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April/May 2026

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On The Cover

PAID ADVERTISEMENT: Success on the modern battlefield requires next-generation speed and capability. Warfighters need faster capability and they need them now. National security demands acceleration of the MV-75 FLRAA mission. *Caption provided by the advertiser.*

Briefings



DOW PHOTO BY ANDREW RECH

DOW Civilians to Augment DHS

Last year, the War Department announced a unique opportunity for department civilians to serve at the Department of Homeland Security and support DHS as it works to keep America safe. Six months in, Secretary of War Pete Hegseth wants department civilians and their supervisors to know this opportunity still exists; DHS still needs help. Supervisors across the department should ensure interested employees can participate whenever possible. "I encourage all who are interested to volunteer for this detail opportunity. Supporting interior immigration enforcement actions, apprehending illegal aliens and securing our borders are vital to the national security of the United States," Hegseth said in a Feb. 19 memorandum. "I expect every supervisor to encourage their civilian employees to volunteer. Leadership must continue to promote this detail program and educate their civilian employees on its importance."

Mobile Museums Bring Freedom 250 to Military Communities



U.S. ARMY PHOTO

A fleet of six mobile museums, known as "freedom trucks," is traveling throughout 2026, bringing the story of American independence to students, families and citizens in every corner of the country. Hundreds of events like the freedom truck visits are taking place throughout the country and overseas, as part of the yearlong celebration. April/May sites are listed below.

April 22 - 24

Newland, NC
Avery County Community Event
Avery County Fairground
661 Vale Road

April 23 - 26

Hillsdale, Michigan
Hillsdale College "Central Hall
Palooza"
33 E. College St.

May 11 - 25

Urbandale, Iowa
Living History Farms
11121 Hickman Road

For more information go to: War.gov/Spotlights/Freedom250/

Fort Rucker Hosts Aviation Safety Forum



U.S. ARMY PHOTO BY LESLIE HERLICK

The Aviation Center of Excellence hosted the International Combat Aviation Safety Summit (ICASS) at Fort Rucker, AL, March 3-5. The annual summit provides the "Five Eyes" partner nations of Australia, the United Kingdom, Canada, New Zealand and the United States, an opportunity to collaborate to bolster safety measures regarding rotary-wing and tiltrotor combat aviation operations. Under the banner theme of "Battlefield Coordination in Congested Airspace," the event included two days of scheduled speakers and panels sessions focused on partner nation updates, the nature of increasingly congested airspace and the need to adapt airspace management practices, contemporary lessons learned and an ICASS leadership panel, followed by a final day with an optional scheduled tour of Fort Rucker. Tour stops included the flight training simulations devices at Victory Hall, as well as the U.S. Army Aeronautical Research Laboratory and the U.S. Army Combat Readiness Center.

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Welcome to the 2026 AAAA Army Aviation Warfighting Summit!



PHOTO BY ALBERTO CANALES

Hard as it is to believe, it's already been almost a year since our past president, MG Walt Davis, transferred the controls of AAAA to me last May. A lot has happened since then.

Drone warfare, counter-drones, MV-75 Future Long-Range Assault Aircraft, (FLRAA), Artificial Intelligence, cyber, reorganization of our Army Aviation formations including the elimination of our Cavalry Squadrons, Syria, Venezuela, Iran and, of course, Ukraine are all shaping our Branch and the Army itself.

What has not changed is AAAA's commitment to each and every one of you, our members, to make sure we best support you and your families through our leadership, advocacy, and determination. From our charter membership in the 6.5 million member The Military Coalition (TMC) which has achieved a significant recent victory on Veterans benefit sustainment, to sponsoring the Army's first Drone Warfighter Competition in February at the University of Huntsville's Drone Range, the just finished Army Aviation Congressional Caucus meeting sponsored by AAAA

in March, and even the AAAA retired 3- and 4-star non-aviator volunteer advocacy group known as the Senior Executive Associates, held back in March chaired by retired GEN J.D. Thurman, we are working every day for you.

Through the four pillars of AAAA that actualize our support; specifically...Networking, Recognition, Voice, and Support, we make sure that AAAA is perceived to be relevant, effective, and truly representative of you and your families.

This Annual Summit encompasses each of those four pillars. The Chief of Staff, GEN Randy George will be helping present the national awards to include, Soldier of the Year, Aviator of the Year, Crew Chief of the Year, Active, and ARNG and USAR Units of the Year as well. Former Army Aviator and current Under Secretary of the Army, The Honorable Mr. Mike Obadal, will be our second day keynote speaker.

The Summit brings together the Army, industry and our foreign military partners in one location to discuss the challenges we face, the lessons we've learned and to create pathways ahead to face the future.

Leading-edge professional development discussions will take place non-stop through our workshops, while "networking" will continue during follow-up conversations in the hallways.

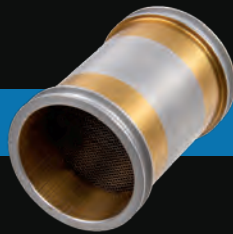
The Hall of Fame inductions on Thursday evening will again be an amazing event with two Medal of Honor recipients among the Class of 2026. And of course, we will wind it all up with the Friday night informal Soldier Appreciation Concert with Dylan Scott.

I could not be prouder to help represent all of you as your AAAA President. I look forward to seeing many of you among our over 10,000 attendees in Nashville.

Above the Best!

MG Wally Golden, U.S. Army Retired
37th President, AAAA
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TRANSFORMING ARMY FLIGHT TRAINING



Flight School Next (FSN) is an important Army initiative to modernize Initial Entry Rotary Wing (IERW) training. The goal is to produce more proficient aviators with a mastery of the fundamentals of flight through a combination of more flight hours, a new aircraft better suited to the training mission, and innovations to modernize a curriculum that has changed little over decades. To achieve these goals, the Army seeks a comprehensive, contractor-owned, contractor-operated (COCO) turnkey solution. This approach provides Army Aviation not only better trained pilots, but also significant cost savings, streamlined contract management and accountability, as well as scalability. Army leadership is moving fast to make FSN reality, and for good reason. Every class graduating today receives less effective training while costing several times more per student than would FSN - funds better spent on Army Aviation warfighting priorities.

LEADERSHIP, EXPERIENCE, INNOVATION

M1 Support Services (M1) brought together the best of industry, civil aviation, academia, and senior Army Aviation subject matter experts (SME) to develop a comprehensive, turnkey FSN solution. Team M1 consists of M1, General Dynamics Information Technology (GDIT), Robinson Helicopter Company (RHC), Quantum Helicopters, and the University of

North Dakota Aerospace Foundation (UNDAF), each of whose best-in-class capabilities are featured in Team M1's solution. M1's SMEs worked closely with these teammates to deliver leading technologies and commercial best practices to exceed Army objectives. Team M1's "Flight School First" features:

- Advanced, AI-enabled virtual training & simulation environments to accelerate learning and maximize proficiency
- Agile, responsive execution from a trusted pure-play aviation services partner
- Safe, rugged, reliable R66 aircraft optimized for training flight fundamentals
- Seamless, low-risk transition away from legacy aircraft and facilities to Team M1's comprehensive Flight School First solution

No company better understands the challenges and opportunities posed by Initial Entry Rotary Wing (IERW) training than M1. Every day, M1 manages the complex, high OPTEMPO training enterprise at Fort Rucker. M1 supports more than 500 rotary-wing training aircraft dispersed across five primary airfields, flying up to 400 sorties per day and 240,000 flight hours per year. This unmatched experience provided M1 with the foundation upon which to build an entirely new construct to realize the Army's vision for FSN.

PROVEN TRAINING PARTNERS

GDIT is the world's leading provider of rotary wing flight training and simulation. Since 2005, GDIT has provided more than 1.8 million simulation training hours at the world's largest military aviation simulation training facility, Warrior Hall, located just two miles from Cairns Army Airfield at Fort Rucker, Alabama. GDIT leverages this expertise to deliver Team M1's cutting-edge learning and simulation solutions to train the next generation of Army Aviators.

Quantum Helicopters is among the most respected helicopter pilot training schools in the nation. Its uncompromising culture of safety, instructor professionalism, and scalable training processes make it an ideal partner for Team M1's Flight School First.

UNDAF has a decades-long history of producing high-quality pilots, including many who went on to distinguish themselves as Army Aviators. They also recently partnered with the Air Force to provide Initial Pilot Training (IPT) utilizing FAA Part 141-certified courses, and that experience providing COCO flight training to the military will prove invaluable for Flight School First.

CHOOSING THE RIGHT AIRCRAFT

After thoroughly evaluating six airframes, Team M1 selected the Robinson R66 for its safety record, training suitability, production readiness, sustainability, and long-term affordability. Importantly, it provides a strong correlation between student control input and aircraft response to instill the "stick & rudder" skills necessary to master the fundamentals of flight. Already the world's most widely used training helicopters—and the only fully American made aircraft in the competition—the Robinson is the clear choice for FSN.

LEADERSHIP THAT MATTERS

While the right aircraft, technologies, and innovations are all key to Flight School Next, what matters most in execution is proven leadership. Leading Team M1 onsite is our Executive Program Director (EPD), Major General (Ret.) Tom Drew, a former Deputy Commander of Fort Rucker, Standardization Instructor Pilot (SIP), and Master Army Aviator with extensive Special Operations service. Widely respected across the Army Aviation community, he is an energetic leader with a passion for training. He will set high standards, provide dynamic leadership to our employees, and serve as an example to young Army Aviators. Leadership and experience matter.

READY TO DELIVER

Team M1 is ready now to deliver our comprehensive, low-risk FSN solution. Our turn-key approach efficiently provides safe, innovative, and high-quality training for the next generation of Army Aviators. Team M1's impactful innovations, deep training and simulation experience, and a seamless low-risk transition will ensure the success of Flight School Next. The result: More proficient Army Aviators graduating on-time and on-budget. Flight School First!



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▶ This Is Your Army!

Chief of Staff of the Army

Message from the Chief of Staff of the Army

By GEN Randy A. George



U.S. ARMY PHOTO BY SFC SANDY VERA

The battlefield today is drastically different than it was 5 years ago – in many ways, it is different than it was mere months ago.

Soldiers from 101st CAB conduct UAS live fire.

Technology is evolving at breakneck speed. In many cases, tech from the commercial sector can be adapted for battlefield use. That means frontline hardware and software is smarter, more adaptive, and more survivable than it was just last summer.

Our Soldiers are thriving in this environment. In the last year, we have executed missions around the globe. Our teammates have responded professionally and performed superbly. In 2026 alone:

- Army special operators executed a precision operation in Venezuela to support the DOJ, enabled by the heroic actions of Army Aviators like CW5 Eric Slover
- Soldiers flexibly supported DHS operations to secure our southern border, e.g., providing sustainment, maintenance support, drone and counter-drone assistance.
- Army teammates continue to play a critical role in the Middle East, protecting the joint team with layered defense,

and destroying targets on both land and sea with offensive fires and autonomous air assets.

From Venezuela to Epic Fury, 2026 has, so far, reinforced three things:

- 1 – The army remains foundational to joint force operations
- 2 – We are transforming in the right direction
- 3 – We. Must. Go. Faster.

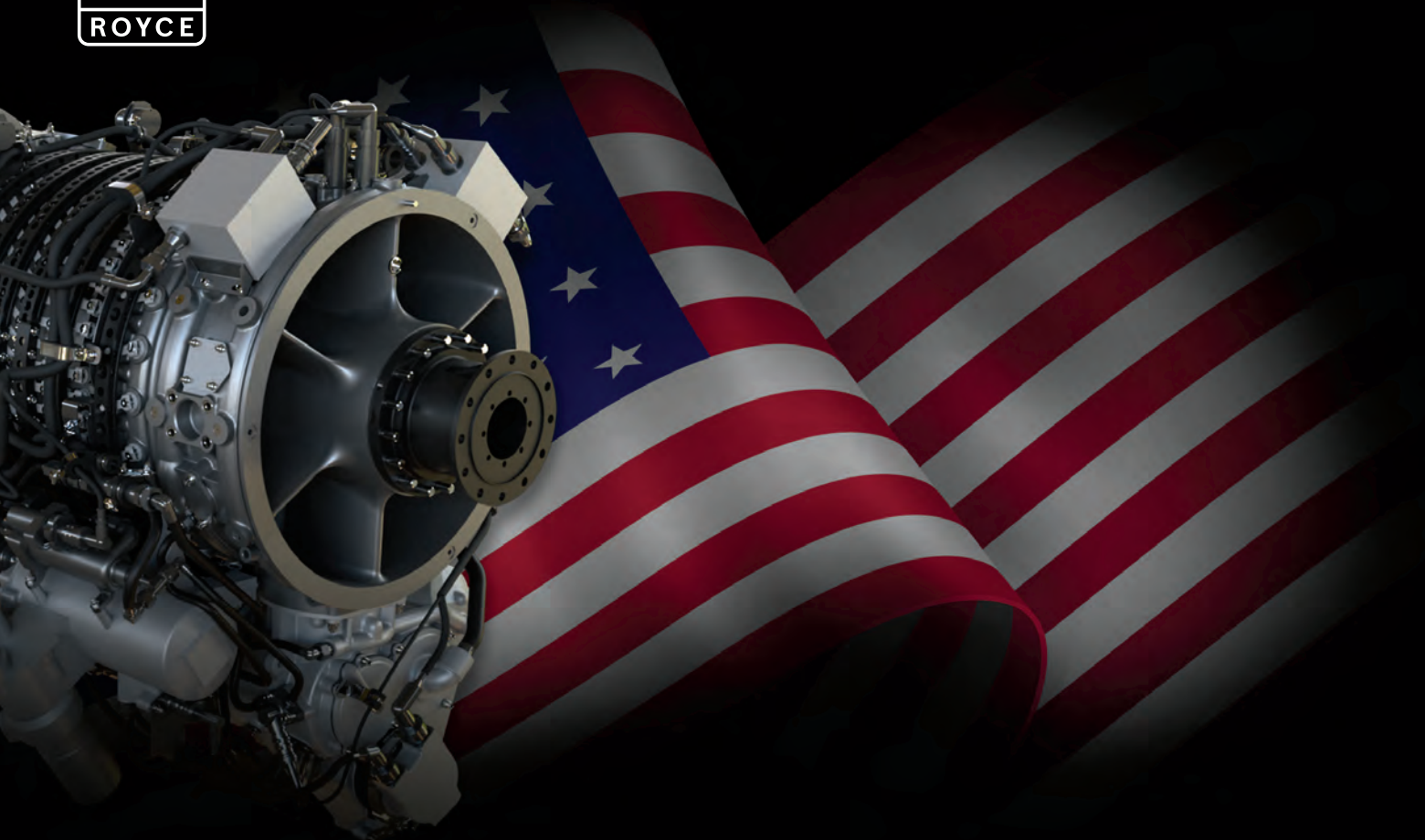
Our Army Aviation Formations Remain an Essential Part of the Fight

Our UH-60s and CH-47s give our Army maneuver space by putting troops in positions of advantage at just the right time. We saw that in Venezuela. Apaches give us both offensive and defensive firepower and that role is evolving. As we've seen in Ukraine and the Middle East, attack aircraft can provide invaluable defensive counter air capability against one way attack systems. Our aviators are experimenting with that capability now. Finally, our Gray

Eagle formations provide essential reconnaissance, surveillance, and target acquisition capability as we've seen from operations on the southern border. As we move forward, we will work to less expensive, more survivable platforms to those formations.

Apart from specific capability, the entire Army aviation community is host to invaluable expertise on how our Army can innovate and thrive. Today's battlefield is complex and multi-dimensional. Our formations must maneuver and dominate, not just on the ground, but in every domain.

You know the importance and the vulnerabilities of layered protection, how to gain advantage in three-dimensional space, how to do airspace management, and how to perform logistics and maintenance forward. You understand the critical relationship between human judgement and cutting-edge technology. I'm grateful for this community and implore you to lean forward and help our Army experiment, learn and adapt.



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U.S. ARMY PHOTO BY LESLIE HERCK

Our Transformation Will Be Iterative And Unceasing

Just as the battlespace continues to change, our Army – and Army Aviation – will continuously change. This isn't a once-in-a-generation event. It is a *culture* of change.

We are making it happen. For instance, we are rapidly getting drones into Soldiers' hands—in every formation and Component. Just recently the Army launched a drone marketplace, where units can view and assess commercial drone options (even read reviews!) and make selections for their unique mission. This is a critical step towards getting the right assets in the air. We've done the same thing with counter-drone systems and will continuously update the platform as new technology comes online.

We are also adjusting training, for instance by teaching our UAS operators to be, not just pilots, but maintainers. Soldiers today must be jacks-of-all-trades, able to overcome new challenges as they come to light. And we are updating the ways we share information with each other—utilizing LLMs to pull, collate and communicate vast data pools of lessons learned. That way, lessons learned by someone in 25ID can be digested, tested and applied by someone in 2CR.

The change we are making – *the change we must continue to make* – is not just about equipment. It is not simply about buying the best new airframe or fielding the next drone technology.

It is about fusing the right technology with the right doctrine and education, the right expertise, the right leaders, the right facilities, and the right policy. It is a complex problem, but we have the people in our formations to make it happen.

And we have some other important teammates at our side: our industry partners. American Soldiers are incredible, but American industry will help us ensure that they are equipped with battle-winning equipment.

We are challenging these teammates to lean forward too. Aviation technology of the future – manned and unmanned systems alike—must be survivable, adaptable, intuitive, and easy to maintain forward in contested spaces.

The Army is done getting locked into decades-long deals where we continue to buy the technology of bygone wars. We will buy modular, open-architecture systems with commercial components that can be upgraded or swapped out as new, better tech comes available.

And our Soldiers won't wait for equipment to be returned to depots for repairs. They won't languish any longer because critical parts are on backorder. They will repair systems and print parts at the front so that they can survive the day and dominate the enemy.

New Capability

On this note, I am looking forward to seeing our new MV-75 “Cheyenne” assault aircraft in our formations. The Cheyenne is incredible. It is option-

An Army Aviator at Ft. Rucker, AL gains tiltrotor experience on MV22.

ally manned, nearly twice as fast as the Black Hawk and has a combat range of 800 nautical miles. That means it could take off from D.C., conduct a mission in Atlanta, and fly home again without refueling. And it is designed to be a dominant force on the battlefield; it's not just deadly, it can protect itself against any drone on the Ukraine battlefield today.

Most importantly, the Cheyenne is a modular system. That means it is not a stagnant platform; it is updatable, upgradable, improvable. It will get better every time new components and new software come available. This is the same modularity you expect in the rest of your life – manufacturers might sell the same model of car year after year, but you expect the cars to improve as the technology does.

We need the same thing for our warfighters. Lethal, survivable platforms so that our Army aviators can continue to fly “above the best” and help our Army team win.

Thank you, Army aviators, for what you do for our Army. We are a stronger, more agile, better-rounded, more *lethal* team because of the professionalism and expertise you bring to the fight.

GEN Randy A. George is the 41st Chief of Staff of the United States Army. He has served in the position since 2023.

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Transforming with a Vision: An Army Aviation Branch Update

By MG Clair Gill



Ever since the intensifying of the Russo-Ukrainian war in February 2022, there has been a growing chorus of voices that question the viability of Army Aviation in the context of the future fight.

Adding to the intensity of the discussion were a variety of initiatives and actions, all quite necessary, that would usher in one of the most significant periods of transformation in recent Army history. Beginning with the *Army Transformation Initiative* and immediately followed by the Executive Order on *Drone Dominance*, and later the Secretary of War's guidance on acquisition reform, the Army has been evolving out of necessity to better meet the challenges of the future fight. More importantly, as Army Aviation deliberately adheres to this directed and needed transformation, we are doing so with a vision to ensure both current and future relevance in support of the Army's mission.

The Current State of the Branch

Army Aviation's primary vision statement that guided our efforts in 2025 will continue to guide our transformation in 2026 and beyond reads as follows:

"Army Aviation will continue to deploy, fight, and win, providing critical land-focused air capabilities in the conduct of combined arms operations by leveraging specific technological innovations, both manned and unmanned systems, employed by Aviation Soldiers trained and developed through a purposeful Warfighter Culture."

Central to that vision remains our Aviation Warfighter Culture. It has served us with distinction for multiple decades and across numerous wars and will continue to be vital in our future

service. As outlined in the release of the Army Aviation Vision in August of 2025, we intend to continue to focus our transformation efforts as holistically as possible across the areas of People, Formations, Future Development, and Aviation Warfighter Culture.

During 2025, one of the most significant advances in the area of transforming our people has been the Flight School Next (FSN) initiative. For those unfamiliar with the program, Army Aviation is seeking to build a better initial term aviator, one with a bit more time at the controls of an aircraft rather than an emphasis on system-based flight. A group of 48 IERW students, spread across six classes, participated in a "pilot-program" to great success. Additionally, data collection during the pilot-program allowed us to progress to a call for solutions and enter into an evaluation phase that we aim to complete by the end of FY26. We remain certain that FSN will pro-

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duce measurably improved outcomes in the years to come.

Other endeavors that have seen tremendous success over the past year include the Aviation Tactics Instructor Course, known as ATIC, and multiple advances in unmanned courses. ATIC represents an evolution in how the branch trains future instructor pilots, specifically focusing on tactics instruction. ATIC is currently going through iteration 2.0, and we believe 3.0 will continue to build upon this successful program. Data collected on graduates has demonstrated an ability to achieve well-above the standard when teaching and evaluating tactical flight.

Further, the multiple advances in branch unmanned training courses have produced marked successes that we will continue to build upon over the coming year. For instance, in light of the divestment of the RQ-7, Army Aviation instituted a transformational solution for the 15E (maintainer) and 15W (operator) Soldiers who previously operated the Shadow. 2025 saw the development of the 15X MOS (TUAS specialist), a convergence of both the 15E and 15W specialties in order to create subject matter expertise within Brigade-and-below echelons, specific to organic Group 1-3 unmanned systems. The successful execution of a 15X Mobile Advance Readiness Team (MART) to 25th ID in August of 2025 created the foundation to retrain over 2,100 current 15E and 15W Soldiers across our Army. This in turn gave way to a 15X train-the-trainer course along with a new 15X AIT program of instruction, both of which began this calendar year.

AVCOE also developed the Unmanned Advanced Lethality Course, or UALC, at Fort Rucker. The UALC standardizes and exports UAS lethality training across the Army, accelerating operator readiness in a contested, multi-domain environment. UAS remains critical to future battlefield success, and the branch anticipates training over 300 students through the UALC by fiscal year 2027. The Center of Excellence ultimately seeks to create exportable courseware for wider dissemination across the Army.

One of the most challenging topics of the year, and a subject that I have frequently written and spoken about, was the Officer Aviation Talent Panel (AvTP). AvTP was born from the necessity of the Army's recent dynamic restructuring of Army Aviation. As

certain equipment and formations were divested, it became necessary to tailor our personnel accordingly. AvTP sought to assess and identify Aviation Soldiers with the highest potential for continued contribution to the future of Army Aviation. I do not take this effort lightly, as managing talent is vital to our force. Many of the Soldiers impacted by this dynamic and rapid force restructuring are taking advantage of other available opportunities in the Army, and we are thrilled for them to continue service to the nation. Additionally, the force structuring has had some beneficial impacts for the branch as critical organizational enablers, namely tracked Warrant Officers, are now being redistributed to units in need of experienced aviators, thereby increasing our collective readiness. That said, we still have some very present challenges to man and train our formations in the field.

The vision element of environment has been seeing a great deal of progress over the 12 months. Increased UAS presence in conflict has given rise to new tactics, techniques and procedures, including AH-64 crews training in counter-UAS operations. The branch is actively pursuing a variety of technological options to better manage the very real airspace challenges due to greater proliferation of drone technology across the operational environment. In the future, Army Aviators will operate in a wildly dense airspace environment, and through the Maneuver-Air portfolio, we are working on a variety of options to increase situational awareness, demonstrate airspace management capability, and increase operational safety and efficiency. This is critical, not only for Army Aviation, but for the total Combined Arms Team.

Future developments naturally remain a focus for the Aviation Branch, specifically in Launched Effects, the MV-75, and the UAS Marketplace. Over the past twelve months we facilitated the Launched Effects Special User Demonstration at Joint Base Lewis / McChord, and the 1st Air Cavalry Brigade employing Launched Effects in a recent rotation to the National Training Center. The UAS Marketplace is nearing launch, and it will revolutionize how units drive procurement of unmanned assets. Finally, and perhaps most newsworthy of all, the MV-75 development continues at an accelerated pace. The first MV-75 virtual prototype (simula-

tor) was delivered this past year on June 24, 2025, and we anticipate the first prototype aircraft to be delivered in calendar year 2027. Additionally, the MV-75 Operational Development Team will form at Fort Rucker during the coming manning cycle, ready to ensure the creation of necessary doctrine and training material required to field the aircraft to our first unit. Future developments continue to look promising for Army Aviation and remain a key element of transforming with a vision.

Conclusion

While this article highlighted major initiatives from the past twelve months, it also aims to illuminate where the branch is going. One thing is for sure; we must emphasize the importance of the Aviation Warfighter Culture as the foundation for all that we do in support of the Aviation Branch and greater Army. I emphasize our warfighting culture because I began this update discussing those critics who question the relevance of Army Aviation. Teddy Roosevelt cautioned us on betting against the man in the arena. The January air assault into Venezuela let the world see our very best, as SOAR Aviators successfully inserted American forces to extradite Nicolás Maduro. Their actions demonstrated on a global stage that Army Aviation is not only relevant, but critical to the future fight. Army Aviation, both unmanned and manned, will continue to prove vital in enabling ground force commanders the ability to take the fight to the enemy, anywhere in the world. To be sure, our branch looks quite different than the beginning of 2025, but we are unapologetically standing on our Aviation Warfighter Culture to drive our vision for the future. Let's keep getting after it, team!

And finally, I would like to extend a heartfelt thanks to CSM Coley on the eve of his retirement. Your commitment to our Soldiers throughout my command and your career have yielded limitless benefits to Army Aviation Branch, the Army, and the nation. You will forever be, Above the Best.

Above the Best! Fly Army!

MG Clair Gill is the commanding general of the United States Army Aviation Center of Excellence and Portfolio Acquisition Executive for Expanded Maneuver – Air at Fort Rucker, AL



READY TO TRAIN THE NEXT GENERATION OF ARMY AVIATORS

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Then, Now and Next: The Aviation Warrant Officer

By CW5 Robert S. Slider

In the complex and ever-evolving world of Army Aviation, there exists a figure of unparalleled importance: the Aviation Warrant Officer. They are the quiet professionals, the technical and tactical experts who form the very foundation of our branch.

From the earliest days of helicopter combat to the multi-domain battlefields of tomorrow, the Aviation Warrant Officer remains the constant—the repository of technical and tactical expertise and trusted advisor to the commander. As the Army navigates the sweeping changes of the 21st century, it is clear the role of the Aviation Warrant Officer is not diminishing but instead finding enhanced relevance. This is the story of the Aviation Warrant Officer: then, now, and next.

Then: A Legacy Forged in Flight

The story of the Aviation Warrant Officer is one born from necessity. In the aftermath of World War II, the Army wrestled with congressionally imposed limits on commissioned officer strength and a critical shortage of pilots. The solution was visionary, create a cohort of technical specialists and career aviators that would spend their entire time in uniform in the aviation field. The goal was to provide organizational stability and career-centered aviation expertise. The solution involved expanding Warrant Officers into the Aviation field.

Created in 1949, the Warrant Officer pilot established aviation organiza-



U.S. Army Chief Warrant Officer 4 Dubose, assigned to Task Force Vipers, 3rd Combat Aviation Brigade, inspects the tail rotor of an AH-64 Apache at 33rd Airbase Powidz, Poland on December 11, 2026.

tional continuity and increased combat effectiveness. By 1951, the first Warrant Officer Candidate class for helicopter pilots graduated 25 students. These aviators would go on to prove the value of the Aviation Warrant Officer during the Korean War. These early rotary wing aviators evacuated the wounded, directed artillery, and transported troops. Their actions cemented the value of both the technology and the technician within the mind of senior leaders.

During Vietnam, the Aviation Warrant Officer became an icon as helicopters seemed to always be present during every aspect of combat operations. Their legacy of bravery and technical skill would influence scores of future aviators and Soldiers, developing an unshakable trust between the Soldiers of the ground and those of

the sky. The relevance of the Warrant Officer would continue into Desert Storm, as AH-64 aviators would play a critical role in Task Force Normandy and the war's opening mission. Flying a night mission deep into enemy territory to destroy critical Iraqi radar sites, the aviators of Task Force Normandy were able to blind the enemy and shape the coming air campaign.

More recently, throughout the Global War on Terrorism, or GWOT, Aviation Warrant Officers were indispensable. For two decades, Army Aviation sustained an incredibly high operational tempo in the harsh environments of Iraq and Afghanistan. Flying countless hours in support of ground forces, Aviation Warrant Officers were critical in support of nearly every operation and mission set. However,

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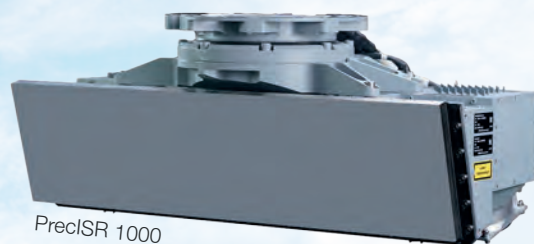


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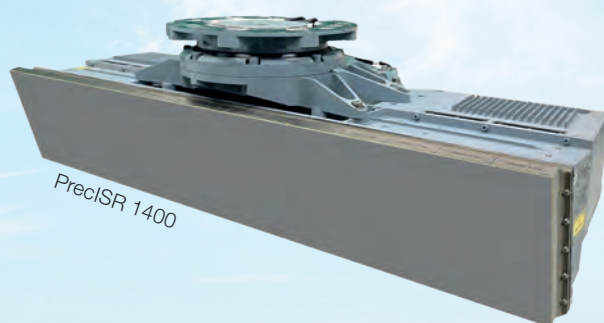
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Army Aviation Warrant Officers now included more than just the aviator. For instance, the Aviation Maintenance Technician (151A) provided deep technical expertise to keep the fleet flying, while the Unmanned Aircraft Systems (UAS) Operations Technician (150U) integrated critical intelligence from unmanned platforms. Assisting in managing the chaos of increased aviation operations was the Air Traffic and Airspace Management Technician (150A). The long wars in Iraq and Afghanistan only solidified the Aviation Warrant Officer's reputation as a resilient, adaptable, and vital asset to modern combat operations.

Now: The Indispensable Technical and Tactical Expert

Today, the Aviation Warrant Officer is the living embodiment of that historical legacy. Their purpose remains to serve as the connective tissue between doctrine, technology, and combat power. These technical experts and integrators of our nation's most complex combat systems are the most visible portions of our modern military operations. This was never more apparent than on the evening of February 25, 2026, when the nation watched as President Trump awarded the Medal of Honor to CW5 Eric A. Slover of the 160th Special Operations Aviation Regiment (SOAR). While piloting his MH-47 Chinook during a daring raid to capture Venezuelan dictator Nicolas Maduro, CW5 Slover's aircraft was hit by multiple machine-gun rounds, four of which struck his leg and hip. Despite grievous injuries, he not only completed the mission but saved countless American lives in the process. CW5 Slover's heroism is a powerful reminder of the incredible skill and bravery readily found in the warrant officer ranks.

Beyond the cockpit, the "Now" is quickly becoming defined by the expanding vital roles of the "Tech" Warrant Officers. The battlefield has evolved, and with it, the demand for specialized expertise has grown. For instance, as the Army increasingly integrates unmanned capabilities into their operations, the 150U is becoming a central focal point of attention. These technical experts are vital in the coordination of airspace, development of employment plans, and integration of unmanned capability across Army formations. Given the rapidly increas-

ing importance of this field and the proliferation of UAS on the battlefield, the 150U must continue to transform to meet the complex challenges of integrating evolving technology into the conduct of multi-domain operations.

Even now, the Aviation Maintenance Technician serves as the bedrock of aviation readiness. As the Army focuses on "re-greening" maintenance—transitioning from contractors back to uniformed maintainers—the 151A is at the forefront. Their revised training focuses on advanced diagnostics, component repair, and cost-wise sustainment, moving away from the "replace-don't-repair" mindset of the past decade. They are the commander's primary asset in managing the intricate logistics of a modern aviation battalion, ensuring our fleet is always ready to fight.

With the dramatic increase in fires, unmanned systems, and even suicide drones, airspace has become a point of major concern for commanders. In a congested and contested airspace, the 150A is identified as a master of control. Re-established in 2008, this MOS brings years of enlisted air traffic control experience into a leadership role, serving as platoon leaders in Air Traffic Service companies and providing critical continuity. Their expertise ensures the safe, efficient, and tactical management of airspace, a role of growing importance in modern and future multi-domain operations.

Next: Evolving to Win the Future Fight

The Army is at a significant inflection point. As discussed in MG Gill's article, the Army Transformation Initiative (ATI) is a sweeping effort to shape the Army into a more lethal force through the infusion of technology, cutting of obsolete systems, and dynamic force structuring to ensure success in the future fight. For Army Aviation, this means a fundamental shift towards new technologies such as unmanned systems and network-centric warfare. At the heart of this systems-focused transformation, the Aviation Warrant Officer is seen as the linchpin to success. As the future battlefield will be defined by data, speed, and rapid systems integration, Aviation Branch will be marked by significant investments in a vast array of UAS and the forthcoming MV-75. As manned and unmanned systems team up, the technical expertise of Aviation Warrant Officers will be

paramount. Pilots will no longer just fly their aircraft; they will command a network of sensors and shooters. Warrant Officers such as the 151A will oversee hybrid fleets of advanced rotary-wing and autonomous systems and the 150U will manage swarms of drones, and each will provide commanders with unprecedented capabilities.

This transformation requires a profound investment in leader development, and Army Aviation is leading the way by revamping Warrant Officer Professional Military Education (PME). The goal is to sharpen tactical and technical skills, creating warrior-leaders who can adapt at the speed of modernization. Aviation led Warrant Officer Intermediate Course (WOIC), Warrant Officer Advance Course (WOAC), and Warrant Officer Senior Course (WOSC) are designed to immerse warrant officers in challenging aviation centric tactical training at a time where it is most relevant in their career path. This ensures that as the technology evolves, the Aviation Warrant Officer remains both relevant and competent in their area of expertise.

The path forward is not without challenges. Transformation involved difficult decisions, including reducing the number of Air Cavalry Squadrons and resizing MEDEVAC units. This places an even greater premium on the efficiency, expertise, and leadership of the remaining force. As our formations become leaner, the deep technical and tactical knowledge of the Aviation Warrant Officer remains the critical combat multiplier. They are the foundation of the branch and will continue to ensure that our Army remains the most lethal and capable force in the world.

The Aviation Warrant Officer has always been the steady hand on the controls, the trusted voice in the maintenance bay, and the brilliant mind behind the mission plan. From the battlefields of Korea to the heroic actions over Venezuela, they have proven their worth time and again. As we look at the "Next," their legacy is secure, and their future is bright. Army Aviation Warrant Officers will continue to be what they have always been: foundational to our Aviation Warfighter Culture and the key to victory.

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



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For Such A Time As This: A Call to Action

By CSM Kirk Coley



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Some things are unchangeable. Like a mountain, which remains a tower of strength and direction while the seasons and landscapes shift around it, the leadership of the Noncommissioned Officer (NCO) is the immovable constant in our transforming the Army.

A U.S. Army Soldier assigned to 2nd Combat Aviation Brigade, 2nd Infantry Division/ROK-U.S. Combined Division conducts routine maintenance and inspections on a UH-60 Black Hawk at Camp Humphreys, South Korea. To build a more agile and proficient force, the branch has consolidated the 15E (Maintainer) and 15W (Operator) roles into a single Military Occupational Specialty (MOS): the 15X, Tactical UAS Specialist.

As Army Aviation leads the way with dynamic force restructuring and the acceleration of new platforms like the MV-75, the role of the NCO remains as “the backbone of the Army” and is more critical than ever to lead, train, and mentor our Soldiers through change.

Since the release of the Secretary of the Army and Chief of Staff of the Army’s (CSA) Army Transformation Initiative (ATI) in May 2025, Army Aviation has deliberately and intentionally moved forward in implementing its guidance. Army Aviation formulated its own transformation guidance under the Army Aviation Transformation Initiative (AATI) in support of ATI. Neither of this guidance was developed by happenstance. It was created to respond to a definite threat that presents a clear and present danger to our

Soldiers today and on future battlefields.

The Army’s current transformation is a multi-faceted effort to modernize our force against advancing and evolving adversaries. We have seen the effectiveness of dual-use technology such as unmanned aircraft systems (UAS) or drones in the Russian/Ukrainian War. This technology is rapidly advancing and less costly than manned systems. Many of these systems are adaptable from commercial off-the-shelf inventory, and we are racing to keep pace with the technology.

The Army’s current transformation is a deliberate, multi-faceted effort to modernize our force against evolving adversaries. Since the release of the Army Transformation Initiative (ATI) in May 2025, Army Aviation has moved out with purpose, formulating our own supporting guidance to

confront the clear and present danger our Soldiers face.

We have seen the effectiveness of dual-use technologies, such as Unmanned Aircraft Systems (UAS) in the Russian-Ukrainian War. This technology is advancing rapidly, is often adaptable from commercial off-the-shelf products, and presents a significant challenge we must meet. This is not the Army’s first transformation. From the Gatling gun in the Civil War to the “Big Five” systems (Apache, Black Hawk, Abrams, Bradley, Patriot) after Vietnam, we have always adapted. As former Chief of Staff of the Army, GEN Eric Shinseki, once stated, “If you don’t like change, you’re going to like irrelevance even less.”

The Army Aviation Center of Excellence (AVCOE) is ensuring our training is synchronized with this



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transformation through several key initiatives focused on our people, our training, and our future capabilities. To build a more agile and proficient force, we have consolidated the 15E (Maintainer) and 15W (Operator) roles into a single Military Occupational Specialty (MOS): the 15X, Tactical UAS Specialist. This new MOS will be proficient in planning, operating, and maintaining Groups 1-3 UAS at the brigade level and below. Here is the UALC track record:

- August 2025: A Mobile Advance Readiness Team (MART) successfully validated the 15X training concept at the 25th Infantry Division.
- January 2026: The first 15-week Advanced Individual Training (AIT) class for the 15X MOS began at Fort Huachuca
- March 2026: A 7-week Train-the-Trainer (T3) program was launched to create a cadre of expert instructors.
- October 2026: The 15X MOS will be officially awarded, and the AIT program will expand to 22 weeks to provide even greater depth.

In collaboration with the Maneuver and Fires Centers of Excellence,

AVCOE developed the Unmanned Advanced Lethality Course (UALC) to provide MOS-agnostic Soldiers with skills in advanced lethal-capable UAS operations. Graduates are equipped to train operators at their home stations, increasing readiness across the force. We plan to train over 300 Soldiers by the end of FY27, with exportable courseware ready by June 2026.

AVCOE is evolving Professional Military Education (PME) to build more adaptive and multi-skilled leaders. We are piloting a consolidation of the 15F (Aircraft Electrician) and 15N (Avionic Mechanic) MOSs to create more agile maintenance teams. We are also certifying future Flight Instructors (FI) and Standardization Instructors (SI) as Master Gunners to develop more lethal, combat-ready crews. And to prepare for the MV-75 tilt-rotor aircraft, an Operational Development Team has been established at Fort Rucker, with members already trained with the Marine Corps on the V-22 Osprey to master transferable skills.

There is much happening in Army Aviation especially with ATI, but our future is bright because I know the

caliber of our leaders. And the changes we are making are to ensure the Army remains agile and lethal to fight and win on future battlefields. Transformation will have its challenges, but we have committed NCOs ready to lead our Soldiers through such a time as this.

This will be my last article as the Army Aviation Branch CSM, as I retire in May 2026. It has been a distinct honor serving the branch and the Army. Thank you for your unwavering support and dedication to Army Aviation. I will miss the camaraderie, but I will always be part of this band of brothers. You will be in good hands; CSM Ruben Davila, an outstanding Soldier, will assume duties as the Army Aviation Branch CSM on May 8, 2026. I know you will give him the same outstanding support you have provided me.

**Above the Best!
Fly Army!**

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

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▶ Enlisted Aviation Soldier Spotlight

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



**Army Aviation Association of America,
2024 Unmanned Aircraft Systems, Soldier of the Year Award**
Sponsored by General Atomics

SGT Johnathan L. Stark

Company D, 82nd Aviation Regiment, 82nd Combat Aviation Brigade
Fort Liberty (Fort Bragg), North Carolina

From August 1, 2023 to July 31, 2024, SGT Johnathan Stark displayed exceptional leadership and technical expertise as an aircraft commander, unit trainer, and team leader. Over the last year, SGT Stark was deployed nine months in support of Combined Joint Task Force - Operation Inherent Resolve missions. During this time, SGT Stark displayed unwavering dedication and a steadfast commitment to excellence and safety. Despite the constant danger from one-way unmanned aircraft systems, guided rockets, and theater ballistic missile assaults, SGT Stark flew 716 accident-free hours, executing 216 missions. During each of the

179 attacks experienced throughout the deployment, SGT Stark remained calm, composed, and mission-focused, which enabled his unit to continue supporting ground force commanders executing deliberate operations throughout the AOR. On one noteworthy occasion, SGT Stark demonstrated superior technical expertise while responding to a critical situation where his aircraft experienced severe performance issues mid-flight. With a calm demeanor, he recognized the developing situation before it fully manifested, and efficiently and appropriately responded, resulting in the safe landing of the aircraft, moments before the engine failed. SGT Stark is an exceptional operator, a phenomenal soldier and has earned the 2024 Army Aviation Association of America Unmanned Aircraft Systems Soldier of the Year award.



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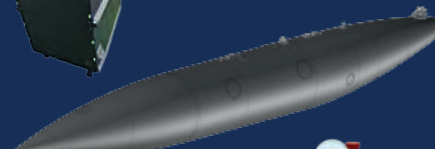
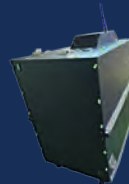
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Northern Strike: A Combat Training Center Alternative for Generating Readiness

By Jonathan Parsons



Chinook conducting Helocast training.

COURTESY PHOTO BY PFC ERIC HOLEBROOK

ness across the joint, multi-component, and multinational spectrum. To incentivize participation from across the services, Northern Strike is one of the few large-scale exercises to offer units supplemental funding for line-haul, transportation costs, and in some cases, funding for project officers and additional training days beyond the statutory requirements.

