Association, Bell Helicopter and Amentum, Gold sponsors: GE Aerospace, Airbus, Lockheed Martin, AIRtec, Science & Engineering Services, LLC and Silver sponsors Ostovich Enterprises, Inc, DigiFlight, Inc and Strata G Solutions, LLC.

The dinner concert was closed out by Michael Ray, a supporter of our military and their families.

We hope to see you next year!

Thank You to Our Scholarship Fund Donors

AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from December 2021 through December 2022. 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 Merrit A Troop
AAAA Air Assault Chapter
AAAA Arizona Chapter
AAAA Badger Chapter
AAAA Bluegrass Chapter
AAAA Colonial Virginia Chapter
AAAA Connecticut Chapter
AAAA Cowboy Chapter
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AAAA Griffin Chapter
AAAA Gold Standard Chapter
AAAA Idaho Snake River Chapter
AAAA Johnny O Cluster Chapter
AAAA Keystone Chapter
AAAA Lindbergh Chapter
AAAA Minuteman Chapter
AAAA Mount Rainier Chapter
AAAA North Star Chapter
AAAA North Texas Chapter
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IHO – In Honor Of

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

AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

We appreciate the support from CPT Tom Meredith, Chapter Secretary, LTC Noah Genger, Chapter Senior VP, and COL Robert Oleson, Chapter President for authoring and sharing this information to our membership.

The Big Sky Chapter

The Big Sky Chapter supports Army Aviation Professionals and families across the State of Montana. The Chapter directly supports Aviation and Support Personnel from the 1-189th GSAB as the only Army Aviation unit in Montana.

CHAPTER COURTESY PHOTO

The Chapter also supports Army Aviators, current and retired, that have made their way back home to Montana or currently serve around the country and around the world.

The Chapter currently maintains about 70 members and is growing through continued involvement within the community and the Aviation Battalion it currently supports. Much like the State of Montana as a whole, Aviation industry is growing in all corners of Montana, which have continued to present partnership opportunities between the Chapter and industry, ultimately serving members of their Aviation community and their families. The Chapter intends to continue focusing on growth and partnership in the coming year, as well as outreach to the retired community of Army Aviators throughout the State. Through a continued effort of increasing involvement, the Chapter has a goal of providing more scholarship opportunities, unit support, and more involvement in community activities and family support. A primary focus for the Chapter currently, is working to support the 189th Aviation Soldiers and their families as Aviation operations expand to the eastern part of the state to Billings, MT.

Chapter Activities

The Big Sky Chapter organizes and conducts activities with the primary purpose of raising funds for scholarship opportunities in support of Montana Army Aviation families. Secondary to the fund-raising effort, is continued growth of the Chapter to provide more resources and support to their community.

The Chapter currently supports many activities that provide support to the 1-189th GSAB and the Aviation enterprise around their headquarters city of Helena, MT. This year, in addition to the "Annual 5ish-K Pub Run," the Chapter participated in the Aviation Family Day. This event brought together the 1-189th GSAB, the 120th Air Wing, and many of their industry partners such as Boeing, Pioneer Aviation, and the Helena Airport to provide an event to Aviation families and the community to showcase aeronautics assets and capabilities from around the state. This was an exciting event for the community to see firsthand all the great work and complex skilled labor that occurs in the large buildings that exist on the Northeast part of the Helena Regional Airport. This event was extremely successful, seeing thousands of family and community members take part in the various activities, facility and aircraft tours offered on a beautiful early fall day in Central Montana. It was capped off by the 189th Battalion Commander taking a few rounds in the dunk tank and participating in the "5-ish-K Pub Run."

Chapter Recognition

Additionally, the chapter hosts quarterly meetings with the primary goal, to serve and promote their chapter members. The Chapter has honored 10 members within the last 6 months with Order of Saint Michael Bronze awards. An honor that the Chapter looks forward to continuing to consider for all their members that serve their Aviation community with distinction.

Lastly, the Big Sky Chapter just completed hosting the annual Winter Ball as the primary sponsor for the holiday party for the 189th GSAB, AAAA members, community leaders, and their industry partners. This formal event brings friends and family together in December of each year. Aside from providing some of the best live country music around the Rocky Mountain Northwest, the event provides a silent auction and other fund-raising efforts that assist the Big Sky Chapter in supporting future events.

Proud to Serve

The Big Sky Chapter of Montana is proud to serve Soldiers, Army Aviation, and the community around the State of Montana. The Chapter welcomes supporting all current, future, and retired members of the active, reserve, and retired Army Aviation community as well as retirees and members of industry currently living in the great State of Montana. For more information, please contact the Chapter Officers at *steink1776@gmail.com*.

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.

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

Order of St. Michael Inductees

National

PHOTO PROVIDED BY CHERYL FARDINK

LTC (Ret.) Paul Fardink (right), with his wife Cheryl at his side, is inducted into the Gold Honorable Order of St. Michael by AAAA National President, MG (Ret.) Tim Crosby, during a Nov. 10, 2022 ceremony at The Resource Center, Jamestown, NY where he works as a contractor. Center Executive Director, Denise Jones (left) was also on hand to congratulate him. Fardink is a former Army Aviator who continues to support the Army Aviation community by giving presentations and serving as a spokesperson at national events. An accomplished author, he has helped chronicle Army Aviation with in-depth interviews of such notable people as GEN (Ret.) Dick Cody, former Army Vice Chief of Staff and MG (Ret.) Carl McNair, the founding Army Aviation Branch Chief.

AAPI PHOTO BY BILL HARRIS

COL (Ret.) Gregory Gass is inducted into the Gold Honorable Order of St. Michael by AAAA National President, MG (Ret.) Tim Crosby at the National Executive Board meeting on Nov. 14, 2022 in Nashville, TN. Gass was recognized for his decades long support of Army Aviation to include serving on the Scholarship Foundation Board of Governors on numerous committees and on the National Executive Board as a member-at-large.

