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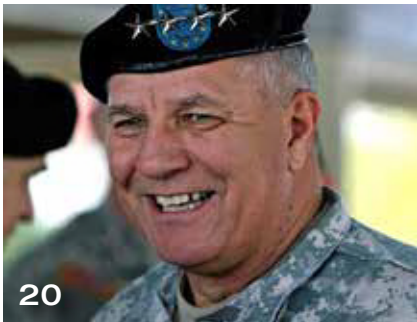
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On The Cover

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Night Stalkers Receive Numerous Awards



U.S. ARMY PHOTO BY MAJ. JEFFREY SUMNER

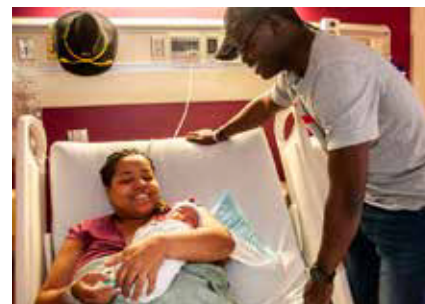


U.S. ARMY GRAPHIC

Over 50 Soldiers of the 160th Special Operations Aviation Regiment (Airborne) were recognized with combat or valor awards on Feb. 16, 2023 during a ceremony at Fort Campbell, Kentucky. LTG Jonathan Braga, the commanding general of Army Special Operations Command, presented 54 aviators and support personnel with 75 awards, including 11 Distinguished Flying Crosses with valor devices, seven Bronze Stars, seven Air Medals with valor devices, 43 Air Medals with combat devices and four Army Commendation Medals with combat devices. Recipients ranged in rank from specialist to colonel. According to regimental commanding officer, COL Roger Waleski, the awards were in recognition of the Soldiers' participation in four different operations between 2019 and 2022.

Army's Parental Leave Policy Bars Local Denials

Commanders who want to deny any portion of the nonchargeable 12-week parental leave policy change announced in January 2023, will need to justify the decision to the first general officer in their chain of command, who



U.S. ARMY PHOTO BY AMREY SANCHEZ

is the only official allowed to formally deny parental leave requests. That policy applies to both mothers, who can take the 12 weeks of leave in addition to their existing six-week convalescent leave, and non-birth parents. The policy applies to active-duty troops and Reserve or Guard members on extended active-duty tours. Soldiers are also authorized

to request leave in nonconsecutive blocks of at least a week in length, but commanders have the authority to deny such requests.

Troops Discharged For Refusing COVID Vaccine Can Now Rejoin



DOD PHOTO BY LCPL. JACOB YOST

Service members who were forced out of the military because they refused the COVID-19 vaccination now have a path for rejoining. According to Sergeant Major of the Army Michael Grinston in testimony before Congress on Feb. 28, 2023, the process to rejoin will be similar to what a service member goes through after a break in service, assuming the service member meets the qualifications. Any veterans who received discharges should apply for records upgrades through their service's board of corrections, including changing reenlistment restrictions that required vaccination.

DoD Releases Policies to Ensure Access to Non-Covered Reproductive Health Care

The Defense Department announced new policies on Feb. 16, 2023, designed to close some of the gaps that the overturn of Roe v. Wade opened up in service members' ability to access reproductive health care. They include fully paid travel expenses for troops who have to go out of state to obtain an abortion and up to 21 days of nonchargeable leave, including to accompany a dependent or spouse, whether it's for an abortion or fertility treatment. The new regulations also give service members until 20 weeks to notify commanders of a pregnancy. Expense limits are governed by existing per diem caps on transportation, accommodation and meals, according to rates set for the location. Commanders are not authorized to try to delay approval by, for example, requiring service members to speak with a chaplain or submit to medical testing before approving leave, the policy stipulates. The services have 30 days to enact them, according to the release accompanying the policies.

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Summit on Record Breaking Course for April!

By the time you read this, we will only be a few weeks away from the 2023 Annual Summit which I am pleased to report is set to break all records in attendance, housing and exhibit sales.

Registrations alone are running thirty percent above last year's record, and our lineup of speakers from the Chief of Staff of the Army and the Aviation Branch "Six-Pack plus one" on down could not be any stronger. Under the theme of *40th Anniversary of the Army Aviation Branch: Honoring the Past and Transforming for the Future*, we have all aspects of the Army Aviation Community headed to Nashville April 26-28 to work together to make sure the absolute best doctrine, training, materiel, sustainment, logistics, engineering, and industry support are there for our Aviation Soldiers when and where they need it.

Heads up... you only have a few days until the April 3, 2023 deadline to get your Hall of Fame and Soldier Appreciation Dinner/Concert tickets. We are really looking forward to seeing Jennifer Nettles' performance to close out the event on Friday, April 28. After April 3, no tickets will be available for either event so get online now and make sure you have your spots reserved!

As I complete my final chapter visit swing through the Northeast, I am reminded what an amazing umbrella organization AAAA is. From National Guard, to industry, U.S. Army Reserve, active duty, retired and Department of the Army Civilian centric chapters, we



U.S. ARMY PHOTO BY LTC ANDY THIBODEAU

Mr. Jeffrey Langhout (center), director of the Combat Capabilities Development Command's Aviation and Missile Center, is inducted into the Gold Honorable Order of St. Michael by AAAA National President, MG (Ret.) Tim Crosby (left) on February 22, 2023 at Redstone Arsenal, AL. On hand to help him celebrate are (left to right) daughter, Grace; wife, Jackie; LTG Robert Marion, Military Deputy to the Assistant Secretary of the Army for Acquisition, Logistics and Technology; and MG Thomas O'Connor, commanding general of Aviation and Missile Command.

have it all. Through our 4 pillars, this entire Association, soldiers, civilians, and industry alike, focus their efforts on supporting our aviation soldiers and their families. The strength and the foundation of the Association is the people; the people and the common bond that we all share called Army Aviation.

Since 1957, long before there was an Army Aviation Branch, AAAA evolved as the glue that held together the Army Aviation community regardless of what branch of the Army in which you served and for which you flew. From the Transportation Corps and Supply, to Armor, and even Field Artillery where organic Army Aviation began on June 6, 1942, at Fort Sill, Oklahoma, the AAAA and its many chapters and geographic regions kept us all together.

As we celebrate the 40th Anniversary of the establishment of Army Aviation as a true Combat Arms Branch on April 12, 1983, let's all take

some time to think back to those who made it possible. We stand on the shoulders of those pioneers. I know our Branch Chief, MG Mac McCurry, has some outstanding events planned at Fort Rucker over the next few weeks to recognize and honor some of our great visionaries and former leaders. Invitations will be coming out; I hope that many of you will be able to make the trek back to the home of Army Aviation and help us celebrate our evolution to become a key member of the combined arms team.

We will continue the 40th Anniversary celebrations in Nashville for all our record-breaking attendees. Although reflecting on the past, we will also be looking forward to the next decades of Army Aviation success. Hope to see you there.

Above the Best!

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

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U.S. Army Aviation: A Total Force Defending Our Nation

By MG Michael C. McCurry II



U.S. ARMY USACE PHOTO MONTAGE

Army Aviation as a critical part of the Total Army Force remains ready to win our Nation's wars, defend the homeland, and respond to national emergencies when our Nation calls.

On the eve of the Branch's 40th Anniversary on 12 April 2023, we reflect on the contributions that the Reserve Components made over the last four decades. The Reserve Components make up fifty-one percent of Army Aviation and have mobilized aviation units to support operational missions, including in Afghanistan, Iraq, Kuwait, Kosovo,

Whenever the Army National Guard (ARNG) and U.S. Army Reserve (USAR) are needed, these Citizen-Soldiers answer the call to duty.

Sinai, and other locations around the world. Additionally, the RC has supported domestic operations including natural disasters caused by hurricanes, floods, earthquakes, wildfires, and snowstorms; assisted federal agencies during 9/11; and provided support for border security. Whenever the Army National Guard (ARNG) and U.S. Army Reserve (USAR) are needed, these Citizen-Soldiers answer the call to duty.

The Reserve Components have a long and distinguished lineage of protecting the national security of the United States. The ARNG has a rich history found as far back as



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colonial militias organized under the Massachusetts colony on 13 December 1636. These formations have been led by committed professionals like General Daniel R. Hokanson, the 29th Chief of the National Guard Bureau. His service in this capacity places two Army Aviators on the Joint Chiefs of Staff!

Today, our Aviation doctrine outlines how to conduct multidomain operations in large scale combat, and the Total Force is critical to the execution of this doctrine. If we are to continue to dominate in the lower tier of the air domain and increase the lethality and survivability of the Combined Arms Team, we need our RC aviation formations. As such, we must focus our ability to successfully See, Strike, Move, and Extend on the battlefield with Active and Reserve Component aviation acting together as teammates. We must train our aviation forces assigned to all COMPOs to fight and win with the recently updated doctrine of FM 3-0, Operations. The new FM 3-04, Army Aviation, and ATP 3-04.1, Aviation Tactical Employment will be published in December 2023, and February 2024, respectively.

As we prepare for the future, the Reserve Component Training Centers, the Western ARNG Aviation Training Site (WAATS) and Eastern ARNG Aviation Training Site (EAATS), High-altitude ARNG Aviation Training Site (HAATS), and the Fixed Wing ARNG Aviation Training Site (FWAATS), are pivotal in making this training a reality for the Army Aviation Total Force. As we continue to modernize our current fleet of aircraft and systems, Army Aviation Reserve Component Training Centers will continue to facilitate training incorporating these changes. For example, in FY22, EAATS supported the training and fielding of the UH-60V for the Illinois and Georgia ARNG.