COL Todd Fitzpatrick leads a robust staff of planners that oversee the complex efforts for two distinct and demanding exercises a year, each with a unique purpose and character. The first Northern Strike Exercise (aka “Winter Strike,”) is a specialized rotation held in the harsh Michigan winter around the January and February timeframe which typically sees about 300 to 450 participants. This iteration is specifically designed to master the rigors of arctic and cold-weather warfare. Training is conducted in unforgiving sub-zero temperatures, deep snow, and high winds, creating an environment that tests the limits of both personnel and their equipment. Unique scenarios, such as controlled hypothermia training in a frozen lake build true resilience for potential near-peer conflicts in extreme climates.

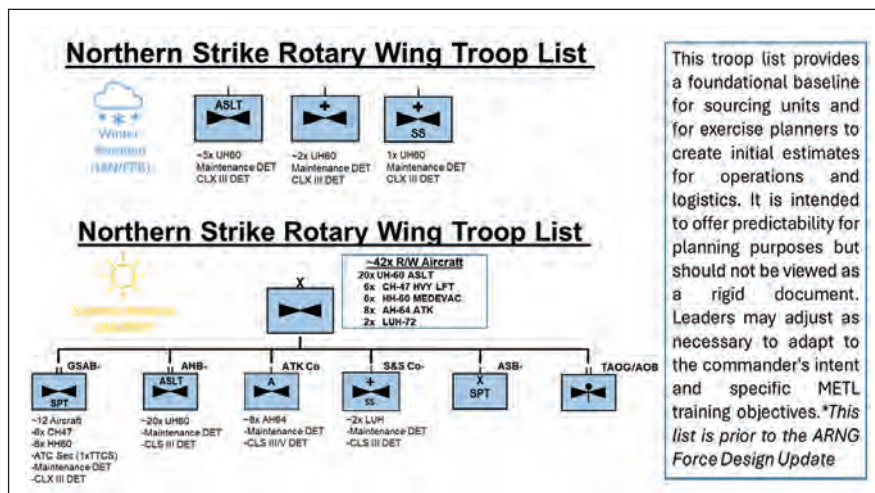
In stark contrast is the summer exercise, a massive, large-scale event held in July and August that draws between 6,000 and 7,500 participants and 50 aircraft from across the United States and numerous international partners. This rotation’s focus is on exercising the full breadth of joint all-domain operations. Units are challenged to execute complex expeditionary skills, establish and maintain robust command and control networks in a contested environment, conduct realistic sustainment operations over extended distances, and synchronize joint integrated fires on an immense scale. This iteration provides a dynamic environment to build the critical muscle memory needed for large-scale combat operations against a sophisticated adversary.

The core value of Northern Strike lies in its scale, location, and focus on joint interoperability, a key distinction

The Army National Guard’s Air and Space Division (ARNG-ASD) is actively recruiting Aviation, Space, and Missile Defense units to voluntarily participate in Northern Strike for fiscal year 2027 and beyond.

For commanders seeking a high-yield training event to build unit readiness within the traditional, two-week annual training period, Northern Strike presents a compelling alternative to a Combat Training Center (CTC) rota-

tion. Hosted annually by the Michigan National National Guard at the premier National All-Domain Warfighting Center (NADWC), Camp Grayling and Alpena Combat Readiness Training Center, MI, this exercise is designed to forge readi-



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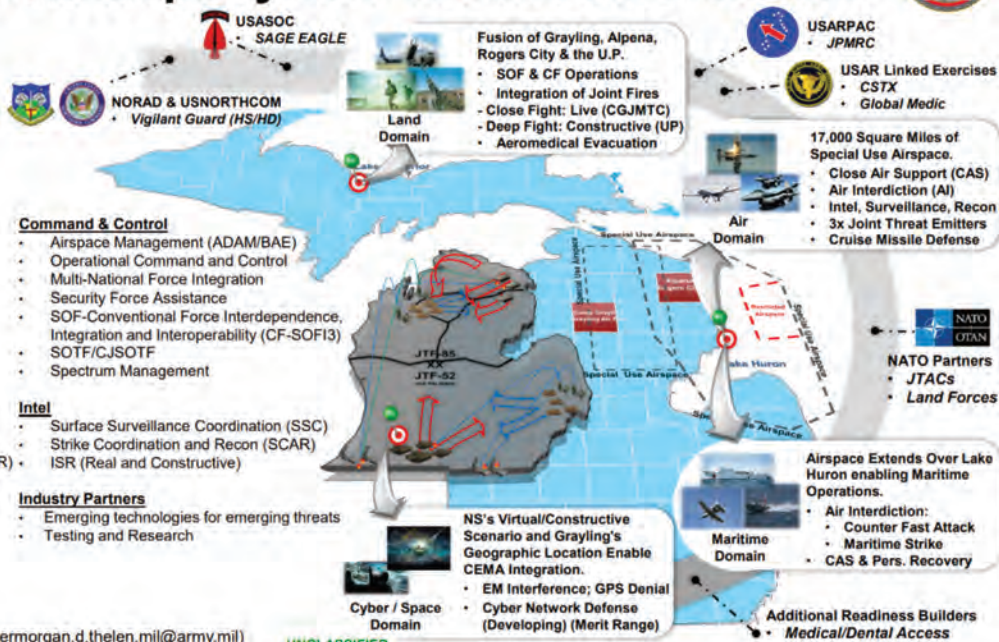
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- Engineer Operations
- Airborne Maritime Mining (AMM)
- Integrated Air and Missile Defense



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from CTC exercises that often concentrate on a single service's competencies. The National All-Domain Warfighting Center encompasses the 148,000-acre Camp Grayling Maneuver Training Center and the Alpena Combat Readiness Training Center. This vast expanse

of restricted air and ground space, coupled with an over-water warning area in Lake Huron for long-range fires, provides commanders with the unparalleled flexibility to design scenarios that realistically stress their unit's Mission Essential Task List. The INDOPACOM-

style scenario supports a wide array of mission sets, with extensive artillery and mortar ranges, maritime training areas for amphibious operations, and air-to-ground bombing ranges that are unavailable at other installations.

Northern Strike is explicitly designed to compel integration in real-time. Here, an Army brigade staff will deconflict fires with Air Force A-10s providing close air support, coordinate critical logistics with Marine Corps V-22 Osprey elements operating from forward arming and refueling points, and receive vital intelligence from special operations partners. The exercise places a significant emphasis on joint fires integration, providing an exceptional venue for Joint Terminal Attack Controllers and forward observers to hone their skills by controlling live munitions from a wide variety of joint and coalition air and surface fire platforms. This integrated approach ensures that leaders and soldiers train alongside the partners they will depend on in a real-world conflict. Participation is scalable and tailored; whether the objective is a platoon-level MEDEVAC mission, a company combined-arms live-fire, or validating a battalion staff's command post operations, the Northern Strike planners work together with participating units to achieve their desired outcomes.

Mr. Jonathan Parsons is an Army Aviation Training Consultant, currently assigned to the Army National Guard, Arlington, VA.



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► Combat Readiness Center Update

CRC – Working Everyday to Make the Army a Safer Place – Both On and Off Duty

By BG John Curry

First, let me introduce myself. I am John Curry, the new commander of the U.S. Army Combat Readiness Center (USACRC). I joined the team in January and look forward to working with the aviation team during my time here.



In this article, I'll share my perspective on FY25 and our focus for FY26 and beyond, to include some of the USACRC's current risk management efforts. Each day, the USACRC team works diligently toward the vision of cultivating a safety culture within the Army that prevents injury, occupational illness, and mishap losses through increased situational awareness, continuous application of the risk management process, and the enforcement of standards. I find that there is an incredibly professional team here that produces outstanding products intended for use in the field.

Sadly, you could argue that FY25 was one of our worst years due to the midair collision over the Potomac River between a UH-60L and a commercial airliner carrying 60 passengers and four crewmembers, the most catastrophic mishap in Army aviation history. Additionally, our Class C numbers were up from previous years, continuing a steady rise that must be addressed. These mishaps are often just inches or seconds from becoming tragedies. However, there is also cause for optimism coming out of FY25 as statistics reflect that

we actually did better in most areas than in FY24. With only five Class A flight mishaps for the year, the manned Class A flight mishap rate was 0.66 per 100,000 flight hours. This was the third lowest annual rate on record, and back below 1.0 after a significant spike in FY24 to 1.90.

Leadership plays a key role

Human error remains our number one causal factor, attributing to 68% of Class C mishaps in FY24 and FY25, of which 48% are manned flight and flight-related, the largest areas of concern being controlled flight into terrain and hard landings. Aviation ground mishaps, which are largely preventable, have a human error rate of 52% and are associated with tugging or towing aircraft into stationary objects. Performance-based errors, such as a checklist/procedure not followed, directly contribute to human error.

Two areas where the Army can use our leadership are with on-duty ground and off-duty mishaps. On-duty ground mishaps and fatalities were higher in FY25 than in previous years with 21 Class A mishaps and 16 fatalities. The

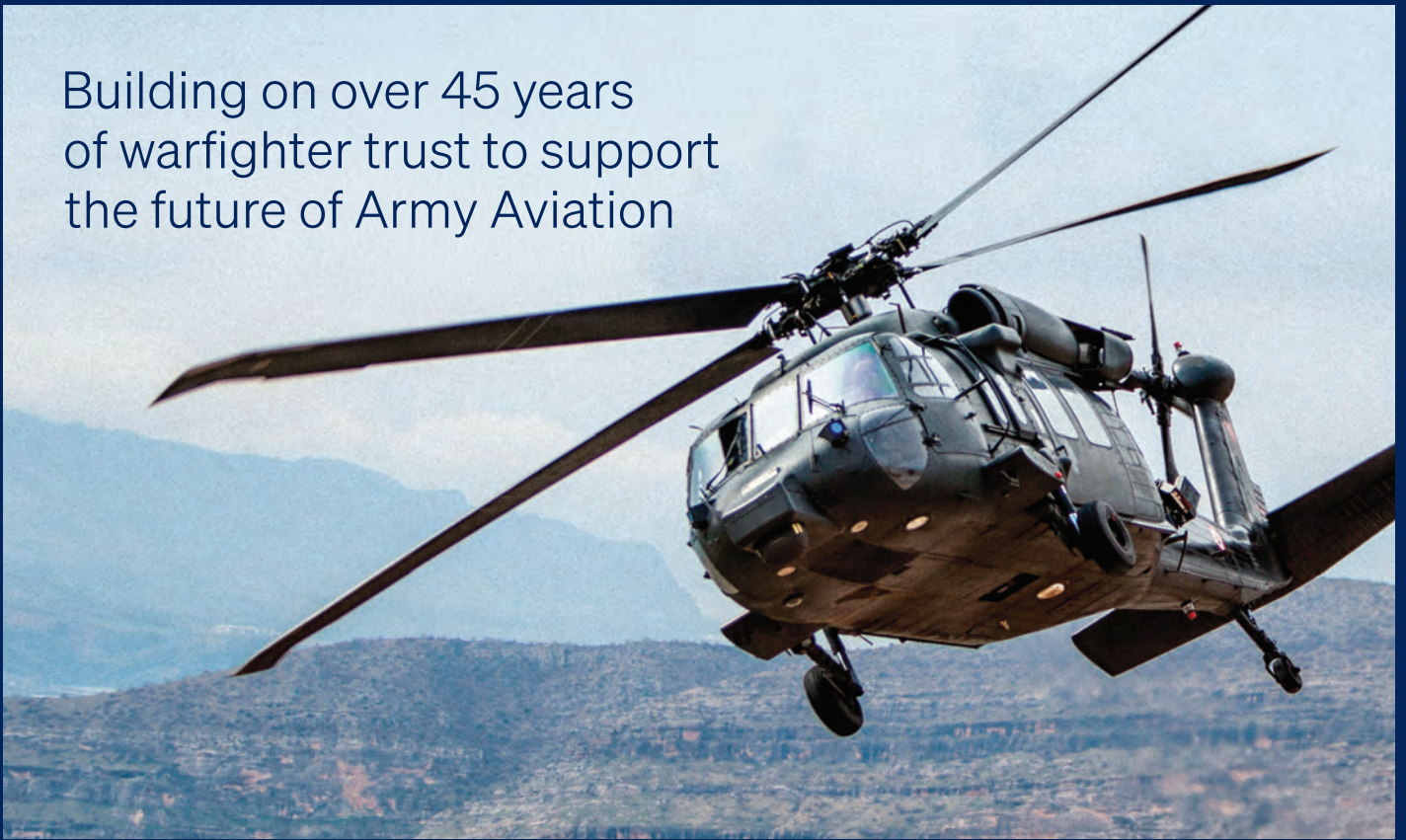
21 Class A mishaps were the highest total since FY22 and the 16 fatalities were the highest recorded since FY20, but still below historical averages. FY26 has seen only four on-duty ground fatalities, so we are getting better, but we must continue to improve for the sake of our Soldiers.

Tools to manage risk

The Army traditionally loses as many as three times more Soldiers to off-duty mishaps than to on-duty ground and aviation mishaps combined. That remained the case in FY25 with a total of 73 Soldiers killed in off-duty mishaps, compared to 25 on-duty fatalities. The 73 fatalities were 12 less than in FY24 and the third lowest total on record but still represent significant losses to readiness and individual tragedies. The first five months in FY26 show a significant decrease from FY25, but we must be better.

The USACRC is here to help leaders manage risks and limit mishaps. We have five ongoing projects that I want to pass on to you as tools. Some are available now and some will come in the very near future, so be on the lookout.

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Aviation Dashboard: We deployed the Aviation Data Analytics Dashboard last year to provide a data-driven mishap analysis tool to the field for mishap prevention purposes. It puts 26 years of Class A-C mishap data at the fingertips of commanders and safety officers across the force. There are currently over 1,400 registered users. The data available can be parsed through literally hundreds of combinations to provide commanders and safety officers with awareness of what is causing mishaps so they can avoid them. We are working on a Mission Briefing Officer (MBO) Dashboard that will support MBOs with task-specific hazards as they perform their duties. Additionally, we are working on a Near Miss Dashboard to deliver pre-mishap (ASMIS) data to aviation safety officers (ASOs) to mitigate risks previously unrecognized in their loss prevention program. All new ASOs are trained on the aviation dashboards during the Aviation Safety Officer Course (ASOC), and a link to request access is on our website at <https://safety.army.mil/ON-DUTY/Aviation>.

Forward-Looking Analytics: We are working with the Army Analytics Group to develop a risk forecasting tool in Vantage to identify areas of increased risk in aviation battalions based on data reported to systems of record, such as the Centralized Aviation Flight Records System. The tool will provide commanders with factors that indicate periods of increased risk with recommended control measures to help prevent mishaps. The prototype will be demonstrated at our booth during the AAAA Summit in Nashville, Tennessee, in April.

Army Risk Assessment Program (ARAP): While you have probably heard about ARAP for years, the current version is exciting. ARAP has transformed to address commander concerns and survey fatigue by introducing a new survey. This streamlined assessment replaces the legacy 50- to 60-question survey with a more focused version of 16-19 questions, drastically cutting completion time from 15 minutes to approximately three to five minutes. It can also be completed on phones, tablets, or any other device. The new survey incorporates artificial intelligence and machine learning to analyze nearly two decades of ARAP data. This technology provides unbiased, data-driven insights and allows

for more precise comparisons between similar units, moving beyond simple Army-wide quartiles. The transition has proven successful. Since its launch in May 2025, over 60,000 Soldiers have completed the survey, with the average completion time from registration to debrief being 42 days. The result is a more efficient program that delivers highly detailed and actionable intelligence to commanders faster, helping them protect their personnel and resources.

Joint Readiness Assessment Tool (JRAT): While aviators focus on the Risk Common Operating Procedure (RCOP) to manage flight risk, there are many operations in an aviation unit that are not aviation focused. The US-ACRC has offered the JRAT for several years to all the services. It is an interactive, web-based application that helps all services apply risk management per Joint Publication 3-0, Joint Operations, as well as each service's respective risk management publications. The tool provides guidance and assistance in deliberate risk management. We are developing a modernized version of JRAT with numerous new and enhanced features based on user feedback and looking for volunteers to participate in a beta test. If you are interested in participating in the beta test, please send an email with "JRAT 2.0 Beta Test" in the subject line to usarmy.rucker.hqda-secarmy.list.safe-jrat@army.mil.

Off-Duty Safety Awareness Presentation (ODSAP): Each year, the USACRC produces ODSAP for commanders and safety officers to use in presentations to their Soldiers. The presentation includes the latest information regarding off-duty mishaps, embedded videos, and speaker notes. While it targets the Army's top off-duty fatal activities, it also includes information on areas such as home safety. The FY25 version is available on our website now and the FY26 version will be released in April.

To close, I again want to express my appreciation for what the aviation team accomplishes every day, and I truly look forward to working with you in the future. We stand ready to assist each and every one of you. Please let us know what we can do for you.

Readiness Through Safety!

BG John K. Curry is the Commanding General of the U.S. Army Combat Readiness Center, Fort Rucker AL.



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The Chinook Drivetrain Vibration Check

By Ray Lugos

Helicopter flight inherently generates varying levels of vibration, a byproduct of the complex rotational dynamics essential for lift and propulsion.

This vibration can cause cumulative degradation of airframe integrity and component longevity, making effective vibration mitigation a critical priority for the U.S. Army. Reducing vibration levels directly translates to extended aircraft and component service life, potentially decreasing maintenance demands and improving crew and passenger comfort and health. For the CH-47 Chinook, the Army's heaviest-lift helicopter, the benefits of robust vibration management are commensurate with the platform's size and operational importance.

The current vibration check on the CH-47F is called the Fan and Shaft Check and is conducted using the Cargo Platform Health Environment (CPHE) Health and Usage Monitoring System (HUMS). On the CH-47D, this was popularly referred to as the 50-hour check (alluding to the inspection interval at the time), and was done using the Modernized Signal Processing Unit (MSPU). A very similar onboard system is used on the MH-47G. For all these aircraft, the Aviation Vibration Analyzer (AVA) carry-on HUMS was and remains an accepted alternative system for performing the check.

As the name suggests, the Fan and Shaft Check measures the vibration levels in several key components of the drivetrain. These include oil cooler fans for the combiner transmission (aka the c-box) and aft transmission, the cross shafts which feed torque from the engines to the c-box, and the synchronizing shafts (aka sync shafts) that in turn transmit torque from the c-box to the forward and aft transmissions. (See figure 1 accompanying this article for a

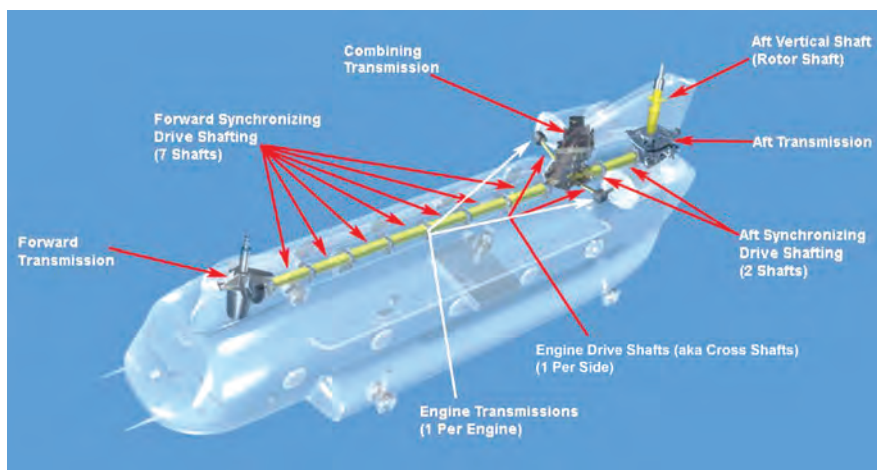


Figure 1. Chinook Drivetrain

schematic of the Chinook's drivetrain.)

Vibration is measured at several locations in the drivetrain using sensors called accelerometers, whose raw time-based signals are then processed to calculate vibration levels in a frequency spectrum. The Chinook's drivetrain operates at a fixed speed and each of the above drivetrain components operates at a unique discrete frequency, thus each component's vibration level can be easily "picked out" of the frequency spectrum. These vibration level values are collectively known as Condition Indicators (CIs), and there are established thresholds for airworthy flight. In the event CI values are above thresholds (known as exceedances), maintenance and/or repair actions must be performed to bring the CI values down, and the aircraft cannot be flown again until all exceedances are resolved.

This vibration check has been in place in some form for decades. It has evolved during that long span of time, with its origins going back to the late 1980s. Starting in 1988, a series of c-box oil cooler fan shaft failures started occurring on CH-47Ds. The potential effects were deemed to include catastrophic failure during flight, which ultimately resulted in the grounding of numerous CH-47Ds. A series of Safety of Flight Messages were issued in response to these failures, culminating in Safety of Flight Message CH-47-89-11 issued in Octo-

ber of 1989, which prescribed required actions for all grounded aircraft to return them to operational status. Among these was a set of recurring vibration checks on certain critical drivetrain components to ensure that the aircraft was below a set of thresholds determined by correlating data from vibration surveys to c-box oil cooler fan shaft failures. This was the earliest iteration of the Chinook drivetrain vibration check. Over the years, this check has helped identify numerous defects, not just with c-box oil cooler fan shafts but also with sync shafts and oil cooler fans and shrouds. Starting recently, it is also being used with a novel sync shaft balancing procedure which reduces maintenance burden.

The Chinook's drivetrain vibration monitoring program, refined over decades, is essential for ensuring the safety and operational readiness of this vital Army asset. It exemplifies a proactive approach to maintenance and a commitment to mitigating the inherent challenges of helicopter flight. Continuous improvement in sensor technology and data analysis techniques will undoubtedly further enhance the effectiveness of this program in the years to come.

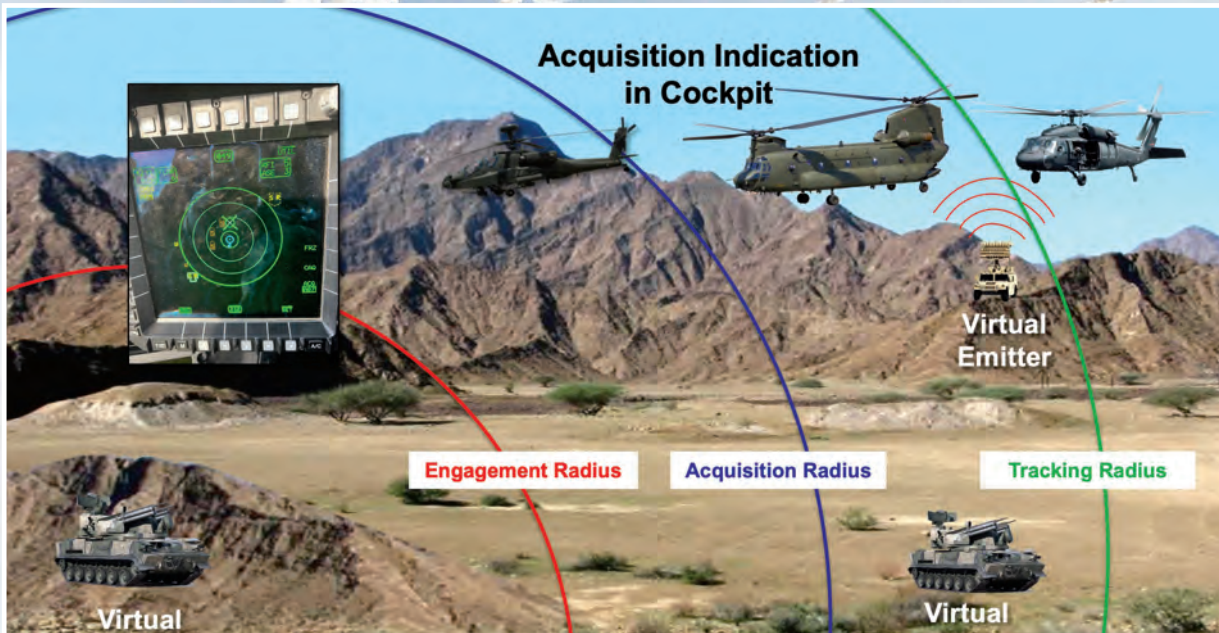
Ray Lugos is the Lead Aerospace Engineer, Aeromechanics, Systems Readiness Directorate, U.S. Army Combat Capabilities Development Command, Aviation & Missile Center, Redstone Arsenal, AL.

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COL James Barker is a former Aviation Brigade Commander and now the Vice President of Business Development at Inter-Coastal Electronics, Mesa AZ
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Understanding Low Testosterone

By CPT (Dr.) Carlos V. Lopez Aquino

Q: I've been feeling down lately, with low energy, decreased strength, persistent fatigue, and low libido. I'm concerned my testosterone might be low. What should I do?

FS: It's good that you're proactively addressing your health. The symptoms you're describing are certainly valid concerns, but they are also quite broad. While it's possible they could be related to low testosterone, it's more common for these symptoms to stem from other issues. Especially for service members, factors like chronic poor sleep, professional burnout, unmanaged stress, or other behavioral health conditions can present in a similar way. It is very reasonable for your flight surgeon to first ex-

plore and rule out these more common culprits before ordering a testosterone test. This approach is supported by studies showing that a significant number of men receiving testosterone replacement therapy (TRT) – anywhere from 25% to 33% – never had testosterone levels that met the clinical criteria for a diagnosis in the first place. There has been a noticeable trend to over-diagnose low testosterone and overprescribe TRT since the mid-2000s, so a thorough, step-wise approach is crucial.

Q: I understand, doc. But could you test my levels just to be sure? It would give me some peace of mind.

FS: We certainly can, but it's important to understand the process. First and foremost, a single low testosterone reading does not automatically lead to diagnosis of hypogonadism. That's the clinical term for low testosterone: *hypo* meaning "low" and *gonadism* referring to the function of the gonads (the testes in males or the ovaries in females). This condition is categorized as either primary or secondary. Primary hypogonadism involves a problem with the testes themselves. Secondary hypogonadism, which is more common, means the testes are not being properly stimulated by the brain's pituitary gland due to other

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causes. These can include obesity, high stress levels, or other medical issues. To get an accurate picture, we must collect testosterone levels on two different days. The testing has strict parameters: blood must be drawn in the morning (typically between 7:00 AM and 10:00 AM) after you have been fasting.

Q: I went to sick call, and the provider there said my testosterone was low and that I should follow up with you.

FS: Alright, thank you for following up. A single low test is a starting point, not a conclusion. We still need to repeat the test to confirm the results. The reason is simple: testosterone levels are not static. They fluctuate naturally throughout the day and can be significantly influenced by short-term factors like your recent food intake (especially sugar), acute stress, and excessive alcohol consumption. Furthermore, a high body fat percentage has been consistently shown to decrease testosterone levels. If that second test also comes back low, the next step isn't to immediately start TRT. Instead, it triggers a comprehensive workup to find the root cause. This evaluation will look for both primary and secondary causes and will

likely include measuring various hormones related to testosterone production. Depending on your specific symptoms, other tests, even brain imaging in some cases, may be required.

Q: If it turns out that I do need TRT, can I still fly?

FS: If you are prescribed TRT, there is a path forward to continue flying, but it requires careful management and monitoring. TRT is not without its risks and potential side effects. While some side effects vary based on the administration method (e.g., gel, injection), we monitor all patients for issues like acne and oily skin. A more significant concern is an increase in hematocrit, sometimes called "thickened blood." While relatively rare, this condition can increase the risk of thrombotic events (blood clots in your veins or arteries). Because of this, we would need to monitor your testosterone levels and other metabolic labs at the three-month mark and then every 6 to 12 months thereafter. The final determination for a waiver to fly while on TRT is made on a case-by-case basis after the full workup we discussed is complete and your condition is stable. This applies to both initial applicants and rated aviators.

Fly Safe!

Questions for the Flight Surgeon?

If you have a question that 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.

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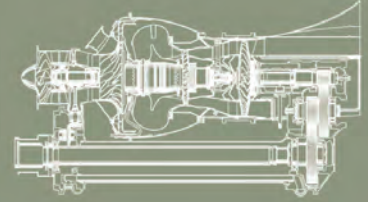
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Ready Now, Dominant Tomorrow: Army Aviation and the 2026 National Defense Strategy

By COL Tim Jaeger



U.S. ARMY PHOTO BY LESLIE A. HERBICK

The recently released National Defense Strategy (NDS) directs the U.S. military to focus on a set of priorities to navigate a world of renewed competition. The strategy outlines a course that emphasizes homeland defense, strategic competition, leveraging allied partnerships, and energizing the U.S. defense industrial base. For Army Aviation, adapting to meet the tenets of the new NDS requires a deliberate alignment of resources, modernization efforts, and operational concepts. Many of these initiatives are already in motion. The NDS underscores the necessity of building a lethal, resilient, and ready aviation force to meet the requirements of our Nation's defense.

Defend the Homeland

A core tenet of the NDS is the defense of the U.S. homeland, which remains a fundamental mission for the armed forces. Army Aviation contributes unique capabilities in support of this objective. Army aircraft are consistently tasked to support civil authorities in response to natural disasters, providing critical capabilities such as search and rescue, medical evacuation, and resupply. In support of Western Hemisphere Command,

Aviation units are flying thousands of hours across a 2,000-mile stretch in support of operations along the U.S. Southern Border. These are enduring missions that will continue to contribute to a consistently high OPTEMPO for Army Aviation. These missions are also increasingly leveraging unmanned aircraft systems (UAS) for situational awareness and logistical support. Continued integration of UAS will provide additional capability supporting domestic operations as well as on the current and future battlefield.

Deterrence in the Indo-Pacific

The Indo-Pacific is designated by the NDS as the Nation's priority theater and outlines a deterrence model for the region focused on managing strategic competition. The geographical and military realities of the Indo-Pacific are informing a significant transformation within our Branch. As part of our Continuous Transformation efforts, we are divesting of legacy aircraft and structure that is costly to maintain and operate in order to invest in capabilities that are relevant to the Indo-Pacific theater. The Future Long Range Assault Aircraft, the MV-75, will deliver game-changing speed and range to enable

Sgt. Joshua Capers and Staff Sgt. Alwyne Smith, 1st Aviation Brigade, reposition the VXE30 Stalker Uncrewed Aerial System during training at Fort Rucker, AL.

Army Aviation to support operations over large expanses of open water from dispersed locations. Scaling up our development, procurement, and integration of unmanned systems such as Launched Effects (LE) and drones will be key to extending our reach in the region while also countering our adversaries' ability to mass effects. Concurrently, we are restructuring our Combat Aviation Brigades (CAB) from a single modular design to mission-tailored, regionally aligned formations.

Through our Transformation in Contact (TiC) experimentation, the Army has embarked on an Aviation Campaign of Learning which will increasingly focus on force structure and ultimately inform how CABs will contribute to Division expanded maneuver. In support of that effort, the Aviation Enterprise is working with designated TiC Brigades to design, resource, and evaluate experimentation focused on the effective employment of future tactical UAS and LE companies,



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identifying possible areas of manpower savings, and identifying best practices.

Readiness remains paramount to campaigning and deterrence in the Indo-Pacific. With this in mind, Army Senior Leaders directed DAMO-AV to standup an Aviation Improvement Committee to identify and solve the big, Enterprise-level issues that impact our current readiness. The intent of the Committee is not to find fault, but to assess the status of our formations with a clear eye to the challenges we face and ultimately apply resources and/or amend policy in the right areas. Our priority remains – fly your strategy. There is no substitute to consistent, realistic collective training for building readiness to execute complex missions. For all the focus on future capabilities, when the Army goes to war, it goes with Apaches and Chinooks and Black Hawks, and that will remain true for the foreseeable future.

Increasing Burden-Sharing with Allies and Partners

The NDS calls for an increase in the defense contributions of allies and partners. For Army Aviation, this means deepening our partnerships

through Foreign Military Sales (FMS). When a partner nation flies Apaches, Black Hawks, or Chinooks, they are not just buying a helicopter; they are buying into a shared ecosystem of training, maintenance, and doctrine. This creates a powerful network of interoperable forces that provides a formidable deterrent and ensures that the burden of regional security is a shared one.

Energizing the U.S. Defense Industrial Base

The NDS places an emphasis on the speed and innovation of the defense industrial base. Army Aviation is contributing to this objective by supporting the Secretary of War's Drone Dominance initiative – rescinding restrictive regulation to open new avenues for industry to engage with the Army. As part of Drone Dominance, compliance with national security requirements is now verified by designated Army assessors. The objective is to create a dedicated and continuously updated Army "Blue UAS List" of vetted, secure systems that will feed a broader UAS Marketplace – an Amazon-like digital platform that will match a catalog of vetted UAS with units empowered to purchase systems directly to

address their unique mission needs. The UAS Marketplace will drive new business and innovation opportunities for American UAS companies, supporting their ability to scale and deliver new technology at mission relevant speeds.

The National Defense Strategy is more than a document; it is a call to action that Army Aviation is answering with purpose. We are aggressively pursuing a transformational future with the MV-75, unmanned systems, and new formations to dominate the complex battlefields of tomorrow. Simultaneously, we are renewing our focus on the fundamentals of readiness, ensuring that our enduring fleet remains the most lethal and capable in the world. By fostering innovation within the industrial base and strengthening our partnerships, Army Aviation is ensuring it will continue to serve as an indispensable maneuver element for the Joint Force, ready to meet the challenges of this new era head-on.



COL Tim Jaeger is the Director of Army Aviation at Headquarters, Department of the Army G-3/5/7 (DAMO-AV).


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CCAD: Engineering the Future of Army Aviation Sustainment

By MG Lori L. Robinson



PHOTO BY JEREMY COBURN, U.S. ARMY AVIATION AND MISSILE COMMAND

As the Army focuses on maintaining combat-ready aviation formations, we are also keeping a keen eye on being ready for future requirements. The proliferation of advanced manufacturing and digital design in the commercial sector demands that we evolve our own sustainment framework. That evolution begins with our aviation depot, and Corpus Christi Army Depot (CCAD) is leading the charge in this strategic transformation. CCAD is positioning itself as the engineering and sustainment center of excellence for the future of Army aviation, ready to collaborate, innovate, and lead the sustainment effort for the next generation of vertical lift platforms.

Public-Private Partnerships: A Strategic Imperative

CCAD is uniquely positioned to expand the critical public-private partnerships that are essential to our success. The depot's collaboration with industry has resulted in successful programs that support high demand parts such as hydraulic servos, AH-64 transmissions, UH-60M rotor blades and numerous other components that ultimately benefit the flightline by providing the right part at the right time. Partners can integrate directly with a full spectrum of

fabrication and repair services, from sheet metal work to advanced manufacturing processes like 5-axis CNC machining and 3D printing. This synergy accelerates timelines and directly enhances mission readiness.

Operational Excellence and Proven Capability

CCAD's performance demonstrates its capacity for an increased and more complex workload. While managing UH-60V conversions, complex sustainment repairs and demanding propulsion programs, the depot maintains exceptional performance and a competitive delivery rate. Our strength lies in comprehensive component and airframe capabilities, from overhauling main transmissions for the UH-60, AH-64, and CH-47 to intricate bearing refurbishment in ISO 7 and ISO 8 clean rooms. This proven ability to overcome supply chain challenges makes CCAD a reliable partner in sustaining the enduring fleet.

Digital Transformation and Advanced technology

We are aggressively pursuing digital transformation across the depot. The recent installation of the Structural Analysis for Blade Evaluation and Repair

MG Lori Robinson, commanding general of the U.S. Army Aviation and Missile Command, engages directly with attendees during the AMCOM 101. The conference provided aviation leaders with key updates on sustainment, readiness and enterprise-wide collaboration.

(SABER) shearography chamber --the first in the Army --is projected to reduce UH-60 rotor blade nondestructive testing time by an estimated 87%. This is complemented by a suite of other advanced technologies, including blue light scanning, portable handheld shearography scanners, and Electrical Discharge Machining (EDM). Our workforce is also embracing this digital future, creating generative artificial intelligence tools like a work service request (WSR) kitting dashboard and a CAMS assistant large language model (LLM) to enhance operational efficiency.

Modernization and Future Vertical lift

CCAD is executing a comprehensive modernization strategy focused on building the ideal foundation for future platforms like the MV-75. A key component is our investment in one of the most advanced chemical and metallurgical laboratory complexes in the Department of War. This laboratory capability



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MG Lori Robinson is the commanding general of the U.S. Army Aviation and Missile Command headquartered at Redstone Arsenal, AL.



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Special Focus ▶ Aviation Leadership Update

Forging the Future: How CPE Aviation is Modernizing the Force at the Speed of Relevance

By Mr. Rodney Davis

For more than a generation, the sound of American airpower has been a symphony of rotor wash from Apache, Black Hawk, and Chinook aircraft. But today, a new sound is rising in prominence: the quiet, persistent hum of unmanned aircraft systems operating at the tactical edge. For over forty years, the Program Executive Office (PEO) for Aviation has orchestrated this evolution, ensuring our Soldiers have always had a decisive advantage in the vertical domain. From the legendary attack platforms that shaped modern warfare to the sophisticated drones that see over the next ridgeline, our commitment has been to deliver unmatched capability, and that mission has never been more critical than it is today.

Today, as the character of war evolves, so must the Army's approach to acquisition. The transition from PEO Aviation

to Capability Program Executive (CPE) Aviation marks a profound transformation, one designed to deliver integrated capabilities to the Soldier faster and more efficiently than ever before.

New Construct Built on Functional Pillars

This new construct is built on three foundational pillars: speed, integration, and stewardship.

- **Speed to Capability:** The Army's new Portfolio Acquisition Executive (PAE) structure consolidates authority across requirements, technology, contracting, and testing. This eliminates serial handoffs and empowers leaders to drive concurrency, shortening the timeline from idea to fielded system.

- **Integration Across Portfolios:** Modern conflicts are multi-domain. An aircraft's survivability is inextricably linked

U.S. Army Soldiers with the Washington National Guard participate in a Small Unmanned Aircraft System (SUAS) fundamentals course, hosted by 898th Brigade Engineer Battalion, 81st Stryker Brigade Combat Team, at Yakima Training Center, Wash., Feb. 4, 2025. Instructors covered the fundamentals of SUAS operations from TC 3-04.62, adapting guidance to ensure operators are mission-ready across all platforms.

to sensors, autonomy, long-range fires, networks, and counter-UAS systems—many of which reside outside traditional aviation boundaries. The PAE model breaks down these seams, fostering the cross-domain collaboration necessary to build a truly integrated and lethal force.

- **Stewardship and Affordability:** In an era of constrained budgets, every dollar must count. The CPE Aviation construct provides Army leadership with the comprehensive analysis needed to make

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U.S. ARMY NATIONAL GUARD PHOTO

The U.S. Army's AH-64E Apache attack helicopter demonstrated its ability to detect, track, and defeat unmanned aircraft systems (UAS) during Operation Flyswatter, a live-fire event at Marine Corps Air Station (MCAS) New River, N.C. held in August 2025.

holistic decisions across the entire portfolio. By assessing the competing demands of readiness, modernization, and sustainment, this stewardship ensures we optimize the use of taxpayer resources and protect the long-term health of our vital industrial base.

Early Successes: A Glimpse of the Future

The shift to the CPE model is al-

ready yielding significant results, demonstrating our ability to respond to urgent operational needs with unprecedented agility.

Recent operations in the Middle East and South America provide a stark reminder of our mission's critical importance. Our Uncrewed Aircraft Systems (UAS) Project Office has shown remarkable adaptability, rapidly delivering a vital One-Way Attack (OWA) capa-

bility. This “all hands-on deck” effort, executed in close partnership with Army Contracting Command, highlights our commitment to equipping the warfighter at the speed of need.

The UAS Marketplace: Empowering the Warfighter with Choice

A cornerstone of our UAS strategy is the new UAS Marketplace, a digital storefront that will revolutionize how units procure unmanned systems. This initiative will pivot the Army from long-term, sole-source contracts to a competitive, always-on marketplace, accelerating capability delivery and empowering the warfighter. By flattening communication between industry and the end-user, this platform will foster a dynamic ecosystem of innovation, driving real-time feedback and strengthening the domestic industrial base.

Key Programs: Modernizing for Multi-Domain Operations

Our portfolio is focused on delivering a modernized, multi-domain-capable force. Here are updates on some of our key programs:

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craft (FLRAA): The MV-75, our FLRAA solution, is a transformational leap in vertical lift. Delivering lethality twice as far and twice as fast, it restores the integrity of the full rifle squad and integrates launched effects to dominate the upper tier of the land domain. Its self-deployable capability significantly reduces the logistical footprint and cost of force projection. With a 150% increase in the “Golden Hour” radius for MEDEVAC, FLRAA will save lives on the future battlefield.

HADES (High Accuracy Detection and Exploitation System): HADES is a critical enabler for long-range precision fires, providing deep-sensing Aerial ISR capabilities at the strategic level. Its digital backbone allows for the rapid integration of advanced sensors, ensuring the platform can adapt to evolving threats. The first two government-owned Bombardier Global 6500 aircraft are now with the lead systems integrator, and the first prototype is scheduled for its operational demonstration in late 2026.

Enduring Fleet Modernization:

■ **AH-64E Apache:** We are simplifying our Apache fleet by moving to a single V6.5 software baseline, which

enhances interoperability with our international partners and reduces sustainment costs. The Apache has also proven to be a lethal and cost-effective counter-UAS platform, successfully demonstrating its ability to destroy enemy drones.

■ **CH-47F Chinook:** The Block II Chinook provides the increased payload and extended range required in contested logistics environments. We are leveraging Middle Tier Acquisition authorities to accelerate the fielding of Block II aircraft.

■ **UH-60M Black Hawk:** The Black Hawk remains the workhorse of Army Aviation and serves as a vital technology incubator for the FVL ecosystem. The recent delivery of an Optimally Piloted Vehicle (OPV) Black Hawk marks a pivotal moment in our push for a safer and more versatile fleet.

Airspace and Mission Planning:

We are committed to sustaining our fielded Tactical Airspace Integration System (TAIS) and Aviation Mission Planning System (AMPS) through FY27, ensuring a seamless transition to the Next Generation Command and Control (NGC2) capabilities. Fielding kits to the 4th and 25th Infantry Divi-

sions for user feedback is a key effort in this transition.

Unity of Effort: Partnership as a Force Multiplier

Our success has always been a collaborative effort. Strong partnerships with industry, both large and small, and our international allies are essential. The transition to CPE Aviation strengthens these bonds by fostering earlier engagement through prototypes and demonstrations, and by exercising greater contracting agility.