Want to change your AAAA Chapter Affiliation? No Problem!
Call 203-268-2450

Pikes Peak Chapter

CHAPTER PHOTOS BY 1LT DAVIS PLONI

CW3(P) Randy Peterson and **CSM Njikoka Anderson**, are inducted into the Bronze Honorable Order of St. Michael by COL Joshua Ruisanchez (left) and CSM Clem Gamez (right), commander and senior NCO respectively of 4th Combat Aviation Brigade, on Nov. 17, 2022 at Fort Carson, CO. Peterson was recognized for his contributions as Master Gunner for 4th Bn., 4th CAB, and Anderson was recognized for his more than 24 years of service. Celebrating with them are Peterson's daughter, Saren (2nd left) and Anderson's wife, Jessica (2nd right).

CHAPTER PHOTO BY SGT CLARA HARTY

(l to r) **LTC Kevin Kane, MAJ Christopher Curran, MAJ Colin Farmer, MAJ Brian Anderson**, and **1SG Rafael Torres** were inducted into the Bronze Honorable Order of St. Michael on Dec. 2, 2022 during the 4th Combat Aviation Brigade Ball, Colorado Springs Marriott Hotel, Colorado by MG Michael C. McCurry II (not pictured), commanding general of the U.S. Army Aviation Center of Excellence, and 4th CAB commander, COL Joshua Ruisanchez (not pictured). The individuals were recognized for their outstanding support of Army Aviation while serving as follows: Kane as squadron commander, 6-17th CAV; Curran as 4th CAB S-3; Farmer as XO for 2-4th GSAB; Anderson as 6-17th CAV S-3; and Torres as 1SG, HHT, 6-17th CAV.

Washington Potomac Chapter

LTC(P) Boyce Buckner is inducted into the Silver Honorable Order of St. Michael by COL Travis L. McIntosh (left), Force Development Division Chief HQDA G-8, and chapter president, COL (Ret.) Ronald G. Lukow, at a chapter Final Fridays event in Chrystal City, VA on Oct. 28, 2022. Buckner was recognized for

CHAPTER PHOTO BY CW5 MICHAEL ZANDERS

his long-standing support of Army Aviation, to include in combat as both a commander and staff officer, and most recently while serving as the executive officer for the HQDA G-8 Force Development division.

AAAA Chapter News

SOCAL Chapter Christmas Social/ Meeting

CHAPTER COURTESY PHOTO

The Southern California Chapter held their 4th quarter meeting on Friday, December 9, 2022 at the Joint Forces Training Base, JFTB, Los Alamitos, CA. The Christmas social event was in conjunction with the chapter's annual contribution of Christmas presents to aviation soldiers and their families stationed at the JFTB, Los Alamitos. The chapter participates in this annual event, sponsored by the city of Los Alamitos Chamber of Commerce, along with many other organizations and private individuals, helping to ensure that young Army Aviation soldiers and their families know that their service and sacrifices to this community, state and country are recognized and appreciated.

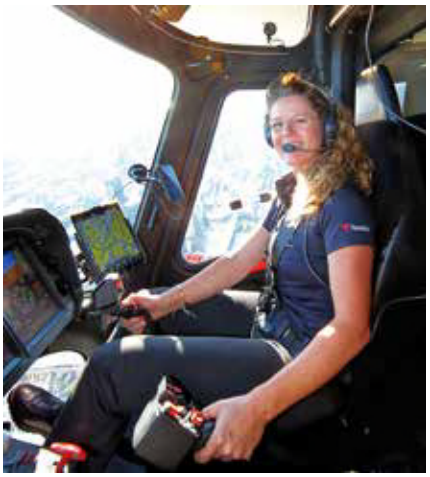
Thunder Mountain Chapter Battalion Run

CHAPTER PHOTO BY DUANE AYERS

Members of the Thunder Mountain Chapter's 2nd Battalion, 13th Aviation Regiment, conduct a pre-block leave holiday battalion run at Ft. Huachuca, AZ on Dec. 16, 2022.

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

The Membership Corner



SHEARD PERSONAL PHOTOS

Stacy Sheard piloting a company Agusta AW139 over New York City.

Not everyone decides to stay in the military until retirement, and of those that do decide to leave early, not all stay in the Aviation community. One exception to this is Stacy Sheard.

Stacy has not only remained a helicopter pilot but has become a force for good within the civilian helicopter community.

Stacy Sheard didn't come from a military family, nor an Aviation background. She had four brothers and grew up in a small agriculture valley in the middle of California. Stacy daydreamed about flying since she was a child. She would watch helicopters flying overhead her central California home all summer long, headed to fight fires in the Sierra Nevada mountains above.

Stacy began her U.S. Army career as a Russian linguist for the National Security Agency and was later accepted into Warrant Officer Flight School flying the Huey and the Black Hawk. After 11 years on active duty, she decided to pursue a civilian flying career. She gained civilian experience flying helicopter charters in the Grand Canyon, Air Ambulance, News, Corporate and Screen Actors Guild flying in Los Angeles. She spent 7 years as a Test Pilot for Sikorsky Aircraft Corporation and is currently flying corporate helicopters over the skies of New York City. Stacy holds an FAA ATP, along with a bachelor's and a master's degree in Aeronautics.

Stacy is now an Agusta AW139 Corporate IFR captain for *Fanatics.com*, flying in the New York metropolitan area. She loves being part of a fast-paced, dynamic flight department. Flying around New York in IMC presents its own unique airspace challenges – the flying is fun, and the views are amazing!

Stacy is also the past Chair of the Board of Directors of the Helicopter Association International (HAI), leading HAI's Military-to-Civilian Transition Program. She is the IFR Committee Chair for the Eastern Region Helicopter Council (ERHC), creating airspace access for the future of vertical Aviation and emerging technologies.

If she could give anyone one piece of advice – it would be to Network. Network early and several years in advance of your retirement or ETS date. The best way to do that is to join associations like AAAA and the Helicopter Association International (HAI). There is so much information, professional education, mentorship, and guidance at these associations. She realizes it takes an investment of time and money to attend conferences, but believes they are truly the biggest investment you can make in your future.

When Stacy left the military in 2001, there were no mentorships and no guidance, she had to figure it out on her own. Once she found some success in the civilian helicopter industry, she thought, "Now that I know how it works, I want to help other people out and give back. It's so easy for me to do that now." After a presentation she gave years ago turned out to be highly popular, Stacy worked with HAI to implement, develop, and launch workshops on transitioning from military to civilian careers; networking and Aviation resume writing is part of the program, which is held the day before HAI's annual Heli-EXPO convention. It attracts over 50 mentors every year to help, as well as hundreds of attendees – pilots and maintenance technicians. "I want to give everyone the knowledge they need to succeed," says Sheard. "If I can't help them, I know someone who can."