The relationships we build with the Army Aviation Reserve Component during peacetime are vital. BG Stanley Budraitis from the Mississippi ARNG served as the USAACE Deputy Commanding General over the last three years. BG Budraitis retires this Spring, and BG Matthew Strub, Wisconsin ARNG, will assume the role of Deputy Commanding General – Army National Guard at the USAACE. Having these outstanding Aviation Soldiers as part of the USAACE gives a holistic perspective to the total force of Army Aviation. Additionally, BG Roger Deon, Deputy Assistant Commandant, USAR and Commanding General, Reserve Aviation Command and his team are fully integrated and provide insight into USAACE’s mission of developing and training Army Aviation Soldiers. The RC is fully incorporated into all missions and units at the USAACE with Senior Advisors, Liaison Officers, and instructors creating a cohesive team to generate and develop the Total Army Aviation Force.

Operating as a Total Force, the Army Aviation Reserve components are critical to providing the Soldier on the ground with the lethality, survivability, sustainment, and reach to win on any battlefield. Army Aviation Reserve Components will also remain as adept in supporting local communities during national emergencies as they are supporting Combined Arms Maneuver in wartime.

Above the Best!

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

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▶ This Is Your Army!

Today's National Guard: Always Ready, Always There

By GEN Daniel Hokanson

What do you picture when you think of the National Guard? Maybe you think of a helicopter hovering over flooded streets in the aftermath of a hurricane, hoisting families and pets to safety.



WANG PHOTO BY SFC ADOLF FINLAC DT-118 GSAB

Maybe you think of the testing and vaccination sites the Guard manned during the COVID-19 pandemic – maybe you were one of the tens of millions of people vaccinated by a Guardsman. Maybe you remember the civil unrest events in the summer of 2020 or January 2021 and remember the National Guard on the streets of American cities, upholding the rights of protestors while establishing safety and order.

All of those images are correct – but they are only part of the picture. In reality, the National Guard exists to fight our Nation's wars. Our ability to respond to almost any disaster or emergency here at home is because we are manned, trained and equipped to fight as the combat reserve of the Army and the Air Force. In the two decades of conflict that followed

CW4 Tim Reeves and CW2 Kevin Crisp, 1-168th GSAB, Washington National Guard, perform a "flag drag" high above Puget Sound on their way to Gas Work Park in Seattle as part of the Seattle Seafair 4th of July celebration.

the 9/11 attacks, the National Guard tested – and proved – its combat capability, serving more than one million deployments. The National Guard was there from the first hours of the 9/11 attacks, to the last hours in Afghanistan. Today, more than 41,000 Guardsmen are on duty, and 24,000 of those are serving in every Combatant Command across the globe, including Guardsmen who are training our Ukrainian partners in their fight against Russia's unprovoked invasion.

Over 430,000 strong, the National Guard is the second-largest organization in the American military, behind only

the regular Army. All 50 states, three territories—Puerto Rico, the Virgin Islands, and Guam—and Washington, DC all have a National Guard. There are Guard members in nearly every zip code. Today, we make up twenty percent of the entire U.S. military — one in five members of the Joint Force is in the National Guard. We fight the same wars as our active-duty counterparts. When mobilized, we spend weeks, months, and years away from our families like our active-duty counterparts. The biggest difference is – unlike our active-duty counterparts – we leave civilian careers behind to serve our Nation.

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U.S. AIR NATIONAL GUARD PHOTO BY NASST, MATT HECHT

A U.S. Army UH-60 Black Hawk helicopter with the New Jersey National Guard's 1-150th Assault Helicopter Battalion drops off Soldiers during the 1-254th Regional Training Institute's Infantry Advanced Leaders Course 22-02 on Joint Base McGuire-Dix-Lakehurst, New Jersey, April 9, 2022.

Complex Organizational Structure

But our organizational structure – and the authorities that govern us – are complex. Not only can the National Guard be called up to fight our Nation's wars – a state's National Guard can be called up by its governor to respond to communities in times of need.

So far this year, the National Guard has responded to blizzards, floods, and wildfires; conducted search and rescue operations; provided humanitarian assistance and migrant support; assisted with hurricane recovery; and secured communities in the face of civil unrest. These are all reasons the National Guard is important to our Nation, but they are not our primary purpose. We can perform these myriads of tasks because we are trained and equipped for combat – and we pair these capabilities with unmatched locality. Whenever disaster strikes, the National Guard is among the first to respond – because no matter where you are in the United States, we're already there.

The National Guard provides significant combat capability and strategic depth to our Nation. The Army Guard is thirty-nine percent of the Army's operational force, and includes eight full divisions, two special forces groups, and over fifty functional support brigades and groups. The Air Guard is thirty percent of the Air Force's operational force and includes ninety wings with over 1,000 aircraft. From F-35's and KC-46's, to MQ-9s and C-130s, Air Guard units fly over twenty different aircraft

and maintain the same readiness levels as their active-duty counterparts.

In terms of Army aviation, this translates to aviation capabilities and facilities in all 50 states, three territories, and the District of Columbia; and more than 1,400 aircraft across ten airframes. By the numbers, there are six Security and Support Aviation Battalions; ten Aviation Support Battalions; five Theater Aviation Sustainment Maintenance Groups; and thirteen General Support Aviation Battalions. Our two Theater Brigade Headquarters are in Kentucky and North Carolina. Our eight Combat Aviation Brigade Headquarters are in Pennsylvania, California, Texas, Mississippi, Arkansas, Maryland, Minnesota, and Missouri. The Army National Guard also has 30 Tactical Unmanned Aircraft Systems Platoons, two Fixed Wing Theater Aviation Battalions, four Airfield Operations Battalions, and one Theater Aviation Operations Group.

In short: Army Guard Aviation is big. It's widespread. It's capable. And it's indispensable to our National Defense Strategy.

Retaining Experience

Here's my recruiting pitch – please consider joining our team if you decide to leave active service, if you've previously served and want to serve again, or if you are a retired warrant officer and want to join one of our units and serve part-time while receiving retired pay. Retaining experience is one of the great advantages of the National Guard, and we'd love to

have you on – or back on – the team!

As twenty percent of the Joint Force, we are a significant component of integrated deterrence. As the combat reserve of the Army and the Air Force, we play a key role in campaigning. As a dual-status force that builds key partnerships at every level – including local law enforcement, regional emergency management, the federal interagency, and international state partners – we provide enduring advantages not found anywhere else in the Department of Defense. The National Defense Strategy cannot succeed without the National Guard, and we are posturing for the decisive decade ahead.

We are ready to maintain our Nation's competitive edge in this new strategic environment focused on China and Russia. We are ready to fight and win future conflicts as part of the Joint Force. We are ready to use our battle-tested skills, equipment, training, and personnel to come to the aid of our American communities in times of crisis. In more than 2,800 locations across the Nation and around the globe, we are ready for whatever the future may hold.

We are the National Guard, and this is our promise to America: Always Ready, Always There!



GEN Daniel R. Hokanson is the 29th Chief of the National Guard Bureau.



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By CW5 Charles H. Sawyer



AWS students receiving a threat analysis brief.

The Army is modernizing professional military education (PME) across the institutional domain to ensure the Force is best prepared to face new and emerging challenges required to succeed in large-scale combat operations (LSCO).

The Combined Arms Center (CAC) issued OPORD #53C6 tasking all Centers of Excellence (CoE) to reframe current and/or future Warrant Officer (WO) PME courses to focus on military occupational specialty (MOS) centered tactical and technical knowledge and skills required for the Army of 2030 and beyond.

The United States Army Aviation Center of Excellence (USAACE), Fort Rucker, Alabama has identified three lines of effort (LOE) required for successful Aviation Tactics Transformation. Each LOE has stated objectives and purpose to develop WOs as tactical experts in Army Aviation operations. The three lines of effort are:

LOE1 – WO PME: Enhance Warfighting Knowledge

LOE2 – UT/E: Refocuses Unit Instructors

LOE3 – Advanced Tactics Instructor Course: Build Lethal Formations

Although all LOEs are essential in total transformation, this article is focused on LOE1 WO PME. The Aviation WO is considered the 11B of Army Aviation and expected to be the subject matter expert (SME). The current Aviation Warrant Officer Education System has five levels providing warrant officers with performance-based certification and qualification training that broadens a WO. PME broadening WOs worked fine in the counterinsur-

gency (COIN) years. However, future WO PME must focus on deepening technical expertise while sharpening tactical warfighting skills specific to their respective MOS if we are to be successful with LOE1 and develop lethal Aviation warfighters for LSCO.

The first effort in modernizing WO PME was the development of the Advance Warfighting Skills (AWS) four-week course. AWS provides instruction and development of junior aviation CW2s with enhanced knowledge and skill depth in aviation employment. Instruction focuses on threat analysis, mission planning, force structure, and integration regarding LSCO. The course goal is to ensure company-level

WO operators are proficient in integrated Army Aviation operations, thus enhancing warfighting capability.

Thanks to the vision of USAACE leadership, dedicated training developers, and course instructors, AWS is right on target in meeting course objectives and enhancing LOE1 by increasing warfighter knowledge. Due to time constraints, the National Guard and Reserves Soldiers will not get the full benefit from AWS until the Warrant Officer Advanced-Reserve Component (WOAC-RC) two-week course sunsets in FY25. Currently, the WOAC-RC curriculum is a condensed version of AWS. Fortunately starting in FY26, all COMPOs will attend the same WO PME as part of the One Army School System (OASS).