The road ahead is one of continuous transformation. As CPE Aviation, we are committed to honoring our legacy by building a more agile, integrated, and lethal force. We will continue to challenge the status quo, embrace innovation, and deliver the decisive capabilities our Soldiers need to win in a complex and ever-changing world.



Mr. Rodney Davis currently serves as the Capability Program Executive for Aviation at Redstone Arsenal, AL.

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Aviation Future Capability Directorate – Concepts for Aviation Warfighting

By MG Cain Baker

An AH-64 Apache helicopter launches a Launched Effect Medium-Range (LE-MR) during the Cross Domain Fires Concept Focused Warfighting Experiment (CDF CFWE) 26 Aviation Excursion, held March 2-6. The excursion focused on advancing the Army's aviation capabilities within a joint, multi-domain environment.

In past issues, I've introduced the efforts of the Aviation Future Capability Directorate (FCD) in concepts, experimentation, and requirements. In this article I want to provide clear examples of what the FCD and the Portfolio Acquisition Executive (PAE) Maneuver Air are doing to outline the concepts for aviation warfighting, how we put those challenges into experimentation, and how the solutions demonstrated in experimentation flow into capability development and delivery.

I'll start by outlining nine things that Army Aviation formations must do. Think of the following as problem statements that our aviation force must solve for Division and Corps Commanders.

- Execute interdependent manned and unmanned teamed operations throughout the depth of the Division and Corps area of operations.
- Penetrate and create maneuver space with manned and unmanned systems within a peer-threat IADS to target and attack enemy high payoff targets or air-assault maneuver forces to a position of

advantage.

- See, Sense, and Attack enemy formations and high payoff targets with lethal and non-lethal effects throughout Division and Corps areas of operation.
- Air Assault a BCT in one period of darkness into a position of advantage throughout Div and Corps areas of operation.
- Conduct voice and data command and control to enable shared understanding and integration across all warfighting systems with Army, joint, and combined forces.
- Maneuver in the highly congested and contested air-ground littoral
- Project, sustain, and protect manned and unmanned aviation combat power in a distributed and contested expeditionary environment.
- Sustain and move Army, joint, and combined forces over operationally relevant distances in an expeditionary contested logistics environment.
- Conduct counter-air within the air-ground littoral (defensive and offensive).

The above problem statements do not

supersede the aviation core competencies outlined in doctrine. Rather, they describe what Army Aviation must do today and, in the future, to meet those core competencies. The problem statements are tied to the Army's war fighting gaps. Thus, answering these challenges increases the effectiveness of war fighting systems such as fires, sustainment, command and control, and most important – maneuver. These nine problem statements shape how the FCD approaches concepts, experimentation, and requirements to ultimately deliver the aviation force that the Army needs.

Aviation Experimentation

In concert with numerous partners in Portfolio Acquisition Executive (PAE) Maneuver Air, the FCD demonstrated solutions to many of these challenges at the recent Aviation excursion to the Cross Domain Fires Concept Focused Warfighting Experiment (CFWE). The results demonstrated interdependent manned unmanned approaches to how Army Aviation will address the chal-

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allenges facing the Army and provide decisive capabilities to our warfighters.

First, PAE Maneuver Air and the Aviation FCD demonstrated the first employment of Launched Effects (LE) from the AH-64 Apache. LE provides Division and Corps commanders with a means to shape their deep AO, addressing critical reconnaissance requirements in denied environments. LE delivered from the AH-64 takes this capability further – adding the responsiveness and agility that only Aviation can provide to an already game changing capability. LE adds a new arrow to the Apache's already lethal arsenal and gives commanders a new means to drive fires and ground maneuver.

Think of LE first as a deep reconnaissance capability that can find, fix, jam, decoy, and ultimately destroy enemy capabilities, but also a critical capability for suppression and defeat of enemy air defense assets, increasing the survivability of manned aviation assets and enhancing the capability of operations such as an air assault. Together, LE and the AH-64 will function as a true manned unmanned formation, penetrating denied areas and attacking critical enemy forces. When teamed with other Bri-

gade and above level UAS, this formation is a lethal, layered, and survivable asset on the battlefield.

Second, the team demonstrated the ability to offboard aircraft survivability equipment (ASE) data to common operational and intelligence pictures – meaning that ASE data no longer stops in the cockpit. PAE Maneuver Air demonstrated the ability to autonomously share ASE data between aircraft and send that data into the network, creating critical targeting information for the fires system and providing critical intelligence updates and cues for follow on reconnaissance and ultimately maneuver. In the future, we envision every aircraft on the battlefield feeding such information into the network's data layer increasing overall domain awareness for our warfighters. We will continue to develop this capability alongside Capability Portfolio Executive (CPE) Aviation, and this capability will be a critical enabler in our ability to see, sense, and attack enemy formations.

Finally, mission planning for both manned and unmanned assets was critical to all experimentation efforts. The PAE Maneuver Air team is working hard to field a modern mission planning

solution to the force that is interoperable with the tactical network, AI enabled, and allows distributed mission planning that decreases workload on our air crews and battle staffs while improving the effectiveness of Army Aviation. Moreover, for autonomous systems like LE, mission planning systems must be outcome based, meaning that a battle staff can input the intended effect of the LE wolfpack and the mission planning system provides a viable solution of routes, payloads, and launch points. Mission success starts with effective planning and rehearsals.

Conclusion

At the Aviation FCD, we recognize the critical imperative to transform Army Aviation into an interdependent manned unmanned force that supports across the depth and breadth of the Division and Corps AOs. In addition to the mission solutions listed above, numerous other technologies were demonstrated at very high readiness levels, from Brigade level UAS to aided target recognition, all of which will enhance aviation maneuver. We are transforming now and for the future.

I'll refer to the problem statements at the beginning of this article. The statements reflect what Army Aviation formations must do for the Army and our warfighters. In short, manned and unmanned platforms working in concert with one another will provide the most effective formations. Furthermore, it is critically important that Army Aviation is interoperable with tactical networks. Our aircraft, both manned and unmanned, can make every system on the battlefield more effective, but only if we can send and receive critical data.


In closing, our Soldiers are the "why" that drives the FCD. Our promise is that we will continue to push boundaries to provide you with the combat ready capabilities you deserve. For our industry partners, our message is equally clear: the demand signal for integrated, networked capabilities is urgent and unambiguous. With the core concepts now validated, we need your help to deliver these unified capabilities. AFCD is ready to work with our partners to deliver an even more lethal force than we fight with today. The opportunity is now.

Fight to Win!





MG Cain Baker is the Director, Aviation Future Capability Directorate (AFCD), Redstone Arsenal, AL.



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2026 Army Aviation Warfighting Summit Schedule of Events

Monday, April 13, 2026

1000-1200	AAAA TLC Board Meeting (Hybrid)	Delta Island Ballroom
1200-1300	AAAA National Boards Combined Luncheon	Delta Mezzanine 5
1300-1600	AAAA National Executive Board Meeting (Hybrid)	Delta Mezzanine 10

Tuesday, April 14, 2026

1200-1700	Badge & Ticket Pickup	Delta BCD Lobby
1300-1500	AAAA Chapter Officer Workshops	Davidson Ballroom C
1700-1800	National Awardee Rehearsal	Delta Mezzanine 6
1830-2030	Awardee/NEG Dinner (Invitation Only)	

Wednesday, April 15, 2026

0700-0800	Yoga	
0800-1730	Badge & Ticket Pickup	Delta BCD Lobby
0800-0930	AAAA Scholarship Foundation Board Meeting (Hybrid)	Delta Mezzanine 10
0900-1630	Press Room Open	Ryman Studios 17 & 18
0900-1730	PM/AFCD Meeting Rooms Open	Delta Island 1-4 & 6
0900-1730	Industry Meeting Rooms Open	Ryman Studios
0900-1130	Professional Session Coffee	Delta A

0900-1200	OPENING CEREMONY, PROFESSIONAL SESSION "Transformation in Contact"	Delta A
0900-0902	Opening Remarks Mr. William R. Harris, Jr., AAAA Executive Director	
0902-0915	Supporting the U.S. Army Aviation Soldier and Family! MG Wally Golden, Ret., AAAA President	
0915-0945	Keynote Address: The Army in Transition Hon. Michael Obadal, Under Secretary of the Army	
0945-1020	Soldier, Unit & Drone Competition Awards Presentation MG Golden, Ret.; Mr. Harris; MSG Art Agnew, Ret., Ms. Janis Arena	
1020-1100	Dominating Vertical Ground Combat MG Clair A. Gill, Army Avn Branch Chief, PAE Maneuver Air	
1100-1130	Army Aviation Critical to Maneuver Warfare MG David W. Gardner, Commanding General, 101st Airborne Division (Air Assault)	
1130-1200	Delivering Ready Combat Formations MG Lori Robinson, CG, AMCOM	

1300-1530	PROFESSIONAL SESSION - EXHIBIT HALL "Transformation in Contact" (cont.)	Ryman Hall AB
1300-1330	DA Aviation Perspective COL Timothy Jaeger, Director, Army Aviation, G3/5/7	
1330-1400	ARSOAC Update – *COL Roger Waleski, Commander	
1400-1430	Unmanned Aircraft Systems – COL Danielle Medaglia, PM UAS; COL Nick Ryan, ACM UAS	
1430-1530	International Drone Dominance Perspective Moderator – MG Bill Gayler, Ret. Former Aviation Branch Chief	

1100-1730	Exhibit Hall Open	Ryman Hall AB
1100-1730	Networking Café Open	Ryman Hall AB
1100-1700	Exhibit Hall Coffee	Ryman Hall AB
1100-1900	Soldier Café <i>Sponsored by Team Chinook Military ID Required-No Retired, Vietnam Vets Welcome)</i>	Delta B

1400-1600	Spouse Event – Line Dancing	Davidson Ballroom C
1600-1730	Opening Networking Reception <i>Sponsored by Robinson Helicopter</i>	Ryman Hall AB
1630-1730	Chapter Sponsored Soldiers Brief (Invitation Only)	
1730-1830	International Defense Networking Reception <i>(All International Attendees)</i>	Delta C
1900-2200	Industry Receptions	

Thursday, April 16, 2026

0700-0800	Yoga	
0800-1630	Badge & Ticket Pickup	Delta BCD Lobby
0800-1630	Exhibit Hall Open	Ryman Hall AB
0800-1630	Exhibit Hall Coffee	Ryman Hall AB
0800-1630	Networking Café Open	Ryman Hall AB
0800-0930	Scholarship, TLC & Museum Donor Recognition Breakfast	Davidson Brm C
0800-1630	PM/AFCD Meeting Rooms Open	Delta Island 1-4 & 6
0800-1630	Soldier Café <i>Sponsored by Team Chinook (Military ID Required-No Retired, Vietnam Vets Welcome)</i>	Delta B
0800-1630	Press Room Open	Ryman Studios 17 & 18
0800-1700	Industry Meeting Rooms Open	Ryman Studios
0900-1100	Professional Session Coffee	Delta A

0930-1200	PROFESSIONAL SESSION "Deliberate Transformation"	Delta A
0925-0930	Opening Remarks MG Wally Golden, Ret., AAAA President	
0930-1000	The Future is Here LTG Michael C. McCurry, Commanding General, Army Futures and Concepts Command, T2COM	
1000-1030	Increasing NATO Readiness LTG William D. Taylor, U.S. Military Representative to the NATO Military Committee	
1030-1100	Training in Transformation LTG Dave Francis, CG U.S. Army Center for Initial Military Training	
1100-1130	Closing the DOTMLPF Loop COL JD Swinney, Director's Initiatives Group, Aviation Future Capability Directorate	
1130-1200	Accelerated Warfighting Acquisition – BG David C. Phillips, Deputy Portfolio Acquisition Executive (DPAE)	

1000-1500	Your Next Mission® Hiring Event	Ryman Ballroom
1030-1130	Spouse Professional Program - Fireside Chat, Moderator, Dr. Fran Gill	
1200-1400	CCAD Industry Day	Delta Mezzanine 4

1200-1630	INDUSTRY/ARMY COORDINATION Q&A WORKSHOP "Government/Industry Transformation"	Ryman Hall AB
1200-1245	CPE ISW Panel – Moderator: Mr Laurence Mixon, Dep. CPE	
1250-1335	U.S. Army Best Drone Warfighter Competition Lessons Learned Moderator - TBD	
1340-1410	PM Attack / TID / AFCD	
1415-1445	PM AMSA / TID / AFCD	
1450-1520	PM FLRAA / TID / AFCD	
1525-1555	PM Cargo / TID / AFCD	
1600-1630	PM Utility / TID / AFCD	



2026 Army Aviation Warfighting Summit Schedule of Events

1230-1645	Soldier Professional Development Workshop	Delta D
1230-1330	Post-Army Industry Partner Employment Options Panel – Industry HR	
	Moderator: CSM Tod Glidewell, Ret., AFCD	
1335-1505	Aviation Warrant Officer Readiness Review – CW5 Scott Slider	
1515-1645	Enlisted Branch Update – CSM Kirk Coley	
1400-1500	Army Aviation Hall of Fame Trustees Meeting (Invitation Only)	
1830-2200	Army Aviation Hall of Fame Induction Banquet	Delta A
1830-1930	Reception	Delta A Lobby
1830-1930	HoF VIP Inductee Assembly (Invitation Only)	Delta Mezzanine 5
1930-2200	HoF Dinner	Delta A

Friday, April 17, 2026

0700-0800	Yoga	
0800-1400	Badge & Ticket Pickup	Delta BCD Lobby
0800-1230	Exhibit Hall Open	Ryman Hall AB
0800-1230	Networking Café Open	Ryman Hall AB
0800-1230	Exhibit Hall Coffee	Ryman Hall AB
0800-1230	Press Room Open	Ryman Studios 17 & 18
0800-1230	PM/ AFCD Meeting Rooms Open	Delta Island 1-4 & 6
0800-1600	Soldier Café Sponsored by Team Chinook (Military ID Required-No Retired, Vietnam Vets Welcome)	Delta B
0800-1700	Industry Meeting Rooms Open	Ryman Studios
0900-1000	Spouse Professional Program II – Pivoting with Positivity: Finding your way around the challenges of military life. Moderator: Dr. Fran Gill	

1100-1300 Professional Session Coffee

0930-1200 PROFESSIONAL SESSION III – EXHIBIT HALL Ryman Hall AB “Soldier Support and Branch Requirements from Industry”

0930-1000	Acquisition and FMS Reform: Driving Innovation and Transforming How the Army Delivers War-Winning Capabilities Mr. Patrick Mason, Deputy Assistant Secretary of the Army for Defense Exports & Cooperation (DASA DEC)	
1005-1100	Incentivizing Industry – Moderator: MG Todd Royar, Ret.1120-	
1200	Streamlining the FMS Process – Moderator: COL Liz Martin, Ret.	

1000-1200 Spouse Event – A Taste of Goo Goo, Class 1 Delta Portico

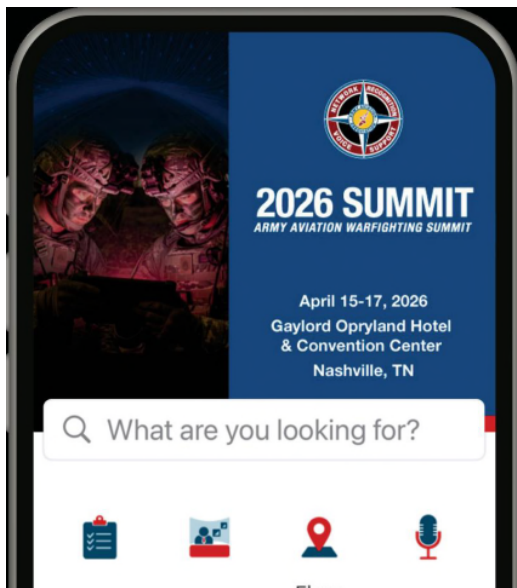
1200-1600 OPEN MIC PANEL SESSIONS Delta D

1200-1255	Acquiring to Sustain – Moderator: *LTG Doug Gabram, Ret.	
1300-1355	AI in Army Aviation – Moderator: BG Ray Davis, Ret.	
1400-1455	Integrating Launched Effects – Moderator: BG Tim Edens, Ret.	
1500-1600	The Future of UAS – Moderator: COL John Broam, Ret.	

1230-1430 Spouse Event – A Taste of Goo Goo, Class 2 Delta Portico

1700-1800	Vietnam & Korean War Veterans/Family Reception (Invitation Only)	Delta C
1730-1830	Golden Eagles (50 Year & Above Members) Reception (Invitation Only)	Delta C
1800-2200	Soldier Appreciation Dinner Concert with Dylan Scott	Delta A
1800-1900	Reception	Delta A Lobby
1900-2100	Dinner/AAAA Annual Membership Meeting	Delta A
2100-2200	Soldier Appreciation Concert with Dylan Scott	Delta A

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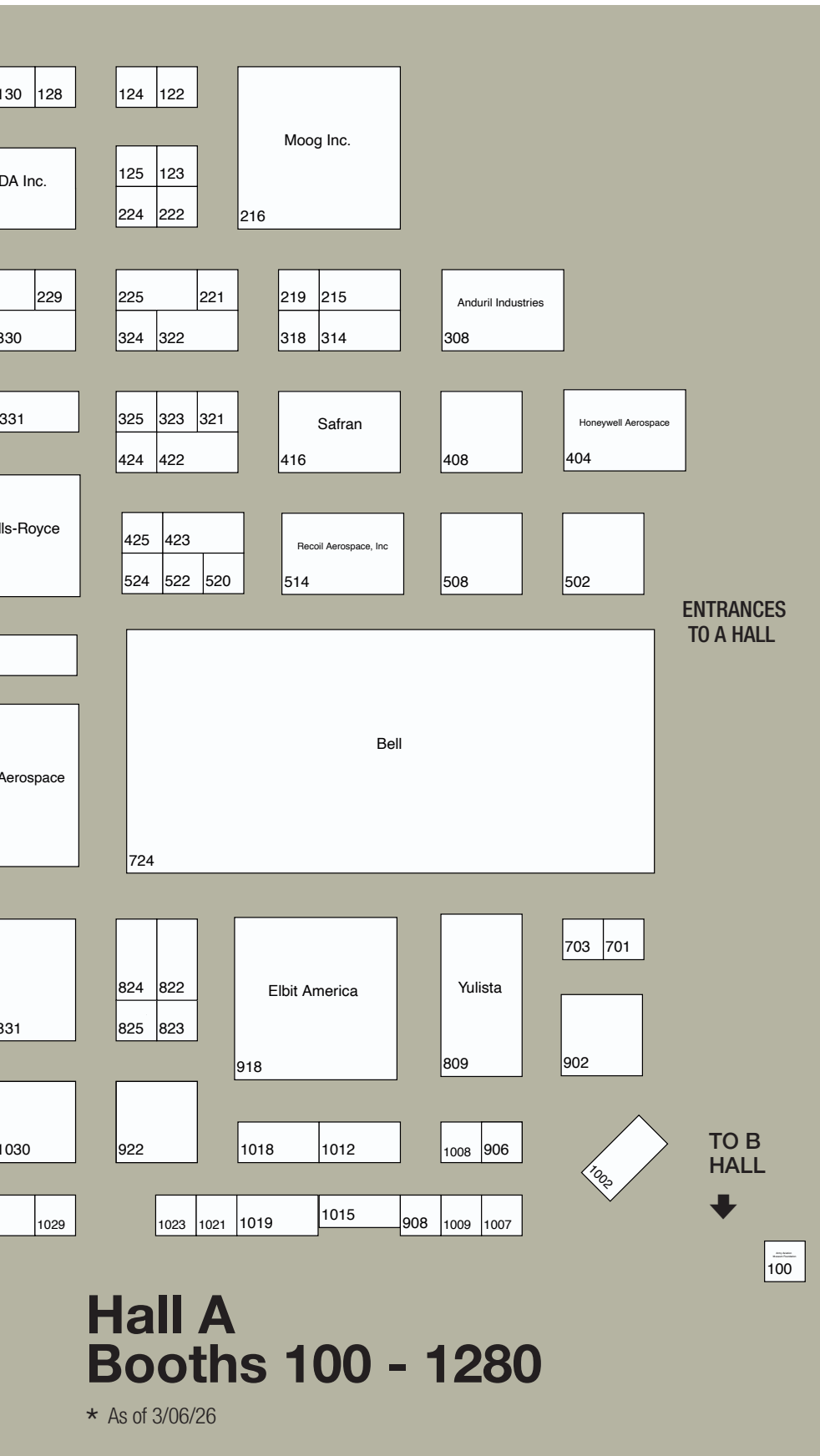
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Thursday, April 16

0800-1630

Friday, April 17

0800-1230

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Civilian – Coat & Tie

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Soldier Appreciation

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HALL





2026 Army Aviation Warfighting Summit

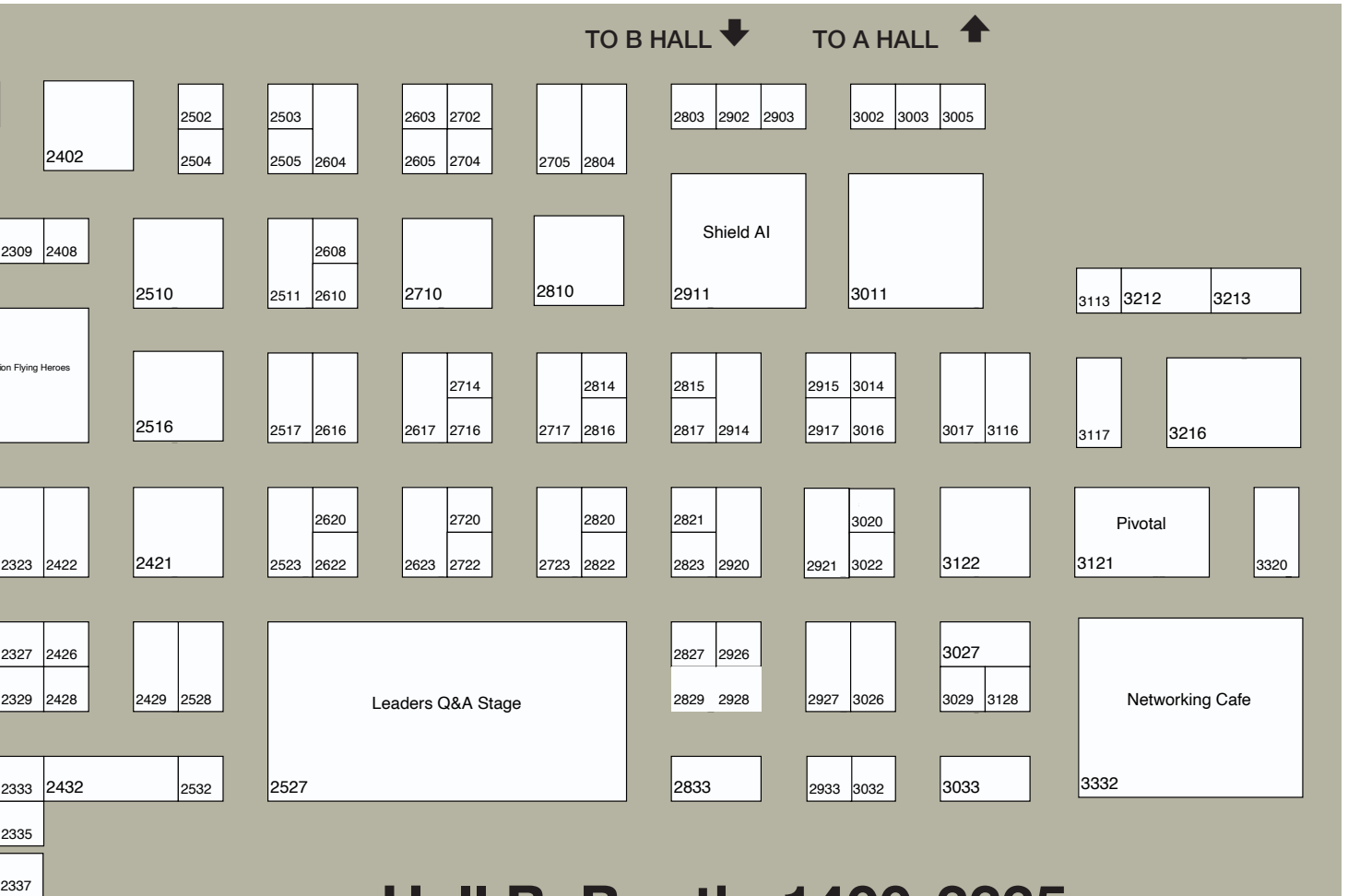
↑ TO A HALL

1402		General Dynamics Mission Systems		Akima	1902					2203	2302	2303					
	1405	1504	1605	1705	1804	1904	2004	2005	2204	2205	2304						
1406																	
1408	1409		Dillon Aero, Inc.		1808	1809	1908	1909	2008	Stevens Aerospace and Defense Systems	2208	2209	2308				
	1411	1510		1708	1810	1811	1910	1911	2010		2210	2215					
1412																	
1414					DEVCOM Aviation and Missile Center			1915	2014								
1416	1417	1514	1616	1716	1916			1917	2016	2117	2217	2416					
Aircraft B Hall					1739	1820			2020			2121					
					1737	1822	1922	1923	2022	2023	2122	2123					
					1733	1826	MD Helicopters, LLC		2027			2127	Robinson Helicopter Company				
					1723	1828		2026	2029	2126	2129	2328					
						1832	1933						V2X				
					1721	1834		2032	2033			2132		2334			
								2034	2035								
1421																	
				1835	1838	1836	1839	1938	1940	1939	2037	2138	2137	2139	2238	2239	2338



2026 Army Aviation Warfighting Summit Exhibitors

EXHIBITOR NAME	BOOTH #		
128th AVN BDE A&P Training Program	2022	Aerometals	1043
1943 L-2 Taylorcraft	670	Aeronix Technologies Group	334
227th Assault Helicopter Battalion	2408	Aerospace Maintenance Solutions	123
AAAA - Scholarship - TLC	2717	Aether Aerospace	2338
AAR	1018	Aevex	252
Able Aerospace	122	Air and Marine Operations	2510
Ace Aeronautics	3116	Air Methods	1417
ACP Composites	2504	AIRBUS Americas, Inc.	572
AdaCore	221	Aircraft	883
ADS, Inc.	372	Aircraft & Commercial Enterprises, Inc.	1904
Aechelon Technology Inc.	1708	Aircraft A Hall	690
AEG Fuels	1037	Aircraft B Hall	1421
Aerial	2622	Akima	1804
Aero Simulation, Inc.	1708	AllClear Aerospace & Defense	219
AeroCore Technologies	2337	All-System Aerospace Intl Inc.	2516
Aerodine Composites, LLC	2008	Alpine Aviation Group	136
Aero-Glen International LLC	1733	Amazon Web Services, Inc.	3011
		Amentum	2710
		American Aerospace Controls, Inc.	2917
		American Data Solutions	222
		Ampex Data Systems	1038
		Anduril Industries	308
		Applied Aerospace & Defense	508
		Aresia	1406
		Arete Associates	1036
		Army Aviation Museum Foundation	100
		ARNG Aviation	278
		Asia Pacific Aerospace PTY LTD	325
		Association of Old Crows	2502
		Astronics	824
		Atrenne, A Celestica Company	2903
		AV	538
		Av-DEC	323
		Aviatech Corporation	368
		Aviation & Missile Technology Consortium (AMTC)	152



Hall B Booths 1400-3335

* As of 3/06/26



2026 Army Aviation Warfighting Summit Exhibitors

Aviation Fabricators.....	2238	Big Top.....	3002	Clayton Associates, Inc.	1029
Aviation Service Partners Inc.....	1009	Blackhawk Aerospace Solutions, LLC	479	CMC Electronics	866
Aviation Specialties Unlimited.....	2429	Blue Raven Solutions.....	638	Columbia Helicopters, Inc.	2010
Aviatrix, Inc.	823	Blue Skies Foundation.....	3014	Columbia Southern University	668
Avion Solutions	1033	Bombardier.....	847	Concurrent Real-Time	3005
Avion_AvTask Inc.....	2323	Boneal Aerospace.....	2032	Consulate General of Canada in Atlanta.....	2503
Avionic Instruments.....	2920	Breeze-Eastern LLC	2304	Contact Corporation	2121
AVT Simulation	2523	CAE USA.....	738	Control Products Corporation	1911
AVX Aircraft Company	1046	Canyon AeroConnect.....	1414	Corpus Christ Army Depot	2714
Axillon Aerospace.....	3117	Carr Lane Manufacturing.....	2603	Craft Designs, Inc.....	124
AXXEUM, Inc.....	1030	CATI Training Systems	2517	Cubic Defense Application, Inc.	1923
BAE Systems.....	752	CENTUM RESEARCH & TECHNOLOGY, S.L. ...	2815	Curtiss-Wright	330
Bascom Hunter.....	2129	2815	D&D Enterprises, LLC.....	569
Beaufort.....	962	CEVIANS LLC.....	946	Dakota Air Parts International Inc.....	2205
Becker Avionics Inc.	1007	Chase Defense Partners	224	Dallas Avionics, Inc.....	2528
Beehive Industries.....	908	Cherokee Nation Armored Solutions	1166	Danbury Mission Technologies	423
Bell	724	CIA&D a division of KSARIA.....	2029	Daniels Manufacturing Corporation	324
BG Workforce Solutions.....	2303	CIRCOR Aerospace & Defense	2037	Darley Defense	1068



2026 Army Aviation Warfighting Summit Exhibitors

DAS Aviation, LLC	239	ESCAPE International	1049	Helicopter Institute	882
Data Device Corporation	2123	Essex Industries	652	Heliladder of Blue Moon Designs LLC	2329
Davenport Aviation	2335	FDH Aero	1069	HeliMods Pty Ltd	2027
Dayton T. Brown, Inc.	1908	FiberQA	132	Helitak Firefighting Equipment Pty Ltd	2620
Dayton-Granger, Inc.	425	Final Forge	1922	Henchman Corporation	424
DDC-I, Inc.	825	FirstSpear, LLC	2020	HENSOLDT AG	2026
Defense Logistics Agency	2616	FN America LLC	3216	Hilton Software	229
Delaware Resource Group	868	FSI Defense	1079	Homes For Our Troops	2308
DeltaHawk Engines	1412	Fulcrum Concepts LLC	1616	Honeywell Aerospace	404
DEVCOM Aviation and Missile Center	1916	GasTOPS	2822	Howell Instruments, Inc.	478
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Dillon Aero, Inc.	1616	GE Aerospace	730	Huntsville/Madison County Convention and	
DiSTI Corporation	273	Geeks and Nerds (GaN) Corporation	2505	Visitors Bureau	1836
DIVAero	1940	General Atomics Aeronautical Systems,		HYTORC	2309
Donaldson Aerospace & Defense	2723	Inc.	1162	IAI North America	1405
Dontech Inc.	1504	General Dynamics Mission Systems	1605	ICARUS Devices Inc.	3016
DTC I A Codon Company	1822	GENTEX Corporation	1052	ICAT Logistics, Inc.	1034
Ducommun Incorporated	1716	Georgia Tech Research Institute	2137	IEE	2705
Duncan Aviation	1826	Get SAT Communications Ltd.	245	IMSAR LLC	335
EAA Tools	342	Getac Inc.	2604	Integrated Procurement Technologies(IPT)	936
EagleNXT	2034	GIGAFLIGHT Connectivity, Inc.	524	Integration Innovation, Inc. (i3)	1053
East/West Industries, Inc.	1258	Glenair Inc.	944	Intellisense Systems, Inc.	1012
Eaton	2617	Global Aerospace Logistics	2139	Inter-Coastal Electronics, LLC (ICE)	531
Eclipse International	1739	Global Gateway Logistics	346	INTERCOMP	2608
EIZO Rugged Solutions	2210	Govini.	225	Intuitive Research and Technology Corporation	1510
ElbitAmerica	918	Green Hills Software	2421	Inventory Locator Service, LLC	247
Elma Electronic Inc.	2239	Greenwood Aerospace	922	Isodyne, Inc.	1402
Embry-Riddle Aeronautical University	906	Griffon Aerospace	246	IT Cadre	2915
EnerSys	1917	H.W. Farren LLC	321	Jeppesen ForeFlight	648
Engineering & Computer Simulations, Inc. ...	1408	Habco Industries	2138	Jergens, Inc.	1168
ENSCO, Inc.	269	HC Pacific	2720		

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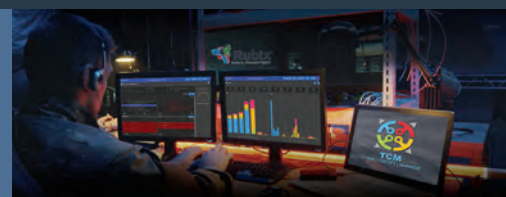
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BAE SYSTEMS





2026 Army Aviation Warfighting Summit Exhibitors

JF Taylor, Inc.....	273	MD Helicopters, LLC.....	1933	PDW	3320
Karem Aircraft, Inc.	3128	Mercury Systems	678	Pelico.....	2333
Karman Space & Defense.....	1047	Metro Aviation, Inc.....	1008	PeopleTec.....	642
KBR	1270	Middletown Composites, Inc.	578	Persistent Systems LLC.....	2914
KenJer Industries/ Bolt Byte Tools.....	2821	Military Officers Association of America (MOAA) ..	1035	Phantom Products Inc.	701
Kontron	822	1035	PIC Wire & Cable.....	336
Korry Electronics.....	331	Military Systems Group, Inc.....	1514	Pivotal.....	3121
Kutta Technologies Inc.....	938	Million Air	2704	Power Technology, Inc.	2803
L3Harris Technologies, Inc.	262	Milpower Source Inc.....	1810	ProClip USA, LLC	2302
LCR Embedded Systems	322	Mobile American Job Center	3213	PROOF Research	1835
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Leonardo Helicopters.....	879	NCP Coatings	2610	Radiant Power Corp/Dukane Seacom Inc.....	235
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LifePort Inc.	2402	Neros Technologies	1152	Recoil Aerospace, Inc	514
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MBDA Inc.....	234	PartsBase.....	2823	Sahar Group, LLC.....	2016



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BOOTH #352



2026 Army Aviation Warfighting Summit Exhibitors

SalesPatriot	1039
SCHROTH Safety Products LLC	1834
SCI Technology, Inc.	1721
Science and Engineering Services, LLC...	831
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ScioTeq	422
SEA Wire and Cable, Inc.	1019
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SGB Enterprises Inc.	2927
Shield AI	2911
Sift	2926
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Silvus Technologies	130
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Skydio	1839
SkyHook Rescue Systems, Inc.	2827
Snap-on Industrial	1042
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Southwest Research Institute	3026
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Spectrum Associates, Inc.	125
Spika Design & Manufacturing, Inc.	2127
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Summit Aviation, a Greenwich AeroGroup Company	408
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SURVICE Engineering Company	2833
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Tennessee Technological University (TTU) ..	2814
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TopFlite Components	3022
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Trillium Engineering	378
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TTTech North America, Inc.	2605
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U.S. Army Operational Test Command (USAOTC) ..	2722
UAV ENGINES LTD	520
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United Rotorcraft, An Air Methods Division ..	2422
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Valcor Engineering Corporation	237
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Viasat, Inc.	2005
VIAVI Solutions	1153
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Vita Inclinata Technologies	1811
Voyageur Aviation Corp.	2023
W.L. Gore & Associates, Inc.	502
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Whelen Aerospace Technologies	1050
Wiremasters, Inc.	2126
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AAAA 2025 National Awardees



Joseph P. Cribbins Department of the Army Civilian of the Year Award

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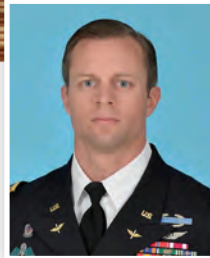
Mr. Jeffrey L. Wagner 15th Military Intelligence Battalion (Aerial Exploitation) Fort Hood, Texas

Mr. Jeffery Wagner was the cornerstone of 15th MI Battalion (Aerial Exploitation) successful support to four Geographic Combatant Commands in 2025. He played a critical role in planning and executing the deployment of over \$100 million of unmanned aircraft system (UAS) equipment to the middle east in support of U.S. Central Command (USCENTCOM) and then oversaw the follow-on movement of that equipment to U.S. Africa Command (USAFRICOM). He led Battalion planning efforts for the transfer of authority (TOA) of two Contractor Owned Contractor Operated (COCO) ISR detachments in U.S. European Command (USEUCOM). He served as the 116th Aerial Intelligence Brigade's primary liaison officer to Army Counterintelligence Command (ACIC) when the Battalion was tasked to assume support due to changes in ISR modernization plans. Lastly, Jeff supported the divestiture of six MC-12 EMARSS aircraft helping to capture the history of the EMARSS program before the propeller era of Army ISR airplanes ended in October 2025. His hard work and dedication enabled the Battalion to safely fly over 12,400 hours in 2025 supporting U.S. Northern Command (USNORTHCOM), USCENTCOM, USAFRICOM, and USEUCOM. He serves as the Aerial Intelligence, Surveillance, Reconnaissance and Target Acquisition (A-ISR/TA) Asset Manager, Aviation Program Administrator, Senior Department of the Army Civilian (DAC) Advisor to the commander, and supervisor for three DACs within the battalion.



James H. McClellan Aviation Safety Award

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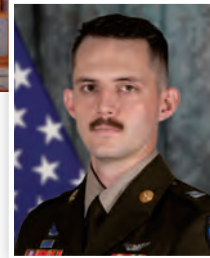
CW3 Dan C. Riggs Aviation Flight Test Directorate Redstone Arsenal, Alabama

CW3 Dan Riggs provided exceptional contributions to Army Aviation safety during the AH-64E Unanticipated Yaw Test Program. Following five AH-64E Class A mishaps, Headquarters, Department of the Army directed the U.S. Army Redstone Test Center (RTC) Aviation Flight Test Directorate (AFTD) to conduct flight testing examining critical areas of directional control. As the primary Experimental Test Pilot (XP) on the project, CW3 Riggs helped plan, lead, and execute flight tests to recreate the mishap conditions, examining critical areas of directional control, assessing factors affecting directional control, and validating recovery techniques. Following test completion, CW3 Riggs authored a comprehensive 68 page white paper detailing aerodynamic mechanisms, flight control laws, contributing factors, and recovery techniques for unanticipated yaw. In addition to publishing the white paper, he coordinated over 12 TDY trips and personally delivered 13 of the 20 briefs to U.S. Army, United Kingdom, and Republic of Korea Aviation units, reaching more than 650 AH-64 pilots, discussing the findings and recommended training interventions. His work has directly shaped emerging tactics, techniques, and procedures and is already credited with raising fleet awareness and reducing mishap risk. CW3 Dan Riggs' extraordinary technical skill and unwavering commitment to aviation safety make him the true choice for the 2025 James H. McClellan Aviation Safety Award.



Gary G. Wetzel Aviation Soldier of the Year

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SPC Morgan J. Albright Company D, 2nd Battalion, 160th Special Operations Aviation Regiment (Airborne) Fort Campbell, Kentucky

SPC Morgan J. Albright is a seasoned MH-47G Helicopter Repairer, Phase Maintenance Inspection (PMI) Leader, and Team Leader who has excelled in several roles within Delta Company. He earned his Fully Mission Qualified (FMQ) maintainer rating in only 6 months, 18 months ahead of his progression timeline. This year he served as the PMI Leader on two MH-47G dual shift phases, a position normally filled by senior maintenance Staff Sergeants. He directly supervised the completion of over 12,495 Maintenance man-hours, 802 Phase Inspections, culminating in 2 MH-47G Chinook Phases completed 77 days ahead of schedule. His leadership and technical expertise directly resulted in the Task Force accomplishing over 4,600 flight hours in both CONUS and OCONUS environments. He was responsible for daily battalion status briefings, 42 Soldiers from various shops, and coordination between multiple battalion assets. Furthermore, he demonstrated superior fitness during the AFT, earning a score of 450 and passing every event with 85 points or more. He consistently volunteered at work and during his personal time to mentor junior Soldiers of "Workhorse." SPC Albright's unwavering dedication and drive to perfect his craft as an aviation maintainer are unquestionably deserving of the 2025 Gary G. Wetzel Army Aviation Soldier of the Year Award.

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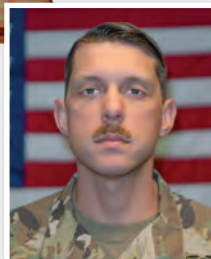


AAAA 2025 National Awardees



Rodney J.T. Yano
Noncommissioned
Officer of the Year

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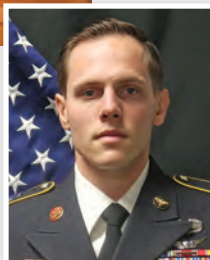
SFC Thomas J. Mason
Company B, 602nd Aviation Support
Battalion,
2nd Combat Aviation Brigade
Camp Humphreys, South Korea

SFC Thomas Joseph Mason is recognized for his exceptional leadership, technical proficiency, and mission impact as the Airframe Repair Platoon Sergeant for the 602nd Aviation Support Battalion. Leveraging modern resources such as Power BII, he streamlined workflows and ensured accurate, timely reporting to the Commander. His dedication to advancing Army Aviation knowledge is evident in his published article in *Aviation Digest* (April 2025), where he showcased the capabilities of Griffin AI through meticulous research. SFC Mason expertly led 76 personnel responsible for airframe maintenance operations, downed aircraft recovery teams, and maintenance taskings supporting battalions across the 2nd Combat Aviation Brigade. Despite his primary MOS being 15T, he extended his expertise across all maintenance sections, embodying the ideal senior leader in Army Aviation. His leadership significantly enhanced aviation safety practices and elevated technical readiness throughout the formation. Drawing on 21 years of active-duty service, SFC Mason emphasized proper maintenance procedures, improving MOS proficiency and strengthening overall maintenance capability. His mentorship resulted in five promotions, three successful promotion board appearances, four reenlistments, and one Soldier passing Warrant Officer Candidate School – all within eight months of assuming the platoon sergeant role. SFC Mason has earned recognition as AAAA 2025 Rodney T. Yano Noncommissioned Officer of the Year.