CW4 (Ret.) Becki Chambers
AAAA Vice President for Membership

New AAAA Life Members

Air Assault Chapter
CPT Nicholas Wright
Aviation Center Chapter
CW5 Rodney L. Sangsland, Ret.
Colonial Virginia Chapter
CPT Kaylee Scott
Cowboy Chapter
SFC Keith P. Snipes
Flint Hills Chapter
SFC Albert Davis
Greater Atlanta Chapter
Mr. Lloyd Goldsmith
Idaho Snake River Chapter
SGM Farin C. Schwartz
Mid-Atlantic Chapter
MAJ Seth Clute
CW5 Eric Hamm
CW4 John Hawk, Ret.
SGT David Young
Mount Rainier Chapter
CPT Robert Brown
CW4 Scott Mullins, Ret.
North Texas Chapter
WO1 Charles W. Cox
Tennessee Valley Chapter
LTC James Sheehy
Washington-Potomac Chapter
CW3 Matthew D. Vennie
CW5 William D. Kilgore, Jr.
LTC Robert P. Massey

New AAAA Members

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Aloha Chapter
PFC RJ A. Bolusan
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MAJ Seth Clute
CW5 Eric Hamm
CW4 John Hawk, Ret.
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LTC Raymond L. Stelker
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Minuteman Chapter
Ms. Breeana Baptista
Mr. Chris Boensel
Mr. Ben Couto
Mr. Jason Enos
Mr. John Etchingham
BGen Tom Landwermeyer
Morning Calm Chapter
MAJ William Andy Bishop
SSG Alysha Maria Torres
Mount Rainier Chapter
CPT Robert Brown
Mr. Dave Dickson
CW4 Scott Mullins, Ret.
Mr. Keith Ray
Ms. Amy Xie
North Texas Chapter
Mr. Christopher Cawelti
PV2 Patricio Hurtado
Mr. Rickey McKay
Old Tucson Chapter
PFC Joshua I. Hunt
Oregon Trail Chapter
Mr. Nick Anderson
Ms. Brittany Black
Mr. Greg Davis
Mr. Adam Lapierre
Mr. Derek Lindemyer
Mr. Matt Lynaugh
Mr. Andy McMullen
Mr. Niko Peha
Mr. David Ramirez
Pikes Peak Chapter
Ms. Danielle Catalino
SGT Josh T. Isner
Mr. Mike Sheperd
Rising Sun Chapter
SSG Gabriel Estevez
Mr. Enrique Palomo
Southern California Chapter
Mr. Aaron Dahl
Mr. Stephen Frianeza
Mr. Ruel Rabbon
Mr. Robert Struck
Stonewall Jackson Chapter
SPC Samanta L. Rodriguez
Tarheel Chapter
Mr. Andrew Cox
Tennessee Valley Chapter
Mr. Paul Aymond
Ms. Anna Butler
Ms. Tami Byrd
Ms. Lisa Cowley
Ms. Lauryn Dawkins
Mr. Sean Gamino
Ms. Marge Jones
Mr. Sacha Korell
COL Beverly Lee
Mr. Mark Leverette
Ms. Cyndi Loney
Ms. Rebecca Lunsford
Miss Anna McWhirter
Ms. Sandy Reeb
Mr. Brian Rich
LTC James Sheehy
Mr. Lyle Voyles
Mr. Maxwell Wade
Ms. Jessica Williams
COL Brock Zimmerman
Thunder Mountain Chapter
CPT Alexander Vallington
Thunderbird Chapter
PFC Alfred J. Bamberg, IV
Mr. Brian Busey
Mr. Geoffrey A. Camp
SGT Tanner Cole DeArman
Mr. Courtland Schafer
Volunteer Chapter
SPC John McPherson Braswell
Voodoo Chapter
SGT Tiffany Cole
Ms. Stacey McCarthy
Mr. Jacques Tassin
Ms. Emily Turner
Washington-Potomac Chapter
Mr. Keith Andrews
Mr. Dennis Crawford
Mr. Dan Epstein
Mr. Bob Esselborn
Mr. Hagar Ginzburgski
Mr. Gabe Hartwig
Ms. Sarah Hawkins
Mr. Jim Linnen
PV2 Brian V. Moloney
LTC Derrick A. Peters
Mr. Patrick Shortsleeve
Mr. Joe Taylor
Mr. Stephen Yantko
Wright Brothers Chapter
AB Trent W. Kelly
Yellowhammer Chapter
PFC Noah T. Jones
No Chapter Affiliation
Mr. Roeland Aarts
Ms. Carolynne Agnew
Mr. Robert E. Bellisario
Mr. Brad Brochtrup
CW2 Connor Stephen Byrne
Ms. Sara Carpenter
Mr. Eric Cuppen
PV2 Cory L. Davis
Mr. Ryan Evans
Ms. Jamie Flaherty
Mr. Tom Gerrish
COL Everett O. Greenwood
1LT Elise Hervey
LTC Michael Kappelmann
PFC Justin S. Khamninh
Mr. Chad Knauss
PFC Angeloemile O.Leiser
Mr. Mark Miller
Mr. Robert Misevski
Mr. Zak Novak
Mr. John Pieri
Mr. Matt Rigerman
Mr. Conor Sheridan
PFC Manuel Silvaamador
PFC Joshua D. Smoley
PV2 Levi E. Stein
MAJ Russ Sundby
Ms. Gabrielle Teoli
PFC Noah R. Timmons
PFC Tayler Michelle Vanzee
Ms. Samantha Watkins
PV2 Kenneth Ray Wilson, III

Lost Members

Help AAAA locate a lost member from this list and receive a FREE one month extension to your AAAA membership!