Another change added to the Warrant Officer Intermediate Level Education (WOILE) is called the Aviation Warrant Officer ILE (AWOILE) some refer to as the follow-on course. The three-week AWOILE course is focused solely on tactics for senior warrant officers serving at the battalion echelon or higher. WOILE and the AWOILE courses are required to obtain the Skill Qualification Identifier

(SQI). But, under new proposals being developed, these courses could change.

The proposed changes being worked on by the USAACE team are focused mainly on WO PME from W2-W4. And when we reference this PME, it is all-inclusive of all WO MOSs 150-155. The details are too broad for the scope of this article. In the interest of simplicity, the Aviation WO PME redesigned would become more specialized by tech MOSs and for aviator tracks.

MOS and Track Specific Education

For example, we will focus on Aviator WO PME. After flight school, a W2 need only attend AWS to be considered PME complete. For W3, tracking becomes your PME. This is a huge paradigm shift in how we propose viewing WO PME. Under current proposals, an Aviator branch two-week common core would replace both WOILE courses then add two to four weeks specific to track or MOS. The MOS and track specific education will focus on deepening and sharpening the technical and tactical expertise at the battalion and brigade echelon for our CW4s. In addition, there is consider-

ation for a nominative W5 course for those serving above brigade.

Again, there is much work to do in modernizing WO PME, and this is NOT final! If USAACE successfully resources the WO PME in development, what do we get for our return on investment? Under the proposals, WOs would spend less time away from home and training in PME throughout their careers. We get modernized WO PME that is MOS-centric and tailored to develop technical and tactical expertise to enhance warfighting knowledge and, ultimately, warfighting lethality for LSCO. The proposed WO PME changes support the OASS. In addition, the proposed WO PME that reduces time away from families and units while increasing technical and tactical warfighting knowledge and capability is a win for all COMPOs.

Always Ready, Always There!

CW5 Charles H. Sawyer is the Army National Guard Senior Warrant Officer Advisor to the Deputy Commanding General, U.S. Army Aviation Center of Excellence, Ft. Rucker, AL.

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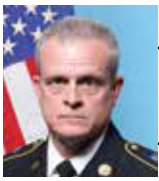
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Legacy Leaders – The “Graybeards”

By SGM Charles E. Hancock, Jr

When we hear the term graybeards, we instantly think of older retired men and women. Merriam-Webster defines graybeard as “an old man.” Though affectionately applied to them, the term does not do them justice.

Graybeards are much more than just retired older men and women. While all have value and experience, they are not all created equal, and not all knowledge is comparable. So let me re-define the term as; a successful prior senior leader with the positive leadership traits needed to serve in a specific capacity and who is revered by their peers. They must also act with integrity and possess high moral character. These Graybeards are the ones who have paved the way for many of us to be successful. They are the people who have extensive and valuable experience to pass on to us. They can be “Yoda” to the young Luke Skywalker.

What do the graybeards possess that they can bring to the table? One of the most important things I can think of is wisdom, and another is experience. Graybeards also have the patience to work through and solve complex problems and the vision to see the bigger picture. No one can afford to remain bogged down in the time-consuming details of today and not envision the tomorrows of any undertaking. There is usually a gap between knowing the correct answer and then knowing how to achieve it. Graybeards can generally help by bringing their life experiences and realism into play and help bridge this gap. Julius Caesar stated, “Experience is the teacher of all things.”

The expertise they bring with them has been honed through their senior-level experience and time in service. They can also save us time and effort in identifying that overlooked detail that can only be seen through the eyes of experience. Graybeards can also help anticipate risks and help you develop contingency plans in advance. In some instances, they know the history of the organization’s programs because they were the boots on the ground that invented them or were the program’s brainchild; this in itself is an invaluable asset. Their organizational commitment is usually unmatched and will show in their efforts to help you through difficult decisions and processes throughout our organizations.



Retired Soldiers like GEN Dick Cody, former Vice Chief of Staff of the Army, can provide much needed insight to resolve the challenges Army Aviation faces today and will face in the future.

Graybeards can also be great mentors. Mentoring is the voluntary developmental relationship that exists between a person of greater experience and a person of lesser experience that is characterized by mutual trust and respect. Graybeards can impart their wisdom and knowledge to the younger generation so the mistakes of their past can be avoided.

Leveraging relationships is one of the most effective methods to get things done. Graybeards have made numerous relationships formed over the years and know how to leverage them to solve multiple problems and get tasks pushed over the finish line. The network they have built over the years can be extensive and vastly different than yours. The value of the network and relationships are priceless. But they also need us. The most common comment I get from retirees is they miss the camaraderie and family atmosphere they had in the military. They want to feel needed, be productive and relevant, and give back to the profession they have loved for so many years.

I heard a story a long time ago that illustrates the graybeard’s worth: The graybeard engineer retired, and a few weeks later, the Big Machine broke down, which was essential to the company’s revenue. The manager could not get the machine to work again, so the company called in graybeard as an independent consultant. He walks into the factory, looks

▶ Enlisted Aviation Soldier Spotlight

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



AMP PHOTO BY RENEE BIEZ

Army Aviation DUSTOFF Flight Medic of The Year, 2020

Sponsored by Air Methods Corporation

SFC Jessie R. Turner
Company C, 2nd Battalion,
4th Aviation Regiment,
4th Combat Aviation Brigade
Fort Carson, Colorado

SFC Jessie Turner seamlessly balanced the roles of First Forward Support Medical Evacuation Platoon (FSMP) Sergeant, Flight Instructor, Critical Care Flight Paramedic and Fort Bliss Installation MEDEVAC coverage Non-Commissioned Officer in Charge while simultaneously preparing his organization for a CENTCOM deployment. Further, he pulled 24 hour MEDEVAC duty throughout the six month rotation at Fort Bliss, TX during which he was involved in five MEDEVAC missions that saved the lives of six service members. Most notably, he was involved in three back-to-back MEDEVAC missions in one day involving a fall from an LMTV, an F-16 pilot ejection recovery, and a gunshot wound to the face which demonstrated his exceptional abilities as a flight paramedic. However, what really makes him stand out is his aptitude for leading Soldiers as a senior NCO. Drawing from his years of experience in medicine and the Army, he is constantly teaching his subordinates and advising his superiors in ways that both enable them to absorb and apply knowledge. Through cultivating the minds of his team, his influence extends far beyond his own reach, as each of the Soldiers he has mentored continue to thrive throughout Archangel DUSTOFF and beyond. SFC Turner's dedication and accomplishments identify him as the 2020 Army Aviation Association of America DUSTOFF Flight Medic of the Year.

at the Big Machine, grabs a sledgehammer, and whacks the machine once, after which the machine starts right up. Graybeard leaves, and the company makes money again. The next day the manager receives a bill from graybeard for \$5,000. The manager is furious at the price and refuses to pay. Graybeard assures him that it's a fair price. The manager retorts that graybeard won't mind itemizing the bill if it is a fair price. Graybeard agrees that this is a reasonable request and complies. The new, itemized statement reads: 1) Hammer: \$5; 2) Knowing where to hit the machine with the hammer: \$4995. Douglas R. Satterfield states, "The

value added by having Graybeards can never be calculated, but it is worth the investment whether they are from the military or the civilian sector." Every generation can learn from others, and we will be better for it. As the younger generation ages, they will appreciate the insight and perspective of the graybeards. I always have. Albert Einstein said it this way, "The only source of knowledge is experience."

SGM Charles Hancock serves as the senior enlisted advisor to the Office of the United States Army Aviation Center of Excellence Deputy Commanding General, Army National Guard, Fort Rucker, AL.




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128th Aviation Brigade Cadre Training Course

By SFC Scott Hiatt

“The discipline which makes the Soldiers of a free country reliable in battle is not to be gained by harsh or tyrannical treatment. On the contrary, such treatment is far more likely to destroy than to make an Army. It is possible to impart instruction and to give commands in such a manner and such a tone of voice to inspire in the Soldier no feeling but an intense desire to obey, while the opposite manner and tone of voice cannot fail to excite strong resentment and a desire to disobey.”

— Major General John M. Schofield, 1879



SFC Melendezcruz, 128th Avn. Bde., instructs a class during the Cadre Training Course.

The Training and Doctrine Command’s (TRADOC) mission statement says that it “trains, educates, and develops the Army,” and the methods used by TRADOC to conduct the training, education, and development, has changed dramatically over the last decade.

Research has shown that harsh and rigid instruction decreases overall academic performance and team cohesiveness, which is counterproductive in a training environment. Training should be rigorous and difficult to prepare Soldiers for the tough realities of their future operational environments. As a result, many Army leaders placed into instructional roles have a difficult time understanding how to provide tough training without employing a leadership style that is counterproductive training. To assist in generating a shared understanding on how to conduct training the 128th Aviation Brigade hosts the Cadre Training Course (CTC) for all new instructors and Drill Sergeants.

At the heart of CTC is TRADOC Regulation (TR) 350-6. TR 350-6 Para 2-4(b-c) states the goal is “to show what positive leadership looks like and

to build trust with the Trainees/Soldiers from the very beginning,” and to “create a rigorous environment that places stress on the Trainees/Soldiers and challenges their ability to accomplish the task to standard.” In CTC, Army trainers are given the tools to effectively engage with Soldiers and are presented with data regarding younger Soldiers. Instructors are forced to face any potential bias towards “the young generation” while helping to break teaching styles that are less effective in a training environment. This not only helps trainers understand how to properly conduct training, but it also aids in creating a framework for Advanced Individual Training (AIT) students to learn in a safe and secure environment.