Henry Q. Dunn
Crew Chief
of the Year

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SSG Dakota J. Jennings
3rd Battalion, 160th Special
Operations Aviation Regiment
(Airborne)
Hunter Army Airfield, Georgia

SSG Dakota Jennings is an MH-47GB2 Helicopter Flight Engineer Instructor (FEI) in the 3/160th Special Operations Aviation Regiment (Airborne). He is a proven leader and technical expert. SSG Jennings serves as the Company Standardization Instructor and is directly responsible for the progression and combat readiness of 44 Non-Rated Crewmembers. He has crewed over 1,700 total accident-free flight hours, including 967 hours under night vision goggles during training and the most austere combat environments. SSG Jennings spearheaded Amphibious Training Operations significantly increasing the Regiment's maritime mission capabilities by successfully qualifying six NRCMs in complex Amphibious operations and coordinating directly with 4-160th SOAR (Abn) to meet all qualification requirements. During this training, he identified a critical, fleet-wide safety issue on MH-47GB2 helicopters following a forward hook failure. SSG Jennings discovered that hook lights had not been installed and submitted an aircraft modification request to rectify this. This initiative serves to prevent future failures and dramatically increases safety for all crews across the regiment conducting hook operations. SSG Jennings is the embodiment of a selfless leader dedicating his time and skills to preparing the Regiment for any and all of the nation's adversaries. These qualities and his professionalism identify him unequivocally as the AAAA 2025 Henry Q. Dunn Crew Chief of the Year.



Michael J. Novosel
Army
Aviator of the Year

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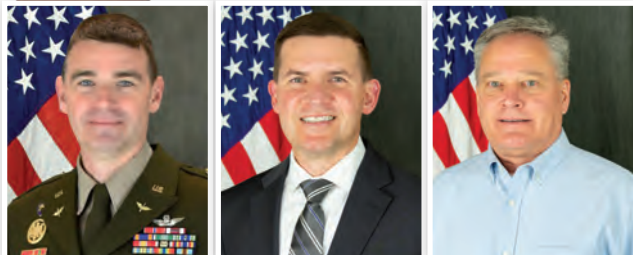


CW5 Daniel L. York
Company C, 4th Battalion,
Project Management Office, Apache
Helicopters Redstone Arsenal,
Alabama

CW5 Daniel L. York exemplifies decisive Army Aviation leadership, delivering strategic impact at a critical inflection point when the Aviation Transformation Initiative placed unprecedented scrutiny on the relevance of manned attack aviation. At the center of this impact was Operation Flyswatter and Exercise Coastal Warden, entirely conceived, developed, planned, coordinated, and executed by CW5 York. Conducted at Marine Corps Air Stations (MCAS) New River and Camp Lejeune, these joint events integrated U.S. Army, U.S. Marine Corps, South Carolina Army National Guard, Navy, and industry partners into a single, operationally realistic counter-unmanned Aircraft Systems UAS demonstration. Under CW5 York's leadership, crews executed 21 counter-UAS engagements (Apache [14] and Viper [7]) employing Hellfire, Joint Air-to-Ground Missile UAGM), Advanced Precision Kill Weapon System (APKWS), and 30mm fires. Working directly with Program Manager for Tactical Aviation and Ground Munitions (PM TAGM) Systems, he ensured acquisition relevance. Simultaneously, CW5 York led the Apache New Equipment Training (NET) Team that trained more than 403 U.S. Army aviators while supporting extensive allied participation. Beyond current operations, CW5 York initiated early AH-64E V6.5 training development, creating procedural trainers, academics, and training support plans that will protect future unit readiness and eliminate costly, unit-level transition burdens. For his amazing contributions and achievements, he has earned recognition as the AAAA 2025 Michael J. Novosel Aviator of the Year.



Robert M. Leich Award
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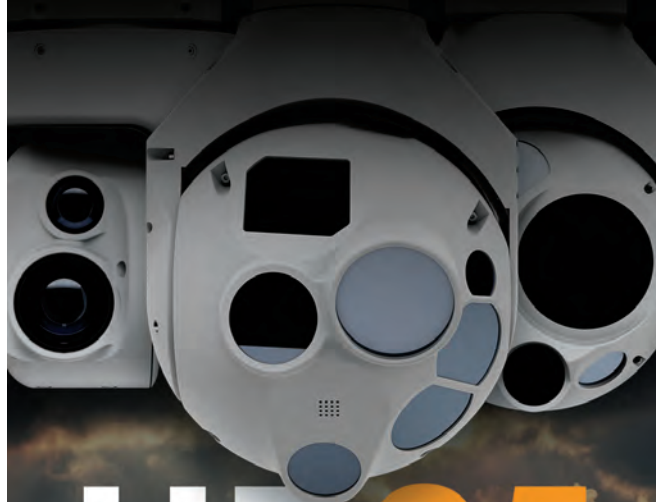
LTC Daniel R. Brown
(Commander)

Mr. Justin B. Powell
(Deputy Commander)

CW5 Alan R. Davis (Ret.)
Test Pilot

Aviation Flight Test Directorate
Redstone Arsenal, Alabama

Over the award period, the Army Aviation Flight Test Directorate (AFTD) executed 5,204 flight hours across 18 aircraft types, including 1,334 hours of developmental and engineering flight test, demonstrating tremendous depth, agility, and technical expertise deploying aircraft and personnel across the U.S. and globally, including Dugway and Yuma Proving Grounds, China Lake, Eglin AFB, NAS Patuxent River, Germany, United Kingdom, France, Australia and numerous Industrial Base OEMs. AFTD delivered transformative impacts through major safety investigations including the AH-64E Unanticipated Yaw Study and the UH-60 barometric altimeter verification testing to support NTSB investigative findings. The directorate advanced key modernization programs by driving the development of a virtual prototype for the Future Long Range Assault Aircraft (FLRAA), maturing flight-control laws for the Army's first fly-by-wire assault platform, modernizing AH-64 sights and sensors, modernizing Aviation Survivability Equipment (ASE) systems across all platforms, and enhancing Digital Advanced Flight Control System (DAFCS) performance across CH-47 platforms. In addition to modernization efforts, AFTD tested and evaluated emerging technologies to counter evolving threats, expand counter-UAS capabilities, and strengthening manned-unmanned teaming integration. AFTD consistently delivers capabilities that protect crews, expand operational advantage, increase lethality and advance the Army Aviation enterprise. The directorate's achievements exemplify the highest standards of Army professionalism and identify it as deserving of the 2025 AAAA Robert M. Leich Award.



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AAAA 2025 National Awardees



AAAA Army Reserve Aviation Unit of the Year

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LTC Daniel M. Cedillo
(Commander)

CW3 Jonathan D. Chittim
(Senior WO Advisor)

CSM Nathan A. Smith
(Senior NCO)

5th Battalion, 159th Aviation Regiment Fort Eustis, Virginia

The Soldiers of the 5-159th General Support Aviation Battalion (GSAB), "Dragonmasters," demonstrated exceptional readiness, innovation, and operational excellence across multiple global missions. The Dragonmasters executed one of the most demanding training and deployment cycles in Army Reserve Aviation history, setting new standards for expeditionary capability and joint interoperability. The battalion's contributions to DEFENDER Europe 2025 were historic. As the sole provider of U.S. aviation assets for Swift Response in the Arctic Circle, 5-159th GSAB conducted real-world MEDEVACs, executed an unprecedented 498-paratrooper air assault 200 miles inside the Arctic Circle, and validated emerging communications technologies including Star Shield and high-altitude relay systems. The unit successfully deployed over 250 Soldiers, 16 aircraft, and 104 equipment pieces across three countries without the support structure normally afforded to active-component aviation brigades. Simultaneously, Charlie Company sustained Fort Drum MEDEVAC coverage during the 10th Mountain Division's deployment, executing life-saving missions in severe winter conditions. Additional missions included hurricane relief operations in the Dominican Republic, wildfire support in Washington State, Naval Special Warfare training, and air assault support to joint and partner forces. As the Army Reserve Aviation enterprise transitions, the 5-159th GSAB leaves behind a legacy defined by 38 years of global impact, five combat deployments, and unmatched commitment to the Nation earning them for the 7th time the 2025 AAAA U.S. Army Reserve Aviation Unit of the Year.



AAAA John J. Stanko Army National Guard Aviation Unit of the Year

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LTC Brendon M. Holbrook
(Commander)

CW5 Justin C. Lindell
(Senior WO Advisor)

CSM Nicholas J. Dutton
(Senior NCO)

207th Aviation Troop Command Joint Base Elmendorf-Richardson, Alaska

The 207th Aviation Troop Command, Alaska Army National Guard responded heroically and historically to Typhoon Halong in October 2025. When the catastrophic storm devastated remote Western Alaska, destroying infrastructure and severing all access to isolated communities, the 207th became the region's sole lifeline. The battalion rapidly deployed a task force of UH-60, CH-47, and HH-60 aircraft over a 402-mile ferry flight and immediately commenced rescue operations in extreme weather conditions. Serving as the first boots on the ground, its aircrews performed door-to-door rescues and rendered lifesaving medical care in hazardous, debris-filled floodwaters. Their efforts culminated in the largest civilian evacuation in National Guard history – airlifting 501 vulnerable residents to safety and preventing a greater loss of life. Following the initial rescue, the 207th seamlessly transitioned to a 44-day sustainment mission. They flew 332.4 hours, transporting 181,200 pounds of critical food, water, and supplies, providing the essential logistical backbone for the entire multi-agency relief effort. The battalion's decisive action, operational mastery under austere conditions, and unwavering compassion saved countless lives and provided the foundation for the region's recovery. Their performance represents a truly outstanding and historic achievement for Army Aviation, earning them recognition as the AAAA 2025 John J. Stanko Army National Guard Aviation Unit of the Year.

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AAAA 2025 National Awardees



AAAA Active Army Aviation Unit of the Year

Sponsored by
L3 Harris



LTC Justin J. Koenig
(Commander)

CW5 Ryan M. Brincat
(Senior WO Advisor)

CSM Carl A. Marshall
(Senior NCO)

4th Battalion, 160th Special Operations Aviation Regiment (Airborne) Joint Base Lewis-McChord, Washington

Renowned for its precision rotary-wing capabilities, the 4th Battalion, 160th Special Operations Aviation Regiment (Airborne) (4-160th SOAR(Abn)) demonstrated unparalleled excellence in combat operations, training, and innovation. Operating globally, 4-160th SOAR(Abn) supported Indo-Pacific Command objectives, executing over 60 missions and integrating seamlessly with partner nations during exercises like Balikatan and Talisman Saber. The Battalion showcased expeditionary capabilities, self-deploying across 4,000 nautical miles and maintaining a fleet readiness rate of 98% in challenging environments. Domestically, the Battalion exemplified professionalism during crisis responses, including the recovery of a Navy EA-18G Growler crash in the Cascade Mountains. Its innovative training initiatives, such as refining extreme cold weather tactics, techniques and procedures and advancing overwater rescue techniques, set new standards for Army Aviation. The Battalion flew 6,848.9 hours, exceeding its allocation by 10%, with 43% under NVGs, and maintained a fleet operational readiness rate of 80% locally and 98% during deployments. The Battalion's commitment to excellence extended to its Soldiers, achieving a 93% reenlistment rate and earning numerous individual and unit awards. Its Airborne Support Detachment pioneered forward arming and refueling techniques, enhancing operational reach in austere environments. With a culture of innovation, readiness, and professionalism, 4-160th SOAR(Abn) embodies the highest standards of Army Aviation, making it the logical recipient of the 2025 AAAA Active-Duty Unit of the Year Award.



AAAA Outstanding Army Aviation Unit of the Year

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COL Jason S. Raub
(Commander)

CW5 Colin M. Page
(Command Chief
Warrant Officer)

CSM Morgan L. Evans,
Jr. (Senior NCO)

2nd Combat Aviation Brigade Camp Humphreys, South Korea

The 2nd Combat Aviation Brigade (2CAB) "Talons" redefined doctrinal excellence and set the global standard for Army Aviation, forging a new legacy of lethality and readiness through a relentless pursuit of innovation, logistical competence, and operational achievements far beyond its core mission set. The brigade's superior performance is demonstrated across a wide spectrum of operations, from pioneering groundbreaking Unmanned Aircraft Systems (UAS) munitions, proving its mastery as the peninsula's premier crisis response force during devastating wildfires, to engineering and executing the first-ever brigade level 18-point Forward Arming and Refueling Point (FARP) to fuel a largescale air assault with the Korea Rotational Forces (KRF) unit. This revolutionary "Mega FARP" concept, synchronizing petroleum teams from every subordinate battalion, established a new benchmark in rapid mass refueling and proved the brigade's unique ability to generate and sustain combat power. Leading complex joint and multinational exercises across the air, land, and maritime domains, and earning the trust of the nation's highest leadership during strategic no-fail missions. These combined accomplishments prove that 2CAB not only embodies the "Fight Tonight" ethos but has perfected it, making the brigade the undeniable choice for the 2025 AAAA Outstanding Army Aviation Unit of the Year Award.

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AAAA 2025 National Awardees

Top Super Chapter of the Year

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Tennessee Valley Chapter Huntsville, Alabama

Chapter President: Mr. Gary Nenninger

As the largest chapter in the Association with 2,262 members, TVC operates at a scale and tempo unmatched by its peers, while delivering measurable results that directly advance the Army Aviation profession at the local, regional, and national levels. Throughout 2025, TVC executed 24 major events, including professional development forums, PM updates, senior advisory group engagements, aviation socials, scholarship fundraisers, and national-level AAAA support activities. The chapter's deep integration with Redstone Arsenal, Army Materiel Command, PEO Aviation, and the Future Vertical Lift community ensured relevance and influence across the full spectrum of Army Aviation modernization. The chapter presented 80 awards, including Bronze, Silver, and Gold Orders of Saint Michael, along with Soldier, NCO, and mission-area recognitions, contributed \$81,000 to the AAAA National Scholarship Foundation, including \$41,000 for perpetual and memorial scholarships and locally awarded \$99,000 in scholarships to 40 recipients and supported TLC grants, Soldier and Family initiatives, Veterans Day events, and multiple AAAA National activities.

Top Master Chapter of the Year

Sponsored by AAAA National



MacArthur Chapter New York, New York

Chapter President: MAJ Salvatore W. Garcia

The MacArthur Chapter achieved exceptional membership growth, expanding from 189 to 293 members, reflecting both relevance and trust within the aviation community. This growth occurred alongside a full slate of operational, professional, and community-focused events, demonstrating that the chapter is not only expanding, but doing so while delivering tangible value. The chapter directly supported mobilization and redeployment activities for the 42nd Infantry Division and 3rd Battalion, 142nd Aviation Regiment, conducted family holiday events, and maintained consistent presence at unit dining-outs and ceremonies. These efforts reinforced morale and cohesion at critical moments for operational units and families alike. MacArthur's commitment to Recognition was equally robust. The chapter executed Soldier and NCO of the Month programs, Instructor recognition, and presented multiple Order of Saint Michael awards (Silver and Bronze), as well as Our Lady of Loreto Awards recognizing family support—demonstrating a holistic view of excellence across the Army Aviation ecosystem.

Top Senior Chapter of the Year

Sponsored by AAAA National



Griffin Chapter Ansbach, Germany

Chapter President: CW5 James B. Wilson

As the principal AAAA chapter supporting U.S. Army Aviation in the European Theater, the Griffin Chapter operates at the nexus of combat readiness, coalition interoperability, and professional excellence. Chapter members – drawn largely from the 12th Combat Aviation Brigade and U.S. Army Europe-Africa – were actively engaged in shaping the future of Army Aviation. Chapter members directly contributed to historic firsts, including the first U.S. Army live-fire employment of SPIKE NLOS from the AH-64E Apache, development of new air assault and general support aviation capabilities, and modernization of mission command and casualty evacuation capacity, increasing theater MEDEVAC capacity by 44 percent. The Chapter excelled in Network and Voice by fostering professional development forums, leader engagements, aviation-focused discussions, and participation in multinational and NATO-focused aviation events. Members participated in charitable initiatives, volunteer events, cultural exchanges, and community partnerships that reinforced trust and goodwill between U.S. forces and German citizens.

Top AAAA Chapter of the Year

Sponsored by AAAA National



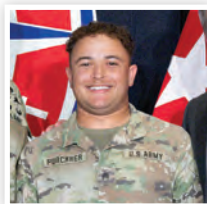
Grizzly Chapter Fresno, California

Chapter President: COL Shiloh Briggs

The Grizzly Chapter delivered signature, large-scale events that far exceeded the norm for chapters of comparable size. Most notably, the chapter coordinated a Salute to Service event at a Fresno State football game, feeding 1,000 Veterans and their families at no cost, while hosting a flag football game between two Aviation Brigades. This event demonstrated logistical excellence and community engagement and reinforced Army Aviation's visibility and goodwill within the civilian population. The chapter's annual Laguna Classic Golf Tournament further showcased innovation and professionalism, including the landing of a UH-60 Black Hawk helicopter on the golf course to celebrate the Army Aviation Birthday. The Chapter also made meaningful investments in the future of Army Aviation by awarding multiple academic scholarships, including a \$1,000 scholarship to a high school senior and two \$500 scholarships to college students. In sum, the Grizzly Chapter delivered disproportionate impact, exceptional community engagement, and visible advocacy for Army Aviation.

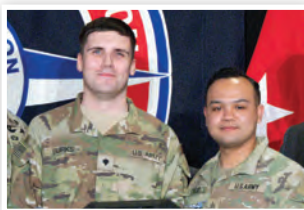
2026 Army Best Warfighter Drone Competition Awardees

Best Drone Operator



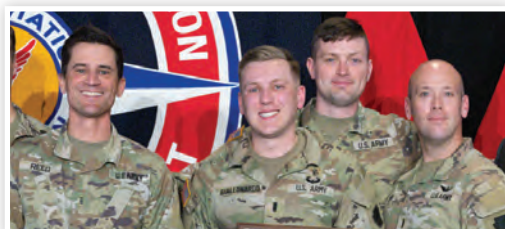
SGT Javon Purcher,
1st Cavalry Division, Fort Hood, TX

Best Tactical Team



**SSG Angel Caliz and
SPC Jonah Burks,**
2nd Cavalry Regiment, Vilseck, Germany

Best Innovation



**1LT Ryan Giallonardo, CW3 Robert Reed,
CW2 Nathan Shea, and SFC Brent Wehr,**
28th Infantry Division, Pennsylvania Army National Guard

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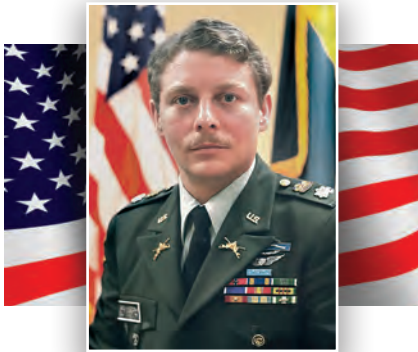
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Hall of Fame 2026 Inductees



**Lieutenant Colonel (Retired)
James
Michael "Mike" Sprayberry**

For conspicuous gallantry, visionary leadership, and a lifetime of selfless service to the United States Army and Army Aviation, Lieutenant Colonel (Retired) James Michael "Mike" Sprayberry distinguished himself through extraordinary heroism in combat and enduring contributions to the Aviation Branch. Commissioned through Officer Candidate School during the height of the Vietnam War, he volunteered for combat and was assigned to the 5th Battalion, 7th Cavalry Regiment, 1st Cavalry Division. After being wounded and evacuated during the Tet Offensive, he declined reassignment to the United States and returned to his unit, reaffirming his commitment to lead in combat.

During Operation Delaware in April 1968, he exhibited extraordinary heroism in the A Shau Valley. Leaping from a burning helicopter into intense enemy fire, he immediately organized defensive operations on Landing Zone Tiger. Days later, he led a daring night rescue to extract a surrounded platoon under heavy fire, personally directing and participating in close combat actions that saved numerous lives. For his actions, he was awarded the Medal of Honor.

Following Vietnam, LTC Sprayberry continued to shape Army Aviation. He served in Germany during the Cold War, instructed future aviators at Fort Rucker, and played a key role in advancing aviation tactics, missile employment, and attack helicopter doctrine. After retirement, he devoted decades to POW/MIA recovery efforts in Vietnam, tirelessly seeking accountability for fallen comrades and bringing solace to their families.

LTC Sprayberry's valor, professional excellence, and steadfast commitment to never leave a Soldier behind reflect the highest traditions of Army Aviation and the United States Army.



**Chief Warrant Officer Five
(Retired) Brent C. Driggers**

CW5 (Ret.) Brent C. Driggers distinguished himself through more than four decades of unwavering leadership, technical mastery, and selfless dedication to Soldiers and mission accomplishment. Serving over 31 years on active duty, he consistently led from the front in both combat and garrison environments, setting the highest standards of discipline, readiness, and professional excellence.

Twice selected as the 101st Airborne Division (Air Assault) Standardization Officer, he ensured safety, proficiency, and combat effectiveness across one of the Army's largest aviation formations. During Operation Iraqi Freedom, he flew critical combat missions under the most demanding conditions, providing indispensable air support and security to ground forces engaged with the enemy. On short notice, he deployed to Camp Udairi, Kuwait, where he established aviation standardization and safety procedures for a staging base supporting thousands of Soldiers and hundreds of aircraft preparing for combat operations.

As the second Chief Warrant Officer of the Aviation Branch, he oversaw the professional development of more than 8,000 warrant officers during a period of sustained combat operations. He personally validated standards in theater and helped spearhead transformative initiatives including Flight School XXI and critical modernization of aviation training programs.

Following retirement from active duty, he led the UH-60M New Equipment Training Team and later directed the fielding of the UH-60 Black Hawk to the Afghanistan Air Force. During the final retrograde from Afghanistan, he ensured the safe evacuation of personnel and aircraft without loss.

CW5 Driggers' extraordinary service reflects great credit upon himself, the Aviation Branch, and the United States Army.



**Chief Warrant Officer Five
(Retired)
Anthony J. "Tony" Rinderer**

For extraordinary service, sustained operational excellence, and lifetime achievement in support of United States Army Aviation and Special Operations, Chief Warrant Officer Five (Retired) Anthony J. "Tony" Rinderer distinguished himself through exceptional courage, leadership, and unwavering devotion to the ground force over a career spanning more than three decades.

Enlisting in 1986 with a singular goal to serve as an Army aviator, CW5 Rinderer demonstrated the discipline that would define his career. Assigned to Germany during the final years of the Cold War, he flew high-alert missions along the Iron Curtain. Selected for the 160th Special Operations Aviation Regiment, he completed Green Platoon and deployed worldwide.

In Mogadishu, Somalia, CW5 Rinderer flew 17.5 continuous hours under intense enemy fire, delivering precise close air support within meters of friendly forces to prevent their annihilation. His heroic actions were instrumental in saving American lives and earned him the Silver Star.

In the aftermath of September 11, 2001, CW5 Rinderer deployed among the initial forces into Afghanistan, conducting high-risk reconnaissance missions over hostile territory. Intelligence he gathered directly informed follow-on combat operations, earning him the Distinguished Flying Cross. He later became the first Army aviator since 1947 to deliver a bomb from an Army airplane in combat, marking a historic milestone in Army Aviation.

CW5 Rinderer's legacy is defined not only by missions flown, but by lives safeguarded, standards elevated, and generations mentored. His valor, professionalism, and enduring commitment reflect the highest traditions of Army Aviation and the United States Army.



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All Chapter information is presented in alphabetical state order, followed by overseas locations. Each chapter entry includes the original activation date and current category. Categories are based on membership size as of January 1st of the year – Super (501 and over), Master (175-500), Senior (75-174), and AAAA (74 and below). Chapter officers are reminded that they can update their chapter board information at any time by contacting membership@quad-a.org or send a hard copy to AAAA, 593 Main Street, Monroe, CT 06468-2806; call (203) 268-2450 or fax (203) 268-5870. Membership numbers listed are as of the printing of this issue and are constantly changing.

Bill Harris/Publisher

Alabama

Aviation Center Chapter Fort Rucker, AL



Category: Super Chapter; 1858 Members
Activation Date: 11/1/1957

Website:
www.quad-a.org/AviationCenterChapter

Description: The Aviation Center Chapter is a premier Super Chapter of the Army Aviation Association of America, strategically headquartered at Fort Rucker, the epicenter of Army Aviation training, education, and leader development. Our geographic footprint places us at the nexus of the Army Aviation enterprise, enabling direct, daily engagement with Soldiers, Families, Civilians, industry partners, and the broader Wiregrass community. The Chapter supports a diverse and high-density population of Army Aviation units and organizations,

including Initial Entry Rotary Wing (IERW) students, Aviation Warrant Officers, Commissioned Officers, Enlisted maintainers, instructors, cadre, senior leaders, retirees, DA Civilians, and industry professionals. This uniquely dynamic environment allows the Chapter to influence Army Aviation across the full lifecycle—from accession and training to transition and legacy service. Our demographics reflect one of the most diverse and continuously rotating memberships in the Association. The Chapter serves active-duty Soldiers across all ranks, Reserve Component members, veterans, Gold Star and military families, spouses, and future aviators, alongside a strong cohort of retirees and corporate partners. This blend of experience levels and perspectives creates a resilient, future-focused membership base with deep institutional knowledge and forward momentum. The Aviation Center Chapter operates as a force multiplier for AAAA programs, delivering value through professional development, awards and recognition, scholarships, community outreach, support for Soldiers and their families, and industry engagement. With consistent collaboration across military units,

civic leaders, educational institutions, and nonprofit partners, the Chapter maintains a strong operational tempo while remaining agile, inclusive, and mission driven. In short, the Aviation Center Chapter is where Army Aviation lives, grows, and connects—executing with purpose, scale, and measurable impact in support of Soldiers, Families, and the Army Aviation profession.

Officers:
COL Marcus A. Gengler, Ret., President
CW5 Sam R. Baker, III Ret., Senior VP
LTC William J. Lewis, Secretary
1SG Jason Oberle, Ret., Treasurer
LTC Mark C. Taylor, Ret., VP Membership
CSM Micheal D. Sutterfield, Ret., VP Scholarship
WO1 Austin J. Wright, VP Scholarship
CW5 Jerry Mosley, Ret., VP Awards
COL Michael J. Negard, Ret., VP Communications
COL Bart Johnke, Ret., VP Industry Affairs
SFC Joshua Layne, Assistant Treasurer
Ms. Cassandra Layne, Assistant Secretary
Mr. Louis Scipioni, Jr., Member at Large
MSG Michael Patrick, Ret., VP Enlisted Affairs
CSM Shawn C. McKay, Ret., VP Gov. Affairs
CW4 Robert N. Cooper, Ret., VP Vet. Affairs

Tennessee Valley Chapter Huntsville, AL



Category: Super Chapter; 2080 Members
Activation Date: 2/1/1976
Website:
www.quad-a.org/TennesseeValleyChapter

Description: The Tennessee Valley Chapter of the Army Aviation Association of America, based in Huntsville Alabama, serves the greater Tennessee Valley region that includes northern Alabama and southern Tennessee. As the largest chapter in the AAAA network with 2,262 members, the chapter plays a major role in supporting Army aviation personnel, advancing aviation capability, and strengthening connections between military and commercial aviation partners. Its close relationship with Redstone Arsenal, Army Materiel Command, PEO Aviation, and the Future Vertical Lift enterprise highlights its importance to the Army aviation mission

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2026 AAAA Chapter Directory

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and the continued development of advanced technologies. The chapter provides a strong support network for active duty, reserve, and National Guard aviation personnel along with veterans and retirees. It works to build and maintain ties between aviation units and their surrounding communities, making sure service members and their families have access to resources that matter. Through social events, professional development opportunities, and community outreach, the chapter promotes connection, understanding, and support for Army aviators and the challenges they face. In 2025, the chapter continued the momentum that earned it the AAAA Super Chapter of the Year award the previous year. This recognition reflected the chapter's sustained performance in supporting Army aviation, growing professional development opportunities, and strengthening bonds across the aviation community. The chapter remained a reliable partner across Huntsville and Redstone Arsenal, contributing to meaningful events, expanding strategic relationships, and helping drive collaboration between military and industry. The chapter's focus on professional development remains strong. Regular training engagements, networking events, and outreach initiatives ensure that members stay informed on emerging technology, evolving operational requirements, and key industry and Army trends. The chapter leadership continues to build relationships across military, industry, and civic organizations to help members stay connected and well informed. The chapter also expanded its community support and sponsorship base, continuing strong partnerships with Tito's, Twin Peaks, and Jack Daniel's while driving in additional local businesses like Indigo Hotel. These partnerships directly support fundraising for scholarships and other chapter initiatives. The chapter remains a central part of the Huntsville and Redstone community. Its local partnerships help spark discussion, encourage collaboration, and support efforts that advance Army aviation capability. This influence is especially important as the Army moves toward major changes in Future Vertical Lift and next generation aviation programs. The chapter has also strengthened its role as a community partner in Huntsville. Local businesses and civic leaders continue to recognize the chapter as a valuable contributor to community engagement, veteran support, and workforce development. The Huntsville Chamber of Commerce continues to acknowledge the chapter as an important local partner, reinforcing its role as a trusted part of the region.

Officers:
 Mr. Gary S. Nenninger, President
 COL Ryan Nesrsta, SeniorVP
 LTC Ryan G. Kelly, Ret., Secretary
 Ms. Shannon L. Murphy, Treasurer
 COL Scott J. Halverson, Ret., VP Membership
 Mr. Kevin Clark, CW5 (RET), VP Operations
 CW5 Chadwick D. Ford, Ret., VP Operations
 LTC Tom T. Huff, Ret., VP Scholarship
 CSM Randy L. Wise, Ret., VP Awards
 Ms. Madison Shattuck, VP Communications
 1SG Matthew D. Shattuck, Ret., VP Communications
 LTC John S. Bolton, Ret., VP Civilian Affairs
 LTC Jeffrey A. Crabb, Ret., VP Industry Affairs
 LTC Greg Oelberg, Ret., VP Programs
 Ms. Sarah Huskey, Assistant Treasurer
 COL Michael P. Cavalier, Ret., Member

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 Ms. Christine L. Henderson, Member at Large
 COL Joseph B. Jellison, Ret., Member at Large
 Ms. Bonnie M. Nenninger, Member at Large
 COL Curtis D. Potts, Ret., Member at Large
 COL Gary W. Toney, Ret., Member at Large
 COL Nicholas Dille, VP Chapter Logistics
 LTC Bradley N. Bruce, Ret., VP Community Relations
 COL Cornelius L. Allen, Jr., Ret., VP CribbinsAPS
 COL Joe S. Minor, VP CribbinsAPS
 CSM Leon Hite, Jr. Ret., VP Enlisted Affairs
 Mr. Mark Marcus, VP Government Affairs
 Mrs. Janice L. Sanders, VP Publicity
 Mr. Glen Flowers, VP Reserve Component
 LTC Jason L. Galindo, Ret., VP Social Events
 COL Johnathan B. Frasier, Ret., VP Veterans Affairs
 Mr. Calvin J. Lane, VP Young Professionals Outreach

Yellowhammer Chapter Hope Hull, AL



Category: AAAA Chapter; 49 Members
Activation Date: 4/15/2016
Website:
www.quad-a.org/YellowhammerChapter

Description: The Yellowhammer Chapter provides a platform for Alabama Army National Guard Aviation and Industries of Central Alabama that promote the Army Aviation Enterprise to share knowledge and experience, foster professional networks, and enhance the exchange of ideas.

Officers:
 BG Johnny R. Bass, Ret., President
 MAJ Ronald Dennis Twitchell, Secretary
 Capt Matthew Perley, VP Scholarship
 LTC Zachary L. Burton, VP Member Enrollment

Alaska Alaskan Midnight Sun Chapter Anchorage, AK



Category: AAAA Chapter; 18 Members
Activation Date: 1/23/2025
Website:
www.quad-a.org/AlaskanMidnightSunChapter

Description: Alaska Midnight Sun Chapter is based in Anchorage/ Mat-Su valley Alaska, it supports 207th AVN TC that encompasses 5 Company/ Detachment Aviation units. The chapter started in 2025 and is growing to develop scholarship opportunities and to pay respect to legacy aviators and the accomplishments of Army Aviation across the vast state of Alaska.

Officers:
 CW5 Michael Edwards, President
 CPT Cody McKinney, SeniorVP
 1LT Christopher Simmons, Secretary
 Mr. Cody Bjorklund, VP Membership
 CW4 Ross Wise, VP Scholarship
 CW4 Charles Baker, VP Programs

Northern Lights Chapter Fort Wainwright/Fairbanks, AK



Category: Senior Chapter; 86 Members
Activation Date: 10/1/1971
Website:
www.quad-a.org/NorthernLightsChapter

Description: Located in the Interior of Alaska at Fort Wainwright, we support two active duty aviation battalions (1-52 GSAB (CH-47/UH-60) and 1-25 ARB (AH-64), a Gray Eagle Company (D/25 AVN), and a National Guard Detachment (UH-60).

Officers:
 CW5 Daniel Hansen, President
 CW5 James L. Morrison, SeniorVP
 Mr. Robert "Ski" D. Marcinkowski, Treasurer
 MAJ Chad J. Drake, VP Scholarship
 MAJ Ethan P. Miller, VP Awards
 CW2 William D. Pruitt, VP Events & Marketing

Arizona Arizona Chapter Mesa, AZ



Category: Master Chapter; 313 Members
Activation Date: 12/11/1985
Website:
www.quad-a.org/ArizonaChapter

Description: The Arizona AAAA Chapter is a Phoenix-based professional organization dedicated to advancing Army Aviation and the vertical lift community through collaboration, education, and engagement. Located in Phoenix, Arizona, the chapter serves as a central hub for military aviators, industry professionals, students, and partners who share a commitment to aviation excellence and leadership development. The Arizona AAAA Chapter strives to support young aviators throughout their military careers while bridging the gap between Army Aviation and civilian industry partners. The chapter provides a collaborative platform for sharing information, fostering professional development, and creating meaningful networking opportunities that strengthen the aviation community as a whole. The chapter maintains strong partnerships with Boeing, Apache Attack Helicopters, the Defense Contract Management Agency (DCMA), and the Vertical Flight Society in Mesa. Through these partnerships, the Arizona AAAA Chapter connects members with industry expertise, acquisition and sustainment perspectives, and emerging aviation technologies. These relationships help bridge operational Army Aviation experience with civilian industry and government stakeholders, ensuring members remain informed, connected, and prepared for current and future challenges. A cornerstone of the chapter's mission is its direct support to Army Aviation units, particularly those assigned to the 98th Aviation Troop Command (ATC) within the Arizona National Guard. The chapter actively engages with these units

by supporting professional education initiatives, hosting collaborative events, and recognizing the service and contributions of Army Aviation Soldiers. This partnership reinforces readiness, professional growth, and long-term leader development within the Arizona Army Aviation community. The Arizona AAAA Chapter is also committed to developing the next generation of aviators and leaders by supporting ROTC students pursuing military aviation careers. Through mentorship, exposure to experienced aviators, and engagement with both military and civilian aviation professionals, the chapter provides students with insight into career pathways, leadership expectations, and opportunities within Army Aviation and the broader aerospace enterprise. In addition, the chapter serves as a platform for information sharing and professional networking. By hosting technical briefings, professional panels, and networking events, the Arizona AAAA Chapter creates opportunities for members to exchange ideas, build relationships, and stay connected to advancements in aviation and vertical lift. Guided by dedicated leadership and supported by an engaged membership, the Arizona AAAA Chapter fosters a culture of professionalism, inclusivity, and service. Through strong partnerships, military and student support, and a commitment to bridging communities, the chapter continues to strengthen Army Aviation and shape the future of aviation in Arizona and beyond.

Officers:
 COL Shane T. Openshaw, Ret., President
 LTC John Holcomb, SeniorVP
 COL James Barker, Ret., Secretary
 COL Jack H. Denton, Treasurer
 Mr. Doug R. Gorosave, VP Membership
 Mr. Doug R. Sanders, VP Scholarship
 LTC Scott Lenzeimer, Ret., VP Awards
 1LT Amare Marin Torres, VP Programs
 Mr. Scott R. Swinsick, VP Golf Tourney

Old Tucson Chapter Cortaro, AZ



Category: Senior Chapter; 100 Members
Activation Date: 5/1/1987
Website:
www.quad-a.org/OldTucsonChapter

Description: Supporter of the greater Tucson area, our Old Tucson Chapter is especially lucky to support Army Aviation, families and the community through the region. Meetings and events take place all around town with an emphasis in the community. We are a chapter with a solid volunteer effort layered heavily with a love for Army Aviation.

Officers:
 Ms. Jacqueline Gordon, President
 SPC Stephanie M. Barley, SeniorVP and VP Membership
 Mr. Brian D. Gary, Secretary

Thunder Mountain Chapter Fort Huachuca, AZ



Category: AAAA Chapter; 69 Members
Activation Date: 10/1/2006

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Website: www.quad-a.org/ThunderMountainChapter

Description: The Thunder Mountain Chapter is located in southeast Arizona and supports the U.S. Army Aviation Center of Excellence UAS Training Battalion and Aviation Soldiers assigned to or operating from Fort Huachuca. The chapter currently has 70 members consisting of Soldiers, Department of the Army Civilians, Contractors, and Defense Industry personnel. Units supported by the chapter are the 2-13th AVN REGT UAS Training Battalion and other Army Aviation Soldiers and their families assigned to Fort Huachuca which are not organic to the UAS units. In addition to these permanent party personnel, the Thunder Mountain Chapter also supports over 400 Army Aviation Soldiers annually which are assigned to the installation as students. The chapter is also actively supporting the UAS training unit as they transition from legacy Tactical UAS to incorporating Small UAS into their mission while preparing for Future Tactical UAS to be fielded.

Officers:

Mr. Raymond Rivera, Jr., President
SSG Miguel A. Ortiz, Ret., SeniorVP
SSG Travis Black, Secretary
Mr. Christopher Odum, Treasurer
CSM David Garcia, VP Membership
SGT Robert House, VP Scholarship
SFC Chayanne Cruz, VP Awards

**Arkansas
Diamond State Chapter
Little Rock, AR**



Category: AAAA Chapter; 29 Members
Activation Date: 09/13/2024
Website: www.quad-a.org/DiamondStateChapter

Description: The Diamond State Chapter, established in 2024, is located at Camp Robinson in North Little Rock, AR, and serves the Arkansas Army National Guard Aviation Community. The chapter primarily supports Soldiers, DA Civilians, retirees, and family members across the 77th ECAB and its subordinate units, Aviation Support Battalion, and other aviation elements operating throughout the state. Our membership reflects a diverse cross-section of the Arkansas aviation enterprise - warrant officers, commissioned officers, NCOs, enlisted Soldiers, and retired aviation professionals who continue to invest in the community. The chapter's mission is to strengthen professional bonds, enhance aviation esprit de corps, foster mentorship, and recognize excellence within Arkansas Army Aviation. Through events, outreach, and professional development opportunities, the Diamond State Chapter proudly supports the Soldiers who serve Arkansas, the Nation, and global missions.

Officers:

COL Shawn Keeter, President
CW5 Kenneth Hendrix, SeniorVP
1LT Alexandria M. Delgado, Secretary
COL John M. Frost, Ret., Treasurer
CW5 Todd Moory, VP Membership
CW5 Billy Bob Ursery, VP Scholarship
LTC Randall H. Hobbs, Esq., VP Awards

**California
Grizzly Chapter
Fresno, CA**



Category: Senior Chapter; 140 Members
Activation Date: 7/27/2017
Website: www.quad-a.org/GrizzlyChapter

Description: The Grizzly Chapter of the Army Aviation Association of America is dedicated to supporting the Soldiers and Families of the Army Aviation Community in California. We plan to provide a wide array of support to the Aviation Community through scholarships, community service and networking. We will recognize excellence of those in the Aviation Community in the Northern California region and recognize their contributions and sacrifices in supporting the people of the State of California.

Officers:

COL Shiloh Briggs, President
LTC David Lovett, SeniorVP
MAJ Joseph M. Gentry, Secretary
1LT Michael Tanney, Treasurer
LTC Joseph A. Burke, VP Scholarship
COL Myles T. Williams, Ret., VPCivilianAffairs
SSG Matthew Valdez, VP Fund Raisers
MSG Pedro Amezola Velazquez, VP Marketing
CSM Janet L. Graves, VP Enlisted Affairs

**High Desert Chapter
Fort Irwin, CA**



Category: AAAA Chapter; 63 Members
Activation Date: 3/1/1991
Website: www.quad-a.org/HighDesertChapter

Description: The High Desert Chapter is comprised of OC/Ts of Eagle Team and Eagle Team Flight Detachment and aviators from 2916th Aviation Battalion "Raptors", including MEDEVAC, VIP, SOKOL, and Gray Eagle. Aside from being a professional forum, we also provide camaraderie and cross-organization coordination in a very small and remote Army post.

Officers:

LTC James J. Kelly, President
MAJ Levi Dillon, SeniorVP
CPT Marcus Flood, Treasurer

**Southern California Chapter
Huntington Beach, CA**



Category: Master Chapter; 322 Members
Activation Date: 4/1/1959
Website: www.quad-a.org/SouthernCaliforniaChapter

Description: Southern California chapter encompasses the Southern half of the

state approximately from Vandenburg AFB on the West to Bakersfield on the East and all points South, to and including San Diego. Over 40% of the members are industry members, another 40% are active, guard, and reserve personnel, and the remaining 20% are individuals. 10% of the members are Life Members. The chapter's center of mass and focus on the Army Aviation Soldier, is the Los Alamitos JFTB and Army Airfield located in Los Alamitos, CA, Orange County, located 35 miles south of Los Angeles. The primary units supported include company-size elements of the 6-52 Aviation Regiment, US Army Reserve, and those of the 40th Infantry Division, CAARNG. Two battalions of the 40th ID's CAB, the 1-140th Assault Helicopter Bn, and the 640th Aviation Support Bn are located at the Los Alamitos Army Airfield.

Officers:

LTC John F. Hendrickson, Ret., President
LTC Thomas E. Lasser, Ret., SeniorVP
COL Russell W. Chung, Ret., Treasurer
Mr. Matthew S. Jackson, VP National Guard & Reserves
CSM Ronald D. Cabrera, VP Awards
Mr. Michael N. Letson, VPMemberEnrollment

**Colorado
Pikes Peak Chapter
Fort Carson, CO**



Category: Master Chapter; 402 Members
Activation Date: 6/1/1959
Website: www.quad-a.org/PikesPeakChapter

Description: The Pike's Peak Chapter AAAA is comprised of Army Aviation Units from Fort Carson and the surrounding areas to include Colorado Army National Guard and Army Reserves. We represent AAAA to our local communities through annual events and partnerships with local businesses, leaders and members of the local community, and our military members. Our chapter's history stretches back to the beginning of Army Aviation in the Pikes Peak region of CO, and includes Aviation elements of the 4th Infantry Division, 3rd Armored Cavalry Regiment, 10th Mountain Division, and 7th Infantry Division. Acknowledging AAAA's commitment to supporting the United States Army Aviation Soldier and Family, the Pike's Peak Chapter similarly exists to support the more than 3,000 Ivy Eagles assigned to 4CAB, 4ID. Specifically, the Pikes Peak Chapter draws on its unique Mountain Post location and unit lineage to curate events that foster camaraderie, enhance unit pride, and contribute to participants' professional development as members of the Army Aviation community.