CPT Robert S. Boham
Mr. Harold V. Bowie, Jr.
COL Fred E. Brown, Ret.
LTC Jeffery D. Brown
Mr. Rickey J. Brown
MAJ James E. Bruckart
Mr. E. W. Cavanaugh
LTC Richard G. Cercone, Jr.
LTC Tzu-Shan Chang
COL James A. Coar, Ret.
MAJ Harry L. Connors, Jr. Ret.
Mr. Bruno Cussigh
2LT Arthur W. Galloway
Mr. William H. Gillispie
Mr. Michael F. Glass
MAJ Gregory W. Glover
LTC William T. Goforth
Ms. Mary H. Gorman
COL Gerhard Granz, Ret.
LT Tyler Grubic, PhD
Mr. Dexter Henson
COL Jose L. Hinojosa, Ret.
CW4 Delbert Jackson, Ret.
LTC Randy K. Jackson
CW3 Jeffrey J. Jelonek
MAJ David A. Jobe
Dr. Morey J. Kolber, PhD
LTC Peter D. Kowal
CW3 Vladimir Kultschizky
CW3 Timothy J. Larz
MSG David W. Little, Ret.
LT Chad Milam
SGM Ivonne M. Morrison, Ret.
MAJ Darrel B. Nerove
Mr. Fred A. Newcomb
SFC Henry R. Rathbone, Ret.
LTC Martin Scheld
Mr. Thomas R. Schiltz
LTC Jerry D. Scott
LTC Jay Q. Smith
MAJ James F. Speelman
LTC Friedrich Stern
WO1 Armando B. Torres
MAJ L.D. Walker
Mrs. Rose Weast

AAAA **Family Forum** By Judy Konitzer

Helping Our Caregiving Heroes

National Family Caregivers month began in 1997 under President Clinton and is celebrated in November.

This time is set aside to recognize and honor family caregivers across the country and presents the opportunity to raise awareness for the magnitude of caregiving issues, a chance to educate communities, and increase support for our caregivers.

At the crowning event of AUSA's October 22 Annual Meeting and Exposition in Washington, DC, Senator Elizabeth Dole was awarded the George Catlett Marshall Award for her dedication and selfless service in assisting military caregivers. She became aware of the challenges facing families of wounded Iraq and Afghanistan veterans when her husband, Senator Bob Dole, a disabled World War II veteran, was being treated at Walter Reed Army Medical Center 12 years ago. She felt that "most Americans had no idea what was happening to military families" who were facing challenges they weren't prepared to handle. She wanted to raise awareness and support for them, so she established the Elizabeth Dole Foundation (EDF) and has dedicated herself ever since to assisting these caregivers. Since establishing the Foundation, she's discovered "there are 5.5 million military caregivers alone in this country."

Caregiving encompasses so many different avenues from caring for aging parents, for children with disabilities, for progressive or terminal illnesses, as well as for those who suffer the visible and invisible wounds of war. And I personally and humbly realize how important "my caregiver" is. Although many don't see themselves as "Hidden Heroes," or "Hidden Helpers," they see through the lens of family and just wanting to do the best they can for their loved ones.

Hidden Heroes is a major campaign of EDF and is a multi-year and multi-faceted online destination for military caregivers. Their website includes testimonials from military caregivers who share their personal stories; a vetted national directory of valuable resources; the opportunity to join a private Facebook community for military caregivers; and calls-to-action for communities and individuals to get involved. Caregivers can filter resources through several key criteria, including location, era of service, and type of wound, injury, or illness. I encourage you to visit *HiddenHeroes.org* as I personally found it extremely informative, helpful, and easy to navigate.

EDF's newest campaign is ***Hidden Helpers***, which launched in November 2021 at the White House with First Lady Jill Biden leading a coalition of more than 78 organizations to provide urgent support to the more than 2.3 million children and teens helping a loved one care for a veteran. In its inaugural year, the Hidden Helpers Coalition has served more than 5,000 caregiver kids and youth-and is only getting started. The Coalition is on its way to developing more than 40 new programs and initiatives that will forever change how America supports its youngest caregivers. These programs are a collective effort by Coalition members to address and fill the gaps in services and support for caregiver children and youth. The Foundation is proud to co-chair this Coalition with their partners at Wounded Warriors Project.

AUSA PHOTO BY JEROMIE STEPHENS

Former Senator Elizabeth Dole received the 2022 George Catlett Marshall Award, AUSA's highest award for her distinguished and enduring service to the caregivers of wounded warriors using her Elizabeth Dole Foundation programs to assist them with the challenges they face. The October event can be seen in entirety on YouTube.

WHITE HOUSE PHOTO BY KATIE DANCE

First Lady Jill Biden walks with a group of "Hidden Helpers," the children and youth of parents caring for wounded veterans, at the White House on November 10, 2021.

EDF has also established a group of Advocates who are military caregiver youth and young adults trained and empowered to share their stories in local and national outlets including print, broadcast, and podcasts. It also partnered with the History Channel and A&E networks to launch the first-ever ***Untold Story Challenge,*** a new initiative aimed at amplifying the experiences of military kids and hidden helpers. Through writing, drawing, film, and photography, they will be able to share their unique journeys and see themselves in the stories of others. Military and veteran caregivers can encourage their military child or hidden helper to share their remarkable stories with submissions at *hiddenheroes.org/untoldstory.*

We need to walk with our caregivers and the organizations advocating and supporting them, and by doing so draw strength from one another.

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

AAAA **Awards**

Order of St. Michael Inductees

Silver

Aviation Center Chapter
Richard A. Rockwell

Bronze

Air Assault Chapter
CW3 Danny Calhoun
1SG Willie Green Jr.
CSM Paul M. Jones
CW5 Sean T. Richards
MAJ Steven J. Wax
Aviation Center Chapter
1SG Kristopher K. Souza
Colonial Virginia Chapter
1SG Gustavo L. Canales
1SG Andrew J. Creps
1SG Jeffery A. Jewell
CSM Joseph B. Warren II
North Star Chapter
MSG Shara L. Davis, Ret.
CW3 Christopher A. Slavin
Phantom Corps Chapter
Kelly G. Steward
Stonewall Jackson Chapter
CW3 Greg W. Hicks
Tennessee Valley Chapter
Earl W. Barrett
Kathryn Huff
Shannon Murphy
Voodoo Chapter
SGM Rudolph M. Cambre
LTC Andre P. Jeansonne
No Chapter Affiliation
SSG Steven L. Guinn

Knight Recipients

Air Assault Chapter
SFC Roberto L. Borrero
CSM Amara Fofana
CW3 Carl Puckett
Mark Rasnick
Colonial Virginia Chapter
Connie M. Creech
Morning Calm Chapter
1LT Ben Barnes
CPT David M. Carter
CPT Kelley H. Kang
COL Paul S. Oh

Our Lady of Loreto Recipients

Air Assault Chapter
Mariah L. Heppe
Ashley Pummill
Manishka Valin-Barrett
Stonewall Jackson Chapter
Maria Kelly

AAAA Salutes the Following Departed...