In addition to TR 350-6 training, CTC provides leaders with human dynamics training to better understand how to teach Soldiers who grew up in an

entirely digital age. This includes training to understand sensitivities of young Soldiers, understanding the leader’s new roles, how to properly counsel new Soldiers, understanding the Army’s investment into new Soldiers, and how to prevent behavioral drift. The course even provides future instructors with a walk-through of what the Soldiers go through from the reception Battalion at basic training through their arrival at AIT, as it is likely to have changed significantly since the instructor went to basic training.

The mission statement of 128th Aviation Brigade is “to generate disciplined, physically fit, technically proficient Aviation maintenance Soldiers and leaders who embody the Army Values and embrace the Army as a profession, contributing to the combat readiness of the Army, its allies, and other services as a member of the USAACE team.” This begins at CTC, where the tenets of this mission statement are actioned on, and world class trainers create a foundation for success.

“Born Under Fire!”

SSG Scott Hiatt is a Cadre Training Course instructor for the 128th Aviation Brigade at Joint Base Langley-Eustis, VA.



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System Engineering Challenges of Artificial Intelligence/Machine Learning

By H. Glenn Carter

Airworthiness and safety of flight are evaluated per established process, procedures, and tools evolved to suit our current needs. Today's emphasis on autonomy, workload reduction, and so forth will lean on the implementation of software functionality that includes strategies of "Artificial Intelligence".

In practical terms, this means that trained Machine learning (ML) algorithms will be part of the implementation. From the airworthiness point of view, the established process cannot achieve proper evaluation of such algorithms, for specific reasons that relate to the nature of ML. The engineering of

data sets, probabilistic algorithm output, lack of visibility into the trained algorithm coefficients, and use of unqualifiable programming languages are among these challenges.

The good news is that careful evolution of existing processes can in fact address some of these challenges by modi-

fying and augmenting specific parts of software qualification, and these are being defined now. However, some of the new aspects of ML mentioned cannot be accommodated strictly by the existing airworthiness process (e.g., probabilistic output). Addressing this must begin early with the Safety Analysis process and extend through the entire System Engineering process.

By way of explanation: first, the probabilistic output of ML algorithms is inherent in the mathematical and architectural strategy involved. In Aviation, functions evaluated as having critical consequence of failure require an extremely low probability of occurrence, on the order of ten to the -7 to -9 flight hours. Therefore, ML with even a 95% accuracy is insufficient at high safety criticality levels. Second, safety analysis must incorporate evaluation of functionality implemented by ML very specifically, and the resultant engineering of mitigations for the associated hazards must be a specific part of the interaction between Safety Process and System Engineering process. In practical terms, this means that specific derived safety requirements must be added to system designs at the highest level and below. This may necessitate setting required ML algorithm accuracy at high levels of the requirements hierarchy, thus implying that the initial results of a Preliminary Hazard Analysis may be required to inform specific requirements as high as the Platform level, with implications to the lowest level of airworthiness software qualification.

Several qualification strategies are already being considered. One obvious approach is elimination of new risk. In some cases, engineering analysis of possible implementation options may reveal that ML is not actually necessary; simple straightforward software that can provide required critical functionality can be qualified through existing deterministic and rigorous process.





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This simplification might result from an evaluation of the ML input vectors to determine which affect the outcome, which will require ML engineering to accomplish. Also, the complexity and uncertainty associated with various ML architectures and various contributory algorithms varies widely, and more straightforward ML will present fewer qualification challenges than will a highly complex multi-layer approach. An example would be the use of linear regression where a deep learning approach is proposed but analysis has been shown to be unnecessary.

Another approach to mitigating ML risk is through the engineering of architectural mitigations. As an example: if a critical ML algorithm is part of a function provided by a critical subsystem, it's possible that a run-time monitor could be engineered to watch the output of the algorithm and switch to a carefully designed recovery function, or possibly to select among multiple recovery mechanisms. Monitoring might then continue so that control is switched back to the complex function when the aircraft returns to a safe state. In this scenario, the monitor and

recovery software and systems would be qualified to the highest level of criticality established by the safety analysis for the functionality. This software strategy is in use today and is proving effective in that case for ground avoidance.

It falls to the creativity of the engineering community to devise other approaches to ensure safety of flight where ML is part of the implementation. The nature of the challenge described here suggests that it's imperative that the parallel processes of Safety, Airworthiness, System Engineering, and even Cyber and Materiel Release processes should be interactive from the earliest stages of development programs in considering this, and to evolve overall system design and implementation practice throughout the entire lifecycle so that the concerns specific to the use of trained ML software are addressed in the most effective and efficient way possible.


H. Glenn Carter is an engineer within the Air Vehicle Management Systems Branch, Software Division of the DEVCOM Aviation & Missile Center's Systems Readiness at Redstone Arsenal, AL.




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▶ Ask the Flight Surgeon

Birth Control

By LTC (Dr.) Brit C. Geisler, MD, FS, FACOG

Q: I'm new to the Aviation community and wondering about birth control. There has been a lot of change and I heard even Tricare's coverage has changed. What are my options for birth control when I'm on flight status?

FS: There has been a lot of change in the healthcare field and in military medicine. It is also overwhelming when you are new to the military, especially when you are in aviation. Women's health and family planning is vital to the overall health of our aviation community. Accurate information about

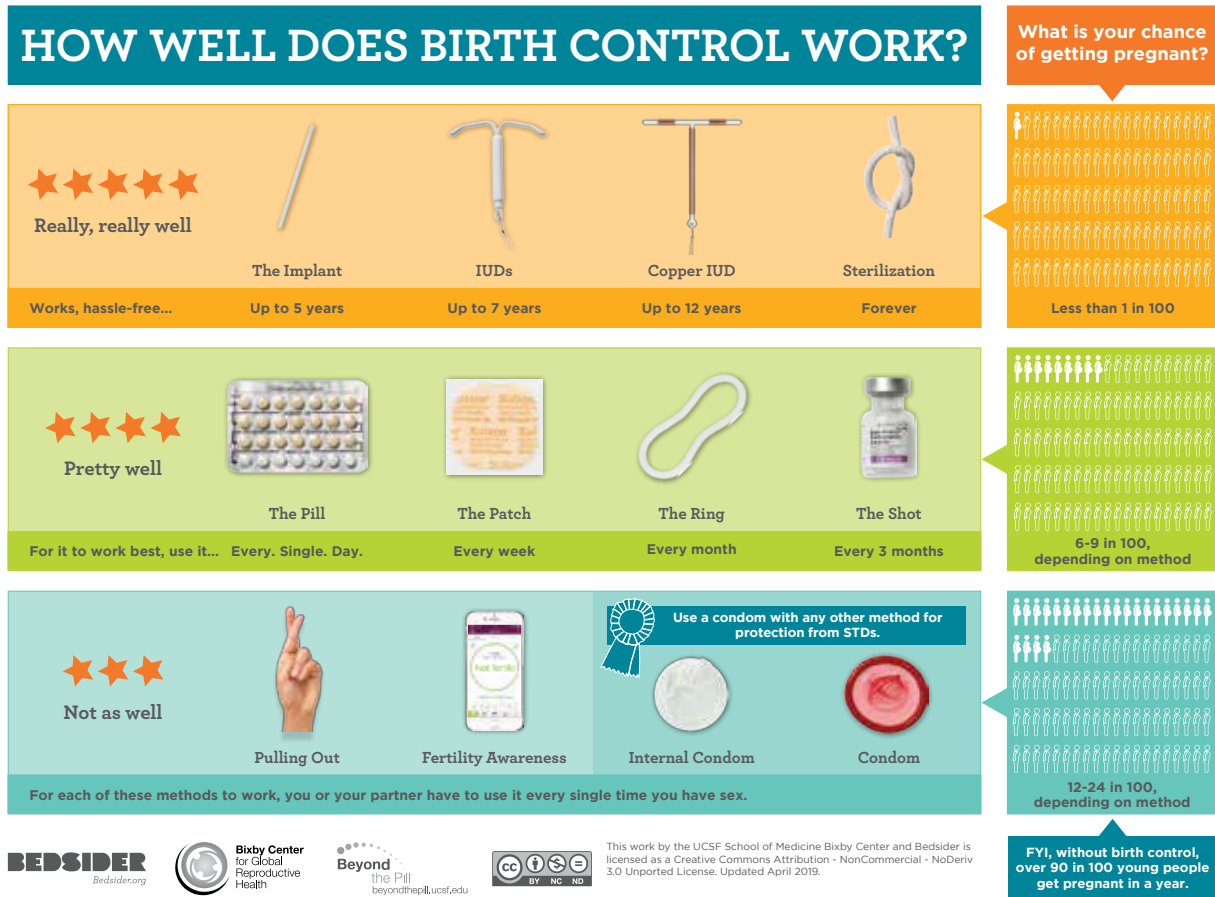
contraception methods and ease of access to them are a large part of women's health and family planning which impacts unit readiness. TRICARE and the Defense Health Agency (DHA) made major changes during this year which made it even easier to access effective and safe contraceptive methods.

Q: Am I allowed to use birth control while on flight status?