Officers:

Mr. Joshua M. Bryan, President
CW5 Mark Bales, SeniorVP
CW4 Steven B. Boras, Secretary
CSM Christopher Vanalstyne, Treasurer
CW4 Kenneth E. Lett, VP Scholarship
CSM Chad E. Keirns, VP Awards

**Connecticut
Connecticut Chapter
Stratford, CT**



Category: Master Chapter; 322 Members
Activation Date: 3/1/1973
Website: www.quad-a.org/ConnecticutChapter

Description: The Connecticut Chapter is located in Monroe, Connecticut. And supports the following Units: 1109th TASMG, Connecticut National Guard, 1st BN, 169th Aviation Regiment, Windsor Locks, CT, Connecticut ARNG Support Facility, Windsor Locks, CT, 6, OPN Set. Airlift Agency (OSA-A) Windsor, Locks, CT. Defense Contract Management Agency (DCMA), Stratford, CT. The chapter is made up of Military and Civilian personnel.

Officers:

Mr. John H. Palumbo, President
CW4 Charles H. Brady, Ret., SeniorVP
Mr. Ronald B. Kwalek, Secretary
Ms. Patti Levy, Treasurer
LTC Paul B. Hoar, Ret., VP Scholarship
Mr. Matthew Lisk, VP Industry Affairs
Mr. Domingos Fernandes, VP Programs
CSM Anthony V. Savino, VP Enlisted Affairs
Mr. Tom Nicolett, VP Government Affairs
Ms. Christina Beale, VP Member Enrollment
COL William P. Shea, Ret., VP Military Affairs

**Florida
Central Florida Chapter
Oviedo, FL**



Category: Super Chapter; 679 Members
Activation Date: 3/1/1989
Website: www.quad-a.org/CentralFloridaChapter

Description: "The Army Aviation Association of America (AAAA) Central Florida Chapter is based in Central Florida and serves as a Super Chapter with over 650 members, representing active-duty Soldiers, veterans, government civilians, retirees, industry partners, and civilian supporters. The chapter operates in direct alignment with AAAA's mission to support the United States Army Aviation Soldier and Family. Throughout 2025, the chapter emphasized consistent member engagement, veteran support, and stewardship of Army Aviation history. The chapter hosted twelve monthly member and veteran social events, providing regular opportunities for professional networking, fellowship, and community building. Additional major events included an annual golf tournament and a cigar social, which further strengthened engagement across military, veteran, and industry communities. A significant community partnership in 2025 was the chapter's collaboration with the Vietnam War Memorial Museum, where members supported the restoration of a UH-1 "Huey" helicopter to museum-quality condition, preserving Army Aviation heritage for public education and remembrance. The chapter also supported future Army Aviation leaders through engagement with UCF cadets and



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by providing assistance and mentorship to the Embry-Riddle Aeronautical University AAAA Chapter. The Central Florida Chapter remained engaged at the national level by supporting AAAA chapter meetings, while maintaining regular executive committee coordination throughout the year. Through its balanced focus on member engagement, veteran support, education, and national involvement, the chapter continues to serve as a strong and active contributor to the Army Aviation community."

Officers:

Mr. Chris C. Wanitshka, President
CW4 Steve T. Grady, Ret., SeniorVP
Mr. Michael G. Younce, Secretary
Ms. Donna L. Gaithe, Treasurer
1st LT Zachary M. Hafele, Treasurer
CSM Jason W. Werner, Ret., VP Membership
MAJ Daniel E. Gallagher, Ret., VP Awards
Mr. Robert Biggers, VP Industry Affairs
MSGT Sean Osmond, Ret., VP Publicity

Embry Riddle Eagle Chapter Daytona Beach, FL



Category: AAAA Chapter; 35 Members
Activation Date: 1/1/1978

Website:

www.quad-a.org/EmbryRiddleChapter

Description: Our Chapter's goals are to help individuals learn, network, and succeed in the aviation sector of the army. We have both military and civilian members primarily comprised of ROTC cadets and prior service aviators. Located in Daytona Beach on the campus of Embry Riddle Aeronautical University, we have many Civilian General Aviation members. Our main focus is to support the ROTC Eagle Battalion cadets.

Officers:

CDT Paul Wood, President
CDT Evan A. Vaughan, SeniorVP
CDT Brendan Conneely, Secretary
Miss Amber Allicea, Treasurer
CDT Austin Sellinger, VP Fund Raisers
CDT Ayden Abreu, VP Marketing
CDT David Sorrento, III, VP Member Enrollment

Flying Gator Chapter St. Augustine, FL



Category: Senior Chapter; 95 Members
Activation Date: 2/1/1990

Website:

www.quad-a.org/FlyingGatorChapter

Description: The Flying Gator Chapter's mission is to build camaraderie within the membership and U.S. Army Aviation in Florida, develop partnerships with local charitable organizations, and establish a scholarship program to provide college opportunities to talented young adults in our area. Units Supported:- 1-111 GSAB; HHC/1-111; Det 1/B Co./1-111; C Co./1-111; D Co./1-111; E Co./1-111; B Co./2nd-151 S&S; B Co./1st-185 AHB; Det 4/B Co./351 ASB; Det 1/B Co./2-245 TAB; 2-111 AOB; Det 1/D Co./753 BEB (UAS)

Officers:

COL Brett Rhodenizer, President

MAJ Joshua D. Peek, SeniorVP
CW2 Ian Fajardo, Secretary
CW4 Adam Denny, Treasurer
MSG Michael A. Lee, VP Membership
LTC Michael J. Rung, VP Scholarship

Georgia

Follow Me Chapter Columbus, GA



Category: AAAA Chapter; 29 Members

Activation Date: 4/25/2018

Website:

www.quad-a.org/FollowMeChapter

Description: The Follow Me chapter is dedicated to the AAAA pillars of Voice, Support, Recognition, and Network. We work to support the Aviation Soldier and Family, past and present, in the Greater Columbus / Fort Benning Community. We are committed to supporting the community through service and academic scholarship, and to recognizing those who make exceptional contributions to the Army Aviation Community.

Officers:

CPT Michael Catron, President
MAJ Benjamin J. Krzczowski, SeniorVP
SFC Neil Roy, Treasurer
Mr. Brian Terry, VP Membership

Greater Atlanta Chapter Marietta, GA



Category: Master Chapter; 285 Members
Activation Date: 1/1/1968

Website:

www.quad-a.org/GreaterAtlantaChapter

Description: Welcome to the Greater Atlanta Chapter of the Army Aviation Association of America, a strong Master Chapter with over 275 members. Proudly serving the Peach State since 1981, the Greater Atlanta Chapter is the local heartbeat of AAAA. Based at Dobbins Air Reserve Base and closely aligned with the Georgia Army National Guard's 78th Aviation Troop Command. We proudly support active-duty, Guard, Reserve, retired, and civilian aviation professionals across Georgia through professional development, fellowship, and community impact. Join us. Fly with us. Lead with us.

Officers:

COL Christopher M. Buck, President
LTC Stephen D. Boda, SeniorVP
MAJ Jason Shelton, Secretary
MAJ Abraham Owen, Treasurer
MAJ Paul J. Strella, VP Membership
CW5 Douglas M. Berg, VP Scholarship
LTC Lukas B. Berg, Member at Large

Savannah Chapter Hunter AAF, GA



Category: Master Chapter; 200 Members

Website: www.quad-a.org/SavannahChapter

Description: Located in Savannah,

Georgia, the AAAA Savannah Chapter brings together active service members, retirees, veterans, industry partners, and community leaders to support the aviation units at Hunter Army Airfield, including the 3rd Combat Aviation Brigade and the 3rd Battalion, 160th Special Operations Aviation Regiment.

Officers:

CSM John Frey, President
CW4 Peter B. Erb, SeniorVP
1SG Shawna Rodriguez, Treasurer
SFC Zaw Aung, VP Membership
1SG Joshua Hankins, VP Awards
LTC Kenneth R. Dougher, Member at Large
LTC Jeffrey Murphy, Member at Large
LTC Peter Thomas, Member at Large

Hawaii

Aloha Chapter Wahiawa, HI



Category: Senior Chapter; 147 Members
Activation Date: 2/1/1958

Website:

www.quad-a.org/AlohaChapter

Description: The Aloha Chapter represents the Hawaiian Islands and includes all AAAA members and units of US Army Hawaii (USARHAW) as well as retired Hawaiian residents and their families. Additionally, all Hawaiian Army National Guard and Army Reserves Service Members within the state fall under the Aloha Chapter. This blanket ensures the Aloha Chapter demographic is diverse with Soldiers constantly moving on and off the Islands and state resident members founded in rich Hawaiian culture and progressive Island atmosphere. The Aloha Chapter's reach to the Pacific is tied directly to the USARHAW Pacific Pathways mission and guarantees the chapter's ability to extend influence and learn from experiences throughout the Pacific Islands, Asia, Australia, and all of the US. The Chapter's focus is to capitalize on this reach and bring AAAA members together to stay connected and build strength on the heritage of Army Aviation in Hawaii.

Officers:

COL Brian Watkins, Ret., President
COL Dave P. Brostrom, Ret., SeniorVP
COL Joseph A. McCarthy, SeniorVP
MAJ Manuel Ledezma Vera, Secretary
CPT Kaela F. Lynch, Treasurer
CW5 Justin Watts, Committee Chair
CPT Katie Gimbert, VP Membership
MAJ Sean M. Wester, VP Operations
CSM Douglas Patterson, VP Scholarship
CPT Jim Torres, VP Awards
CSM Ryan C. Reichard, VP EnlistedAffairs
CPT Patrick M. Brito, VP Events & Marketing

Idaho

Idaho Snake River Chapter Boise, ID



Category: Master Chapter; 157 Members
Activation Date: 5/1/2008

Website:

www.quad-a.org/IdahoSnakeRiverChapter

Description: The Idaho Snake River Chapter of the Army Aviation Association of America (AAAA) is based in Boise, Idaho at Gowen Field and supports Army Aviation Soldiers, veterans, members, and their families from the Idaho Army National Guard's Aviation Group. This includes units such as the 1-183rd Assault Helicopter Battalion (UH-60M), Detachment 1, G Company 1-168th GSAB (HH-60M Medevac), Detachment 1 - C Company 3-140th Aviation Regiment (LUH-72 Lakota), and Detachment 35 (C-12V), among others. The chapter serves a diverse military community of aviators, crew members, maintainers, and their families throughout the Snake River region, fostering camaraderie, support, and educational opportunities.

Officers:

CW4 John C. Jacobs, President
CPT Katherine R. Smith, Secretary
CW4 Nathan B. Spaulding, Treasurer
SFC Ryan Q. Nelson, VP Scholarship
SFC Michael J. Signorio, VP Awards
1SG Wes Lee Obenauer, VP Member Enrollment

Illinois

Land of Lincoln Chapter Peoria, IL



Category: AAAA Chapter; 20 Members
Activation Date: 4/1/1996

Website:

www.quad-a.org/LandofLincolnChapter

Description: The Land of Lincoln AAAA Chapter covers all of the state of Illinois. It is spearheaded by the ILARNG State Aviation Office with the SAO as the Chapter President. The units geographically encompassed by the Land of Lincoln Chapter include the 1-106th AHB (UH-60V), Golf Company Detachment, 1-111th GSAB (HH-60L), Company B, 2-238th GSAB (CH-47F), Bravo Company Detachment, 1-376th S&S (UH-72A), Alpha Company Detachment, 2-245th AVN (C-12), and Company B, 935th. The chapter has recently undergone a change in leadership and is building membership at a rapid pace to become far more involved within the state of Illinois.

Officers:

COL Jason Celletti, President
CPT Matthew Isely, SeniorVP
CW4 Jeremy Turner, Treasurer
MAJ Eric Weber, VP Membership
MAJ Garrett J. Lefelman, VP Scholarship
LTC Zachary F. De Groot, VP Activities
1SG Daniel Lee Freeman, VP EnlistedAffairs
CW4 Jason William Rassi, VP RetiredAffairs

Iowa

Iowa Chapter Cedar Rapids, IA



Category: Senior Chapter; 119 Members
Activation Date: 6/1/1981

Website:

www.quad-a.org/iowachapter

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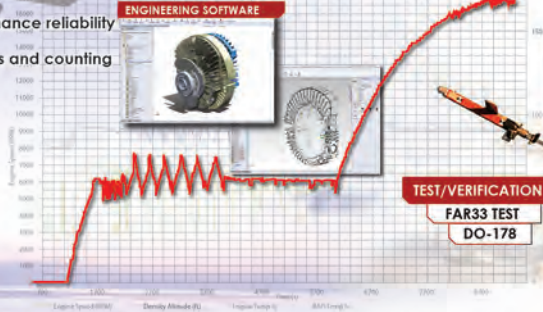
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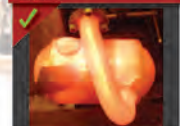
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Description: We are the Iowa Chapter for AAAA. We are based out of Cedar Rapids, Iowa, and are working towards building our membership. We support the Iowa Army Reserve in multiple locations.

Officers:
Mr. Tony Allou, President
COL Eric M. Nelson, SeniorVP
COL Kevin Johnson, Secretary
Mrs. Kelley Kirtz, Treasurer
LTC Aaron Rosheim, VP Membership
LTC Nick W. White, VP Scholarship
LTC Brian D. Deets, VP Awards

Kansas

Flint Hills Chapter Manhattan, KS



Category: Senior Chapter; 88 Members
Activation Date: 4/1/1959
Website:
www.quad-a.org/FlintHillsChapter

Description: The Flint Hills chapter is located in the Flint Hills region of central Kansas supporting the 1st Infantry Division and surrounding Kansas National Guard units.

Officers:
COL Eric Megerdooian, President
LTC Heather Eide, SeniorVP
CPT Daniel N. McKillop, Treasurer

Frontier Army Chapter Fort Leavenworth, KS



Category: Senior Chapter; 108 Members
Activation Date: 8/1/1969
Website:
www.quad-a.org/FrontierArmyChapter

Description: We are a senior chapter stationed at Fort Leavenworth, Kansas. Most of our members are retired aviation officers because there are no aviation units assigned on post. We do have 50-70 Aviation students who attended CGSC and SAMS each year that participate in our AAAA activities.

Officers:
COL Jim Tenpenny, Ret., President
COL Paul E. Berg, Treasurer
MAJ Sean Lucas, VP Operations

Kentucky

Air Assault Chapter Fort Campbell, KY



Category: Super Chapter; 605 Members
Activation Date: 12/1/1959
Website:
www.quad-a.org/AirAssaultChapter

Description: The AAAA Air Assault Chapter includes Active Duty Soldiers from the 101st Combat Aviation Brigade and the 160th Army Special Operations Aviation Regiment, retired Aviation Soldiers and

Civilians. The Air Assault Chapter welcomes current, former, and retired aviation Soldiers, aviation support personnel, and all others interested in Army Aviation to become members of the organization. Our Chapter actively supports and sustains our Soldiers, their families, and their assigned unit activities. The Air Assault Chapter provides reduced costs for younger soldiers to attend organizational events with their families. We also provide scholarship funds to soldiers, senior NCOs, officers, and their families. Our chapter provides recognition Awards for Aviation Soldiers, aviation support personnel, and spouses.

Officers:
COL Henry C. Ruth, III Ret., President
COL Stephen C. Smith, Ret., SeniorVP
CW5 George C. Arzente, Ret., Secretary
CW5 Jeff Gregg, Ret., Treasurer
Mr. Walter Gerald Adams, VP Membership
CSM Joshua D. Gary, VP Operations
MAJ Scott W. Hollingsworth, Ret., VP Scholarship
COL John D. Williams, Ret., VP Member Enrollment

Bluegrass Chapter Frankfort, KY



Category: AAAA Chapter; 68 Members
Activation Date: 3/1/2007
Website:
www.quad-a.org/BluegrassChapter

Description: The AAAA Bluegrass Chapter, based in Frankfort, Kentucky, is a key component of the Army Aviation community, supported by personnel and retirees of 63rd Theater Aviation Brigade and the Kentucky Army Aviation Support Facility. Our chapter is proud to represent the dedicated Soldiers who serve amidst the renowned beauty of the Bluegrass State. We support a diverse and critical mission set utilizing a modern fleet of aircraft. This includes the H-60 Black Hawk, the versatile workhorse for medical evacuation and troop/cargo transport; the H-72 Lakota for reconnaissance and security; and the C-12 King Air for essential personnel and cargo transport. These aircraft enable the readiness and success of the units we proudly support: the 751st Troop Command, 351st Aviation Support Battalion, 376th Support & Sustainment, 238th Aviation, 147th Aviation, 202nd Army Band, 133rd Mobile Public Affairs Detachment, and the 245th Operational Support Airlift. An unwavering dedication to safety is the foundation of all Kentucky Army National Guard aviation operations. This focus is paramount as our members answer the call to serve. We are a crucial asset for the Commonwealth and other states during times of crisis, providing disaster relief for events like tornadoes and hurricanes. Beyond our domestic mission, our Soldiers are a vital part of the global force, supporting mobilizations and operations around the world. At our core, the Bluegrass Chapter understands that the strength of our service members is directly linked to the support of their families. We are committed to fostering a strong community that uplifts every Soldier and their loved ones. We provide a network that understands the unique challenges of military life and invests in the well-being of our families through professional development and community support. We are a profes-

sional organization united by a shared commitment to service, family, and country.

Officers:
MAJ Christopher M. Englen, President
COL Michael Armstrong, SeniorVP
CPT Joseph Miller, Secretary
CPT Jacob E. Conner, Treasurer
MAJ Jessica M. Miller, VP Scholarship
COL Gabriel D. Spicer, VP Programs
1LT David B. Judd, VP Member Enrollment

Gold Standard Chapter Fort Knox, KY



Category: Master Chapter; 219 Members
Activation Date: 8/1/1959
Website:
www.quad-a.org/GoldStandardChapter

Description: The Gold Standard Chapter is located at Fort Knox, KY and represents Central Kentucky and Southern Indiana. The chapter ends 2025 with 219 members consisting of Active Duty, Army Reserve, Army National Guard, Civilian, Defense Industry and Students. The chapter supports many aviation units, primarily 8-229th Aviation Regiment (AHB), the Army Reserve Aviation Command (ARAC), Human Resources Command Aviation Branch Personnel Management (Officer, Warrant Officer, NCO and Enlisted), 244th Expeditionary Combat Aviation Brigade, 1st Theater Support Command, 5th Corps, Aviation Support Facility - Fort Knox, and C Co (TAC), 6-52nd Aviation Regiment (TAB), C Co (Medevac) & F Co (ATS), 5-159th Aviation Regiment (GSAB) and 638th Aviation Support Battalion (INARNG).

Officers:
COL Andrew D. Doehring, Ret., President
CW5 Chris A. James, Ret., SeniorVP
Mr. Stephen Kramer, Treasurer
MAJ Roger Willett, VP Membership
CW3 Timothy A. Dailey, VP Scholarship
COL Brad P. Luebbert, Ret., VP Activities
SSG Matthew Lee Zink, USAR, VP Member Enrollment

Louisiana

Bayou Chapter Camp Beauregard Pineville, LA



Category: AAAA Chapter; 25 Members
Activation Date: 2/1/2017
Website:
www.quad-a.org/BayouChapter

Description: The Bayou Chapter is a Central Louisiana Chapter primarily made up of the LA National Guard. Bayou Chapter is local to the historic Esler Field Airport and Camp Beauregard, LA. We are home to an UH-60A/L Medevac Company, Air Traffic Control Company, Maintenance Det, UH-60M Air Assault Det, LUH-72 MEP Service & Support Det (Counter Drug), and a TUAS Det. All these units are formally attached to a Theater Airfield Operations Group (TAOG). Having an AAAA Chapter provides an excellent source of bringing all these people from different professional aviation backgrounds together.

Officers:
MAJ Chad Allen Hines, President
LTC Joseph W. Deville, Jr., SeniorVP
CPT David A. Carroll, Secretary
CW4 Jesse Curtis, Treasurer

Ragin' Cajun Chapter Fort Johnson, LA



Category: AAAA Chapter; 35 Members
Activation Date: 4/1/1973
Website:
www.quad-a.org/RaginCajunChapter

Description: The Ragin' Cajun Chapter is found at Fort Polk, LA and consists of 47 members across the Army, industry, retired status, and civilian backgrounds. We support primarily 1-5th Aviation Regiment and the OPS Group Air Detachment stationed at Fort Polk through various social events and scholarships.

Officers:
LTC John F. Robichaux, President
CPT Thomas D. Gorman, Treasurer
1LT Jordan Cook, VP Membership

Voodoo Chapter Hammond, LA



Category: Senior Chapter; 93 Members
Activation Date: 6/1/2002
Website:
www.quad-a.org/VoodooChapter

Description: Voodoo Chapter is a relatively small chapter that's over 20 years old now and still supporting Soldiers and their families. The Soldiers of Voodoo are a continuously deploying bunch that have strong ties with their neighbors and communities. They have been regularly supporting operations at home and abroad since the early 2000's. The members and their families have been fortunate in taking advantage of the robust scholarship program that Voodoo Chapter has grown, awarding up to \$15,000 a year in scholarships. In 2025 we raised over \$14,000 toward our scholarship fund which will help continue the program for years to come. We are all excited to be part of this chapter and part of AAAA and will continue to grow and help our members, their families and the communities in which we live.

Officers:
LTC Brian J. Lagarde, President
SGM Rudolph M. Cambre, Ret., Treasurer
MSG Eugene Bordelon, VP Scholarship
SSG Stephen L. Gifford, Jr., VP Member Enrollment

Maryland Mid-Atlantic Chapter Aberdeen, MD



Category: Master Chapter; 308 Members
Activation Date: 9/1/1966

AAAA Awards Excellence!



AAAA Functional Awards

**Nomination Forms Available May 1st
on our website: quad-a.org**

- Donald F. Luce Depot Maintenance Artisan Award
- Aircraft Survivability Equipment (ASE) Award
- CW3 Christopher M. Allgaier Aviation Mission Survivability Officers (AMSO) Award
- Avionics Award

Logistics Technician of the Year Award

AAAA Outstanding Logistics Support Unit of the Year Award

Materiel Readiness Award for a Contribution by an Individual Member of Industry

Materiel Readiness Award for a Contribution by a Small Business Organization

Materiel Readiness Award for a Contribution by a Major Contractor

Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit

Unmanned Aircraft Systems Soldier of the Year Award

Unmanned Aircraft Systems Operations Technician of the Year Award

Outstanding Unmanned Aircraft Systems Unit of the Year Award

Fixed Wing Unit Award



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Website:
www.quad-a.org/Mid-AtlanticChapter

Description: The Mid-Atlantic Chapter supports the U.S. Army Aviation Soldier and Family across Maryland and Delaware. The Chapter is affiliated with the Maryland Army National Guard's State Army Aviation Office (SAAO), 29th Combat Aviation Brigade (CAB) Headquarters and 1100th Theater Aviation Sustainment Group (TASMG), CECOM C4ISR, 20th CBRNE Command, and Aberdeen Test Center based at Aberdeen Proving Ground, Maryland. The Chapter is also affiliated with the Delaware Army National Guard (DEARNG) through DEARNG's State Aviation Office based at Delaware National Guard JFHQ New Castle, DE and 244th ECAB, headquartered at Joint Base McGuire-Dix-Lakehurst, NJ.

Officers:
COL Charles H. Schulze, Ret., President
COL David M. Paolucci, SeniorVP
CW4 Teri C. Thomas, Secretary
1SG Matt T. Gwin, Treasurer
LTC Michael G. Olmstead, Ret., VP Membership
CW5 Albert B. Isenock, Ret., VP Scholarship
MSG Garnett Reid, VP Scholarship

Massachusetts

Minuteman Chapter
Hanscom AFB, MA



Category: Master Chapter; 176 Members
Activation Date: 12/1/1991
Website:

www.quad-a.org/MinutemanChapter

Description: Started in 1991, the Minuteman Chapter of AAAA is a "Master" chapter consisting of over 180 Civilians, Soldiers and U.S. Defense Industry Members from Massachusetts, the New England area and beyond. We regularly contribute to the needs of the Army Aviation Soldier and their families by hosting events, making donations, and granting annual scholarships. The past several years have been deployment intensive. We look forward to our members returning and reviving our events.

Officers:
CW5 Matthew Cummings, President
CW4 Daniel E. MacSwain, SeniorVP
CW4 Brian Gannon, Ret., Treasurer
CW5 Michael G. Anderson, VP Awards
CW5 Daniel J. Ferreira, VP Programs
CW5 Charles M. Synnott, VP Member Enrollment

Michigan

Great Lakes Chapter
Grand Ledge, MI



Category: Master Chapter; 160 Members
Activation Date: 4/1/2000
Website:

www.quad-a.org/GreatLakesChapter

Description: The Great Lakes Chapter is your local resource for all things Army Aviation. Here in Michigan, we work closely with the 3-238th GSAB in Grand Ledge, the C-12 detachment in Lansing, the AASF#2 in Selfridge, and the UAS unit in Grayling. As a member of the Army Aviation family, we take pride in being your professional organization.

Officers:
CW3 Bryan L. Zischke, SeniorVP
Mr. Anthony T. Kruckeberg, Secretary
WO1 John S. Votzke, Treasurer
Mr. Ronald F. Ziehmer, VP Membership
CW4 Aaron L. Cartwright, Sr., VP Scholarship
MAJ Todd M. Osborne, Jr., VP Awards

Minnesota

North Star Chapter
St. Paul, MN



Category: Master Chapter; 225 Members
Activation Date: 3/1/1991
Website:

www.quad-a.org/NorthStarChapter

Description: The North Star chapter is primarily comprised of Soldiers and retirees of the 34th CAB but fully welcomes members from all COMPOS and industry. The North Star chapter is located in MN and primarily operates out of the St. Paul metro area.

Officers:
LTC David Wagner, President
LTC Joshua Roetman, SeniorVP
MAJ Vincent Gonsior, Secretary
MAJ Jonathan P. Andrews, Treasurer
MAJ Brandon S. Hale, VP Scholarship
SFC Caleb T. Oberg, VP Enlisted Affairs

Mississippi

Magnolia Chapter
Jackson, MS



Category: Senior Chapter; 96 Members
Activation Date: 5/1/2001
Website:

www.quad-a.org/MagnoliaChapter

Description: The Magnolia Chapter is a chapter comprised primarily of MS National Guard personnel. Additionally, the chapter is made up of civilian, defense industry, active duty, reserves Soldiers, and Families (current and retired). MSARNG Aviation has multiple locations including Jackson, Gulfport, Tupelo, Meridian, Camp Shelby and Southaven. The chapter supports the 185th ECAB, the 1108th TASMG, the 1-185th AHB, the 2-185th AOB, Co B 1-111th GSAB, Co A 1-149th ARB, Co C 1-114th S&S, Co D 1-224th MED, Co G 3-238th GSAB, Det 1 Co B 449th ASB and the UAS training element at Camp Shelby. The supported units include each airframe in the Army inventory with multiple mission sets.

Officers:
COL Andrew M. Ratcliffe, III, President
MAJ Brandon L. Dixon, SeniorVP
CW5 Robert S. Herrington, Secretary
CPT Colin Sullivan, Treasurer
MAJ Christopher Bassett, VP Membership
CPT Jordan Riley, VP Scholarship

Missouri

Lindbergh Chapter
Defiance, MO



Category: Master Chapter; 158 Members
Activation Date: 8/1/1960
Website:

www.quad-a.org/LindberghChapter

Description: The Lindbergh Chapter was established in 1960 and covers the greater metropolitan St. Louis area which includes members from Missouri and Illinois. Our current membership is comprised both military and civilian active and retired, as well as many of the local industries who support Army Aviation. The Lindbergh chapter has established a relationship with the Gateway chapter of the Army Aviation Heritage Foundation & Flying Museum. This has opened up several more activities for our membership and additional opportunities for participation in local events. We also are working a relationship with the St. Louis chapter of the Association of the United States Army for more opportunities to offer our membership.

Officers:
Mr. David J. Weller, President
Mr. Timothy Hughes, SeniorVP
Ms. Vicki L. Schmitz, Secretary
Mr. Michael G. Tesi, Treasurer
Mr. Robert Stenberg, VP Scholarship
Ms. Jan J. Garmon, VP Member Enrollment

ShowMe Chapter
Sedalia, MO



Category: Senior Chapter; 92 Members
Activation Date: 5/1/1998
Website:

www.quad-a.org/ShowMeChapter

Description: The ShowMe Chapter represents the Army Aviation community of the Missouri Army National Guard. ShowMe represents 35th Combat Aviation Brigade and its subordinate battalions, 1-135th Assault Helicopter Battalion and the 935th Aviation Support Battalion. The ShowMe Chapter also represents the 1107th Aviation Group and the Missouri AVCRAD. The Missouri AVCRAD is the premier AVCRAD of the National Guard.

Officers:
LTC Brandon C. Heimericks, President
MAJ Derek Forst, SeniorVP
COL Paul Howerton, Secretary
MAJ Samuel Kyle Atkinson, Treasurer
COL Derrick S. Jennings, VP Scholarship
CW5 Shane J. Luke, VP Programs

Montana

Big Sky Chapter
Helena, MT



Category: Senior Chapter; 113 Members
Activation Date: 3/1/2018
Website:

www.quad-a.org/BigSkyChapter

Description: The Big Sky Chapter is based out of Helena, MT and supports all current and prior Army Aviation members for the State of Montana. It directly supports the 1-189th GSAB as the only Army Aviation unit in Montana. There are members of the Big Sky Chapter who served elsewhere and either made their way home to Montana or decided to make Montana their home and they come from all areas of Aviation. We have a variety of ranks and ages currently serving as members and will continue to strive for improved membership numbers by holding more AAAA activities and membership drives. Getting the information out to those non-members and the benefits of being an AAAA member are significant.

Officers:
LTC Noah Genger, President
LTC Matthew Drew Rowland, SeniorVP
CW5 Steven J. McKenzie, Treasurer
CW4 JD Nose, VP Membership
1SG Dan Johnson, VP Awards
CPT Kevin Stein, VP Member Enrollment

Nebraska

Prairie Soldier Chapter
Grand Island, NE



Category: Senior Chapter; 100 Members
Activation Date: 7/14/2009
Website:

www.quad-a.org/PrairieSoldierChapter

Description: The Prairie Soldier Chapter is primarily made up of Nebraska Army National Guard Aviation soldiers, retirees, and family members. Units supported are located in Lincoln and Grand Island, Nebraska. Units include 1-376th S&S BN HHC, A Co, and D Co with UH-72s. G Co 2-104th GSAB MEDEVAC with UH-60s. B Co 2-135th GSAB with CH-47s. Det 1, Co A 641st and Det 43rd OSA with the C-12, and Det 4, Co B 640th ASC.

Officers:
CPT Jeb Myers, President
CW5 Paul Arthur Robinson, SeniorVP
CW4 Stephen C. Gonifas, VP Membership
1SG Wade Kopetzky, VP Enlisted Affairs

Nevada

Battle Born Chapter
Reno, NV



Category: AAAA Chapter; 52 Members
Activation Date: 3/1/2018
Website:

www.quad-a.org/BattleBornChapter

Description: The Battle Born Chapter continues to grow since its inception in 2018. Mainly comprised of Nevada Army National Guard members and retirees within the State's Aviation community. Assigned units include companies from the: 1-189th GSAB, 2-238th GSAB, and 3-140th AVN REGT; OSA-A Det 45th; and HHC 991st Aviation Troop Command.



2026 AAAA Chapter Directory

Several other leadership positions within the state are held by past and current Aviators also active in the chapter.

Officers:

LTC Michael Bordallo, President
MAJ Zackary A. Taylor-Warren, SeniorVP
CPT Sierra Leonard, Vice President
MAJ Jacob R. Pestana, Treasurer

New Hampshire

Live Free or Die Chapter Concord, NH



Category: AAAA Chapter; 61 Members

Activation Date: 6/1/2023

Website:

www.quad-a.org/livefreeordiechapter

Description: Based in Concord, New Hampshire, supporting C-3/238th AV, A-1/169th AV, OSA Det 18, DET 2 B-2/151st AV, retirees, local businesses and industry partners. Chapter is also serving the Maine aviation community.

Officers:

COL David R. Mattimore, President
CW5 George Quinby Munson, III, SeniorVP
SFC Aaron Scott DeAngelis, Secretary
1SG Joseph Phinney, Treasurer
SGT John Mason, VP Chapter Awards
CW4 Brian D. O'Leary, Ret., VP Member Enrollment

New Jersey

Jersey Chapter Neptune, NJ



Category: AAAA Chapter; 47 Members

Activation Date: 7/25/2019

Website:

www.quad-a.org/JerseyChapter

Description: Jersey chapter is located in Ocean County, NJ. Members' backgrounds vary from military members to government civilian employees and support contractors working for the CSISR Center Flight Activity located in the JB-MDL, Lakehurst, NJ.

Officers:

Mr. John G. Klubnick, Sr., President
LTC Eric J. Tolska, Ret., SeniorVP
Mr. Matthew Czahor, Secretary
Mr. Jin Park, Treasurer
Ms. Nicole K. Zaretski, VP Social Media

New Mexico

Zia Chapter Santa Fe, NM



Category: Senior Chapter; 84 Members

Activation Date: 7/1/2007

Website:

www.quad-a.org/ZiaChapter

Description: The Zia Chapter is the New Mexico-based chapter of the Army Aviation Association of America, located in Santa Fe. As a local chapter, it represents members throughout the state, including in Albuquerque and Las Cruces. Like other AAAA chapters, the Zia Chapter engages in a variety of activities to support the local Army Aviation community. It is comprised of retired Army Aviators, New Mexico National Guard Members, and Industry Professionals.

Officers:

MAJ Michael A. McGahie, President
1SG Ryan Haworth, SeniorVP
CW4 Trudy Truax, Ret., Treasurer
LTC Linda M. DuMoulin, Ret., VP Scholarship
CW3 Brian Philipbar, VP Community Relations

New York

Black Knights Chapter Warwick, NY



Category: AAAA Chapter; 38 Members

Activation Date: 2/1/1988

Website:

www.quad-a.org/BlackKnightsChapter

Description: The Black Knights Chapter is a chapter centered around West Point and the branch-related activities of the Academy. The purpose of the chapter is to provide mentorship to cadets who want to branch Aviation and to establish a strong of Aviation professionals in the Hudson Valley, NY area.

Officers:

Dr. Richard Melnyk, President
COL Steven C. Chetcuti, PhD, SeniorVP
LTC Ashlie I. Christian, Secretary
LTC Wesley Ogden, Treasurer
LTC Connie M. Lane, Ret., VP Membership

Empire Chapter Rochester, NY



Category: AAAA Chapter; 45 Members

Activation Date: 8/1/1992

Website:

www.quad-a.org/EmpireChapter

Description: Represent National Guard Aviation in upstate and western New York. Supporting: 642nd ASB, C 171 (MEDEVAC), B 3-126th (CH-47s), 27th BSB (UAS)

Officers:

LTC Eric R. Fritz, President
MAJ Michael Thomas Jamieson, SeniorVP
CW5 Mark A. Vahey, Treasurer
CW3 Jared Twigg, VP Membership

MacArthur Chapter New York / Long Island Area, NY



Category: Master Chapter; 285 Members

Activation Date: 2/1/1992

Website:

www.quad-a.org/MacArthurChapter

Description: The MacArthur Chapter was founded in 1985 by the Soldiers assigned to the 42nd Aviation Bn, NYARNG, located at MacArthur Apt, Islip, NY. Initially, the chapter comprised about 20 Officers and Enlisted soldiers. Since then, our membership has grown to nearly 300 members, comprising Active Duty, Retirees, civilians, and corporate members. Supported units include NY Army Aviation Support Facility #1, Ronkonkoma, NY, 3rd BN 142 Aviation, HHC/3rd BN 142 Aviation, B Co./3rd BN 142 Aviation, B Co./642 Support Battalion (ASB).

Officers:

MAJ Salvatore W. Garcia, President
MG Jack A. James, SeniorVP
CW4 Timothy Scott Dahlen, Sr. Ret., Secretary
CPT Richard Siracusano, III, Treasurer
CW4 Neal L. Humphries, VP Membership
1LT Jake T. Bella, VP Scholarship
CW5 Robert Hansen, VP Awards
MAJ Daniel T. Collier, VP Industry Affairs

Mohawk Chapter Latham, NY



Category: Senior Chapter; 75 Members

Activation Date: 1/1/2016

Website:

www.quad-a.org/MohawkChapter

Description: The AAAA Mohawk Chapter is located in Latham, New York, and supports current and former Army Aviation members from the Greater Capital District. Supported units include NYARNG's Joint Force Headquarters, Latham, NY; 42nd Infantry Division, Troy, NY; 42nd Combat Aviation Brigade, Latham, NY; 3-142 Assault Helicopter Battalion, Latham & Ronkonkoma, NY; Det. 2, Co. A, 1-224 Search and Security Battalion, Latham, NY; and Det. 5, Co. C, 2-245 Aviation (C-12), Latham, NY. The purpose of the Mohawk Chapter is to execute and implement the objectives of the National Association within the Chapter's territory. This includes the Capital District of New York State, plus such nearby interested parties not otherwise affiliated with other organized efforts of AAAA in their Regional or National segments. The major emphasis of the Mohawk Chapter will be to support the Army Aviation Soldier, the Army Aviation community, the National Army Aviation Scholarship Foundation, and activities that further the interest in Army Aviation.

Officers:

COL Paul M. Bailie, President
CPT Alyssa Griffith, Vice President
LTC Henry T. Chandler, Secretary
SSG Jacob Robert Weitzel, Treasurer
CSM Dolan P. Brammer, VP Membership
LTC Charles S. Ackley, Jr., VP Scholarship
CPT Michael Betts, VP Awards
COL David C. Mackey, VP Programs

North Country Chapter Fort Drum, NY



Category: Senior Chapter; 137 Members

Activation Date: 3/1/1989

Website:

www.quad-a.org/NorthCountryChapter

Description: The Army Aviation Association of America (AAAA) - North Country Chapter proudly represents the Soldiers, Families, and civilians who make up the aviation community of Fort Drum, New York. Located in the heart of the North Country, our chapter serves the aviation elements of the 10th Mountain Division and the greater Fort Drum footprint, encompassing a diverse and highly engaged membership of active-duty Soldiers, spouses, retirees, DA civilians, veterans, and community supporters. The North Country Chapter is based at Fort Drum, NY, home to the 10th Combat Aviation Brigade and one of the most active aviation communities in the Army. Our chapter operates throughout Jefferson, Lewis, and St. Lawrence Counties, supporting a region known for its strong military presence, deep community ties, and commitment to the aviation profession. Units Supported: Our chapter directly supports and engages with: 10th Combat Aviation Brigade (CAB); 1st Battalion, 10th Aviation Regiment; 2nd Battalion, 10th Aviation Regiment; 3rd Battalion, 10th Aviation Regiment; 6th Squadron, 6th Cavalry Regiment; 277th Aviation Support Battalion.

Associated tenant aviation units, National Guard/Reserve aviation partners, and local community organizations that directly impact the aviation force and their families. Membership & Demographics: The North Country Chapter is a vibrant blend of members spanning all aviation career fields and stages of service. Our membership includes: Active-duty aviation Soldiers and leaders; Army civilians and contractors; Military spouses and family members; Retired aviation professionals and veterans. Local community and industry partners: This diverse membership ensures representation across all aviation MOSs, ranks, and perspectives. Approximately half of our membership is composed of Soldiers and leaders assigned within the 10th CAB, with the remaining strength coming from spouses, retirees, veterans, and community supporters who enrich and expand our chapter's reach and impact. Chapter Strengths & Identity: The North Country Chapter is defined by its high level of volunteerism, consistent community engagement, and strong collaboration with both military and civilian organizations. Our identity is built on: Supporting Soldier and Family readiness; Recognizing excellence across the aviation community; Providing professional development opportunities; Strengthening ties between Fort Drum and the surrounding North Country; Upholding the values and traditions of Army Aviation. We take pride in bridging the gap between the installation and the broader community, enhancing quality of life, celebrating aviation heritage, and building connections that directly benefit our Soldiers and Families. Community Engagement: Our chapter maintains strong relationships with community leaders, local businesses, veterans' organizations, and civic groups. The North Country is uniquely supportive of military families, and our chapter actively participates in regional events, scholarship initiatives, fundraisers, and volunteer opportunities that reinforce this bond. Through these



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partnerships, we continue to elevate awareness, open new doors for collaboration, and strengthen support for aviation professionals at Fort Drum. Our Commitment: The North Country Chapter remains dedicated to advancing the mission of AAAA by promoting professional development, recognizing achievement, and fostering lasting relationships within the aviation community. We take pride in representing the Soldiers and Families of Army Aviation in the North Country and remain committed to ensuring they receive the recognition, support, and opportunities they deserve.

Officers:

CW5 James O. VanMeter, President
MAJ Bryce Greenwood, SeniorVP
CW2 David Kerr, Treasurer
1SG Jacob Schmitt, VP Awards
1SG Richard C. Huey, III, VP Fund Raisers
Mrs. Elizabeth Greenwood, VP Events & Marketing
MAJ Daté O. Dakitse, VPMember Enrollment

North Carolina

Iron Mike Chapter Fort Bragg, NC



Category: Master Chapter; 246 Members
Activation Date: 3/1/1959
Website:

www.quad-a.org/IronMikeChapter

Description: The Iron Mike Chapter of the Army Aviation Association of America (AAAA) is located at Fort Bragg, North Carolina. It supports a wide array of aviation units within that community, including the 82nd Combat Aviation Brigade, the United States Army Special Operations Aviation Command, and aviators operating in support of FORSCOM, the XVIII Airborne Corps, and the 82nd Airborne Division.