MG John K. Singlaub, Ret.
Deceased 1/29/2022

COL Clark A. Burnett, Ret.
Deceased 5/17/2022

CSM Matthew J. Clark
Deceased 2/7/2022

COL Arlin Deel, Ret.
Deceased 6/25/2022

LTC Leonard J. Sharp, Ret.
Deceased 1/29/2022

LTC Blair E. Smith, Ret.
Deceased 2/7/2022
(charter member)

MAJ Morris Lewis
Deceased 7/16/2022

CW4 Paul D. Sadowski, Ret.
Deceased 8/19/2022

Mr. Robert G. Ohliger
Deceased 9/2/2022

Award Nominations Are Open

Check out the Awards section on quad-a.org

AAAA Functional Awards

Suspense: July 1
■ AMSO Award ASE Award ■ Avionics Award
■ Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 1
■Logistics Unit of the Year Award
■Materiel Readiness Award for a Contribution by a Small Business or Organization
■ Materiel Readiness Award for a Contribution by an Individual Member of Industry
■Materiel Readiness Award for a Contribution by a Major Contractor
■Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
■ UAS Soldier of the Year ■UAS Unit of the Year
■Fixed Wing Unit of the Year

Suspense: September 1
■Air/Sea Rescue ■ATC Facility of the Year ■ ATC Unit of the Year
■ ATC Technician of the Year ■ ATC Controller of the Year
■ ATC Manager of the Year ■ DUSTOFF Medic of the Year
■ Medicine Award ■ Trainer of the Year

AAAA Hall of Fame Inductions

Suspense: June 1

Industry News

Announcements Related to Army Aviation Matters

L-3 Harris Begins Delivering WESCAM MX™-series Imaging Systems to USSOCOM

L-3WESCAM IMAGES

L3Harris Technologies has begun delivering its WESCAM MX™-10 and WESCAM MX™-15 electro-optical/infrared (EO/IR) and laser designator sensor systems to U.S. Special Operations Command's Special Operations aviators. The deliveries support the USSOCOM's Improved Rotary-wing Electro-optical/Infra-red Sensor modernization strategy, providing proven sensor performance and capabilities for use in special operations aviation platforms.

Perna Joins DEFCON AI

DEFCON AI PHOTO

General Gustave Perna, Retired, has joined DEFCON AI as its Chief Operating Officer. DEFCON is a modeling, simulation, and analysis (MS&A) company that provides an AI-driven software incorporating an intelligent agent within a simulation environment for innovative technology solutions for the next generation of logistics and mobility decision making. Previously, the retired four-star led Operation Warp Speed, the Covid vaccine delivery program, and was commander of the Army Materiel Command.

Contracts –

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

Amentum Services Inc., Germantown, MD, was awarded a $49,461,406 modification to contract W9124G-17-C-0005 for exercising Option Year Five for Initial Entry Rotary Wing flight training; work will be performed at Fort Rucker, AL, with an estimated completion date of Jan. 9, 2024.

General Atomics Aeronautical Systems Inc., Poway, CA, was awarded a $75,074,676 cost-plus-fixed-fee contract for contractor logistics support for Gray Eagle Block 0; work will be performed in Poway, with an estimated completion date of June 28, 2025.

Lockheed Martin, Orlando, FL, was awarded a $95,803,289 firm-fixed-price contract for the Modernized Target Acquisition Designation Sight/Pilot Night Vision System; work locations and funding will be determined with each order, with an estimated completion date of Nov. 30, 2027.

Longbow LLC, Orlando, FL, was awarded a $11,038,543 modification to contract W58RGZ-22-C-0053 for contractor support services and supplies for the Apache AH-64D/E Model Fire Control Radar; work will be performed in Orlando, Florida, with an estimated completion date of Dec. 31, 2026.

The Boeing Co., Ridley Park, PA, was awarded a $497,094,402 firm-fixed-price contract for CH-47F aircraft; work locations and funding will be determined with each order, with an estimated completion date of Dec. 30, 2025.

CFC Combined Federal Campaign

Please contribute to the AAAASFI 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 2023 CFC Program.

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

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Bob Lachowski / Erika Burgess / Carmen Tuohy
AAAAindustry@quad-a.org 203. 268.2450 ARMYAVIATIONmagazine.com

People On The Move

Changes of Command/Responsibility

U.S. ARMY NATIONAL GUARD PHOTO BY RYAN CAMPBELL

Shumway New NYARNG CCWO

CW5 Mark Shumway assumed responsibilities as the Command Chief Warrant Officer of the New York Army National Guard during a ceremony at New York National Guard headquarters, Latham, New York, Dec. 19, 2022. Shumway, a Master Army Aviator with multiple combat deployments, previously served as the first command chief warrant officer of the 42nd Combat Aviation Brigade. He takes over from CW5 Jacqueline O'Keefe who retires after nearly 40 years in the Army.