FS: The short answer is, yes. All the U.S. military services' aeromedical policies allow all forms of contraception, so the options are open for you. Talking with your Flight Surgeon or OBGYN to figure out which one is right for you is extremely important. Contraception is extremely individualized since a person's experience can be very different even with the same method, so working with your healthcare provider is crucial.

Q: What are the options, and do they all require a prescription?

FS: The options that don't require a prescription are withdrawal, fertility awareness, and condoms. However, these don't work as well as others unless they are used perfectly. They do have a higher pregnancy rate, as you can see in the infographic, it can be as high as 12-24



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out of 100. The main goal is to keep the sperm and the egg away from each other through timing, a barrier, or distance. Some barrier methods like a diaphragm or cervical cap requires a prescription.

Another option that doesn't require a prescription is emergency contraception, commonly known as the morning-after pill. Preventing pregnancy is important even after unplanned events. The morning-after pill works by delaying ovulation and is available at any pharmacy to include military pharmacies. Other types of emergency contraception like the pill Ella® and some IUDs require a prescription or insertion by a healthcare provider.

The rest of the contraception options need to be prescribed by healthcare providers. Most common is the birth control pill. The birth control pill can contain a single hormone or a combination of hormones to prevent ovulation. The available options for birth control pill are truly vast and finding the most suitable option for everyone is important. You may have to try various types and different formulas to find the best one for you. There are also pills that can reduce your period or even prevent your period from coming. They are popular with women who like to have lighter

periods or no period at all.

Long-acting reversible contraception or LARCs are the methods that don't require a daily pill, and fertility returns after stopping them. They can be a weekly patch, monthly vaginal ring, every 3-month injection, intra-uterine device (IUD), or a small rod implanted under your skin that can last for years. The patch and the ring have a combination of hormones where the injection, rod, and IUDs only have one hormone. There also is an IUD that doesn't have any hormones. The pregnancy prevention rate is better with the LARCs as they require less work and reduces the rate of user error.

Permanent contraception, also known as sterilization, is a surgical procedure that can be performed on either partner. The surgery is not done with the intent of future reversal and should never be used as a temporary measure. They block the sperm from leaving the testicle or block the sperm from traveling down the fallopian tube to the egg.

In conclusion, many methods are available for effective and safe contraception. Working with your healthcare provider to find the best method that works well for your body and family planning is important. TRICARE has

now removed the cost-share or copays for all covered forms of birth control regardless of which TRICARE plan you have. They cover everything from emergencies to permanent contraception except condoms and nonprescription spermicides. The DHA also has walk-in contraceptive services in all military medical treatment facilities. Better access now available at no cost, and you can find out more about the covered services and the walk-in locations closest to you at *TRICARE.mil*.

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.

LTC (Dr.) Brit Geisler is a flight surgeon and a board certified OBGYN at the Department of Aviation Medicine, U.S. Army Medical Center of Excellence, Fort Rucker, AL.

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The State of Army National Guard Aviation - Looking to the Future

By BG David L. Hall



U.S. ARMY NATIONAL GUARD PHOTO BY SGT MATTHEW DALMON

As the Army Aviation Branch nears its 40-year anniversary, our commitment to those on the ground that need our support remains resolute. Army National Guard (ARNG) Aviation, with support from the *entire* Aviation Enterprise, continues to solve difficult tasks from mobilizing units for deployment, responding to domestic emergencies, building new training programs, and continuing to build our expertise. The ARNG underwent changes over the last year in organizational alignments and conducted other actions and activities that helped pave the way for the future of the Army and the betterment of Army Aviation.

You can't really discuss the future of ARNG Aviation without mentioning Army Aviation's signature modernization efforts. The ARNG commends all the efforts from the entire Aviation Enterprise with respect to both FLRAA, FARA, and FTUAS. Although we recognize we still have much to do, the ARNG stands ready and able to do what we can to support the path towards the first unit equipped and seeing this equipment in the ARNG. The capabilities of these

systems will dramatically enhance our warfighting capability and bring new tactics to domestic operations.

Division Alignment

ARNG Division alignment achieved initial operational capability in 2022. The Division Alignment is a critical step to ARNG's 2030, which has an overall intent to posture the ARNG as a multi-domain, large scale combat operationally capable force focused on the Division as the unit of action. Each ARNG Division has aligned forces, to include an ARNG Expeditionary Combat Aviation Brigade (ECAB), that will habitually train and coalesce with unity of effort to prepare the division in the event of mobilization and deployment. This foundational concept will play a critical role in how the ARNG arrays forces across the 54 States and Territories. Many TAGs, Division Commanders, and Aviation Leaders understand the importance of conducting multi-echelon training and selecting the most qualified leaders for Command, looking across State lines for the best officer, warrant officer, and NCO to serve in critical roles.

CW4 Brian McRoberts, CW2 William Von Hemert, SGT Ashley Lockmiller, and SSG Christopher Nagle, Aeromedical Evacuation Crew, Task Force Pegasus, 2-224 Assault Helicopter Battalion, Virginia Army National Guard conducting aeromedical evacuation training with soldiers of the Kosovo Force, 13 July 2022.

ECABs

The ECABs currently remain in legacy Aviation Restructure Initiative formations and require a re-design that reflects commonality with the Active Army CABs and provides each Division the full menu of Aviation capabilities and platforms. The expected validation of Army Aviation 2030 designs in the Army Structure Message will generate a renewed effort to develop feasible options for a Reserve Component (RC) Army Aviation Force Design Update. The re-design implications for the ARNG are significant and will require balancing capabilities across the 50 States, 3 Territories and the District of Columbia. The goal is to set conditions for Future Vertical Lift and create new and innovative ways to improve Aviation unit readiness. A significant undertaking, but one we must prepare for and embrace.

Aircraft Readiness/ Modernization

For the ARNG, aircraft readiness remains at the forefront. As with all three Army components, unavailable aircraft means less aircrew training and a negative domino effect on readiness. A foundational plan to improve aircraft readiness, which I have mentioned in past articles, and that the ARNG continues to improve and expand upon, are the Regionally Aligned Aviation Phase Support Centers (RAPSCs). The RAPSCs impact, as viewed thru our monthly aircraft readiness reviews, are gaining traction on improving overall ARNG aircraft readiness. The Theater Aviation Sustainment Maintenance Groups and ARNG Aviation Support Facilities, where the rubber meets the road, operate the regionally established RAPSC, with each RAPSC having a mission design series focus. The RAPSCs are proving to be a ‘Game Changer’ that better optimizes the entire Aviation sustainment process and increases aircraft availability.

ARNG aircraft modernization (fielding) activities continues at a modest clip. In January 1-106th became the first Aviation battalion fully equipped with the UH-60V. The V model production with Army Aviation Enterprise emphasis, is essential for the ARNG’s remaining medium utility helicopter fleet (H-60s) to possess full Aviation architecture interoperability. Alongside the V and M model fielding, the ARNG now possesses its first AH-64E model equipped Attack Battalion. All four of the ARNG’s Attack Battalions are programmed for E model fielding by the end of Fiscal Year 2026. Rounding out the new aircraft fielding to the ARNG are the UH-72B aircraft. The ARNG received 18 UH-72B aircraft displacing UH-72A aircraft to support the initial entry rotary wing training needs at Ft. Rucker, AL. The aircraft are stationed across several states providing improved capabilities in higher and hotter environmental conditions.

Training

With the decline in mobilizations, ARNG Aviation is taking advantage of opportunities to gain a further foothold in critical areas of readiness, individual/collective training and qualifications, as well as aircraft maintenance. One of our larger near-term training hurdles is implementing the Unit Trainer / Evaluator (UT / E) Program. The purpose of the program is sound and readily achievable

for the Active Army, the ARNG must look at multiple angles to include personnel funding to support the additional duties that will be placed on our Aviators. Future UT / E Aviators will have to commit to more duty time, potentially significant time, to fulfill the training demands and our Aviation Training Sites will potentially absorb a tactics instruction course for instructor pilots. Over the course of the next few months, the NGB Aviation Team will work with Enterprise to seek a satisfactory plan that meets the program’s intent.

The recruiting and retention of quality Aviation Soldiers remains a difficult challenge on the horizon, but one we must overcome for the future of Army Aviation. It is paramount we retain our qualified Soldiers within the Total Army, and the ARNG stands ready to support any transitioning Soldier interested in learning more. Simply contact us at FlyArmyGuard@Army.mil if you need help establishing a connection.

ARNG Aviation is on a positive glide path to improve and strengthen capabilities across the Nation. Partnering with the Aviation Enterprise on common objectives is paramount to Army Avia-

tion’s successful support of the Army and serves as testament to ARNG Aviation’s value to the Total Force.

In closing, I would be remiss if I didn’t recognize the significant contributions of BG Stan Budraitis as our ARNG Deputy Commanding General at the U.S. Army Aviation Center of Excellence at Ft. Rucker. He served a pivotal role, not only for the ARNG, but the entire Army serving as the USAACE DCG and Commandant. We wish him the best as he begins his next chapter! I would also like to welcome BG Matt Strub who will replace BG Budraitis as the ARNG DCG at Ft. Rucker in March 2023. A knowledgeable Aviator and State Aviation Officer from Wisconsin, he brings a lot of capability as he rejoins the ARNG Aviation Team!

ARNG Aviation – Warfighting Capable, Governor Responsive!



BG David Hall is the National Guard Assistant for Army National Guard Aviation in Arlington, Virginia.