Officers:

COL Robert K. Beale, President
SGM James R. Journigan, Jr., SeniorVP
LTC Elizabeth S. Verardo, Secretary
MSG Jonathan Chery, Treasurer
CPT Mark McGinnis, VP Membership
LTC Timothy S. Ferguson, VP Awards
1SG Norman Robles, VP Enlisted Affairs
CSM Jeremy W. Buzzard, VP Events & Marketing

Tarheel Chapter Raleigh, NC



Category: Master Chapter; 156 Members
Activation Date: 12/1/1977
Website:

www.quad-a.org/TarheelChapter

Description: The AAAA Tarheel Chapter serves Army Aviation Soldiers, leaders, Department of the Army civilians, retirees, and industry partners across the state of North Carolina. The chapter primarily supports North Carolina Army National Guard aviation units, including assault, attack, MEDEVAC, and support aviation formations, along with the associated full-time technician and civil-

ian workforce. The Tarheel Chapter provides a professional forum to promote Army Aviation readiness, safety, leader development, and advocacy through education, recognition, and engagement. Chapter membership represents a broad cross-section of the Army Aviation enterprise, including warrant officers, commissioned officers, NCOs, enlisted Soldiers, DA civilians, and retirees with experience across multiple airframes, missions, and operational environments. While chapter activity levels have fluctuated in recent years due to sustained operational tempo, competing professional demands on volunteer leadership, and post-COVID impacts, the Tarheel Chapter remains committed to strengthening engagement and delivering meaningful programs aligned with AAAA's core pillars of networking, recognition, voice, and support.

Officers:

COL Daniel J. McAuliffe, President
LTC Mark E. Pickett, SeniorVP
CW3 Carl A. Glover, Ret., Secretary
MAJ Michael D. Kromenacker, Treasurer
LTC James L. Bond, VP Scholarship

North Dakota

Straight Arrows Chapter Bismark, ND



Category: AAAA Chapter; 38 Members
Activation Date: 01/08/2025
Website:

www.quad-a.org/StraightArrowsChapter

Description: The Straight Arrows Chapter brings together former and current Army Aviators and crewmembers to preserve their shared history and camaraderie. Dedicated to honoring their service, the chapter organizes reunions, storytelling events, and community outreach. Members stay connected through gatherings, aviation themed activities, and mentorship for the next generation. With a deep appreciation for military aviation, the chapter ensures the legacy of North Dakota's Army Aviation community lives on.

Officers:

SGT Joey VanderVliet, President
CW2 Steven J. Schaffner, SeniorVP
CW5 Joseph Parsons, Secretary
CPT Cody Zikmund, Treasurer

Ohio

Wright Brothers Chapter Columbus, OH



Category: Master Chapter; 313 Members
Activation Date: 2/1/1991
Website:

www.quad-a.org/WrightBrothersChapter

Description: The Wright Brothers Chapter of the Army Aviation Association of America was established in 1991 to commemorate and document the contributions of Army Air Crews from Ohio in the defense of their country, and to recruit and support future generations of Aviators. Mission: Promote Army Aviation in

Ohio. Motivate Army Aviation Personnel to increase their knowledge, techniques, and skills. Recognize outstanding contributions to Army Aviation. Exchange ideas and disseminate information promoting Army Aviation to the media/community. Provide special group programs of benefit to the individual members. Stimulate good fellowship between Army Aviation-related personnel. Foster a public understanding of Army Aviation and inspire public interest and support in Ohio. Cement relationships between all Aviation Units, Army Aviation Support Facilities, Local Industry, and Wright Brothers Chapter members in Ohio. Conduct quarterly meetings and events in support of Army Aviation interests.

Officers:

LTC Christopher J. Johnson, President
MAJ John D. Howard, SeniorVP
CPT Jeffrey S. Gyurcsik, Ret., VP Scholarship

Oklahoma

Thunderbird Chapter Tulsa, OK



Category: Master Chapter; 177 Members
Activation Date: 1/26/2012
Website:

www.quad-a.org/ThunderbirdChapter

Description: The Thunderbird Chapter supports Army Aviation professionals and their families across greater Oklahoma and the surrounding areas. The membership body consists of a cross-section of the Army Aviation community which is represented by members from the Oklahoma Army National Guard, ROTC Cadets from five colleges and universities within the state, a large population of military retirees, and multiple partners from the defense industry supporting several military installations within the region.

Officers:

1LT Julie M. Harris, President
SFC David L. Atkins, Secretary
MAJ Justin L. Parks, Treasurer
CW2 Brian A. Harris, VP Scholarship
1LT Dylan L. White, VP Awards
SGT Andrew C. Brock, VP Special Projects

Oregon

Oregon Trail Chapter Salem, OR



Category: Senior Chapter; 131 Members
Activation Date: 5/1/1995
Website:

www.quad-a.org/OregonTrailChapter

Description: Oregon is one of two States without an Active Duty post, but that has not stopped us from building a large and active Aviation support group. We shifted our focus to supporting our families (Movie Night, Christmas parties, scholarships, school visits), Aviators/Soldiers (social events, coffee, OSM, MOB parties, State Conference hospitality suite, membership drives, Lifetime membership knife presentation, disabled

aviation vet events), while taking an active role in preserving our aviation history (OV-10 Mohawk project, AAAA articles).

Officers:

LTC Nathan P. Edgcomb, President
CSM Patrick Casha, Treasurer
CW3 Michael S. Newgard, VP Membership
MAJ Timothy Heater, VP Operations

Pennsylvania

Delaware Valley Chapter Philadelphia, PA



Category: Master Chapter; 256 Members
Activation Date: 4/1/1969
Website:

www.quad-a.org/DelawareValleyChapter

Description: Our chapter is best characterized as a cohesive network centered around the Boeing Philadelphia plant, where the CH-47 and V-22 Ospreys are built. We have consistently maintained a strong and active membership. Another cornerstone of our chapter is our commitment to community support. The hallmark event of our year is our highly successful golf fundraiser, where, with the assistance of AAAA, we award ten scholarships valued at over \$11,500. We take great pride in our partnership with the AAAA First Troop Philadelphia chapter, as we regularly attend each other's meetings and collaborate on the intricacies of running a successful chapter. We eagerly anticipate another remarkable year ahead.

Officers:

LTC Christopher P. Downey, Ret., President
Mr. Patrick Donnelly, SeniorVP
Mr. Neil A. Patel, Secretary
Mr. Brian Calatizzo, Treasurer
Mr. James C. Nietupski, VP Membership
Ms. Cathy Anthony, VP Scholarship

First Troop Philadelphia Chapter Philadelphia, PA



Category: AAAA Chapter; 31 Members
Activation Date: 1/29/2025
Website:

www.quad-a.org/FirstTroopChapter

Description: The First Troop Philadelphia Chapter is located in the historic First Troop Philadelphia City Cavalry building in beautiful Center City, Philadelphia. We proudly support the Soldiers of the 28th Infantry Division, the regional aviation industry, and everyone who is interested in supporting Army Aviation. We specialize in catering to not just traditional Army Aviators, but we specialize in supporting drone operators and the UAS community as a whole - which has clearly become the future of the Army Aviation Branch.

Officers:

MAJ Joseph M. Lilly, Ret., Secretary
CPT Ryan Leonard, VP Membership
CPT Scott Dobson, VP Scholarship
Mr. Glenn D. Tiongson, VP Awards



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Keystone Chapter Indiantown Gap, PA



Category: Master Chapter; 251 Members
Activation Date: 10/1/1981
Website:

www.quad-a.org/KeystoneChapter

Description: The Keystone Chapter represents aviation soldiers and families that reside primarily in the Commonwealth of Pennsylvania and centered on Army Aviation units associated with the 28th Infantry Division, "America's Oldest Division", and the Eastern Army National Guard Aviation Training Site (EAATS). Members have performed "above the best" in supporting the mission of the Army Aviation activities both at home and abroad.

Officers:

LTC Christopher B. Bowers, President
CPT Nathan A. Bevans, SeniorVP
CPT Abby V. Yox, Secretary
CPT Marley V. Golato, Treasurer
CPT Keegan John Coffield, VP Membership
1LT Jacob T. Davis, VP Scholarship
CPT Stephen Perneli, VP Awards
1LT Zachary G. Adams, VP Communications
CW4 Terrance E. Bale, Ret., VP At Large
CW5 Dale A. Yoder, VP At Large
MSG Timothy Koser, VP Enlisted Affairs

Rhode Island

Narragansett Bay Chapter North Kingston, RI



Category: AAAA Chapter; 55 Members
Activation Date: 8/1/1992
Website:

www.quad-a.org/NarragansettBayChapter

Description: Rhode Island, the Ocean State, boasts over 400 miles of coastline with the 150 square miles of Narragansett Bay at its core bisecting the state. At the center of Narragansett Bay sits Quonset Point, Rhode Island which is the home of the 1st Battalion, 126th Aviation Regiment (GSAB), Rhode Island Army National Guard and the AAAA Narragansett Bay Chapter.

Officers:

COL John S. MacDonald, President
LTC Jarred Rickey, SeniorVP
CW3 Rachel Giblin, Treasurer
1SG Jason R. Garland, VP EnlistedAffairs
CPT Tyler W. Donovan, VP
MembEnrollment
CPTMatthew J. Schultz, VPMembEnrollment

South Carolina

Jimmy Doolittle Chapter Columbia, SC



Category: Master Chapter; 224 Members
Activation Date: 3/1/1997

Website:
www.quad-a.org/JimmyDoolittleChapter

Description: The Jimmy Doolittle Chapter is headquartered in Columbia, South Carolina and supports Aviation Soldiers assigned to US Army Central (ARCENT), Shaw Air Force Base, Fort Jackson, McEntire Joint National Guard Base, the South Carolina Army National Guard and the entire state of South Carolina. The chapter is made up of active and retired aviation Soldiers who reside across the state.

Officers:

LTC Steven P. Seigler, President
CPT Joshua R. Blizzard, SeniorVP
CPT Connor Thornton, Secretary
CPT Jacob Everett Barth, Treasurer
CW4 James Brian Cox, VP Membership

Tennessee

Volunteer Chapter Smyrna, TN



Category: Master Chapter; 203 Members
Activation Date: 10/1/2005
Website:

www.quad-a.org/VolunteerChapter

Description: Volunteer chapter is primarily composed of active and retired members of the Tennessee Army National Guard, and more specifically 1-230th Assault Helicopter Battalion (formerly 1-230th Air Cavalry Squadron) and subordinate units. The chapter has operations in three primary locations in the state, Jackson, Nashville, and Louisville (Knoxville airport). Units supported include A, B, D, E, Companies of 1-230th AHB, Company C(-) 2-151st AVN REGT S&S, an Air Ambulance detachment from 1-171st AVN REGT MED, an Air Ambulance detachment from 1-111th AVN REGT, an Air Ambulance detachment from 2-135th AVN REGT, a maintenance company detachment from Co B 777th AVN BN, and a maintenance company detachment from 248th SP BN.

Officers:

LTC John Lodes, IV, President
CPT Bonnie Flavel, Secretary
CW4 Richard L. Rogers, Treasurer
MAJ David R. Swan, VP Middle
CW5 Steven M. Shoemaker, Ret., VP Retired Affairs
MAJ Brian T. Lennon, VP West

Texas

Corpus Christi Chapter Corpus Christi, TX



Category: Master Chapter; 153 Members
Activation Date: 1/1/1964
Website:

www.quad-a.org/CorpusChristiChapter

Description: The Corpus Christi Chapter includes military, civilian and industry members from throughout the coastal bend of Texas who have an interest in and support Army Aviation. The Corpus Christi Army Depot (CCAD) is the largest aviation "unit" in the area, and most members have some affiliation with CCAD. However,

there are also retired military and DAC members as well as a healthy contingent of industry members. Our chapter has quarterly social events with invited guest speakers. We also have an annual scholarship golf tournament and have a long history of supporting members and their families with academic scholarships. Our chapter also assists CCAD and the AAAA national office in hosting the AAAA Luther Jones Symposium in Corpus Christi during years when that event is held.

Officers:

Mr. Kevin S. Rees, P.E., President
Mr. Wesley Thomas, SeniorVP
Ms. Laura Rye, Secretary
Ms. Jahna D. Fulton, Treasurer
Mr. Clayton D. Vance, VP Membership
Ms. Suellen D. Dennett, VP Scholarship
Ms. Cleo Rocha, VP Activities
Mr. Daniel Johnson, Member at Large
Mr. Samuel E. Villalobos, VP Publicity

Jack H. Dibrell/Alamo Chapter San Antonio, TX



Category: Master Chapter; 174 Members
Activation Date: 4/1/1960
Website:

www.quad-a.org/JackHDibrellAlamoChapter

Description: The AAAA Jack H. Dibrell/Alamo Chapter includes past and present members of 36th Combat Aviation Brigade and surrounding former crew members throughout central and south Texas. The Chapter welcomes current, former, and retired crew members, aviation support personnel, and all others interested in Army Aviation to become members of the organization.

Officers:

CW4 Pedro J. Vargas-Lebron, President
Mr. Nick Sinopoli, Treasurer
LTC Jose L. Reyes, Ret., VP Operations
COL Robert Guevara, VP Scholarship
MAJ Bobby K. Woods, VP Awards

North Texas Chapter Fort Worth, TX



Category: Super Chapter; 507 Members
Activation Date: 10/1/1964
Website:

www.quad-a.org/NorthTexasChapter

Description: The North Texas Chapter is located in the Dallas-Fort Worth Metroplex area. It is comprised primarily of defense contractors working at Bell Helicopter, Airbus Helicopter, Elbit, Howell Instruments, SKF Aerospace, DynCorp International, GE and L-3 Communications. The membership also includes military retirees, members of the Army Reserves (2-149th GSAB) located at JRB Fort Worth and Texas Guard located in Grand Prairie, Texas (old Navy Dallas facility). The chapter actively supports the Army Aviation Scholarship Foundation with six perpetual scholarships and eight matching funds scholarships.

Officers:

BG John E. Novalis, II Ret., President
Mr. Craig J. Dupuy, SeniorVP
COL Michael E. Demirjian, Ret., Secretary
LTC Noma C. Martini, Ret., Treasurer
CW4 Anne Wiley, Ret., VP Membership
COL Gary L. Cunningham, Ret., VP Programs

Phantom Corps Chapter Fort Cavazos, TX



Category: Master Chapter; 261 Members
Activation Date: 11/1/1958
Website:

www.quad-a.org/PhantomCorpsChapter

Description: Phantom Corps Chapter supports all aviation organizations under U.S. Army III Corps and Fort Cavazos, TX garrison such as the famed 1st Air Cavalry Brigade, 166th Aviation Brigade, U.S. Army Operational Test Command: Aviation Test Directorate, and 15th Military Intelligence Battalion (Aerial Exploitation). All these organizations are home to dedicated aviation professionals that are continuing to foster the mission and future of Army Aviation.

Officers:

CW5 Demetrio "Jay" Castro, President
MAJ Nicholas Craig, SeniorVP
CW5 Josh Muehlendorf, Secretary
CW2 Joann L. Courtland, Treasurer
CW5 Daniel J. Layman, VP Membership
CW4 Xavier E. Brisco, VP Operations
CW4 Joshua R. Robinson, VP Scholarship
MAJ Jareth M. Huber, VP Awards
CPT Joshua McGrain, VP Awards

Rio Grande Chapter El Paso, TX



Category: Master Chapter; 260 Members
Activation Date: 9/1/1972
Website:

www.quad-a.org/RioGrandeChapter

Description: We are a small chapter supporting an Aviation Brigade that is very active supporting the Army's needs, across the world. We also support a unique Military Intelligence organization with a one-of-a-kind mission. We are happy to be support the Soldiers and families of this great branch.

Officers:

SGM Michael R. Teague, President
1SG Eric Pantoja-Torres, SeniorVP
MAJ Matthew D. Welker, Secretary
SFC Patrick J. De Leon, Treasurer
1SG Joshua E. Teckenbrock, VP Scholarship
CPT Jason W. Peachey, VP Awards

Utah

Utah Chapter West Jordan, UT



Category: Senior Chapter; 135 Members
Website: www.quad-a.org/UtahChapter



2026 AAAA Chapter Directory

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Description: The chapter is located at the Utah AASF, West Jordan, UT. Units Supported: 97th Aviation Troop Command, 1-211th (ARB), 2-211th (GSAB), Det 4 B/1-112th (LUH-72), and Det 4/50 641st AVN REG (C-12) We currently have 904 Aviation Soldiers.

Officers:
COL Trent Rasmussen, President
CW4 Matthew L. Garrand, SeniorVP
CW5 Jared S. Jones, Treasurer
LTC Deborah Gatrell, VP Scholarship
CW5 Stephen F. Rugg, Ret., VP Awards

Vermont

Green Mountain Boys Chapter

Green Mountain, VT



Category: AAAA Chapter; 50 Members
Activation Date: 11/1/2021

Website: www.quad-a.org/GreenMountainBoysChapter

Description: The Green Mountain Boys Chapter of AAAA is made up of Aviation soldiers from Vermont and the New England area as well as industry and retired members. 2021 was our inaugural year, and we look forward to building a community that supports the various deployments from the Vermont Army National Guard aviation units!

Officers:
MAJ David A. Johnston, SeniorVP
CPT Ryan Farina, Secretary
MAJ John Lescure, Treasurer

Virginia

Colonial Virginia Chapter

Fort Eustis, VA



Category: Master Chapter; 389 Members
Activation Date: 7/1/1958

Website: www.quad-a.org/ColonialVirginiaChapter

Description: The Colonial Virginia Chapter is located in Tidewater Virginia centrally located between Virginia Beach, Hampton, Newport News, and Yorktown. Predominant units supported in and around the Tidewater area are the U.S. Army Transformation and Training Command (T2COM); U.S. Army Futures and Concept Command (FCC); 128th Aviation Training Brigade, Aviation Applied Technology Directorate (AATD), recently reflagged as Aviation Development Directorate-Eustis, ADD-E. The diverse functions of the units served by the Colonial Virginia Chapter includes a MACOM, capabilities integration and futures planning, science and technology, research and developmental testing, maintenance training, and a United States Army Reserve unit.

Officers:
LTC Ryan M. Miedema, Ret., President
Mr. Joseph B. Warren, II, SeniorVP

LTC George Travis Rabb, Ret., Secretary
SFC Steven Lamar Burge, Ret., Treasurer
CSM Christopher Margiano, VP Membership
Mr. Bob Tamplet, VP Scholarship
LTC William R. Cristy, Ret., VP Awards
LTC David C. Meyer, Ret., VP Industry Affairs

Free Dominion Chapter

Sandston, VA



Category: Master Chapter; 171 Members
Activation Date: 4/1/1996

Website: www.quad-a.org/FreeDominionChapter

Description: The AAAA Free Dominion Chapter serves the Richmond and Central Virginia region and serves the Virginia Army National Guard aviation units, Soldiers, civilian employees, and family members. Located at the Army Aviation Support Facility in Sandston, VA. Supporting: 2-224 AVN, 1/A/1-169 AVN, 1/A/2-151 AVN, 1/C/2-245

Officers:
COL Matthew Craig Lewis, President
LTC Alva L. Pace, Ret., SeniorVP
SFC David DeWeese, Secretary
1LT Joshua Ropka, Treasurer
CW4 Matt Wildman, VP Membership
CW2 Britny Cross, VP Scholarship
CW4 Darrell Busquets, VP Awards
CW2 Matthew Orlovski, VP Programs
WO1 Deron N. Turner, VP PublicAffairs

Washington-Potomac Chapter

Arlington, VA



Category: Super Chapter; 1129 Members
Activation Date: 8/1/1958

Website: www.quad-a.org/Washington-PotomacChapter

Description: This "Super Chapter" of over 1,000 members covers the National Capitol Region. We are best known for supporting AAAA Scholarships and our unique and diverse membership of Active/ARNG/USAR units, Soldiers, Army Civilians, Industry members, and Retirees. Emphasis is placed on supporting local Aviation units and their activities. The WPC encourages, supports and promotes exemplary performance of Army Aviation Soldiers, community leaders, and its AAAA members. Throughout 2025, the WPC focused on advancing the four primary AAAA pillars (Network, Recognition, Voice, and Support) throughout the National Capital Region through a variety of accomplishments.

1) Network: Held 12 in-person monthly membership meetings/networking events, 2 golf tournaments, and 1 scholarship formal dinner to continue to promote fundraising, networking, and camaraderie. Had Board Members attend the 2025 AAAA Summit Chapter Officer Workshop to better understand how we can support our members.
2) Recognition: In 2025, the WPC continued to aggressively recognize deserving mem-

bers: Recognized a total of 3 DACs of the Quarter, 6 DACs of the Month, and 1 DAC of the Year (10 x DACs total) during various award ceremonies and awaiting from National the certificates for 4 more 4QFY25 DAC awards. This was an increase of 5 recognitions from last year and represents 85% of total DAC award submissions to AAAA National across all chapters. Recognized 4 Soldiers of the Quarter, 4 NCOs of the Quarter, and 1 Soldier of the Month (9 x Soldier/NCO Total) during various award ceremonies to very deserving Soldier & NCOs. Processed and presented 58 total AAAA individual awards (12 x SOSM, 32 x BOSM, 5 x KOSM, and 9 x OLL). This was an increase of 21 awards from last year. In 2025, submitted 39 AAAA magazine articles to recognize individual awards and unit events occurring throughout our chapter. This was an increase of 17 from last year. Created LinkedIn and Instagram social media pages, to add to our existing Facebook social media presence, and made a total of 59 social media posts which was an increase of 35 posts from last year.

3) Voice: During 1QCY25, the WPC held its annual Board Member election cycle to solicit nominees and elect for 2-year terms the positions of Senior Vice President, Treasurer, VP of TLC, VP of Awards, VP of Communications, VP of Enlisted Affairs, VP of Programs, and VP of Membership. As a result of the election, the Board welcomed 4 new members (VP of Communications, VP of Enlisted Affairs, VP of Programs, and VP of Membership).

4) Support: To better support our membership, we held a Military Transition Seminar where our Chapter's industry leaders presented and discussed real world military transition topics not necessarily covered in enough detail during the Army's transition assistance programs (resumes, interviews, company structures, duty titles, etc.), as well as helped with networking. The WPC provided 27 scholarship evaluation volunteers, which was 19% of the 143 total evaluators utilized by the AAAA SFI. Actively raised/transferred \$44,160 to the AAAA SFI permitting the awarding of 29 scholarships ranging \$2,000 - \$4,000 each. The WPC sponsored a TAAB Soldier (SPC Joseph P. Brown) who attended the 2025 AAAA Mission Solutions Summit. The WPC sponsored a 12th Aviation Battalion Unit Memorial Ceremony and Breakfast which honored those lost during the tragic January 29th, 2025, Reagan National Airport accident. Lastly, the WPC distributed chapter wide TLC information and had 1 grant application packet submitted to encourage increased applications to that program. Finally, the WPC held 12 Chapter Board meetings with a full staff of board members showing a continued excitement of volunteers within the chapter.

Officers:
COL Ronald G. Lukow, Ret., President
MG Rudolph Ostovich, III Ret., SeniorVP
LTC Frank A. Tedeschi, Ret., Treasurer
CW4 Michael Beck, VP Membership
COL John W. Dzielowski, VP National Guard & Reserves
1SG Dawn Steele, VP National Guard & Reserves
CW4 Matthew DuWayne Vennie, VP Ops
COL Stephen T. Burns, Ret., VP Scholarship
CW5 Daniel R. Curry, Ret., VP Awards
Mr. Crispin Burke, VP Communications
MAJ Ronald A. Putnam, Ret., VP Industry Affairs
LTC Terry Mullis, II, VP Programs

MajGen Gary C. Dean, Ret., Member at Large
CSM Alex Collins, VP Enlisted Affairs
CW5 Matthew Ingmire, VP for TLC

Washington

Mount Rainier Chapter

Fort Lewis, WA



Category: Master Chapter; 352 Members
Activation Date: 6/1/1965

Website: www.quad-a.org/MountRainierChapter

Description: Mount Rainier Chapter is the U.S. Pacific Northwest based Master Chapter that serves its Army Aviation Community, especially its 290+ members. This Chapter is a mix of currently serving or retired Active Duty, Wash. Army National Guard, Army Reserve, DAC, Civilian Contractors who many of which work and or live in-around Gray Army Airfield at Joint Base Lewis-McChord (JBLM; formerly Fort Lewis and McChord AFB). Our Chapter has a storied history since Fort Lewis was a power projection platform for Army Aviation since the Vietnam era and our membership includes the esteemed COL (R) Bruce "Snake-6" Crandall and COL (R) William Reeder, author of 'Through the Valley: My captivity in Vietnam.' Units supported include the 16th CAB and subordinate units, 4th BN /160th SOAR, 96th Aviation Troop Command, 168th GSAB and subordinate units.

Officers:
CW5 Carl Hermanson, President
SGM James R. Blackhart, Ret., Treasurer
Ms. Brittany Black, VP Membership
Mr. David Michael Goodhue, Ret., VP Scholarship
CW5 Barry Sledd, VP Awards

Wisconsin

Badger Chapter

Madison, WI



Category: Senior Chapter; 147 Members
Activation Date: 5/24/2012

Website: www.quad-a.org/BadgerChapter

Description: The Badger Chapter supports aviation servicemembers and their families for units across Wisconsin, including the 1-147 Assault Helicopter Battalion, C Co. 1-168 GSAB, Det 1 Co. B 638th ASB, Det 1 Co. G 2-104th AVN, Det 2, Co D 1-112th AVN, the Det 5 Co. A 2-614 AVN REGT (FW) and Det 1 Co. D 173 BEB (TUAS).

Officers:
COL Daniel J. Allen, President
LTC Nils D. Henderson, SeniorVP
1LT Austin M. Smith, Secretary
CPT Patrick J. Peterson, Treasurer
CW4 Craig Hatfield, VP Scholarship
MAJ Joshua Allan Felber, VP Industry Affairs
MAJ Lucas J. Sivertson, VP Gov. Affairs
MAJ John P. Langeberg, VP Memb. Enrollment



2026 AAAA Chapter Directory

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Wyoming

Cowboy Chapter Burns, WY



Category: AAAA Chapter; 55 Members

Activation Date: 4/1/2008

Website:

www.quad-a.org/CowboyChapter

Description: The Cowboy Chapter is located in Cheyenne, WY. It supports the Soldier and Family Members of the Wyoming Aviation Task Force. Which includes G Co. 2-211th, Det 1 A Co. 2-149th, Det 3 B Co. 834th ASB, and Det 53 OSA. The Cowboy Chapter blends Army Aviation Heritage with Wyoming GRIT, supporting aviators and their families through community events, mentorship, scholarship, and professional outreach.

Officers:

MAJ Lauren E. Gurney, President
CW3 Michael Parkins, SeniorVP
SFC Matthew Jacob Connary, Secretary
CPT Dustin J. Wambach, Treasurer
1LT George M. Nykun, III, VP Membership
SSG Andrew T. McCown, VP Awards

OCONUS

Bavarian Chapter Hohenfels, Germany



Category: AAAA Chapter; 25 Members

Activation Date: 8/1/1994

Website:

www.quad-a.org/BavarianChapter

Description: The Bavarian Chapter is located in southern Germany affiliated with JMRC. The Unit conducts rotational Unit readiness and helps observe, coach, and train for deployment readiness. Currently there are approximately 25 members, mostly service members and DOD civilians. Our Chapter enjoys street biking, golfing, and skiing. The Bavarian Chapter includes the Falcons which oversees coaching Aviation Units throughout the Army. We also conduct coaching with multi-national Units to enhance interoperability. The Falcons utilize the UH-72A Lakota helicopter to conduct observation throughout Europe.

Officers:

LTC Nicklaus C. Franck, President
MAJ Chris Curran, SeniorVP
LTC Joseph Imbracco, Secretary

CPT Chris Feigenbaum, Treasurer
MAJ Ryan Kline, VP Membership
CW5 Nate Stewart, VP Scholarship
MSG Philip Solberg, VP Awards

Desert Oasis Chapter Saudi Arabia



Category: AAAA Chapter; 33 Members

Activation Date: 7/1/2016

Website:

www.quad-a.org/DesertOasisChapter

Description: Desert Oasis is a chapter located in Riyadh, Kingdom of Saudi Arabia. We support military and civilian members associated directly & indirectly with the Office of Program Management - Saudi Arabian National Guard (OPM-SANG).

Officers:

COL Anthony E. Freude, President
SFC Jake DANILO Thomas, Treasurer

Griffin Chapter Katterbach, Germany



Category: Master Chapter; 169 Members

Activation Date: 1/1/1976

Website:

www.quad-a.org/GriffinChapter

Description: The Griffin Chapter is located in Ansbach, Germany, with primary operations centered at Katterbach Army Airfield. Positioned in northern Bavaria, the chapter operates at the heart of U.S. Army Aviation in Europe and serves as the principal AAAA chapter supporting Army Aviation forces in the European theater. The Griffin Chapter primarily supports the 12th Combat Aviation Brigade and its subordinate units, including the 2-159th Attack Battalion, 1st Battalion 214th Aviation Regiment, 5th Battalion 158th Aviation Regiment, and supporting aviation and sustainment elements assigned to U.S. Army Europe Africa. Through these units, the chapter represents both attack and general support aviation communities across multiple airframes and mission sets. The Griffin Chapter is composed of a diverse membership of commissioned officers, warrant officers, non-commissioned officers, enlisted Soldiers, Department of the Army civilians, and retired Army Aviation professionals. Membership includes aviators, maintainers, air traffic services personnel, logisticians, and staff officers, reflecting the full breadth of

the Army Aviation enterprise. The chapter also includes corporate and community partners who support aviation operations in the region. The Griffin Chapter maintains a strong and active membership drawn from rotational and permanently assigned forces. This includes a significant population of junior officers and warrant officers, ensuring continuity of leadership development and professional growth within the chapter. Senior leaders and field grade officers provide mentorship and institutional knowledge, creating a balanced and sustainable professional organization. The Griffin Chapter maintains a close relationship with the German community surrounding Ansbach and Katterbach. Members regularly participate in host nation volunteer events, charitable initiatives, and cultural exchanges that strengthen trust between U.S. forces and German citizens. These engagements reinforce positive international relations and reflect the chapter's commitment to being responsible and respectful partners within the host nation. The Griffin Chapter actively promotes professional development through leader engagements, guest speakers, aviation focused forums, and participation in multinational aviation events. These efforts foster dialogue among U.S. and allied aviation professionals, directly supporting coalition interoperability and strengthening NATO partnerships. The Griffin Chapter exists to advance the professionalism of Army Aviation, support the readiness of the 12th Combat Aviation Brigade, strengthen relationships with international partners, and serve Soldiers, families, and the host nation community with integrity and purpose.

Officers:

CW5 James B. Wilson, President
MAJ Preston Dihle, SeniorVP
CPT Patrick Menkhous, Treasurer
MAJ John C. Barnes, VP Membership
1LT Mitchell Branscome, VP Awards
CSM Njikoka Anderson, VP EnlistedAffairs

Morning Calm Chapter Seoul, Korea



Category: Master Chapter; 175 Members

Activation Date: 5/1/1958

Website:

www.quad-a.org/MorningCalmChapter

Description: The Morning Calm Chapter directly supports the only permanent forward deployed aviation brigade, stationed at Camp Humphreys and Seoul, South Korea. The chapter consists primarily of permanently assigned Soldiers of the 2nd Infantry Division.

Officers:

LTC William Carrion, II, President
CW5 Colin Page, SeniorVP
MAJ Jair Mayorga, Treasurer
CPT Cody Kanter, VP Awards

Rising Sun Chapter Camp Zama, Japan



Category: AAAA Chapter; 36 Members

Activation Date: 12/1/1995

Website:

www.quad-a.org/RisingSunChapter

Description: The Rising Sun Chapter is the sole chapter situated in Japan, headquartered at Camp Zama. Despite its modest size, this organization wields significant influence as the exclusive Army Aviation unit stationed in Japan. Operating within the expansive INDOPACOM area of responsibility, the battalion is consistently requested to conduct VIP air movements and the transportation of delegates at higher echelons. Reestablished in 2016, the Rising Sun Chapter comprises of 36 members and operates under the direct jurisdiction of the US Army Japan, providing support to all US Forces in Japan.

Officers:

LTC Joshua Newbrough, President
Maj. Daniel Porter, SeniorVP
1SG Eric K. Douse, Treasurer
CW4 Jacob W. Schmidt, VP Programs
MAJ Jeffery Crook, VP Events & Marketing

Winged Warriors Chapter Soto Cano Airbase, Honduras



Category: AAAA Chapter; 32 Members

Activation Date: 3/1/2008

Website:

www.quad-a.org/WingedWarriorsChapter

Description: The Winged Warrior AAAA Chapter consists primarily of Soldiers from 1-228th AVN Regiment, currently stationed at Soto Cano Airbase in Honduras. 1-228th is a small General Support Aviation Battalion, with only 158 Soldiers and 63 Contractors. Soldiers stationed here are on a one year PCS unaccompanied assignment.

Officers:

LTC Joseph Michael Alexander, President
CPT Jacob Chapman, Treasurer
CPT Matthew Galea, VP Membership
MSG Elena P. Hoesley, VP Awards



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First Place



Second Place



Third Place

ARMY AVIATION

Photography Contest Winners

ARMY AVIATION Magazine is proud to present the winners of our annual photography contest. 61 qualified AAAA members, submitting 87 Army Aviation related photographs taken during CY 2025, competed for the top 12 places. We congratulate the winners and thank all of the contestants for their efforts and service. We invite all AAAA members to participate in our 2026 contest. Visit the AAAA website, quad-a.org for details and submission requirements.

Bill Harris, Publisher

First Place – “Water Bucket Training” by W01 Patrik W. Orcutt, Company G, 3rd Battalion, 126th Aviation Regiment

UH-60 Black Hawk Pilots and Crew Chiefs of the 126 Aviation Regiment, Maine Army National Guard, conduct training flights and tasks in Bangor, ME. The 126 Aviation Regiment is the only MEDEVAC support unit in the state and helps organizations from the Warden Service to the National Park Service with search and rescue operations. August 13, 2025, Old Town, ME.

Second Place – “En Route To Gunnery Range” by SGT Eli G. Baker, 82nd Combat Aviation Brigade

Crew chief sits on the tail of a Chinook on the way to range for aerial gunnery. Aerial gunnery provides crews with valuable hands-on experience, enhancing the battalion’s operational readiness. August 18, 2025, Fort Bragg, NC.

Third Place – “TRV-150 x Screening Obscuration Module” by Ms. Victoria A. Arcilesi, SURVICE Engineering

Tactical smoke using an unarmed platform TRV-150 at a recent testing event with the 36th Engineer Brigade. August 29, 2025, Edgewood, MD.

Fourth Place – “First Attack” by CSM Alejandro Ramirez, 1st Battalion, 227th Aviation Regiment

NTC 26-02 over a Joshua Tree by Eagle Team. November 11, 2025, NTC, Fort Irwin, CA



Fourth Place



Honorable Mention - “82nd CAB Lookin’ Cool”
by SGT Eli G Baker, 82nd Combat Aviation Brigade

A paratrooper assigned to 82nd CAB conducts preflight checks for the Devil Avalanche, Fort Bragg, NC. Devil Avalanche trains units from across the 82nd Airborne Division for synchronization and mass combat power. July 22, 2025, Fort Bragg, NC



Honorable Mention - “Left Turn Over the Coast”
by CW2 Jason A. Cates, Company C, 2nd Battalion, 2nd Aviation Regiment

Local Area Orientation over the sought east coast of Jeju Island. Pilot in the photo is CW2 Rudy Sandoval. June 16, 2025, Jeju Island, South Korea

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Honorable Mention - “Don’t Duck Now” by 1LT Zachary M. Hafele, Headquarters and Headquarters Company, 1st Battalion, 5th Aviation Regiment, Fort Polk, LA

Company A, 1st Battalion, 5th Aviation Regiment conducted sling load training with JRTC Operations Group, 1st Infantry Battalion, 509th Infantry Regiment to increase both units’ confidence and capabilities while utilizing the UH-60L Black Hawk as a sling load platform. Pilot-in-Command: CW2 Trent Smith, Pilot: WO1 Bret Shearer, Crew Chiefs: SGYT Alex Simmons and SPC Avery Mayeux. March 11, 2025, Range 1, Fort Polk, LA



Honorable Mention - “ATHENA-R in Korea” by CW2 Tyler J. Mikulka, 501st Battalion, 3rd Military Intelligence Brigade (Aerial Exploitation)

The new ATHENA-R aircraft arrives at 3rd Military Intelligence Brigade. July 30, 2025, Camp Humphries, South Korea

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Honorable Mention - “Border Watching” by SPC Phillip M. Nojunas, , 4th Battalion, 3rd Aviation Regiment, 3rd Combat Aviation Brigade, 3rd Infantry Division.

A UH-60M, crewed by CPT Cheslea Stone, CW3 Colton Honeycutt, SPC Joesph Seaborn and SFC Cody Chambers, belonging to 3rd Aviation Regiment and attached to Task Force Nighthawk flies above the US-Mexico border in support of JFT-SB and USNORTHCOM activities. March 20, 2025, US-Mexico Border, New Mexico

Honorable Mention - “NVG Training” by WO1 Patrik W. Orcutt, Company G, 3rd Battalion, 126th Aviation Regiment.

UH-60 Black Hawk Pilots and Crew Chiefs of the 126th Aviation Regiment, Maine Army National Guard, conduct training flights and tasks during November Annual Training in Bangor, ME. November 8, 2025, Bangor, ME

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Honorable Mention – “Sling Load Operations with Company B, 3rd Battalion, 238th Aviation Regiment” by SGT Tyler Townsend, Detachment 1, Co. B, 3rd Bn., 238th Aviation Regt.

Det. 1, Co. B, 3rd Bn., 238th Avn. Regt. conducts sling load operations with the 1437th Engineer Company, 107th Engineer Battalion, at Sanderson Field Airport. Utilizing the CH-47F Chinook, the 1437th was able to practice movement of improved Ribbon Bridges (IRB) in preparation of real-world operations. September 12, 2025, Sanderson Field Airport, Sault Ste Marie, MI



Honorable Mention – “1st Squadron, 6th Cavalry Regiment MUMT Flight Ops” by SFC Justin L. Warner, Headquarters and Headquarters Company, 1st Squadron, 6th Cavalry Regiment

Bravo Troop 15W UAS Operators. April 13, 2025, Fort Riley, KS

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U.S. ARMY PHOTO BY SPC BRANDON VASQUEZ

Army Aviation Transformation in Alaska: History and Formation of an Arctic CAB By COL Russ Vanderlugt

Following a Secretary of War directive dated April 30, 2025, the Army introduced a comprehensive transformation strategy – the Army Transformation Initiative (ATI) – to modernize the U.S. Army’s structure and ensure it remains capable and ready to face future challenges while optimizing its resources and operational effectiveness.

ATI transforms Army Aviation in Alaska and the Arctic by aligning one Combat Aviation Brigade (CAB) per active component Division, to include the 11th Airborne Division (Arctic). The 11th Airborne Division was originally activated during World War II and served in the Pacific Theater. The Division later pioneered Air Assault tactics, techniques, and procedures as the 11th Air Assault Division (Test), before deactivating in 1965. During this time, many notable aviation units under its command, including the 11th Aviation Group, played a significant role in setting conditions for combat employment of Army Aviation – later proving the concept of “airmobile” warfare in Vietnam. In 2022, the 11th Airborne Division was reactivated from elements of United States Army Alaska. The establishment of a deployable, active component Division in Alaska includes stationing an aligned CAB at Fort Wainwright, AK

(FWAK) approximately 100 miles south of the Arctic Circle. The current 11th Arctic Aviation Command (AAC) at FWAK serves as a transitional brigade-level headquarters to set conditions for transformation and establishment of 11th Division’s CAB. The AAC “*Wings of the Arctic*” was established in 2024 to align all active-duty Aviation units stationed in Alaska under a single aviation command assigned to the Army’s newest war-fighting Division, the “*Arctic Angels*.” The future formation of the Arctic CAB grows this formation and further aligns crucial Army Aviation resources to the U.S. military’s priority theater while modernizing equipment, systems, and processes to be combat-ready anywhere in the Arctic and Indo-Pacific region.

Aviation ATI builds upon aviation elements already stationed in Alaska under the AAC and fuses this capability with that of incoming units, resulting in current Alaska-based units reflagging to a different unit designation. The process of consolidation and growth of aviation units in Alaska began in 2025 with the arrival of upgraded aircraft and divestment of legacy aircraft. Soon 1st Battalion, 229th Aviation Regiment will re-station from Joint Base Lewis-McChord (JBLM) to FWAK, while 1st Battalion, 25th Aviation Regiment

will simultaneously re-state to Hawaii. Though no personnel will move as a part of this restationing, 11th Division’s Attack Battalion will continue to receive aircraft to round out its fleet of AH-64Es. Subsequently, 2nd Battalion, 158th Aviation Regiment – MEDEVAC (AHB-M) will restation from JBLM to FWAK. 1st Battalion, 52nd Aviation Regiment -- General Support Aviation Battalion (GSAB) will simultaneously deactivate and be absorbed into 2nd Battalion, 158th Aviation Regiment AHB-M, resulting in personnel growth due to the structural change from GSAB to AHB-M, including fleet upgrades to UH-60M aircraft.

The growth of 11th Division’s Arctic CAB also necessitates the arrival of two aviation units from outside of Alaska. The 16th CAB HQs will re-station from JBLM to FWAK to consolidate and reorganize with the 11th AAC HQs, resulting in a fully manned, equipped, and deployable CAB HQs in Alaska. Meanwhile, 46th Aviation Support Battalion (ASB) will also simultaneously re-station from JBLM to FWAK. Both events will result in an increase in personnel and equipment at FWAK. Once the Arctic CAB is fully manned and equipped, 11th Division’s aviation footprint will see an increase of over a dozen rotary-wing aircraft and several hundred

Left: U.S. Army CH-47s (Chinook) assigned to 1st Battalion, 52nd Regiment, General Support Aviation Battalion, Arctic Aviation Command, 11th Airborne Division, fly to the training area for an air assault operation during Joint Pacific Multinational Readiness Center 26-02 from Fort Wainwright, Alaska, Feb. 13, 2026.

Right: A U.S. Army CH-47 (Chinook) pilot assigned to 1st Battalion, 52nd Regiment, General Support Aviation Battalion, Arctic Aviation Command, 11th Airborne Division, is setting the standard for Arctic readiness, demonstrating the skills and capabilities needed to succeed in this challenging environment.