UPCOMING EVENTS

FEBRUARY 2023

23 AUSA Army Aviation Hot Topics Professional Development, Arlington, VA

23-25 33rd Annual International Women in Aviation Conference, Long Beach, CA

MARCH 2023

6-9 HAI Heli-Expo 2023, Atlanta, GA

28-30 AUSA Global Force Symposium & Exposition, Huntsville, AL

Flight School Graduates

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

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

49 Officers December 1, 2022
Class 23-003
Commissioned Officers
2LT Batta, Nathan A. * - DG
2LT Fritz, William L. - HG
1LT Kowalski, Alexander B. - HG
2LT Roth, Camrron W. * - HG
2LT Bechthold, George M.
2LT Belmonte, Juan Carlos R. *
2LT Bourgeois, Lucas H.
2LT Brooks, Isaac W. *
1LT Dronebarger, Joel C.
1LT Frederick, Cassandra C.
2LT Latimer, Stanton J.
2LT Murphy, Siobhan J. *
2LT O'Tuel, Charles W.
CPT Rajunas, Erik J. *
1LT Sarney, Tristan S.
2LT Seeley, Hannah E.
2LT Simmons, Christopher D.
1LT Thomas, Ian B.
Warrant Officers
WO1 Gagnon, Kurtis C. - DG
WO1 Ellis, Tyler K. - HG
WO1 Graydon, James M. * - HG
WO1 Olivea, Roger A. * - HG
WO1 Adon, Oliver
WO1 Arias, Erik J.
WO1 Babudar, Keith A.
WO1 Barlow, Neal
WO1 Bell, William D.
WO1 Cherry, Marena M.
WO1 Clark, Beau G.
WO1 Docchio, Christopher A. *
WO1 Eastman, Lillian M.
WO1 Errthum, Raymond M.
WO1 Galloway, Nathan J. *
WO1 Harris, Christopher R. *
WO1 Henry, Justin T. *
WO1 Hildebrant, Giacomo R.
WO1 Holloway, Raven E.
WO1 Huff, Caleb B.
CW2 Keenan, Shannon M.
WO1 Luffman, Charles J.
WO1 Mann, Richard T., II
WO1 Meschke, Angela M. *
WO1 Nguyen, Charlie V.
WO1 Park, Hyun J.
WO1 Price, Matthew W.
WO1 Salazar, Bryan A. *
WO1 Stallings, Kyle P. *
WO1 Vaughan, Michael W. *
WO1 Vickery, Skyler T. *

44 Officers December 15, 2022
Class 23-004
Commissioned Officers
2LT Jaskot, Mark H. - DG
2LT Ault, Nathan D. - HG
2LT Hoffmann, Benjamin A. - HG
WO1 Foreman, Caleb M. * - HG
2LT Browne, Zachary J. *
2LT Field, Alexander J. *
1LT Goodall, Dante J.
CPT Hammond, Michael R.
2LT Hill, Aaron J.
2LT Johnson, Justin S.
2LT Miller, Anthony M. *
2LT Murphy, Katherine R.
2LT Nace, Greyson P.
2LT Powell, Brian J.
2LT Ramirez, Kevin
2LT Vandyke, Zachary T.
2LT Yanoschik, Kevin J.
Warrant Officers
WO1 Linder, Darin S. - DG

Class 23-003

Class 22-004

WO1 Manuylo, Eric V. * - HG
WO1 Nickell, Jacob C. - HG
WO1 Tolson, Aaron M. - HG
WO1 Andryshak, Jacob P. *
WO1 Burgess, Christopher J.
WO1 Camacho, Caleb E.
WO1 Clark, Dylan T. *
WO1 Clift, Jeremiah G. *
WO1 Dugger, Nicholas B. *
WO1 Fernald, Brandon W. *
WO1 Ford, Trevor J.
WO1 Garcia, Alejandro V.
WO1 Houston, Daniel T. *
WO1 Johnson, Richard S.
WO1 Keniston, Theodore D. *
WO1 Ledezma-Mendoza, Jonathan *
WO1 Machuca, Isvi S.
WO1 Martinez, Lauren A.
WO1 Nelson, Orville O.
WO1 Olson, Kenneth B.
WO1 Pollard, Phillip A.
WO1 Rossetti, Nicholas S.
WO1 Sims, Anthony M.
WO1 South, Michael J. *
WO1 Stock, Cody W. *
WO1 Wheeler, Jayson T.

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

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)
Class 043-22
PFC Joshua Isaac Hunt * - DG
MSG Abdulhadi Selah J. Al Atawi
Cpt Omar M.N.A.A. Al Omar
PV1 Andres Alvarez
PFC Matthew Zenen Feliciano
PV1 Ruben Dario Gonzalez
PV1 Cayden Lynn Grant
PV2 Samantha Michelle Hallam
PFC William Thomas Hickey, Jr
SPC Philip T Igbozuruike
PFC Johnithan Kussart

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Class 044-22
PV2 Allen Chase Ware * - DG
SPC Alvin Arthur Martinez
PV2 Pedro Jose Mata
SPC Kenneth Anthony Medina
SPC Mckelly Rentasrodriguez
PV2 Michael Maurice Salazar
PV1 Neil J Siebenthal
PV1 Austin Allen Smith
PV1 Grant Richard Stiteler
PV2 Carson Scott Wolff
Class 045-22
PFC Manuel Silvaamador * - DG
CW2 Mosab A.S.M. Al Saeidi
PFC Levi Matthew Brinkman
PV2 Lane Dayton Dancer
PV2 Frank Harry Farrell, III
PV1 Adiel Yiqiangwang Goutier
PFC Alexandra Marie Halderman
PV1 Kaleb Matthew Hill
PFC Makaio Edward Hoch
SPC Nathan Reyes
Class 046-22
PV2 Jordan Nickolas Jones * - DG
SGM Khaled Ahmed S. H. Al Hassani
SGM Abdulla M. S. A. Al Madhaani
PV1 Adrian Mason Bruce
PV1 Adam Lee Chester
PFC Keithen Michael Hodge
PFC Tyler Jacob Larimer
PV1 Markel Javion Lee
PV1 Jude William Simmons
Class 047-22
PFC Alfred J. Bamberg, IV * - DG
PFC Zuriel D Carrasquillo Ortega
PFC Chenoa Lynn Clark
PFC Philip Reed Dence
PV1 Cameron Roy Hicks
PV1 Ryan Frederick Kelley
PV1 Jack Oliver Kennedy
Class 048-22
PFC Noah Ryan Timmons * - DG
SPC Zachary Derek Fore
SPC Jared Micheal Lewis
PV1 Jacob Max Munoz
PFC Jagger Thomas Roy
PV1 Ryan Anthony Sarslow
PV1 Dawson Alan Shackelford
PV1 Ethan Jackson Slover
PV2 Jacob Alan Stokes
PV2 Caiden Hunter Treadaway
PV1 Jakob Hunter Upton