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Army Reserve Aviation – Relevant Now, Necessary in the Future

By COL Clinton Williams



ARAC Strategic Campaign Plan

“Don’t try to do them all simultaneously; but don’t ignore any of them, either. – BG Deor”

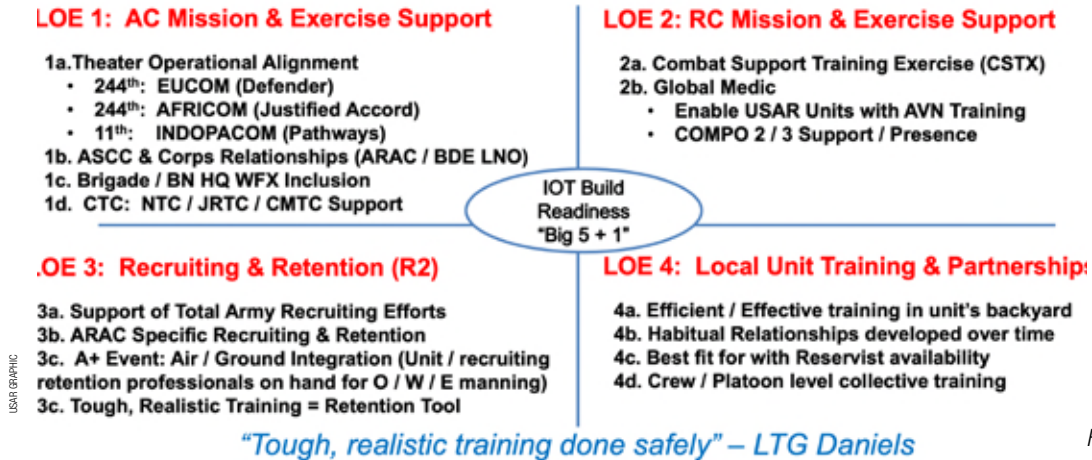


Figure 1.

The Army Reserve Aviation Command (ARAC) has emerged from an era of Global Force Management Allocation Plan (GFMAP) missions in the Central Command (CENTCOM) area of responsibility (AOR). During this time both expeditionary combat aviation brigades (ECABs) headquartered a multi-component brigade aviation task force in support of Operation Inherent Resolve and Operation Spartan Shield. Since 2015, the ARAC’s focus was to train, man, equip, and mobilize its ECABs for a known demand mission. That era is over.

The global environment has evolved, and the threat has increased, particularly in Europe and the Indo-Pacific. The competition continuum has expanded and now includes a persistent danger of crisis or conflict at any time. Because of this, the Total Force is necessary to fight and win in our next conflict. Preparing for and conducting large-scale mobilization operations (LSMO) and training for large-scale ground combat operations (LSCO), with speed, range, and convergence, is paramount.

The ARAC will transition from its former GFMAP mission focus and prepare for persistent competition through a campaign plan consisting of four lines

of effort. This plan is supported by a foundation of fundamental readiness (see Figure 1).

Line of Effort 1: Active Component Mission and Exercise Support with Theater Operational Alignment

The ARAC shifts to a theater focus and operational alignment with the EUCOM/AFRICOM and INDOPACOM Areas of Responsibility. The ARAC intends to fill critical exercise gaps that exist in theater campaign plans and support “setting the theater” at the Service Component Command echelon.

Setting the theater is defined in FM 3-0 as “the broad range of activities continuously conducted to establish conditions for the successful execution of operations in a theater.” FM 3-0 further highlights that setting the theater never ends. Supporting theater level exercises allows the ARAC to enhance the operational environment in theater, while conducting collective training, so the environment remains favorable to friendly forces throughout sustained competition.

The 244th ECAB is operationally aligned with the EUCOM theater to provide Aviation capabilities that include staff augmentation, ground/

maintenance support, and fixed and rotary wing task forces. In the spring of 2023, an Army Reserve Aviation Battalion Task Force (TF Dragonmasters, 5-159th GSAB, 244th ECAB) will participate in Swift Response 23 on the European continent. The TF’s main effort provides rotary wing assets for air assault, air movement, and casualty evacuation (CASEVAC)/Personnel Recovery to the Spanish-led Joint Forcible Entry (JFE) exercise in Spain; meanwhile the TF’s supporting effort will provide real world MEDEVAC during Polish-led multinational airborne JFE operations in Estonia. Our inclusion in these training exercises with NATO partners will improve interoperability to execute multi-national operations during crisis or conflict. The 11th ECAB, geographically dispersed west of the Mississippi, is developing both fixed wing and rotary wing support packages for the Pacific in 2023 and 2024 with the goal of an aviation battalion task force level of participation in FY25 and beyond.

Line of Effort 2: Reserve Component Mission and Exercise Support

The ARAC doesn’t intend to forget where it comes from. Aviation support

to U.S. Army Reserve Combat Support Training Exercises (CSTX) and Warrior Exercises (WAREX) enhances Reserve readiness by adding an aerial dimension to training. Other USAR exercises, like Hood Strike (Bridging Exercise) and Global Medic are mutually beneficial for the ARAC and primary participants. These exercises strengthen the relationship between fellow Reserve units.

Line of Effort 3: Recruiting and Retention (R2)

Supporting broad recruiting efforts is critical to the future health of the entire Army. The ARAC is dedicating significant support to large-scale, strategic recruiting opportunities within the constraints of Personnel, Equipment, Training and Readiness. The ARAC is building a systematic approach to R2 in conjunction with Recruiting Brigades, USAR Readiness Divisions, and other partners who have a vested interest in recruiting and retention.

The ARAC can partner with recruiting professionals to provide aircraft and aircrews to draw the public to consolidated locations. However, ARAC R2 support won't simply be a "Flying Demonstration." The ARAC grades a flyover, without the ability to tangibly connect an interested spectator to an individual in uniform, as a barely passing event at best. The intent is to turn low-grade events into "A+" R2 opportunities. A+ events incorporate static displays with supporting personnel from the Aviation unit, USAREC, and other mutual organizations. Additionally, senior leaders are involved and present. Key personnel and aircrews are introduced to the public. The event is surrounded by media coverage and fully supported by the event organizers. Ultimately, A+ events are designed and intended to yield actual referrals and allow for follow up/follow on efforts for spectators who demonstrate interest.

Line of Effort 4: Local Unit Training and Partnerships

Local unit training is imperative to developing units and is vital to individual and collective training proficiency. The key is to persistently incorporate the traditional Reservist into tough and realistic training while consuming the least number of resources (time and money). Companies and platoons can take full ownership of local training and develop mutually beneficial relationships with training partners over time.

Supporting these lines of effort are the "Big 5 + 1" readiness categories. The Big 5 are individual readiness focus areas that directly contribute to any Soldier's deployability: *Medical Readiness, Dental Readiness, Family Care Plan, Security Clearance, and MOS Qualification*. Individual readiness is the building block upon which collective training is built and allows Commanders and unit staff to mobilize Reservists for any missions, including rapid LSMO in support of LSCO. The "Plus 1" refers to unit deployability, or the ability of the unit to mobilize from home station and move the entire unit to a Mobilization Force Generating Installation (MFGI). Elements of unit deployability include equipment readiness, trained personnel who are familiar and current on movement management systems/databases, and unit movement officers to coordinate personnel and equipment rapidly getting to the MFGI.

In addition to the four lines of effort, the ARAC is embracing a transformational mindset within the organization. The Chief of Staff of the Army says, "Winning Matters." FORSCOM intends to win the future fight by modernizing capabilities and methodologies. The ARAC can modernize its training

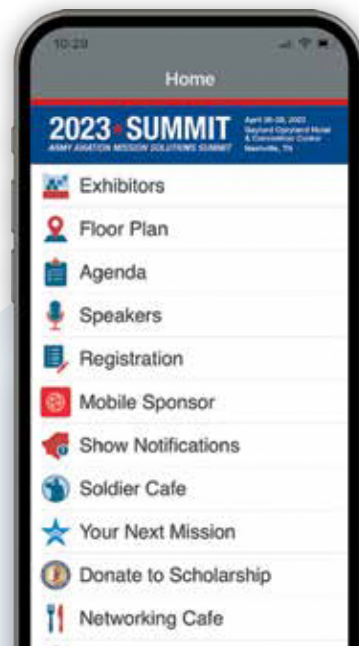
and readiness approach while operating legacy aircraft and systems and still be a necessary element in executing theater strategy across the globe.

FORSCOM guidance doesn't limit modernization to the newest equipment or technologies; methodologies and attitude are a key element of the modernization approach. The ARAC will modernize by incorporating the newest operational principle highlighted in the October 2022 edition of FM 3-0 (Operations); FM 7-0 (Training); FM 6-22 (Developing Leaders) and FM 7-22 (Holistic Health & Fitness).

ARAC formations will continue to demonstrate its importance in the Total Force's consistent and constant deterrence through "tough, realistic training, done safely." ARAC Aviation Task Force commanders will bridge regionally aligned force rotation gaps, build readiness, and cultivate a winning attitude. ARAC command teams are well positioned to enable a critical element of the Total Force, and of the Winning Team, as we press towards the Army of 2030.

COL Clinton Williams is the G-3 for the U.S. Army Reserve Aviation Command, headquartered at Fort Knox, KY.

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U.S. ARMY PHOTO BY SGT PRESTON WALKER

Special Focus ► Safety Update



Can We Do Better?