Soldiers. The Arctic CAB is unique because all of its airframes are specially modified to fly in Arctic conditions, including skis installed year-round, and its Soldiers trained to survive and thrive in the Arctic environment.

The rich history of Army Aviation in Alaska parallels the ever-changing requirements and organization of ground forces in the region. The lineage of U.S. Army Aviation Battalion and Brigade headquarters includes the U.S. Army Alaska Aviation Battalion (1961-1964), 19th Aviation Battalion (1964-1972), 222nd Aviation Battalion (Combat) (1972-1986), 6th Infantry Division (Light) Combat Aviation Brigade (1986-1994), 4-123rd Aviation Battalion (Assault) (1994-2006), Task Force 49 (2006-2009), 16th Combat Aviation Brigade (2009-2011), and the US Army Alaska Aviation Task Force, or UATF (2013-2018), and Arctic Aviation Command (2024-present).

The story of Army rotary-wing Aviation in Alaska began following World War II, with a series of separate Aviation Detachments initially providing support to ground forces. In 1961, the U.S. Army Alaska Aviation Battalion, the first Battalion-level Aviation HQs station in Alaska, was activated at FWAK to oversee two light helicopter transportation companies consisting of CH-21 "Shawnee" aircraft alongside numerous other rotary and fixed wing aircraft. This unit was deactivated in 1964 and its assets transferred to the 19th Aviation Battalion, a unit geographically divided between Fort Wainwright and Fort Richardson, AK. Between 1969-1971, all CH-21 "Shawnee" aircraft were replaced by CH-47 "Chinook" helicopters. Meanwhile, CH-54 "Sky-crane," UH-1 "Huey," AH-1 "Cobra,"

and OH-58 "Kiowa" aircraft were added to the fleet. In 1972, the 19th Aviation Battalion was deactivated and its aircraft transferred to the 222nd Aviation Battalion, a unit relocated to Alaska following the Vietnam War and considered the largest and most diverse Aviation Battalion in the Army. From 1972-1986, a period that included activation of the Aviation Branch in 1983, 222nd Aviation Battalion served as the Theater Aviation Battalion for 172nd Infantry Brigade (Separate).

During the culmination of the Cold War, the 6th Infantry Division (Light) was stationed in Alaska from 1986-1994 to serve as the US Army's primary Arctic warfare division. In an era foreshadowing the 2020s, establishment of a war-fighting division in Alaska necessitated the formation of a Combat Aviation Brigade, 6th CAB, consisting of two Aviation Battalions: 4th Squadron, 9th Cavalry Regiment and 4 Battalion, 123rd Aviation Regiment (Assault). The latter was organized from elements of the 222nd Aviation Battalion and involved an aircraft transition from UH-1 "Huey" to UH-60 "Black Hawk." Following the Cold War, 6th Infantry Division was deactivated and reflagged as U.S. Army Alaska (USARAK) in 1994 and reorganized to a brigade-level infantry force. This resulted in deactivation of the 6th CAB and 4th Squadron, 9th Cavalry Regiment, and the transfer of AH-1 "Cobra" and OH-58 "Kiowa" aircraft out of Alaska, leaving 4th Battalion, 123rd Aviation Regiment as a

standalone Theater Aviation Battalion under USARAK.

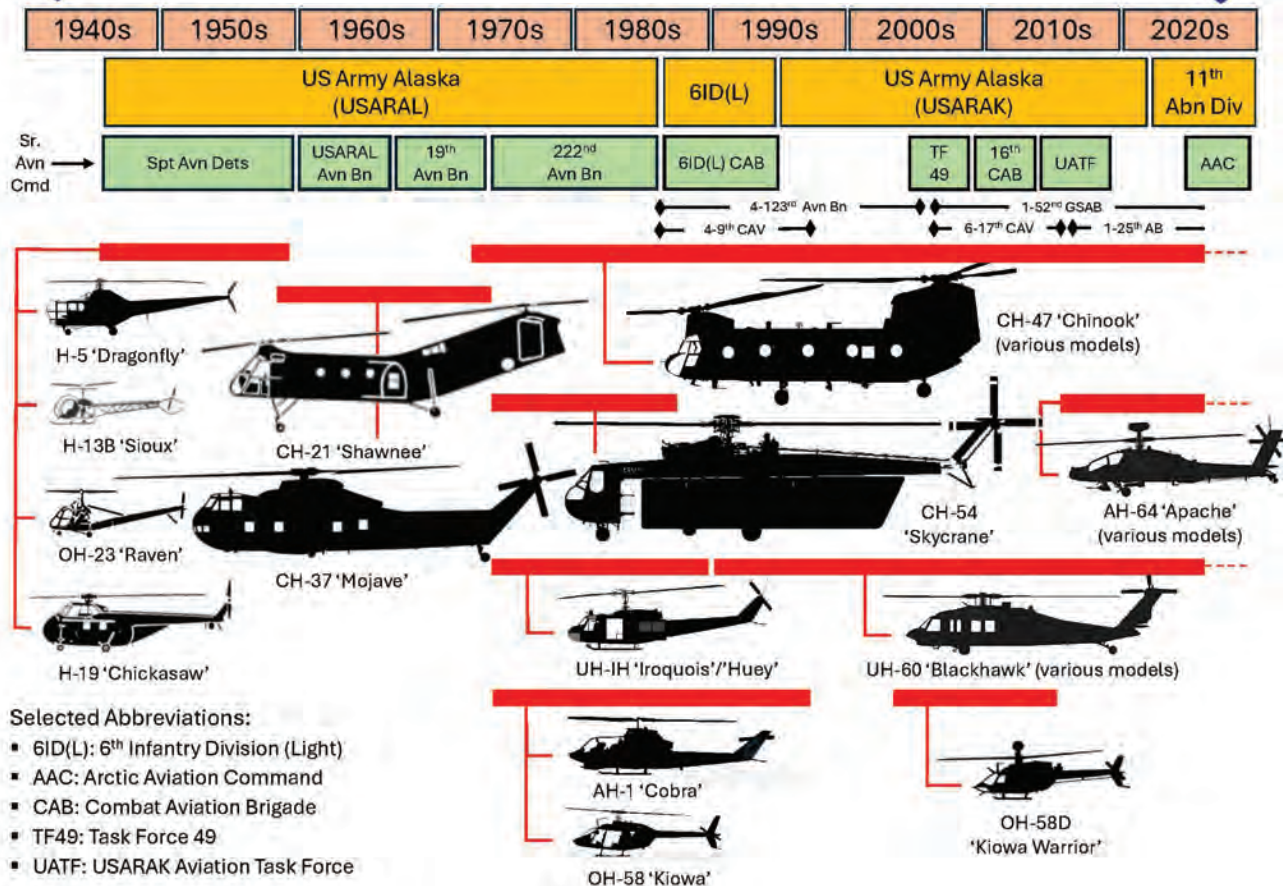
Task Force 49 (TF 49), a brigade-level Aviation Task Force named after the 49th State, was established at FWAK in 2006, following 4-123rd's redeployment from Operation Iraqi Freedom (OIF). As the part of the Army's modularity transformation, 4th Battalion, 123rd Aviation Regiment was deactivated and reorganized under TF 49 along with elements from 1st Battalion, 52nd Aviation Regiment re-stationed from South Korea to form 1st Battalion, 52nd Regiment. The same year, 6th Squadron, 17th Cavalry Regiment departed 25th Infantry Division in Hawaii and was restationed at FWAK with OH-58D "Kiowa Warrior" aircraft. TF 49 also consisted of the 123rd Aviation Support Company (AVIM) and elements from the 209th Aviation Support Battalion, foreshadowing the maintenance capabilities necessary to support a CAB.

The TF 49 HQs was restructured as a medium CAB HQs in 2007 and deployed along with several of its subordinate aviation units in support of OIF. While deployed in Theater, TF 49 HQs assumed the role of Multi-National Corps-Iraq Aviation Brigade for 12 months. In 2009, TF 49 was deactivated and reflagged as 16th CAB at FWAK. 16th CAB was initially based in Alaska and subsequently restationed to JBLM in 2011. While the 16 CAB HQs and elements of the 123rd Regiment moved to JBLM, the split-based 16th CAB maintained a substantial footprint in



Army Rotary Wing Aviation in Alaska

1947 to Present



Alaska. As a result, a brigade-level Aviation HQs, the USARAK Aviation Task Force (UATF), was again required to provide command and control of aviation elements in Alaska, and to support the Soldiers of 1st Battalion, 52nd Regiment, GSAB and 6th Squadron, 17th Cavalry Regiment stationed at FWAK.

UATF subsequently supported deployments of 1st Battalion, 52nd Regiment GSAB and 6th Squadron, 17th Regiment, CAV to Afghanistan and Korea in 2014-2015. In 2015, 6th Squadron, 17th Cavalry Regiment was deactivated, and the 1-25th Attack Battalion (AB) was activated, bringing the AH-64 "Apache" to Alaska, along with their MQ-1C "Gray Eagle." 1st Battalion, 52nd Regiment, GSAB and 1st Battalion, 25th Aviation Brigade remained assigned to 16th CAB and 25th CAB in Washington and Hawaii, respectively, and attached to USARAK. From 2017-2018, 1st Battalion, 25th Aviation Brigade deployed a second time to Afghanistan and 1st Battalion, 25th Aviation Brigade deployed to the Korean Peninsula. Meanwhile, UATF

was deactivated in 2018, with no replacement brigade-level Aviation HQs remaining in Alaska until establishment of the 11th Airborne Division's Arctic Aviation Command in 2024.

Anticipated activation of an Arctic CAB reflects the storied history of continuous transformation involving Aviation formations in Alaska and will provide critical combat power to the 11th Airborne Division at a strategic point on the globe. Units in Alaska are uniquely positioned on American soil to defend the homeland, while simultaneously forward postured to project combat power within the Pacific Theater, the Arctic, and Eurasia. These critical regions intersect in Alaska, enabling rapid combat power projection and protection from threats coming from these regions to North America. A strong military presence in Alaska deters conflict and enables peace. Our Allies look to Alaska, home to the world's highest concentration of fifth-generation fighter jets, and now home station to the Army's most advanced Attack Helicopter, the AH-64E, for opportunities in the Joint Pacific

Alaska Range Complex (JPARC) – the largest training area in North America. Our adversaries monitor the capabilities of Arctic forces participating in annual Arctic exercises, such as JPMRC-AK (Joint Pacific Multinational Readiness Center-Alaska), showcasing the Army's Arctic-capable aircraft performing Air Assault and Deep Attack operations in the toughest conditions on the planet. Meanwhile, the 11th Arctic Aviation Command continues to provide command and control, risk management, and training readiness oversight for all aviation elements assigned to the 11th Airborne Division in extreme cold weather, mountainous, and high latitude environments. Formation of the Arctic CAB will complete the process of Army Aviation Transformation in Alaska, ensuring the 11th Airborne Division's lethality and combat readiness to deploy throughout the Arctic and Indo-Pacific region, or wherever the Nation calls.

COL Russ Vanderlugt is the Commander, 11th Arctic Aviation Command, Fort Wainwright, AK.



Building New Beginnings: How the AAAA TLC Foundation Is Changing Lives

By BG (Ret.) Steve Mundt

While some of our readers may have seen some of the information below, this article is a compilation of what we have accomplished. Consider it a Shareholders Report.

It also contains a lot of information you can use in your Chapters and Businesses as you decide how we can best support you and how you can support the AAAA – TLC Inc.

In the beginning (2017), the leadership of the Army Aviation Association of America (AAAA) embraced a bold idea: to help our maintenance members obtain their Airframe & Powerplant (A&P) licenses as they enhanced their skills while in uniform and to assist for successful transition into new careers. That vision steadily evolved, and by 2021, it had grown into the **Trade School, Licensing, and Certification Foundation (TLC)**. In 2022, the AAAA TLC Foundation, Inc. was officially incorporated as a 501(c)(3) nonprofit, supported by a generous \$25,000 startup gift from AAAA.

From That Seed of Inspiration, a Powerful Program Has Taken Root.

The AAAA TLC Foundation was established to provide financial assistance to AAAA members and their families seeking funding for non-traditional degree programs. Its main goal is simple yet important: help individuals earn the credentials needed to start next chapters of their lives.

We specifically target trade, licensing, and certification pathways with a focus on practical, skills-based training. People seeking college-level continuing

education are ineligible for TLC grants but should apply to our sister 501(C)(3) organization, the AAAA Scholarship Foundation, Inc.

The AAAA TLC Foundation seeks to meet vital educational and training needs, particularly for junior enlisted Soldiers and families who could gain the most from career-boosting certifications. Applicants represent the full spectrum of the Army Aviation community. Soldiers from all components, retirees, and family members of AAAA have applied for and received support. The diversity of applicants underscores the broad relevance of the Foundation's mission.

The AAAA TLC Foundation's progress over the past four years reflects thoughtful growth and deliberate stewardship, with an eye toward building the foundation to meet their life goals. To date, almost two dozen grants totaling \$249,000.00 have been awarded. Equally impressive is that through the ever-present support of AAAA and its leadership, our amazing donors (including our one-time donors and our perpetual donors) we have raised over \$250,000.

Several key members of the community that have come alongside AAAA TLC Foundation in 2025 were highlighted in the December issue. With this month's issue, we are celebrating the Washington Potomac Chapter and their generous \$10,000 contribution, showing an ongoing grassroots dedication. Along with the generous donations and

sponsorships from our industry partners and AAAA chapters, we have received contributions from individuals as either perpetual grants or one-time gifts. The AAAA TLC Foundation sincerely appreciates all donations. Every contribution helps fund our mission to provide grants for trades and is an enabler to making someone's professional dreams come true.

Milestone Achieved

Another significant milestone was the successful completion of our 2024 financial review. We are committed to conducting annual reviews moving forward, ensuring transparency and accountability for every dollar entrusted to the AAAA TLC Foundation. Donors can give with confidence, knowing their contributions are managed responsibly and directed toward a meaningful impact.

As TLC expands its visibility in 2026, we need your help! Please Engage your local AAAA chapter to raise awareness of the AAAA TLC Foundation opportunity among leaders and members, especially targeting junior enlisted Soldiers and their families. These individuals often stand to benefit the most from trade certifications and licensing support but are unaware of these resources.

The AAAA TLC Foundation exemplifies how vision, generosity, and dedication can make a difference - one person at a time. Bottom line: we need aware members to generate applications as we have the money to help them obtain a better future!

BG (Ret.) Steve Mundt is the inaugural President of the AAAA TLC Foundation.

► Historical Perspective

Army Aviation - Interstate O-63/L-6

By Mark Albertson



In 1938, The Interstate Engineering Corporation bought a plant in El Segundo, Ca; a facility formerly owned by Moreland.

Humble Beginnings

Originally a parts jobber, producing bomb shackles, hydraulic machinery and other such aircraft parts, Don Smith, President of Interstate, wanted to move beyond parts to building aircraft. Smith will hire a designer-engineer named Ted Woolsey. Woolsey would go on to design the basic airframe for what will become the L-6; but, the detail work was handled by students from the Wiggins Trade School.[1]

According to Jerry Casey, who piloted an L-6 during the 1941 southern maneuvers, "There were not as many trained in the L-6 as there should have been. This was a well-constructed aircraft with forgiving qualities for the novice. The cockpit was not as small as the L-2, L-3 or L-4 and it could be flown from either the front or rear seats. The rear seat did make landing a bit more difficult but the plane performed well enough either way." [2]

Yet, according to Hardy D. Cannon, the L-6 red-lined quickly, meaning the pilot had to stay awake. The L-6 was plagued, too, with overheating problems, "New baffling and cowling was designed ... no better. Later a large oil cooler was

added that helped somewhat but it did not totally solve the problem." [3]

Overheating came to be an issue in the southern climes, since this where many of the training bases were located.

Stiff Competition

In 1942, the L-6 faced stiff competition. For in the end, the aircraft chosen depended on whether it could service the requirements particular to the Army Air Forces and those of the Ground Forces. With the former, by 1942, it was agreed that the O-49/L-1 Vigilant, though a superior aircraft in certain respects, was too expensive to procure, costly to service and maintain and ill-suited for soft turf airfields. Rather, the Stinson L-5 was considered the aircraft best suited to handle the needs of an Army Air Forces cooperation aircraft.

Ground Forces Embrace the Aircraft

In regards to the Ground Forces, it was a different story. In November 1941, "The 12th Observation Squadron at Fort Knox, KY reported that the Interstate Cadet, available for testing in the North Carolina maneuvers, had been 'much more satisfactory' than either Taylor or Piper Cubs. The Fort Knox report was enthusiastic: "All pilots who flew this ship found it highly superior to any other ship in its class. On the

Above left: L-6 parked during testing. Photo appeared in the September 1960 Equipment issue of ARMY AVIATION magazine.

Above right: L-6 parked during testing. Photo appeared in the August 1967 Material issue of ARMY AVIATION magazine.

basis of this evidence, the Experimental Engineering section at Wright Field requested permission to procure 3 service-test quantity." [4]

Material Division Disapproved

However, the Material Division in Washington disapproved and just one L-6 would be evaluated. In the end, the A.A.F. would opt for the Stinson L-5.

Indeed, "There were 900 L-5 airplanes in the A.A.F. at the end of 1943. Since this type was especially designed as a liaison airplane, it approached the L-1 in performance and characteristics without the attendant problems of cost, service and maintenance, etc.

"The L-5 was recommended for classification as standard for the A.A.F, but the L-6, of which there were 208 at the year's end, failed to live up to expectations, and, falling short of the L-5 in performance, was recommended for classification as, obsolete." [5]

Meanwhile, as to the Ground Forces, the L-4 Piper Cub had been judged

Data	
Manufacturer:	Interstate
Power plant:	Franklin O-200-5 4-cylinder, rated 113hp, at 2,700 rpm at sea level
SB-1 Model L-6 Max speed:	114mph
Cruising speed:	105 mph
Wingspan:	35 feet, 6 inches
Wing chord:	60 inches
Wing area:	173.8 square feet
Length overall:	23 feet, 5 inches
Weight empty:	1,225 pounds
Weight gross:	1,775 pounds
Propeller:	U.S. Propeller, 6', 4 " fixed pitch, two-bladed, propeller
Service ceiling:	12,000 feet
Range	515 nautical miles
Personnel:	Two, pilot and observer
Delivered:	250, 1942-1943

that aircraft of off-the-shelf simplicity that best suited the needs of the Field Artillery. Practically all the light aircraft production for the war was in the service of the Ground Forces and Army Air Forces.

■ All L-4 production was to the Field Artillery, as well as the L-2s and L-3s. L-5 and L-6 production was to the

A.A.F. Though as offered above, the chosen plane had been the L-5, not the L-6.

■ The L-6 did not see combat during the war. Through Lend-Lease, some wound up in Mexico.

■ Following World War II, the War Surplus Board declared the remaining L-6s as surplus. Some of those purchased wound up being cannibalized for spare parts. Others were flown by their civilian owners.

■ To solve the overheating problem, the wartime Franklin engine was replaced with the Continental C-85-12 engine of 85 horsepower.

Endnotes

[1] See page 45, Chapter Seven, "Interstate O-63/L-6," *L-Birds*, by Terry Love. Also refer to page 131, Chapter Eleven, "The Planes: Interstate L-6 Cadet," *Box Seat Over Hell*, by Hardy D. Cannon.

[2] See page 134, Hardy D. Cannon.

[3] See pages 134 and 135, Hardy D. Cannon.

[4] See page 103, Chapter VIII, "The Liaison Type is Recognized, 1942-1944," *Evolution of the Liaison-Type Airplane, 1917-1944*, by Captain Irving B. Holly, Jr., April 1946.

[5] See page 108, Captain Irving B. Holly, Jr.

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

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Vietnam Helicopter Pilots Association Special Feature



Flying Cranes

By Charles Eliason

In the summer of 1968, with Basic, AIT and OCS under my belt and approaching the end of Flight School we young lieutenants were given verbal orders (VOCO) regarding our future assignments. I would be headed for an Arial Rocket Artillery (ARA) Battalion (BN). Some days later we got our written orders, but mine were to report for the CH-54 (AKA Tarhe, Sikorsky Flying Crane) 6-week transition course. Odd, cranes were only for second tour or more Captains, senior Warrant Officers and above – nobody got Cranes out of flight school. The NCOIC let me know in no uncertain terms that orders are orders.

When I reported at the CH-54 flight at Hanchey Heliport, a CW4 IP asked me where was my first tour in Vietnam. I think I was one of the first “turn-around” student pilots for their transition. My IP was CW4 Bob Marsh, an early, if not one of the first CH-54 pilots. It was an incredible helicopter, which had very cool features like the Automatic Flight Control System (AFCS), a voice warning system (a female voice which would, for example, inform you through your helmet in a sweet tone “Fire, Engine Fire!”), an aft facing pilot’s station with an “electric” cyclic, and of course, massive lifting power (10 ton loads on a good day). The course ended with an “unofficial” qualification requirement to fly the complete pattern, takeoff to landing, at the Crane stage field from the aft pilot position.

After a home leave, with my orders in hand for the 273rd Crane company located in Vung Tau, I made the trip on Tiger Airlines “over the pond” and land-



CH-54 Flying Crane “hooking out” a Howitzer from Firebase Spear to Firebase Fury, Vietnam in March 1969.

ed at Tan Son Nhut Air Base in early December, 1968. At the Replacement (REPO) Depot, I was told I would be assigned to a UH-1 slick BN and to forget about Cranes. A phone call or two later (Bob Marsh warned this might happen), my orders changed again and I was headed for the 355th Heavy Helicopter Company (Hvy Hel Co), located at Phu Hiep Army Airfield (AAF) on the coast near Tuy Hòa in the II Corps area.

After completing my in-country flight training, I was signed off as pilot by none other than (recently assigned to the 355th) CW4 Bob Marsh and told to report to the Company Commander. MAJ David E Baeb asked me if I played any musical instrument or could sing country / western songs. I was not able to do either and some days later I was assigned to take command of the 1st Platoon of the company, located 110 miles away at Camp Holloway in the Central Highlands. This was great news

as the 1st Platoon was OPCON to the 52nd Combat Aviation Battalion and had four CH-54s, seven pilots and 16 enlisted. Whenever an aircraft required periodic maintenance, it was flown back to Phu Hiep and traded for another, keeping us with four flyable at almost all times. I was in the company of highly experienced Warrant Officers and the operations required about 90 hours per month per pilot, flying single ship resupply and recovery missions throughout the II Corps area.

CH-54 missions for the 1st Platoon were primarily resupply of II Corps Fire Support Bases (FSBs) located on various mountain tops to the northwest of Pleiku with names like Mile Hi (west of Kontum), Firebase 6 (south of Dak To), Challenge, Hardtimer and many others. Eight-ton sling loads of 155 or 105 ammo were delivered to these isolated batteries; at times under fire from AK, 51 cal, mortars and counter battery fire.

On occasion, emplacement or replacement of 155 howitzers was needed as well as return sling loads of spent brass ammo shells. These missions were always single-ship and frequently involved an unfriendly reception by nearby enemy.

Although we were supposed to request gunship support when delivering under fire, we were pretty sure if we made such a request, there would be none quickly available and the mission would later become a “tactical emergency”, probably at night and with no gunships. And I knew that taking eight tons of ammo to a flashlight on a mountain top is not fun, having done that once on a night tactical emergency mission to FSB Six.

Other missions for the 355th workhorses included recovery of downed aircraft (e.g. A1- E Skyraider, CH-47 Chinook, CH-34 Choctaw, OV-1 Mohawk), delivery of single point loads of four each 500 gallon fuel blivets (about 7 ½ tons), 175” gun replacement tubes (one of the heaviest and trickiest loads at 9+ tons), and numerous unique requirements. In 1969, Workhorse Operation totals included 5,496 flight hours moving 34,620 tons of cargo.

Charles Eliason is a lifetime member of VHPA and resides in Punta Gorda, FL.



In Memoriam

CW4 (Ret.) Robert D. “Bob” Mitchell

The Army Aviation community mourns the loss of CW4 (Ret.) Robert D. “Bob” Mitchell—a Soldier, aviator, mentor, and steward of history whose nearly five decades of service to the Nation left an enduring legacy across generations of Army Aviation professionals.

Bob began his service in September 1976 as an enlisted 19E tank crewman before answering the call to Army Aviation. Earning his wings in 1982, he went on to serve with distinction as an AH-1 and AH-64 instructor pilot and flight examiner, with assignments spanning Germany, the Republic of Korea, and installations across the United States. His 25 years on active duty were marked by exceptional leadership, technical expertise, and an unwavering commitment to mission accomplishment. His decorations—including the Legion of Merit, multiple Meritorious Service Medals, and the Army Senior Aviator Badge—reflect a career defined by excellence.

Following his military retirement in 2001, Bob continued serving as a Department of the Army Civilian for more than two decades. He played a critical role in preparing aviators for combat during a time of sustained global conflict, leading and mentoring countless Soldiers in the Attack/Scout community.

In 2012, Bob turned his focus to preserving the legacy of Army Aviation as Curator—and later Director—of the Army Aviation Museum. Under his leadership, the museum flourished into one of the most visited attractions in the region and a cornerstone of the Army’s historical enterprise. His vision and determination culminated in the creation of the Aviation Training Support Facility, ensuring the preservation of priceless artifacts and the education of future generations. He retired from that position in January of 2026, receiving the Silver Order of St. Michael.

Those who knew Bob remember a man of integrity, humility, and tireless dedication. He cared deeply for his team, his family, and the Soldiers he served. His impact will continue to be felt in every aviator who learns from the history he preserved and the standards he exemplified. CW4 (Ret.) Robert D. “Bob” Mitchell’s life was one of service, purpose, and lasting contribution. His legacy will forever remain a vital part of Army Aviation. Fly Army. Above the Best.

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AAAA Scholarship Foundation

A Memorial Perpetual Scholarship Literally Lasts Forever

By MAJ (Ret.) Scott W. Hollingsworth

When my wife was in the throes of cancer, paying for someone else's child to go to college was the furthest thing from my mind. But that's what unfolded. When the coming reality became obvious, my wife said that she wanted to be remembered.

I assured her that we would surely never forget her. But she gently explained, "That's not what I'm talking about. I want others to know who I was." It was her dream to leave a legacy. With that, we decided to approach a less fortunate family we knew whose son was a senior in high school and offer to send him to college. The family was elated!

For the next five years, long after my wife's passing, I paid well over \$50,000 toward this young man's education. It was worth it. My wife's dream came true - for one student. Her memory lives on - with two families. But now I know it could have been so much more. Infinitely more! I wish I'd known about the Memorial Perpetual Scholarship.

For something to exist "in perpetuity" means it lasts forever. This is what gives "memory" to this scholarship. Basically, the donor donates funds to achieve a principal of a specific amount. We'll call it the "Magic Number." This may be a one-time, lump sum donation or a series of donations over time. If donated over time, the annual interest from the principal is reinvested, further growing the principal. We use an annual interest rate of 3.5% in determining the annual growth. Once the Magic Number is reached, the annual interest is not reinvested but rather is awarded as the scholarship amount for a given year. Since the principal is never reduced, it generates the same amount of interest every year which is award-

ed as a scholarship - in perpetuity.

When you set up your Memorial Perpetual Scholarship, you decide what amount you want to award. Knowing this, you then determine what that Magic Number is for the principal.

Let's say you want to offer a \$1,000 scholarship every year. At 3.5% annual interest, the amount you need to achieve is \$28,750. What about a \$1,500 scholarship? You will need a principal of \$43,125. Providing a \$2,000 scholarship requires \$57,500.

Now you understand why I said that the impact of our \$50,000 donation could have been infinitely greater. Instead of helping just one individual, that \$50,000 could easily have created annual scholarships of \$1,500 for countless generations in perpetuity. In other words, FOREVER! And every recipient would have known my wife's name. I think that's the legacy she really wanted.

So what's the easiest way for you to reach that Magic Number of \$28,750? Setting up monthly donations gets you there without any further effort but, it's your program. You can give whenever and however you please and you decide the amount. AAAAA also helps three individuals each year with the Individual Matching Fund Program.

If establishing a perpetual scholarship isn't feasible at this time, you can still make a meaningful impact. A monthly contribution of just \$85 adds up to \$1,000 over the course of a year-



COURTESY PHOTO

Vickie Hollingsworth

-the minimum amount needed to fund an AAAAA sponsored scholarship.

Also, the AAAAA Scholarship Foundation awards 100% of donations in scholarships! This is what separates us from most. Every dollar you donate goes to a Scholarship recipient, less investment fees. And your donation is tax deductible.

What's next? For me, I'm looking into estate planning. From my estate, I can have a Memorial Perpetual Scholarship set up in my late wife's name! I may just fulfill her dream after all.

To learn more about the Memorial Perpetual Scholarship, contact our Executive Director, Ms. Joanne Hansrote at scholarship@quad-a.org or check out our website at <http://www.quad-a.org/scholarship>. If you'd just like to donate occasionally, you'll find a box labeled "DONATE" there as well.

MAJ (Ret.) Scott W. Hollingsworth, is on the AAAAA SFI Board of Governors as well as the Chairman of the Marketing and Advertising Committee.

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 from March 2025 through March 2026. 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 and loans. Donors marked with an * are partially or totally donating to the newly established Families of the Fallen Scholarship. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs!

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Thank You to Our TLC Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Trade School Licensing and Certification Foundation, Inc. from February 2025 through February 2026. The list includes donations received for all grants, 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 Trade School Licensing and Certification Foundation goes directly towards grants as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees). For more information about the Foundation or to make a contribution, go online to www.quad-a.org/tlc; contributions can also be mailed to AAAA Trade School Licensing and Certification Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.

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For more information or to make a contribution, go online to www.quad-a.org.

Contributions can also be mailed to AAAA Scholarship Foundation, Inc., or AAAA TLC Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.



AAAA Chapter Affairs

By COL (Ret.) John Broam

I greatly appreciate the support from COL (Ret.) Jim Tenpenny, Frontier Chapter President, for authoring and sharing this information with our membership.

The Frontier Army Chapter Mentorship and Professional Dialogue at the Army's Intellectual Center

Located at Fort Leavenworth, KS—often referred to as the “Intellectual Center of the Army”—the Frontier Army Chapter occupies a unique place within Army Aviation.

While many aviation units operate amid the high-tempo rhythm of the flightline, this senior chapter leverages the deliberate academic environment of Professional Military Education to help shape the branch's future leaders.

Although Fort Leavenworth is not widely recognized as a hub of Army Aviation activity, the installation's history makes it a fitting home for the chapter. The post is home to Sherman Army Airfield, named for MAJ William Carrington Sherman, an early aviation pioneer who authored the Army's first air tactics manual, “Air Tactics,” in 1921 while stationed at Fort Leavenworth. That legacy of aviation thought and professional development continues today, providing an ideal backdrop for the chapter's mission of mentorship and engagement.

The chapter's membership reflects a distinctive blend of retired aviation officers and active-duty field grade officers. This dynamic is most evident in the 30 to 40 aviators who attend the Command and General Staff Officers Course (CGSOC) each year. CGSOC is a rigorous graduate-level program focused on leadership, operational art, and warfighting. By bringing together experienced veterans and rising leaders, the Frontier Army Chapter helps preserve the branch's institutional memory while encouraging meaningful discussion about the future of Army Aviation. It is not uncommon for a retired senior officer to engage with an up-and-coming major about how the branch should evolve to meet emerging challenges.

More than simply a social organization, the chapter's “calling” is mentorship during a critical phase of the profession of arms. Through its affiliation with the

Army Aviation Association of America, the chapter helps connect Department of the Army-selected commanders and Command Sergeants Major with the field grade officers who will soon serve as their Executive Officers and S-3s. These early connections help build trust and professional understanding long before those leaders arrive at their formations.

Many of these interactions occur as future command teams attend the School for Command Preparation at Fort Leavenworth. The Frontier Army Chapter supports meet-and-greet events that allow these leaders to “game plan” with their “right hands” before assuming command. Even when officers do not have the opportunity to meet their specific “future boss,” the chance to build relationships with peers, mentors, and senior leaders strengthens the professional network across the Aviation branch.

These gatherings are more than social engagements. They provide a forum for thoughtful dialogue on the challenges facing Army Aviation today—from the Army's evolving operational concepts to the integration of future vertical lift capabilities and the enduring importance of combined arms operations.

The leaders who pass through Fort Leavenworth represent some of the Army's finest. Through mentorship, dialogue, and professional engagement, the Frontier Army Chapter contributes in a small but meaningful way to developing the next generation of Army Aviation leaders and strengthening the profession of Army Aviation.

Contact Us!

Feel free to contact me or Chelsea Jarvis, our AAAA Assistant Director of

Member Engagement, if you need help with your Chapter, Executive Board support, would like your chapter featured in the AAAA magazine, or to obtain clarification of National procedures. Chapters are the backbone of AAAA. I can be reached at john.broam@quad-a.org. I look forward to working with you and supporting AAAA.

*COL (Ret) John Broam
AAAA VP for Chapter Affairs*



AAAA Chapter News Iowa Chapter First Military Ball since 2022



The Iowa Chapter of AAAA held their first ball since 2022 on February 7, 2026 at the Marriott Hotel, West Des Moines, IA inducting seven into the Bronze Order of Saint Michael and one into the Our Lady of Loretto. Those members are:

- Bronze Order of St. Michael:
- COL Kevin Johnson**
- LTC Nicholas White**
- CW5 Brandon Burrows**
- CW4 Shane Lutgen**
- CW2 Benjamin Winborn**
- CSM (Ret.) Matthew Doty**
- 1SG Charles Iams**
- Our Lady of Loretto
- SFC (Ret.) Lynnette Iams**

The Chapter intends to return to an annual event, whether that be a military ball or a dining in with this event.

ORDER OF ST. MICHAEL INDUCTEES

Air Assault Chapter

CHAPTER PHOTO BY MAJ (RET.) SCOTT HOLLINGSWORTH



CW5 Nicholas A Koeppen is inducted into the Silver Order of St. Michael by COL (Ret.) Henry C. Ruth III (immediately right of CW5 Koeppen), assisted by (left to right) Mr. John S. “Jack” Smith, COL Tyler B. Partridge and LTC Colonel Gregory Sterley. Koeppen received the award during a farewell ceremony on March 9, 2026 at Fort Campbell, KY for his work as a Standardization Pilot for the 101st Combat Aviation Brigade, particularly during the brigade’s nine-month deployment in support of Operation Inherent Resolve.

CHAPTER PHOTO BY MAJ (RET.) SCOTT HOLLINGSWORTH



CSM James W Garrett is inducted into the Silver Order of St. Michael during his retirement ceremony held on March 9, 2026 at Fort Campbell, KY. His 26-year Army Aviation career began in 1999 as an AH-64 repairer. From there, he rose through every key enlisted leadership role to battalion and Squadron CSM. Assignments from Korea to Hawaii and Fort Campbell broadened his expertise. In the 101st Airborne Division, he was part of four combat deployments and demonstrated superb rear-detachment leadership. Since 1999, he has influenced thousands and left a lasting culture of excellence. He was inducted into the order by COL (Ret.) Henry C. “Hawk” Ruth III and COL Tyler B. Partridge.

CHAPTER PHOTO BY CSM JOSIE LIA GARY



CSM Charles D. Walker is inducted as a Knight in the Order of St. Michael on the occasion of his retirement on March 2, 2026 at Fort Campbell, KY. Walker was inducted into the order on February 26, 2026 by CSM Marcus L. Pitts former CSM of the 101st Airborne Division

and CSM Anthony Mintz, the current CSM of the 101st Airborne Division. CSM Walker received this honor for his steadfast support of Army Aviation during his four-plus years as the senior NCO of the 101st Airborne Division.

CHAPTER COURTESY PHOTO



CW3 Daniel P. Parker is inducted into the Silver Order of St. Michael during ceremonies held recently at the General Brown Complex, Fort Campbell, KY by LTC Ryan E. McDonald, Director, Systems Integration and Management Office (SIMO), Fort Campbell, and COL (Ret.) Henry C. Ruth III, the President, Air Assault Chapter. Parker is an MH-47 pilot.

CHAPTER PHOTO BY MAJ (RET.) SCOTT HOLLINGSWORTH



LTC Brandy L Fields is inducted into the Silver Order of St. Michael during her Change of Command ceremony held February 12, 2026 at Campbell Army Airfield, Fort Campbell, KY. Fields was inducted into the Order by COL (Ret.) Henry C. Ruth III, President, Air Assault Chapter and COL Tyler B. Partridge, Commander, 101st Combat Aviation Brigade for her service as the Commander, 5th Battalion, 101st Aviation Regiment, Fort Campbell.

Iron Mike Chapter

CHAPTER PHOTO BY CSM NORMAN REBEL HOLLINGSWORTH



CW4 (Ret.) Adam J. Kozel is inducted into the Bronze Order of St. Michael on the occasion of his retirement at Fort Bragg, NC. Kozel was inducted on February 26, 2026 for 25 years of service to Army Aviation as a dedicated AH64 Maintenance Officer. Presenting the award was

LTC Elizabeth S. Verardo, former commander of 1st Battalion, 17th Air Cavalry Squadron.

Savannah Chapter

CHAPTER PHOTO



CW5 Jonathan M Morrison of the AAAA Savannah Chapter is inducted into the Silver Order of St. Michael by longtime friend CW4 Michael Beck, Vice President of Membership for the Washington-Potomac Chapter, during his promotion ceremony recently at Hunter Army Airfield, GA. BG Kevin Bradley served as guest speaker for the event and MAJ Paul Merklinger is CW5 Morrison’s commander. Morrison received the award recognizing 25 years of Army Aviation service and dedicated support to the Army Aviation Association of America, where he has served as the Savannah Chapter’s Vice President of Scholarships program.

Thunderbird Chapter

CHAPTER COURTESY PHOTO



CW5 Christopher A. Rau is inducted into the Gold Order of St. Michael (posthumously) during the Chapter’s annual St. Michael’s Ball on February 21, 2026. Mrs. Judy Rau (center in photo above) accepted the award on her husband’s behalf from BG (Ret.) Tim Edens, AAAA National Senior Vice President (left) and 1LT Julie M. Harris, Chapter President (right). CW5 Rau dedicated over 43 years to shaping Army Aviation at the strategic and national levels through sustained warrant officer stewardship, policy influence, and enterprise leadership. Serving as the Oklahoma Army National Guard Command Chief Warrant Officer for ten consecutive years, and as a senior member of national warrant officer and AAAA advisory bodies, he influenced professional standards, talent management, and readiness affecting thousands of Army Aviators across multiple states and components.





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

“2nd Squadron, 17th Cavalry Regiment: A Legacy That Will Endure”



PHOTOS BY COURTESY OF LTC STEPHANIE HARTLEY

Cavalrymen are determined, audacious, and known for their fierce commitment to mission success. Horses were replaced by Cobras and Hueys, then transitioned to Kiowas and Shadows, and finally to the Apache we have today.

Above left: 2nd Squadron, 17th Cavalry Regiment Command Team & 2nd Squadron, 17th Cavalry Regiment Vietnam Medal of Honor Recipient SP4 Michael J. Fitzmaurice continue the legacy of tradition at the squadron's final spur ride.

Above right: 2nd Squadron, 17th Cavalry Regiment leaders during their Post-CENTCOM Deployment Ball in February 2026, commemorating the lineage of the unit.

The machine matters little, it is the Troopers who carry the audacity, skill, and determination that will win the day.

With rapid technology advancements and extended ranges provided by unmanned technology, Air Cavalry units are required to deactivate as part of the Army's Transformation Initiative to meet Army force structure requirements. This is a historic time for the casing of Cavalry Formations across the Army and reassignment of Cav Troopers to other formations.

As LTC Stephanie Hartley, 2nd Squadron, 17th Cavalry Regiment Commander and AAAA member, commented, “As we case the Air Cavalry Regiments across the branch, their legacy will endure. I've grown up in the Cav, commanding Kiowa Warriors and now Apache formations. This isn't the end -- the Cav will not fade quietly. Each Trooper will continue to move forward with powerful momentum and a foundation rooted in excellence. We will continue to support the ground force no matter the difficulty, delivering affects and shaping the fight. That's the Cav; that is the culture of the Cavalry and it is foundational to who I am as a leader.”

LTC Harley has been the right leader at the right time contributing to a variety of Division and Corps level missions, while leading a myriad of Cavalrymen. Her career has been impactful as a Platoon Leader in 4th Squadron, 6th Cavalry Regiment, Troop Commander in 3rd Squadron, 17th Cavalry Squadron, Field Grade Officer in 1st Squadron, 17th Cavalry Regiment Field Grade Officer, and as the final 2nd Squadron, 17th Cavalry Regiment Commander.

Task Force 2nd Squadron, 17th Cavalry Regiment “Saber” recently completed a 9-month deployment to Irbil, Iraq (and other distributed locations) providing decisive combat aviation support to CENTCOM. The Squadron wrote its final chapter in history, including delivering lethal effects with the newly fielded Spike missile, conducting counter UAS operations, and leveraging a variety of other transformational technologies in support of the warfighter.

Today's Army Aviation formations are more advanced, networked, and lethal than their predecessors. In every mission centered on reconnaissance, security, rapid maneuver, and freedom of action, the spirit of Air Cavalry remains strong.

The Air Cavalry legacy endures, not as a relic of Vietnam, but as a living foundation of how Army Aviation delivers support to the ground commander. According to LTC Hartley, “There has been no greater professional honor than to have been a part of the 2nd Squadron, 17th Cavalry Regiment team in combat. History is a record of facts, dates, and events that occurred. History is what happened. In contrast, legacy is what endures from these actions -- the meaning, impact, and the value of history. Legacy is why it will always matter. As we transform and the Squadron cases the colors, our Troopers will carry the Cavalry legacy and culture forward.”

LTC Hartley and the Saber Troopers will case the 2nd Squadron, 17th Cavalry Regiment colors for the final time on May 15, 2026 at the Fort Campbell, KY, 101st Division Parade Field, signifying the formal deactivation of the unit.