CH-47 Medium Helicopter Repairer (15U)
Class 044-22
PFC Raj Bolusan * - DG
PV2 Elijah Beamer
PVT Jose Brito, Jr.
CPL Giovanny Cruz
SPC Beau Dean
SPC Daniel Edwards
CPL Chancellor Glover
PV2 Mohamed Kante
PV2 Rylen Robertson
SPC Weston Shores
SPC Zachary Smith
PV2 Dustin White
Class 045-22
SPC Tyler Baty
PVT Christian Beck
PFC Gregg Clennon
PFC Rafiq Davidson
SPC Demetri Dixon
SSG Ryan Jackson
SPC Jon Johnston
PFC Austin Jones
SPC Jordan Towers
SPC Brandon Williams
Class 048-22
PFC Justin Sam Khamninh * - DG
PV2 Kayle Christian Ayson
PFC Thomas Franklin Buskirk
PV2 Ian Anakin Crawford
CPL Casey Dean Donahue
PFC Jordan Bailey Hudson
PFC Gabriel Dalton Kleszcz
SGT Dale Kurt Nelson, Jr
PVT Steven P Valentin
PV2 Kaelin Eric Wayman

UH-60 Helicopter Repairer (15T)
Class 095-22
PVT Daniel Wood * - DG
PVT Pablo Deleoncastillo
PFC Craig Ezell
PFC Madison Fraise
PV2 Paul Gentles
PFC Marvensky Honore
PVT Gavyn Hurst
PVT Austin Newman
PFC Wyatt Reader
PVT Mason Winterbotham
Class 096-22
PVT Tjuan Ballentine
SPC Brindan Burasco
SGT William Eaves
SPC Jacob Fisher
SPC Leonardo Medina
SPC Clifford Morrison-Price
PVT Jacquez Moses
PVT Mason Perez
PVT Hyhuynhnang Pham
PV2 Jeziel Torresalicea
SPC Waylen Tyler
Class 097-22
AMN Trent Kelly * - DG
A1C Miles Heaney
AB Garrett Pear
A1C Landon Quinn
A1C Jonas Sanchez
AB Curtis Stevens
Class 098-22
PFC David Antonio Ramirez * - DG
SPC Justin Matthew Appleby
PFC Logan Wade Clifford
PFC Richard Nathan Collins, III
SPC Cullen Lee Digilormo
PFC Zachary Shane Masten
PFC Huy Qouc Nguyen
PFC Brayden Wesley Stoner
PFC Benjamin Wyatt Thorp
SPC Krzysztof Wiaczek
Class 203-22
PV2 Donald Vincent Dormer, V
PFC Pablo Andres Endaraloaiza
PFC Jordan Bryan Hamell
PV2 Gavin Wayne Higgins
PV1 Alexander Scott London
PFC Kristhian A Patinopaez
PV1 Benjamin L Prollock
PV2 Hyhuynhnang Pham
PFC Robin Leigh Stephenson
PV1 Zachary Brian Stock
SPC Daniel Edward Wilhelm
Class 099-22
PFC Noah Thomas Jones * - DG
CPL Anthony Thomas Atkins
SPC Luke Harrison Claypool
SPC Austin Lee Kelly
PV2 Anthony Ryan King
PV2 Austin Mccay Levan
PFC Nicholas Aidan Mcclendon
SPC Neri Daniel Perezgil
SPC Brice Emerson Ropp
PFC Khurum A. Villaovares
SPC Edward Joseph Zopf
Class 100-22
PFC Case Jordan Busse * - DG
PFC Michael Scott Halbur
PFC Andrew Waylon Hartsfield
PFC Jacob Allen Meleady
PFC Tiah Kayelinae Meyer
SGT Ashley Ochs Mulder
PV1 Ethan Nw Murphy
PV2 Erik Robert Snyder
PFC Marc Stroobosscher
PV2 Kaleb Ivan Ziegler
Class 101-22
PFC Joshua David Smoley * - DG
PFC Julia Ann Adkins
PFC Aljerometta Carrie Chede
PV1 Austin Thomas Colson
PFC Tyler Ryan Dragoo
PV2 Alexander Roch Gohier
PV2 Cooper Rosman Goodge
PFC Corbin Allen Guerrettaz
PFC Hagan Joshua Mccraw
PFC Kaitlyn Rose Moe
PFC Nicholas Scott Pieper

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

PFC Colby Aaron Taylor
Class 102-22
PV2 Levi Earl Stein * - DG
SPC Lane Michael Crosby
SGT Gaetan Dolbrice
SPC Landon Cole Gray
PFC Austyn Lee Kraft
PV2 Hyhuynhnang Pham
SPC Kerlson Felix Sablon
PV2 Chandler Wesley Tilton
CPL Bradley L. Whitworth *
SPC Xavier A. Wilkie

Aircraft Powerplant Repairer (15B)
Class 019-22
PV2 Kenneth R. Wilson, III - DG
SSG Abdulla I. A. Saad Abdullatif
PV2 Juawie Dalawi
PFC Julian Jameshill Dinse
PV2 Evan K Parsons
PVT Dake W Raybon
PV2 Jonathan F. Shaw, Jr

Aircraft Powertrain Repairer (15D)
Class 010-22
PFC Angeloemile O. Leiser * - DG
PFC Adalberto Acevedoacevedo
SGT Mohammed N. Al Kaabi
PV2 Daniel Amaya
PFC Narciso Alejandro Angulo
SPC Erick K. Chumo
PV2 Brian Keith Clouse, Jr
PVT Elijah Jeremiah Knittle
PV2 Avery Michael Leece
PV2 Joshua Ryan Minchew
PFC Brian Singercleves
SPC Mario Nahair Sitladeen

Aircraft Electrician (15F)
Class 017-22
SPC John M. Braswell * - DG
MSG Khaled Abou Khalil Chawich
PV2 Jacob Harold Duke
PV2 Adrianna Rose Evankovich
PV2 Tyler Jacob Insko
MAJIslam R. Mohammed

Class 018-22
SPC Thomas R. Vosburg * - DG
PFC Sebastien Alexandre Pean
PV2 Evan Vos
PV2 Adrienne Lewis Williams

Airframe Repairer (15G)
Class 012-22
PVT Oama M. Deans * - DG
SPC Dasol An
SPC Kevin Cordova
SGT George William Hatfield
PV2 Joshua Leon
SPC Mark Kiburuthu Mumbi
SSG John Gitau Mwangi
SGT Ali S.N. Nasser Omar
PFC Cristian Q.Valenzuela