BG Gene D. Meredith

As the Commanding General of the U.S. Army Combat Readiness Center (USACRC) and Director of Army Safety, I am in a unique position to see mishap statistics and trends from across our Total Army. In this article, I'll share my perspective on FY22 and our focus for FY23 and beyond, to include some of the USACRC's current risk management efforts. Each day, our USACRC team works diligently toward the vision of cultivating within the Army a safety culture that prevents injury, occupational illness, and mishap losses through increased situational awareness, continuous application of the risk management process, and the enforcement of standards.

Aviation Record Achievements

Although we cannot always directly correlate prevention efforts and concrete results, the success of FY22 is unmistakable for Army Aviation. For the third consecutive year, Army Aviation has remained below a rate of one Class A mishap per 100,000 flight hours. The manned Class A flight mishap rate was 0.50 per 100,000 flight hours, the lowest on record, and below 1.0 for the fourth time in the last seven years. Even more remarkable, the Army did not lose an aircrew member in an aviation mishap for the first time in its history.

Human error remains our number one causal factor and is attributed to ~87% of manned flight and flight-related Class C and below mishaps, with the largest areas of concern being controlled flight into terrain and hard landings. Aviation ground mishaps, largely preventable, have a human error rate of ~94% 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.

On Duty Ground Mishaps

Two areas where the Army can use our leadership are with on-duty ground and off-duty mishaps. In FY22, there were

27 Class A mishaps and 14 Soldier fatalities due to on-duty ground mishaps. While this is the second lowest number of on-duty ground fatalities on record, we must drive that number toward zero through integrating risk management into all planning and operations. While the first four months of FY23 are off to a good start, there are still two Soldiers who are no longer in our ranks due to on-duty ground mishaps. What I find most frustrating as a significant causal factor of our on-duty ground fatalities is the lack of use of seat belts and vehicle restraints. Since March 2018, we have not lost one Soldier to an on-duty ground vehicle mishap when they were properly wearing their seat belt/restraint.

Off-Duty Mishaps

Another area requiring focused leadership is off-duty mishaps. While FY22 saw the lowest number of off-duty Soldier fatalities on record at 68, that is still close to a company's worth of combat power, not to mention the countless family and friends negatively impacted by their loss. FY23 to date has not been a good year. Just over four months in, we have already lost 24 Soldiers to off-duty mishaps, a more than 30% increase over last year at this same time. Of those fatalities, 83% are motor-vehicle-related and, sadly, as with tactical vehicles, many are due to lack of seat belt use. We must reverse this trend quickly — we are losing too many of our valued Soldiers to preventable accidents.

On the heels of what was statistically the safest year in the Army's history, two questions come to mind: 'What can we do to sustain the momentum?' and 'Can we do better?'

Prevention Focus Shift

An example of what the USACRC is doing to assist leaders and units in sustaining the momentum, our Directorate of Analysis and Prevention is shifting its focus from the now-less-frequent Class A mishaps to Class C and below mishaps,



U.S. ARMY RESERVE PHOTO BY SPC KALEIGH CASTO



which account for 88% of flight and flight-related mishaps. The reasoning behind this approach is to keep the Class A mishap rate down by focusing on the less severe but more frequent mishaps that are often only inches and seconds from becoming a Class A mishap. Through this approach, we seek to assist units and leaders become more proactive in mishap prevention by addressing the root causes of mishaps and breaking mishap chains of events before they escalate to a catastrophic level.

Additionally, modernization, outreach, and education efforts to assist in sustaining the momentum include integration of and continued improvements to the Army Safety Management Information System (ASMIS) 2.0, our Safety Assistance Visit program, and the Army Readiness Assessment Program (ARAP). You can find detailed information and points of contact for all of these and more on our USACRC website at <https://safety.army.mil/>.

ASMIS 2.0 is the Army's new automated system for safety reporting, training, data analysis, and sharing lessons learned. Our team is working to enhance ASMIS 2.0 capabilities to provide a comprehensive and current databank of accidents that can display tailored information with relevant examples of past accidents to improve a unit's hazard awareness. Additionally, we are improving the near miss reporting tool to make it more useful to units in the field by modifying the system to route reports to the unit safety officer for corrective action so identified hazards can be addressed quickly at the lowest level. When the corrective action requires additional resources, the system will give the unit safety officer the ability to elevate the issue by adding it to the next higher headquarters' hazard log for action. At full implementation by the end of FY25, ASMIS 2.0 will have subsumed 12 Army systems of record in all three components to manage our risk management efforts more efficiently and effectively across the Army.

To complement this modernization initiative, the USACRC is continuing its **Safety Assistance Visit program** and air and ground trends briefs to units of all components. The program ensures the latest information on hazards assessment and management is distributed to the lowest levels to foster proactive risk management climates. These assistance visits can be tailored to suit a unit's training and education requirements and can be aviation or ground focused, or both. Best of all, the travel for our team is USACRC-funded, so units can improve their safety and risk management programs at little to no cost to their organization.

Left photo: U.S. Army Sgt. John Williams an Apache repairer assigned to Delta Company, 1-3rd Attack Battalion, 12th Combat Aviation Brigade, disconnects the towbar from an AH-64D Apache Longbow helicopter at Lielvarde Airbase, March 2, 2022.

Middle photo: U.S. Army National Guardsmen secure a Light Medium Tactical Vehicle (LMTV) to a road car during the Unit Movement Officer (UMO) course at the Wisconsin Military Academy on Fort McCoy, Wisconsin, Aug. 16, 2022.

Right photo: U.S. Army Soldiers assigned to Task Force Panther calibrate and balance the main rotor blades of an AH-64 Apache Helicopter at Kandahar Airfield, Afghanistan.

ARAP is another powerful tool available to help measure a unit's safety climate. Our ARAP and data analysis teams have found a strong correlation between ARAP scores and Class A mishaps. Units that score in the bottom 25% account for more than 50% of the Army's Class A mishaps, while units that score in the bottom 50% account for more than 70% of the Army's Class A mishaps.

As to the question of 'Can we do better?' the answer is certainly yes, and the improvements will come from our junior leaders who are closest to the day-to-day hazards but who are also many times in the best position to provide appropriate solutions. When we empower junior leaders with the information and corrective action tools to elevate hazards that they are not able to avoid, eliminate, or mitigate at their level, they will understand that there is far more within their control than out of it. Leaders of all levels who foster positive safety climates in their units, just as they do positive command climates, will empower our junior leaders to effectively assess and manage risk during all activities, both on and off duty, ultimately leading to the prevention of accidental loss of our people and resources.

Congratulations again on a very successful year in aviation. Your tireless efforts at reducing risk paid off dramatically. Please keep up the great work!



BG Gene Meredith is the commanding general of the U.S. Army Combat Readiness Center/Director of Army Safety located at Fort Rucker AL.



Casualty Evacuation and the Army of 2030/2040 – Army Aviation’s Vital Role

By COL Samuel L. Fricks



U.S. ARMY PHOTO BY DEFENSE ADVANCED RESEARCH PROJECTS AGENCY

A rmy Aviation will play a key role in casualty evacuation (CASEVAC) during large-scale combat operations (LSCO). The scope and scale of casualties of future conflict may be of a magnitude not seen since the first and second world wars.

LSCO against a near-peer adversary will challenge U.S. and Allied capabilities to clear the battlefield of wounded and relieve congestion at roles of care. Medical assets,

An autonomous Black Hawk with medical resupply and simulated casualty with remote monitoring during Project Convergence 22.

including medical evacuation (MEDEVAC), will quickly become saturated during the heights of conflict, jeopardizing the ability to evacuate patients through the Army Health System (AHS).

As casualty numbers rapidly build, evacuation by any and all available means becomes critically essential to avoid encumbering ground commanders, restricting their ability to maneuver and creating a risk of mission failure. Army Aviation will be essential in evacuating casualties, either by preplanned dedicated assets or on platforms of opportunity. Deliberate CASEVAC considerations, with proficient and well-trained crews, must be synchronized into Aviation mission and medical planning.



U.S. ARMY PHOTO BY LTC ANDY THAGGARD

Gaps Created by Years of Counterinsurgency Operations

Modern MEDEVAC has evolved into a rapidly responsive and extremely effective asset able to meet the demands of more than 20 years of counterinsurgency (COIN) operations.

A CH-47 CASEVAC 24 Litter Kit.

Air MEDEVAC quickly became the preferred and dominant method to clear the battlefield, combining dedicated aerial platforms and well-trained crews.

During COIN, MEDEVAC was able to evacuate casualties, uncontested, due to the relatively small numbers of casualties and uncontested skies. This unmatched Army capability provided units with confidence that their 9-line MEDEVAC request would result in rapid evacuation by air, directly from the point-of-injury (POI) to surgical intervention in less than an hour. Reliance on non-medical assets to evacuate casualties was rare, and CASEVAC on a scale was even more rare.

Prior to COIN, CASEVAC considerations were deliberately and routinely planned into tactical and strategic operations. For example, CH-47s were reconfigurable with a 24-liter CASEVAC kit that could be rapidly installed and were an essential asset for Medical Planners looking for ways to rapidly clear hospitals. These litter kits have now been divested nearly Army-wide, but the requirement for CASEVAC remains critical. Army Aviation must invest resources and time while prioritizing training to fill this need.

MEDEVAC and CASEVAC: Both Contribute to Evacuation

The U.S. Army Medical Center of Excellence (MEDCoE) is the proponent for CASEVAC doctrine and recently published ATP 4-02.13. However, CASEVAC is not a part of AHS, but may be the first in a series of steps of moving a casualty from point-of-injury (POI) through the MEDEVAC system. CASEVAC is a commander's responsibility.