*COL (Ret.) Liz Martin
AAAA Vice President for Membership
liz.martin@quad-a.org*



New AAAA Life Members

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SSG Justin Renner
Battle Born Chapter
CPT Sergio Ulices Zarate
Iron Mike Chapter
CW5 Sidney J. Hartsell

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Magnolia Chapter
Mr. Aaron Harvey
SGT Thailus A. Mitchell
Minuteman Chapter

CW3 Cory Vazquez
Mohawk Chapter
SPC Anthony Barber
Morning Calm Chapter
1SG Perciben Cosico
PFC Gabriel Demenezes
CPL Gabriel Pierre-Louis
Mount Rainier Chapter
Ms. Erica Bogard
Mr. Chris Brown
SGT Ethan J. Crowe
MAJ David D. Odineal
Narragansett Bay Chapter
PFC Damon Wayne Durfee
North Country Chapter
CPT John R. Larabee
1SG Jaime Rivera Cintron
North Star Chapter
PFC Lucas Roger Carlson
Ms. Natassja Leach
North Texas Chapter
Mr. Bob Blanchard
Mr. Jeff Brothwell
Mr. Steve Bruce
MAJ Zachariah Morford
Mr. Tom Noblitt
Mr. Jason Weir
Oregon Trail Chapter
Mr. Oscar Acevedo
Mr. Kilo Alfasi
Mr. Dan Bacon
Mr. David Balevic
Mr. David Beam
Mr. Christian Boatsman
Mr. Garrett Brown
Ms. Jessica Calzada
Mr. Hwan Kyu Chung
SFC Elana Cleveland
Ms. Chloe Escudie
Mr. Adam Giberson
Mr. Nicholas Gimbel
Mr. Russell Granby
Mr. Tyler Grover
Mr. Joseph Macci
Mr. Chris Vandersteen
Mr. Trevor Washington
Phantom Corps Chapter
CW3 Robert Gatta
SFC Dustin McInnelly
Mr. Jason Murray
Pikes Peak Chapter
Ms. Olivia Diddlebock
Mr. Wyatt Gillet
Mr. Brian J. Jones
Mr. Michael Kirby
Mr. Barry Sherman
Prairie Soldier Chapter
Ms. Kiki Chen
Mr. Chad Harris
Mr. CR Riggins
Ragin' Cajun Chapter
CPT Blake Davis
CW2 Reginald Finley
SPC Riley Higginbotham
CW4 Kevin Nichols
Rio Grande Chapter
Dr. Jay Gregson
CW2 Jon T. Pew
PFC Yning Qiao
Capt Britney Schovajsa
WO1 David Stanfield
Savannah Chapter
CW3 Brent Allred
SSG Dakota Jennings
CPL Patrick D. O'Hagan
1SG Thomas Smith
CPT Chelsea Stone
ShowMe Chapter
CW4 Zachary Barnes

CW4 Bruce Daniel
MAJ John England
SGM Bo Epple
Mr. Gregg Haley
CW2 Kent Homrighausen
Mr. Michael Ledbetter
MAJ Aaron Shaffer
CW3 Justin Vaughn
Southern California Chapter
Mr. Mo Abid
Ms. Amy Alfier Halm
Mr. Adam Benton
Mr. Noah Benton
Ms. Brittany Burns
Mr. Esteban Castellanos
Mr. Joshua Coryell
Mr. Marvin De Leon
Mr. Jordan Goers
Ms. Kayli Green
Mr. Matt Gunn
Mr. Touacha K. Her
Mr. Andrew Profit
Mr. Doug Roberts
Mr. Anthony V. Rosato
Tarheel Chapter
Mr. Nick Renner
PV2 Cruz Francisco Romero
Tennessee Valley Chapter
Mr. Jeff Bacon
Mr. Jack Blood
Mr. Stephen Burnley
Mr. Thomas E. Farr
CW4 Jim Howe, Ret.
Mr. Nathan Landrum
Mr. Patrick Lawler
Mr. Frank Luria
Mr. Vashaunta Mitchell
Mr. Milton Peterson
CW3 Dan C. Riggs
CW3 Raymond Scarborough
Mr. Raymond Schneider
Ms. Jessica Washburn
COL Steven Winkleman
Thunderbird Chapter
Mr. Jason Copello
Mr. Sam Rose
Mr. Mark Williams
Ms. Kim Windham
Utah Chapter
Mr. Kiam Boerema
Mr. Taylor Nelson
Volunteer Chapter
Mr. Leon Shivamber
Washington-Potomac Chapter
Mr. Patrick Aspland
Mr. Joe Corrigan
Dr. Tim Denning
Mr. Brent Erwin
Ms. Callie Groth
PV2 Austin Joseph Murray
MSG Brian D. Piggee
Mr. Gregory Pray
Mr. Dominic Ventimiglia
Wright Brothers Chapter
PFC Gage Edward Burris
Mr. Zachary D'Anna
Mr. Grayson Fish
COL Ronald Jones
Mr. Randy Kosinski
Mr. Sam Lundebrek
Mr. Braxton Mullet
SSG Todd Overbeck
Ms. Cheryl Sheffield
Capt Oliver Strobel
No Chapter Affiliation
MAJ Tristan Bieleveld
Mr. Todd Cheney
Mr. Stephen Leonard
Ms. Irene Parra



AAAA Family Forum By Judy Konitzer

Our Aviation First Ladies Fran Mackey Gill M.D. and Jo Ann Golden have genuinely and graciously supported our Soldiers and their families over many years, and I thank them for sharing their thoughts as we look forward to spending more time with them in Nashville.

We're Quickly Approaching Another Summit!

By Fran Gill

As always, looking forward to linking up with you and reconnecting. As a branch, we are so fortunate to have a yearly professional meeting to share experiences and hear the amazing things our branch is working. At the Center (Fort Rucker, AL), we continue to reach out to younger spouses (Warrant Officer Candidate School, Flight Students and those attending the Captain's Career Course). I am struck by their professionalism, drive, energy and positivity. In my ongoing efforts to try to mold the Spouses Professional Program into a way we can continue to inspire and network with each other, I am happy to share we have expanded to two events this year.



Fran Mackey Gill, MD is the spouse of Aviation Branch Chief, MG Clair Gill.

First, we'll sit with Mrs. Christine Obadal and Mrs. Mary Beir. Mrs. Obadal, is a veteran intelligence officer and West Point alum. She now serves as an executive leader at Deloitte, leading work in artificial intelligence. At home, she's the proud of mom of three amazing boys - two high schoolers and a college freshman. Mrs. Mary Bier is the Chief Executive Officer of the Military Child Education Coalition. She is committed to expanding the organization's reach, deepening partnerships and championing the needs of military connected children. We are so honored to have them join us in a cozy talk about their life experiences and professional experiences and how they continue to serve in expanding and evolving capacities.

Next, I've asked a few of our most positive, resilient and inspiring spouses to return to another panel forum entitled: Pivoting with Positivity - Finding your way around the challenges of military life. This event will feature spouses who thrive in dynamic environments and situations (sound familiar?). I know you will be uplifted by their energy and stories.

As always, our thoughts are with our Soldiers (and their families) currently deployed in harm's way. I recently had the opportunity to attend a Warrant Officer Candidate graduation. Clair reminded us that our newest Medal of Honor (MOH) awardee sat in those same seats in our Branch Museum just two decades ago. We are so proud of our selfless, committed warriors and the families who back their service every day. You all are truly Above the Best!

Greetings from Colorado!

By Jo Ann Golden

Hello to all the Aviator spouses and those who love aviators. Let's start off with the sad news that this year's AAAA convention will be our last at Opryland Nashville, TN. I know we will miss all the things we've grown to love like the beautiful interior flowers, the delicious restaurants we've met up in, and the fun opportunities in Franklin, downtown Nashville, and the surrounding area. These conferences have been historic, but we've got to move on to exciting new locations. Let's enjoy this last year.



Jo Ann Golden is the spouse of AAAA President MG (Ret.) Wally Golden.

Our annual event this April is off to a great start for spouses with new activities. Bring your cowboy hat and boots this year as we will take a Line Dancing lesson, which will be beginner friendly and bound to bring plenty of laughs. Another activity will highlight Goo Goo Cluster candy making and who doesn't love Goo Goos? Let's learn the history of the first-ever combination candy bar and make some sweets.

Don't miss the Spouse Professional Programs and guest speakers to stay up to date with what's relevant in the Aviation family world. I invite you to attend the Spouse's Panel as last year's was informative, emotional and pertinent to all of us whether you are active duty or retired.

Finally don't forget the Hall of Fame inductees and their families with stories that truly inspire.

Whether you are here by yourself or with a group of girlfriends, rekindle those relationships and make new friendships. I look forward to spending time with you in April and let's make some memories!





AAAA Awards



Order of St. Michael Inductees

- Gold**
Thunderbird Chapter
 CW5 Christopher A. Rau*
- Silver**
Air Assault Chapter
 CSM James W. Garrett
 CW3 Daniel Parker
Aviation Center Chapter
 LTC Sean M. O'Connell
 LTC Joseph L. Swindle
Battle Born Chapter
 CW5 Stephen J. Nielsen
Iowa Chapter
 CW5 Steven W. Stumbo
Keystone Chapter
 CW5 Frank Madeira
 CW4 Bryan Young
Phantom Corps Chapter
 LTC Wyatt A. Britten
 CW4 Torrey X. Callum
 CW4 LeBron Elder Jr.
Ragin' Cajun Chapter
 CW3 Sean P. Deegan
Savannah Chapter
 CW5 Jonathan M. Morrison
- Bronze**
Air Assault Chapter
 SGT Jeffrey S. Angel
 1SG Brent P. Brandwein
 1SG Spencer H. Lafargue
 CPT Scott N. Shimp
 MSG Jordan Shinolt
 CW3 David M. Stanley
 MSG Chad West
Colonial Virginia Chapter
 SSG Anthony Jones
 1SG Matthew D. Wells
Connecticut Chapter
 MAJ Michael Falk
 Gold Standard Chapter
 Otis M. Carroll
Greater Atlanta Chapter
 SFC Sergio L. Wiley
Griffin Chapter
 CPT Luis B. Blanchard
 CPT Cody J. Clinebell
 CPT Michael D. Shuey
 CPT Scott C. Willis
 CW3 Harry R. Wise
 CPT Mitchell J. Yelenowsky
High Desert Chapter
 CW4 Jason Antanovich
 CW3 Mikael Barrow
 CW2 Tommie J. Branham
 CW2 James J. Donnel
 SFC Matthew S. Solbach
Morning Calm Chapter

- W01 David J. Flannery
 CPT George C. Lasley
 SFC Christopher A. Meyerhoff
 CW4 Eli Samuel Quinones
 SSG Brian RamosPiceno
 CPT Aryne A. Riley
Mount Rainier Chapter
 CW4 Adam J. Beville
 CW3 Joseph Browning
 MAJ Shane T. Mann
 LTC Megan E. Young
Phantom Corps Chapter
 CW3 Jason Busch
 CW3 Nathan W. Craig
 CW4 Drew A. Schloderer
Ragin' Cajun Chapter
 CW3 Cody M. Smith
Rio Grande Chapter
 SGM Richard Long
 CW3 Drew N. Walborn
Savannah Chapter
 MAJ Jeremy D. Bowling
 SFC Robert L. Bryan Jr.
 CW2 Kallahan Kelly
 1SG Shawna L. Rodriguez
ShowMe Chapter
 SGM Bo J. Epple
Straight Arrows Chapter
 SSG Nicole Montieth
Tennessee Valley Chapter
 Taylor Abington
 CW3 Brandon Langley, Ret.
Washington-Potomac Chapter
 SFC George B. McGugan



Knight Inductees

- High Desert Chapter*
 SFC Derreck M. Smith
Land of Lincoln Chapter
 CW4 Daniel W. Lieber
 SSG Skye McEstes



Our Lady of Loreto Inductees

- Flint Hills Chapter*
 Anastacia Dayhuff
 Gabrielle Melendez
Griffin Chapter
 Jessica Pastino
 Maria Theresa Willis
Morning Calm Chapter
 Alexis Lasley
Phantom Corps Chapter
 Christina Aderhold
 Levada Johns
Tennessee Valley Chapter
 Cindy Langley

*indicates a posthumous award

FALLEN HERO



U.S. ARMY PHOTO

A Life of Service – A Legacy of Leadership LTC Brandon A. Shah

LTC Brandon A. Shah, a decorated U.S. Army Aviator, combat veteran, and respected educator, was killed Thursday, March 12, 2026, during a terror attack at Old Dominion University in Norfolk, VA. He was serving as the Professor of Military Science and commander of the Army ROTC Monarch Battalion, where he devoted himself to mentoring and preparing the next generation of Army leaders.

LTC Shah's career was defined by service, leadership, and an unwavering commitment to his country. A veteran of Operation Iraqi Freedom, Operation Enduring Freedom, and Atlantic Resolve, he spent more than two decades in uniform after first enlisting in the Army in 2003. Over the course of his career, he served in multiple assignments across the active Army, Army Reserve, and Virginia Army National Guard, eventually earning his commission through Old Dominion University's ROTC program.

An Army aviator, Shah accumulated more than 1,200 flight hours and over 600 combat flight hours flying military aircraft, including the AH-64 Apache. His service earned him numerous awards, including the Bronze Star, reflecting his leadership and courage in combat.

After years of operational service, Shah continued his mission not on the battlefield but in the classroom. Returning to his alma mater in 2022, he took command of the Army ROTC program at Old Dominion University. Under his leadership, enrollment in the program grew significantly as he worked to develop cadets into disciplined leaders committed to the profession of arms.

Shah was also committed to lifelong learning. In addition to his undergraduate degree from Old Dominion University, he earned a Master of Business Administration from the University of Georgia and a Master of Science in Engineering Management from the University of Kansas, blending academic excellence with practical leadership experience.

The attack that claimed his life also revealed the courage of the cadets he trained. Authorities say ROTC students confronted and stopped the gunman before the violence could spread further, an act that reflected the values of duty, courage, and selfless service Shah worked tirelessly to instill in those he mentored.

Friends, students, and fellow soldiers remember LTC Shah as a dedicated leader, mentor, and patriot whose greatest pride was helping young Americans find their place in service to the nation. His legacy lives on through the cadets and soldiers whose lives he shaped.

LTC Brandon Shah devoted his life to the defense of his country — first in combat and later in the classroom. His death is a solemn reminder that the cost of freedom is sometimes paid far from the battlefield.

AAAA Salutes The Following Departed...

- | | |
|----------------------------|---------------------------|
| COL Russell N. Pitts, Ret. | <i>Deceased 1/17/2026</i> |
| CW4 Kent T. Sapp, Ret. | <i>Deceased 2/2/2026</i> |



AAAA Legislative Report

By LTC (Ret.) Kevin Cochie

AAAA Representative to the Military Coalition (TMC)

kevin.cochie@quad-a.org

Advocacy Wins & Process Friction: What's Shaping the FY27 Defense Cycle

This month's legislative environment highlights a contrast that is increasingly common in Washington: effective advocacy producing tangible results on one front, while systemic process challenges continue to complicate the broader defense policy cycle. Both dynamics are unfolding simultaneously, and together they are shaping how Congress approaches the FY27 defense budget and associated policy decisions.

At the center of a recent advocacy success is the Department of Veterans Affairs' decision to rescind a proposed disability ratings rule that had generated widespread concern across the veteran community. The policy would have altered how certain conditions were evaluated, with potential downstream impacts to benefits, long-term care, and quality of life for veterans. For many stakeholders, the concern was not only the substance of the policy, but also the speed at which it was being considered and the potential for unintended consequences.

The reversal did not happen by accident. It reflects coordinated, deliberate engagement across The Military Coalition (TMC), with organizations like AAAA helping ensure that policymakers understood both the practical implications and the second-order effects of the proposal. By presenting a unified voice grounded in real-world experience, TMC elevated the issue in a way that demanded attention from both Congress and VA leadership. This kind of alignment, across organizations, services, and constituencies, is often what separates successful advocacy efforts from those that fail to gain traction.

More broadly, this outcome reinforces an important point: advocacy is most effective when it is consistent, informed, and tied to credible operational or lived experience. It also underscores AAAA's role not just as an aviation-focused organization, but as part of a larger ecosystem advocating for Soldiers and veterans across the full lifecycle of service. Engagement at the policy level is not limited to platforms or programs; it extends to the benefits, care, and long-term support that define how the nation fulfills its obligations to those who serve.

A Fifth Year of Delay: The Budget Process Under Strain

While advocacy has delivered results in targeted areas, the broader defense budget process continues to show strain. As of this writing, the Department of War has not submitted its FY27 budget request to Congress, marking the fifth consecutive year it has missed the traditional early February deadline.

Responsibility for delays in legislation is often placed solely on Congress, but the reality is shared. When the executive branch submits a late budget, it compresses every phase of the legislative process. What is intended to be a deliberate, sequential effort becomes reactive and accelerated.

The impact is most acute across the House and Senate Armed Services Committees and the Defense Appropriations Subcommittees. These bodies are responsible not just for funding, but for shaping policy, conducting oversight, and aligning priorities across the services. A delayed budget limits their ability to execute these responsibilities with depth and rigor.

Compressed timelines shorten hearings, reduce opportunities for Member engagement, and place significant pressure on staff to complete complex analysis in less time. As a result, some issues are deferred, contributing to growing complexity in future cycles.

Most critically, delays increase the likelihood of continuing resolutions. These disrupt program execution, slow contracting, and introduce uncertainty into operational planning. For both the services and industry, that uncertainty carries real and lasting consequences.

Wartime Impacts on Congressional Actions

Layered onto existing budget challenges is the emerging conflict with Iran, which is already shaping the FY27 timeline. Sustained U.S. operations, regional tensions, and rising energy costs are increasing pressure on defense resources.

Historically, periods of active conflict drive Congress to pass supplemental appropriations to cover wartime costs. These include higher

fuel consumption, munitions replenishment, force protection, and deployment sustainment.

These supplemental needs compete directly with the base FY27 budget for time and attention. Committees already operating under compressed timelines must now balance immediate operational funding with long-term planning. In practice, near-term requirements often take priority, delaying decisions on modernization and future capabilities.

The result is further strain on an already compressed process, increasing the likelihood that long-term priorities are deferred in favor of immediate operational demands.

Looking Ahead

As Congress moves closer to FY27 mark-ups, the legislative environment will likely be defined by speed, prioritization, and difficult tradeoffs. Committees will work to execute their responsibilities within a shortened window, while managing a growing list of competing demands; from budget delays to emerging conflict-driven requirements.

At the same time, recent advocacy successes provide a clear signal that informed, unified voices can still shape outcomes; even in a constrained process. Army Aviation senior leadership will have their hands full in the coming weeks and months as they engage lawmakers to advocate for the branch's priorities, many of which will ultimately be reflected in the FY27 budget request; once it is finally transmitted to Congress. That advocacy effort will require deliberate coordination, clear articulation of operational need, and sustained engagement across both authorizers and appropriators during an already compressed timeline.

The challenge moving forward is to navigate both realities at once: leveraging effective advocacy where possible, while mitigating the risks created by an increasingly compressed and unpredictable budget cycle.

For Army Aviation, that means staying engaged, staying informed, and ensuring that its voice is present at key decision points. In an environment defined by both opportunity and friction, disciplined engagement will remain the most reliable path to shaping outcomes.



People On The Move

Undergraduate Flight Training Graduates

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



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

25 Officers, March 5, 2026
Class 26-009

Commissioned Officers

- 1LT Karman, Patrick J. -HG
- 2LT Howard, Sterling S.
- 2LT Huisman, Matthew M.
- 2LT Medlin, Jackson R.
- 2LT Mitchell, Logan H.
- 2LT Putnam, Caleb M.
- 1LT Rodriguez, Marcos
- 1LT Zegarski, Sean M.

Warrant Officers

- WO1 Whipple, Cameron S. -DG
- WO1 Cox, Daniel M. -HG
- WO1 Freeman, Brian C. -HG
- WO1 Bates, Juron D.
- WO1 Begley, Nathaniel E.
- WO1 Colston, Quanesha F.
- WO1 De Jesus Gonzalez, Kidanny O.
- WO1 Henderson, Eric O.
- WO1 Holden, Joseph B.
- WO1 Jithoo, Nikhil N.
- WO1 Karnavas, Tyler J.
- WO1 Kelley, Rilynn C.



UFT Class 26-009

- WO1 Park, Faith E.
- WO1 Pezolesi, Thomas W.
- WO1 Santiago, Christopher J.

- WO1 Scott, Kentrell D.
- WO1 Shrum, Bradley A.

- DG: Distinguished Graduate
- HG: Honor Graduate

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

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

Aviation Maintenance Technician

Class 001-26

- WO1 Samuel F. Andrychowski * -DG
- SGM Abdullahi Albaqami
- WO1 Tommy J. Jackson
- WO1 Charles Kirk
- WO1 Miguel K. Rowe
- WO1 Ryan J. Youngson
- Class 002-26
- WO1 David M. Stanfield * -DG
- WO1 Marc N. Barna
- WO1 Michael W. Bowers
- WO1 Jorge L. Diazotero
- WO1 Mackenzie J. Murphy
- WO1 Shena M. Senatore

AH-64 Attack Helicopter Repairer (15R)

Class 054-25

- PVT Emelly Ahyleene Peralta * -DG
- SPC Gerardo Alcala, Jr.
- SPC Ethan Woodrow Briggs
- PFC John Gordon Capps
- SPC Ethan Blake Hardin
- PFC Benitez Enrique Perez
- PV2 Kaitlyn Danae Rodgers
- PFC Hunter Allan Rumpf
- SPC Adrian Omar Sandoval
- SPC Leon Girard White, Jr.
- SPC Lucas Alexander Wilson
- PFC Dylan Cole Zelle
- Class 001-26
- PV2 Cruz Francisco Romero * -DG
- SPC Joshua Scott Bohn
- PV2 Koltin Tucker Burriss Boyer
- SPC Danielle Amber Cawthon
- PV2 Hailey Mae Hoskins
- PV2 Reagan Renee King
- PFC Dujon Jordan Anton Lewis
- PV2 Evelyn Skye Murray
- PV2 Isai Servin
- PVT Tristan Alexander Sisson

PVT Luke Ezra Walkup

Class 002-26

- PV2 John Daniel Morgan * -DG
- PFC Carlos Jarethe Andrade
- PV2 Christian Matthew Bonilla
- PFC Samantha Lynn Butts
- SPC Gabor Jose Castrojuarez
- PV2 Casey Wayne Hagar
- PVT Gabriel Maurice McDowell
- SPC Ryland Stewart McFadden
- PVT Nicholas Jashua Potoczny
- SPC Logan Thomas Renninger
- PFC Carson John Smith
- SGT David L. Wells

UH-60 Helicopter Repairer(15T)

Class 115-25

- PFC Gage Edward Burriss * -DG
- PV2 James Ethan Banks
- PV2 Thaddeus Warren Bradley
- PFC Christopher Ivan Cabrera Aponte
- PV2 Victor Bradley Cabrera
- PV2 Brandon Leo Chavez
- PV2 Kaden David Cook
- PV2 Aidan Nelson Kovac
- PV2 Jacob Thomas Liedell

- PV2 William James Mroczenski
- PV2 Treyson Alexander Putnam
- PV2 Rylan Conrad Weber
- Class 116-25
- PFC Carlos M. P. Garcia * -DG
- PFC Ian William Beattie
- PFC Andrew Jacob Carney
- PV2 Derek Paul Clark
- PFC Chase Matthew Coates
- PFC Nicholas Cameron Croteau
- PV2 Caleb William Gemme
- PFC Brody Alexander Macklin
- PFC Finley Shaw
- PFC Preston Matthew Wilkin
- PFC Casey Tyler Williams
- PFC Conner Joseph Willinger
- Class 001-26
- PFC Yining Qiao * -DG
- PVT Savannah Rose Aratare
- PV2 Shelby Simone Dopp
- PVT Minh Khoi Huynh
- PVT Bradley Preston Kestner
- PV2 Elijah Mark Lowenstein
- PV2 Shail Jayesh Patel

Continued on next page

People On The Move

AIT Graduations Continued

PV2 Kyler Reed Pedro
 PV2 Zane Kylur Robinson
 PV2 Tristan Wade Staats
 PV2 Alexander Joseph Trujillo
 PV2 Matthew Abraham Vela
Class 002-26
 SPC Steven Zachary Stacy * -DG
 PFC Jacob Scott Akin
 PFC Alexander James Anderson
 PV2 Branson Scott Barker
 PVT Anthony Edmond Bulerski
 PV2 George Bryan Castillo
 SPC Jose Guadalupe Guzman Jr.
 PVT Cole Stewart Hanson
 PV2 Steve Jung
 SPC Annabelle Jane Loveless
 SPC Sean Edward Riggs
 PFC Ethan Bradley Sizemore

Class 003-26
 PV2 Benjamin L. R. Crocker * -DG
 PFC Alexandria Marie Baumann
 SPC David Michael Garcia
 PFC Sathya Ali Ghorbani
 PV2 Charlie Allen Hunter
 PV2 Torrence Matthew Jackson
 PV2 Tucker Scott Leclair
 PVT Jacob Angelo McElduff
 PV2 Maurice Lee Miller
 PV2 Luke Castillo Padilla
 PV2 Agampreet Singh
 PV2 Gabriel Jensen Soliven
Class 004-26
 PFC Lucas Roger Carlson * -DG
 PV2 Peter Aaron Bogdanowicz
 PVT Ian Joshua Brawn
 PV2 Logan David Brown
 PFC Mauro Guiseppe Danetra
 PV2 Noah Strong Dickerson
 PV2 Nikollas Do Prado Diolindo
 PV2 Thomas Jacob Fincham

PV2 David Ibarra Lopez
 PFC Jesus Daniel Martinez
 PFC Isaac Nathan Stol
 PV2 Brett Stephen Thompson
Class 005-26
 PV2 Austin Joseph Murray * -DG
 PV2 Abbey May Almeter
 PV2 Dane Garrett Carmichael
 PV2 Emily Cheyenne Carter
 PFC Emily Daniela Cruz Perez
 PFC Camden Gunnar Kelley
 PV2 John Brooks Robinson
 PFC Cameron James Rowen
 PFC John Thomas Steinhardt
 PV2 Drake Wayne Terrell
 PV2 Cody Michael Tuttle
 SPC Noe Alonso Urbina
Class 006-26
 SPC Cole Steven Accordino
 PFC Jamil Andres Beato
 PV2 Nolan David Brooks
 SPC Mihad Yasin Z. Clowers-Davis

PV2 McCamey Dean Colton
 PFC Justin Chase Fraley
 PV2 Jaxon William Gackle
 PFC Jack Everett Higgins
 PFC Landon James Miller
 SPC Caleb Joseph Peterson
 SPC Caleb Glenn Taylor
 SGT Dylan Matthew Watkins

Cargo Helicopter Repairer (15U)

Class 049-25
 SPC Julia Grace Som * -DG
 PFC Caleb Isaac Clapp
 PV2 Tanner Jaxon Clegg
 SPC Braden Aric Garland
 PV2 Lorenz Michael Gross
 PFC Jacob Robert Kostal
 SPC Rebeka Reece
 PV2 Christopher Vilchis Perez
Class 001-26
 PVT Braxton Daniel Roll * -DG
 SPC Jonathan Dale Craig
 SPC David Garcia-Reyes
 PFC Luke Stephen Howell
 PV2 Hunter Thomas Potts
 PV2 Kyler Scott Redfield
 SPC Matthew Luis Rodriguez
 PFC Spencer Finlay Sayre
 SSG Omar Janoi Sewell
 PFC Jackson Gabriel Tiquet
 PFC Jason Christopher Wade
 PFC Charles Elijah Wilson
Class 002-26
 SPC Joshua James Mauriello * -DG
 PV2 Jordan Tyler Anders
 PVT Justin Michael Brockmann
 SGT Tristan Josiah Bussey
 PV2 William Forrest Clark
 PV2 Nahum Feliciano Garcia
 PVT Juan Pablo Guanipa
 PV2 Cole Beck Haynes
 SPC Solomon Andres Liske
 PFC Jonathan E. Ramirez Moreno
 PFC Brayden Micah Smith
 SPC Samuel James Snow

AVIATION SENIOR AND LEGACY LEADERS!



We are looking for former colored hat wearers to serve as the guest speaker for our current Flight School Color Hat Ceremonies. Fill out the form at the QR code or link below to join our roster.

<https://forms.osi.apps.mil/r/pwZgHvDtgs>



Aircraft Powerplant Repairer (15B)

Class 011-25
 PFC Damon Wayne Durfee * -DG
 PVT Alejandro Avila Gonzalez
 SPC William Brock Benton
 PVT Anthony David Bourdeau
 SGT Christian Steven Brooks
 PV2 Kevin J. Dominguez-Ordonez
 PFC Christopher Robert Foster
 SPC Joel Tyler Samuel Johnson
 PV2 Morgan Kipchircher
 PFC Zachary Vance Klingerman
 PVT Alan Llamas Valdovinos
 PFC Lucas Riley Prickett

Aircraft Powertrain Repairer (15D)

Class 011-25
 PV2 Tevin Michael Campbell * -DG
 PFC James Talon Ahrens
 PFC Zachary Collin Bush
 PFC Mohamed Aliou Diallo
 PV2 Jonathan Miles Lamer
 PFC Matthew Blake Lawson

People On The Move

PV2 Chase Fredrick Lemaster
 PVT Christian Joshua Mununa
 PV2 Zachary Robert Pawelczyk
 PV2 Samuel E. Lee Van Schaick
 PFC Jose Ricardo Villalon, III
 SPC Kelton Ming-Ji Young
 PFC Bryan Anthony Dozier
 PV2 Ryan Vernon Kamau

Aircraft Electrician (15F)

Class 021-25
 SPC Carlos M. Cifuentes-Rodriguez
 PFC Kyle Raymond Courchaine
 PFC Ethan Daniel Hook
 PVT Xingyu Li
 SFC Wei-Cheng Lu
 PV2 Angel G. Onate Bermudez

Aircraft Structural Repairer (15G)

Class 001-26
 PFC Zachary James Bowen * -DG
 SPC Drevan Kai Addis
 PFC William McClain Griffin
 PFC Nathan Taylor Herzog
 PV2 Sean Michael Hosman
 PFC Luke Aja Mahlke
 PFC Alena Isabella Rivera
 PFC Adan Rizo-Jaramillo
 PVT Jaiden Anthony Swiger
 PFC Jason Aaron Wood

Aircraft Pneudraulics Repairer (15H)

Class 001-26
 PFC William Russell Schuman * -DG
 PV2 Nykolahs Xavier Gonzalez
 PV2 Gavin Andrew Hamm
 PFC Noel Abela Lomboya
 PVT William Joseph Payne
 PFC Malique Naseem Russell

Avionic Repairer (15N)

Class 021-25
 PV2 Christian Julia Arredondo
 SPC Parker David Champagne
 PV2 Lawson Parker Cook

SPC Samuel Isaiah Pearson
 SPC Bayard Rocco Paiani
 SPC Logan James Virtue

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

Class 023-25
 PFC Randy N. Teegarden, Jr. * -DG
 PV2 Robert Levi Brummitt
 PVT Antonio Nikolas Carpenter
 PVT Patrick John Corby, Jr
 PFC Grady Adolph Hepner, II
 SPC Steven Matthew Kiine
 SPC Dakota Wade Martin
 PVT Mayan Soul Sabelko
 PFC Fernando Isaiah Treadway
 SPC Ryan Tyler Wise
 SPC Gian Carlo Yerena
Class 024-25
 PFC Addison Chan * -DG
 SPC Adrian Michael Bolanos
 PVT Dakota R. Broadhurst
 SPC Dustin Bradley Cummings
 PVT Felipe III Damian
 PFC Dylan Robert Fees
 PFC Sotirios Bradle Hafemeister
 PV2 David Clement Hornung
 SPC Joseph V Howell
 PVT Cameron David Pugh
 PV2 Edward John Quail
 SPC Willie Adrian Truesdell
Class 025-25
 PFC Damien Francis Ryan * -DG
 PFC Rey Acuna-Rios
 PFC Daniel Alonzo
 SGT Mohamm A. Bader Salem
 SPC Collin Adam Asoera
 PV2 James Ethan Doss
 PV2 Candice Michelle Martin
 PV2 Emily Micchaela Mulalley
 PFC Ethan Turin Parks
 SPC Thomas Lee III Williams
 PV2 Avery Jade Zwick

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

Unmanned Aircraft Systems (UAS) Graduations

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

Gray Eagle Repairer Course

12 Graduates, 9 March 2026
 PV2 Mai, Tina-DG (25-009)
 SPC Traut, Luis-DG (25-202)
 SPC Hutchinson, Kyle
 PFC Clark, Nathaniel
 PFC Figueroa Gonzalez, Jadiel
 PFC Gatewood, Austin
 PFC Ramos, Edward
 PFC Williams, Alexander
 PV2 Hartling, Kyle
 PV2 Irving, Samuel
 PV2 Martinez, Enich
 PV2 Stark, Ava

UAS Operator

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

Gray Eagle Operator Course
 6 Graduates, 2 March 2026
 SPC Mercaldo, Benjamin-DG
 SPC Flores, Josiah
 SPC Esquivel, Ruben
 SPC Pereira, Esteban
 PFC Rafferty, Aidan
 PFC Rejino, Ezekiel

* = AAAAA Member



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 and watch
 the talent
 harvest grow.**

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

AAAAIndustry@quad-a.org 203. 268.2450
ARMYAVIATIONmagazine.com






Industry News

Announcements Related to Army Aviation Matters

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

Army Tests APEX Counter-UAS Round in Arizona

The Yuma Test Center at U.S. Army Yuma Proving Ground, AZ, recently tested a new 30 mm Aviation Proximity Explosive round, primarily developed for firing from the AH-64 Apache helicopter.

Walter McCormick, a test officer at the proving ground, explained that the APEX is designed to integrate with the existing M230 gun already mounted on the Apache.

"The APEX round was developed to be a [fragmented] round that would [explode] in front of the [unmanned aerial system] and make a [small] pattern that would take out a UAS," McCormick said, adding that the need for counter-UAS solutions is urgent.

The next step for the APEX is to undergo airworthiness release based on the current test results. This will provide a safety release for the APEX to be fired from Apaches by soldiers when rounds are available. The airworthiness release is a milestone on the road toward materiel release and fielding.

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

The Boeing Co., Mesa, AZ, was awarded a \$95,949,499 modification (P00016) to contract W58RGZ-24-C-0028 for performance-based logistics support for depot level repair of Apache Airframe components. The modification brings the total cumulative face value of the contract to \$489,697,502. Work will be performed in Mesa, Arizona, with an estimated completion date of April 30, 2027. Fiscal year 2026 other procurement, Army funds in the amount of \$95,949,499 were obligated at the time of the award. U.S. Army Contracting Command, Redstone Arsenal, AL, is the contracting activity.

Amentum Services Inc., Chantilly, VA, was awarded a \$12,000,000 modification (P00083) to contract W58RGZ-25-C-0003 for global aviation maintenance services. Work will be performed in Chantilly, Va., with an estimated completion date of

March 10, 2026. The modification brings the total cumulative face value of the contract to \$320,008,866. Fiscal 2026 operations and maintenance, Army funds in the amount of \$12,000,000 were obligated at the time of the award. Army Contracting Command, Redstone Arsenal, AL, is the contracting activity.

Boeing Distribution Services Defense, O'Fallon, MO, has been awarded a maximum \$270,000,000 fixed-price with economic-price-adjustment, indefinite-delivery /indefinite-quantity contract for industrial product support at Corpus Christi Army Depot. This was a competitive acquisition with three responses received. This is a five-year base contract with one five-year option period. The location of performance is Texas, with a July 31, 2031, performance comple-

tion date. Using customer is Army. Type of appropriation is fiscal 2026 through 2031 defense working capital funds. The contracting activity is Defense Logistics Agency Weapons Support, Richmond, VA (SPE4AX-26-D-0005).

Rockwell Collins Inc., Cedar Rapids, IA, was awarded a cost-plus-fixed-fee, firm-fixed-price contract for acquisition of support services and incidental materials for the UH-60M Black Hawk Multi-Functional Display Avionics Suite. The amount of this action is \$95,728,892. Bids were solicited via the internet with one received. Work locations and funding will be determined with each order, with an estimated completion date of Feb. 24, 2031. Army Contracting Command – Redstone Arsenal, AL is the contracting activity (W58RGZ-26-D-0027).

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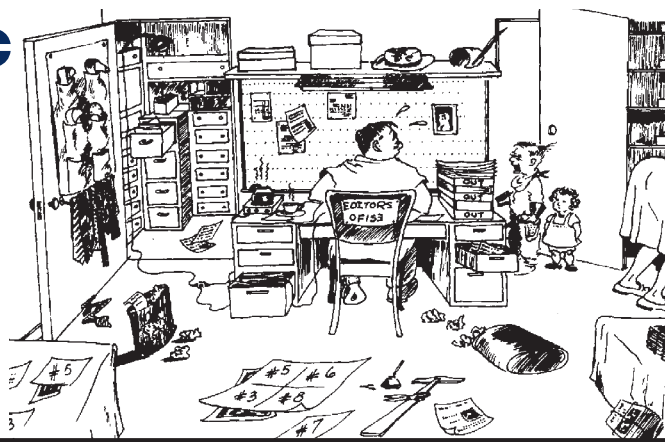
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Art's Attic

By Mark Albertson



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



25 Years Ago April/May 2001

Name Change

Regents College, Albany, New York, the sole institution in this Nation offering degree programs based exclusively on outcomes based assessments of learning, has changed its name to Excelsior College. This institution has enabled more than 89,000 people to

earn an associates, baccalaureate and masters' degrees since its founding some thirty years ago. Current student body numbers upwards of 18,000.

Military Aviation Turns 91

More than 100 members of the National Order of the Daedalians Flight Number 2, the Army Aviation Association of America's Dibrell Chapter, and others recently assembled at the Fort Sam Houston, Texas, Officers' Club to commemorate the 91st anniversary of an historic American military flight. March 10, 1910, following less than an hour's flight instruction, 1st Lieutenant, Benjamin Foulois, from Washington, Connecticut, took off at 9:30 AM from Fort Sam Houston. He reached an altitude of 100 feet, circled the field at a speed of 50 mph and touched down seven minutes later. Foulois accomplished this feat in the Army's first plane, a 1909 Wright Flyer. Shown planting a wreath at the site of the flight are Air Force Brigadier General Peter Sutton, captain of the National Order of Daedalians Stinsons Flight Number 2 (left) and Brigadier General Virgil Packet II, deputy commanding general of the U.S. Army Aviation Center at Fort Rucker, Alabama.



Iron Mike Chapter

CW4 Dwayne Rudolph was presented with the Order of St. Michael by Colonel William Jacobs, President of A.A.A.A.'s Iron Mike Chapter. Ceremony took place at the 18th Aviation Brigade's February 15 hail-and-farewell ceremony.



50 Years Ago April/May 1976

Innovator

Joseph L. Haley, Jr., (right), of the USAARL, Fort Rucker, Alabama, receives a Department of the Army R&D Achievement Award from Brigadier General K. Dirks, Commander, U.S.A. Medical



R&D Command. Haley was instrumental in the development of a crashworthy helicopter troop seat.

A Mixed Bag

On March 30, nineteen aviators graduated from the USAAVNC flight school, a veritable cocktail of sorts which demonstrates not only the present but the future of aviation. Among the graduates were two women, four from the Air Force, three more were from the Israeli Air Force. Top graduate honors went to Army personnel, a 1st lieutenant and a W.O.1.



Selected

John N. Brandenburg, AAAA National Board member, was recently promoted to major general. Presently Chief of Staff, XVIII Airborne Corps, Fort Bragg, will report in May to the Headquarters, First U.S. Army. Brandenburg is a Senior Army Aviator with a pair of DFCs and fourteen Air Medals. He is an Oklahoma State ROTC graduate who entered active duty service with the Army in June 1951. Brandenburg has served in a variety of command and staff assignments in Korea, Vietnam and CONUS, being an ADC of the 101st Airborne Division [AASLT] prior to his Fort Bragg tour.

A Boost

Winners of the *Aviation Digest's* February 1976 writer's compilation competition donate their prize, a \$25 savings bond to the AAAA Scholarship Foundation. Left to right are Lieutenant Colonel Robert L. Graham and USMC Lieutenant Colonel Ray W. Franklin, co-authors of the winning article, and Major General Maddox, Commander, USAAVNC, and Douglas Brown, Chairman of the Army Aviation Museum Association, which presents a bond each month to the *Aviation Digest* winner.





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, AL.

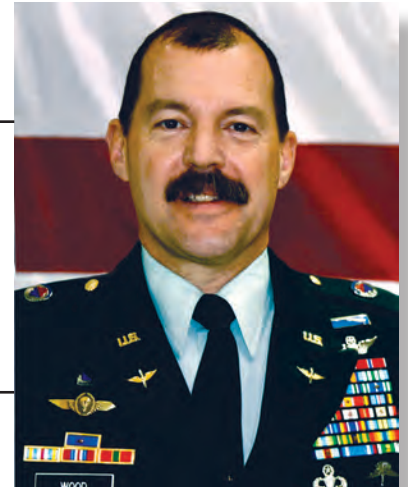
The deadline for nominations for the 2026 induction is June 1, 2026

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

Army Aviation Hall of Fame

Chief Warrant Officer 5 Stanley L. Wood, U.S. Army Retired

*Army Aviation Hall of Fame 2023 Induction -
Nashville, TN*



In 1978 CW5 Stan Wood enlisted as an Army Airborne Ranger in 2nd Battalion, 75th Ranger Regiment where he cultivated his ground force mentality and underlying leadership principles that became the foundation of his success.

After his selection as Flight School Honor Graduate, Wood served in Panama, flying hundreds of missions fighting drug cartels. Here he learned the importance of detailed flight planning while leading aviation missions in austere environments.

Wood served 6 years in the 160th Special Operations Aviation Regiment (Airborne), deploying on many sensitive missions as a pioneer of the new MH-60 Direct Action Penetrator. During Operation DESERT STORM, Wood led a rescue of U.S. forces deep inside Iraq, earning a Silver Star for his gallantry under fire. In 1993 Wood conducted a daring nighttime resupply mission of isolated ground forces in Mogadishu. Demonstrating extraordinary composure under withering enemy fire, he ensured U.S. military forces could fight through the night and was awarded the Distinguished Flying Cross for these actions.

From 1999 until retirement in 2009, Wood served as flight lead and mission commander in a Special Mission Unit. He led hundreds of combat missions in Bosnia, Afghanistan, and Iraq, spearheading the employment of decisive tactical over-watch capabilities. A testament to his leadership, Wood was selected as his unit's first Command Warrant Officer.

He has fought in every major conflict and many other classified operations, including 12 deployments to Iraq. He retired with over 7,000 flight hours, including 1,700 combat hours and 2,200 under NVGs.

Upon retirement, CW5 Wood was one of the most decorated Chief Warrant Officers in the U.S. Army.

He continues to serve aviation as one of the leaders of his aviation engineering company which develops cutting-edge combat capability for U.S. Army and special operations units.

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