Aircraft Pneudraulics Repairer (15H)
Class 011-23
PV2 Patricio Hurtado * - DG
SGT Hamad A. F. Al Dawsari
PV2 Jamie Lamar Fleming, Jr
PFC Hunter D. Lafrance
PFC Patrick Thomas Ogden

Avionic Repairer (15N)
Class 015-22
PFC Tayler M. Vanzee * - DG
PFC Julia Rose Watson- DG
PV2 Ethan Paul Keenan
PFC Jacob Thomas Mcfarland
2LT Patrik Misin
2LT Matej Pitonak
SGT Brice Adam Royer
SPC Tyler Allen Smith
Class 016-22
PFC Nolan B. Howard * - DG
SPC Omar Amarchih
PFC Ruben Ivan Delrio
PV2 Andrew Manuel Galvez

AH-64 Armament/Electrical/ Avionic Systems Repairer (15Y)
Class 021-22
PV1 Lorenzo A.Trevino * - DG
PV1 Bradley Aaron Johnson
PV1 Alex C Rodriguez, Jr
PFC Michael Jeremiah Shiffer
PFC Spencer Oneal Vineyard
SSG Rashid A. M. H. Abushareeda
SGM Marzouq S. S.Yaarouf Al Dhaheri
SGT Ahmed S. A. Ali Al Hefeiti
CW2 Hussain A. Al Sharshani
SGM Abdulla A. Y. B. Al Shehi

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

ARMYAVIATION ▶ Advertiser Spotlight

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Size of Company: Medium

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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.*

Art's Attic

By Mark Albertson

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

25 Years Ago
January 31,1998

Recognized for Material Readiness

Richard D. Kenyon, Division Manager, DynCorp's Fort Rucker, Alabama facility, was named outstanding contributor for 1997. Daily throughout the award period his team provided student pilots with approximately 350 safe helicopters, with an availability rate of 105.4 percent. Kenyon's efforts bolstered Fort Rucker's component repair capability, improved readiness, in addition to saving millions of dollars. Improvements in real-time maintenance management has provided Fort Rucker with the most comprehensive maintenance system upgrade in thirty years. His inspired leadership and commitment to excellence helped Army aviators log 2,500,000 hours of safe flight training.

Awards Recipients Honored

The AAAA North Country Chapter honored several Order of St. Michael recipients as well as AAAA Soldiers of the Month at the chapter's Nov ember meeting at Fort Drum, New York. Pictured recipients left-to-right are: LTC(P) David P. Bromstrom, Chapter President; ISG Paul Miller; CW4 William Wallace; CW4 Kent Harrington; SPC Mary Orloff; SGT Frances Camacho; MG Lawson Magruder, III, Commander 10th Mountain Division.

St. Michael Award

Colonel Richard M. Johnson (left), Senior Vice President of the Aviation Center Chapter, presented the Order of St. Michael bronze award, to Captain Robert M. Wildzunas (right) during a recent ceremony at Fort Rucker, Alabama. Captain Wildzunas was recognized for his consequential work in the area of applied aeromedical research.

50 Years Ago
January 4,1973

Number 25,000

Second Lieutenant Keith A. Atwell, U.S. Air Force, recently graduated the initial rotary wing aviator class at USAAVNS, Fort Rucker, Alabama. 2LT Atwell became the 25,000th candidate to utilize the school's learning center. Major General Allan M. Burdett, Jr., commander of Fort Rucker and commandant of the school, presents Atwell with a commemorative plaque. 2LT Atwell, son of CW4 Harry B. Atwell, said that he used the Learning Center several times during the 16 weeks he spent at Fort Rucker. The Learning Center provides supplemental and/or remedial assistance for courses taught at Fort Rucker.

Number 40.000

Another training milestone was reached in the annals of Army Aviation on November 3. One Donald M. Clause, from Parker, Arizona, was presented with a plaque for becoming the 40,000th student to graduate the Army Primary Helicopter School at Fort Wolters, Texas. The Helicopter Primary School was activated, September 26, 1956, and graduated its first class of 35 students in April of 1957. Candidate Clause, meanwhile, is at Fort Rucker, undergoing advanced flight training.

Honoring Those Who Served

A statue was recently unveiled in Enterprise, Alabama. The commemoration was raised by the grateful citizens of Enterprise, under the leadership of the Daffodil Garden Club. The statue is to mark service to the Nation by those who did so as members of Army Aviation, past, present and future.

Army Aviation Hall of Fame

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

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

The deadline for nominations for the 2024 induction is June 1, 2023

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

Chief Warrant Officer Five Edmund W. Hubard, U.S. Army Retired

Army Aviation Hall of Fame 2016 Induction - Atlanta, GA

CW5 Ned Hubard's 31-year career in Army Aviation combined a unique mix of operational, R&D and Command and Staff assignments with over 20 years in special mission units (SMUs), flying an amazingly diverse range of aircraft from UH-1s in Vietnam to piloting the first mission into Afghanistan in a Russian Mi-17. In fact, CW5 Hubard has over 13,000 flying hours in over 150 types of aircraft and helicopters, is basic airborne qualified and trained as a HALO/HAHO jumper.

In the early 1980s, following the failed DESERT ONE Iranian hostage rescue mission, Mr. Hubard was recruited into Operation HONEY BADGER, the second Iranian hostage rescue mission, making him a "plank holder" in what would become the famed 160th Special Operations Aviation Regiment, (Airborne).

Following the release of the hostages, he was nominated to serve in a newly created aviation unit doing research and development. He spent the rest of his career developing concepts for unique aviation systems and missions. Many of the Helicopter and Mission Equipment Packages that are in use today by conventional Army Aviation were developed and tested by Ned Hubard in combat.

Retiring in 2000, Mr. Hubard, as a civilian, continued to support Army Aviation and ground forces, flying the first U.S.-piloted helicopter, as part of the Jawbreaker team in Afghanistan, two weeks after the terrorist attacks of 9/11.

No Warrant Officer has done more for Army Aviation, operationally, tactically, and technically than CW5 Ned Hubard. He epitomizes the Quiet Professional and Warrior and is truly 'Above the Best.'

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