CASEVAC must not be confused with MEDEVAC. CASEVAC is the movement of casualties aboard nonmedical vehicles or aircraft without enroute medical care. A casualty is any person who is lost to the organization by having been declared dead, duty status-whereabouts unknown, missing, ill or injured (Joint Publication [JP 4-02]). CASEVAC may be preplanned in support of a specific operation or may be by opportunity, such as when a cargo vehicle delivers ammunition and backhauls casualties.

MEDEVAC is the timely and effective movement of the wounded, injured or ill to and between medical treatment facilities on dedicated and properly marked medical platforms with enroute care provided by medical personnel (ATP 4-02.2). A patient is defined as a sick, injured or wounded Soldier who receives medical care or treatment from medically trained personnel (Field Manual [FM 4-02]). MEDEVAC ambulances are dedicated to conducting the MEDEVAC mission and providing emergency Class VIII resupply. There are no competing requirements for MEDEVAC platforms; however, ground and air ambulances are a low-density, high-demand asset. As a result, MEDEVAC vehicles may be quickly overwhelmed when casualty numbers exceed available capacity.

CASEVAC must be as common as a term and battle drill as MEDEVAC has been for the past two decades. Both will be essential in the next fight.

Future CASEVAC Efforts

The Army's newest medical unit, set to be activated in 2024, is the Prolonged Care Augmentation Detachment (PCAD). Designed as a force multiplier, the PCAD (and similar medical teams) can be deployed forward to provide critical patient care when MEDEVAC delays are anticipated.

Teams may also be employed onto CASEVAC platforms to augment enroute care.

Innovative autonomous life support systems are being experimented with to assist in remotely monitoring casualty status, potentially providing enroute care and relaying patient information to the receiving medical facility. Medical personnel and combat lifesavers may be requisitioned and assigned to CASEVAC vehicles when available.

Autonomous transport systems will also be heavily employed in the future, facilitated by artificial intelligence and human-machine teaming. A fully autonomous Black Hawk recently demonstrated the capability to execute a large Class VIII emergency blood resupply mission of 400 units of blood and a simulated CASEVAC equipped with a real-time patient monitoring system. The entire mission was conducted autonomously from engine start to engine shutdown.

System Acquisitions

All future systems should include provisions for CASEVAC, from requirements determination through development. The option to quickly adapt any manned or unmanned asset into a CASEVAC platform enables the tactical commander to rapidly clear the battlefield, hasten the time to medical care and maximize return to duty. These systems must be rapidly deployable and reconfigurable, enabling non-medical platforms to stand ready to conduct CASEVAC operations when necessary.

Incorporating CASEVAC provisions during the acquisition process is imperative in reducing post-production modifications to accommodate the mission. Lessons learned from the Joint Light Tactical Vehicle (JLTV) have taught us that including post-production evacuation capabilities is expensive and ultimately places a cost burden on the unit.

CASEVAC considerations must also be proactively included in the development and funded acquisition of all man-carrying capable future aircraft, to include autonomous/unmanned platforms. Considerations should be given for a CASEVAC kit that could be used under certain conditions to transport the wounded to locations where MEDEVAC could then continue the evacuation process.

Final Thoughts

CASEVAC proficiency has been lost over the past 20 years given the air dominance in COIN and is even more critical due to the increasing lethality of the Future Operational Environment, which can generate a high number of casualties and quickly exceed MEDEVAC capacity. CASEVAC mitigates the challenges of clearing the battlefield, overcoming contested logistics and maximizing return to duty by complementing and extending MEDEVAC's operational reach. It is essential CASEVAC be planned, synchronized, trained and rehearsed. Additionally, new system acquisition must include CASEVAC considerations pre-production with the resources necessary to ensure systems are developed and ready for the future fight. It should not be considered optional, nor an afterthought.

COL Samuel L. Fricks is the division chief of the Medical Evacuation Concepts & Capabilities Division (MECCD), Medical Capabilities Development Integration Directorate (CDID), Futures and Concepts Center (FCC), Army Futures Command (AFC), located at Fort Rucker, AL.



U.S. ARMY RESERVE PHOTO BY SGT STEVEN LEWIS

United States Army Reserve Aeromedical Evacuation Update

By MAJ Shawn Kirby



Aeromedical evacuation has undergone transformation since its re-integration into the United States Army Reserve (USAR) with a single Medical Company Air Ambulance in 2009. The USAR has grown to four 15-ship air ambulance companies, split between two general support aviation battalions (GSAB) and two expeditionary combat aviation brigades (ECAB). The MEDEVAC companies operate from Joint Forces Training Base (JFTB) Los Alamitos, California; Fort Carson, Colorado; Ft. Knox, Kentucky; and MacDill Air Force Base (AFB), Florida. All four companies are continually recruiting Officer and Warrant Officer Pilot, Critical Care Flight Paramedic, and Black Hawk Helicopter Mechanic/Crew Chief positions. Con-

tact a United States Army Recruiting Command (USAREC) recruiter for additional information on the process to become a member of Army Reserve DUSTOFF.

Mobilization

Charlie Company of 7-158th General Support Aviation Battalion recently returned from a mobilization in support of Combined Joint Task Force - Operation Inherent Resolve (CJTF-OIR) and Operation Spartan Shield (OSS). C/7-158th GSAB (Saint Dustoff) is one of two air ambulance companies assigned to the 11th Expeditionary Combat Aviation Brigade. 11th ECAB assumed the Task Force Eagle mission of aviation support to the CJTF-OIR campaign to advise, assist and enable

An HH-60M Blackhawk helicopter from Charlie Company, 7-158th GSAB provides MEDEVAC support from an undisclosed location in the Operation Inherent Resolve (OIR) Combined-Joint Operations Area (CJOA).

regional partners in their military defeat of the Islamic State of Iraq and Syria, also known as IS or ISIS. Saint Dustoff provided aeromedical evacuation coverage to over 6,000 Coalition Service Members supporting the mission. They conducted 335 medical evacuations and flew over 1,200 hours during their nine-month deployment. The mission requirements of OIR/OSS provided a challenge to the timely and efficient medical evacuation we have become accustomed to during the Global War on Terrorism. Greater dis-

tances between medical treatment facilities necessitated prolonged enroute care and a change to the MEDEVAC battlefield geometry utilized in Operations Iraqi Freedom and Enduring Freedom. With a modification table of organization and equipment (MTOE) designed to operate four forward support MEDEVAC platoons and one area support MEDEVAC platoon across four, possibly five locations, C/7-158 adapted to the mission requirement and was able to successfully conduct MEDEVAC operations between seven different sites spread across three countries.

Future MEDEVAC Technology

Saint Dustoff deployed with three new Medical Interior Upgrades (MIU) to the HH-60M Black Hawk Patient Handling System (PHS) to conduct a user assessment of the prototype equipment in an austere, combat environment. The MIU was developed to address capability gaps and design deficiencies of the original HH-60M PHS while maximizing the incorporation of commercial medical equipment and accessories, providing for the stowage and access of all required equipment, reducing safety concerns by providing equipment access during inflight medical treatment, and allowing the PHS configurability, flexibility, modularity, and adaptability necessary to support current and future MEDEVAC mission requirements. After their return to home station, flight paramedics and crew chiefs of C/7-158 participated in an after-action review with Program Executive Office Aviation, Utility Helicopters Project Office, and MEDEVAC Product Office to give their opinions on the pros/cons, likes/dislikes, and preferred configurations of the modular medical interior. The user assessment and AAR will aid PD MEDEVAC in their determination of upgrade component usability, production feasibility, and identification of potential modifications to prototype design.

Medical Equipment Fielding

A high operations tempo of support to Operations Iraqi Freedom, Enduring Freedom, Inherent Resolve, and Spartan Shield, as well as homeland defense and contingency operations over the past thirteen years has thoroughly degraded the stockpile and modernization of USAR air ambu-

lance medical equipment sets (MES). Using Congressional National Guard and Reserve Equipment Appropriations (NGREA), the USAR air ambulance companies will finally be replenished to full capability starting with the first twelve sets in July 2023.

Critical Care Flight Paramedic

The fiscal year 2013 National Defense Authorization Act (NDAA) directed that all Army Flight Medics (MOS 68WF2) be Critical Care-Nationally Registered Paramedic (CC-NRP) certified by the end of FY16, later extended to the end of FY23. The USAR is authorized one-hundred Critical Care Flight Paramedics (CCFP) split evenly between the four air ambulance companies. Training to become a 68WF2 includes a 42-week program of instruction that consists of three individual courses run in sequence at Joint Base San Antonio-Ft. Sam Houston, Texas and Ft. Rucker, Alabama. Individual courses are waivable depending on an applicant's civilian qualifications. With this deadline looming, the USAR is on glideslope to recruit, train, and sustain the needed CCFPs to meet the NDAA 2013 requirement. The benefit of the USAR and Army National Guard (ARNG) is that many, if not most of our 68WF2s leverage medical experience and qualifications from their civilian careers to augment the extensive training they receive to operate as an Army CCFP. To retain these very essential Soldiers, the United States Army Reserve Command (USARC), Army Reserve Aviation Command (ARAC), and Reserve Personnel Management Directorate (RPMD) of Human Resources Command (HRC) are working closely to develop a sustainable career model that will retain combat power, knowledge, and experience at the MEDEVAC company level while allowing for maximum career progression.

Aeromedical Evacuation Officer

In December 2015, the Army Chief of Staff directed the formation of the Holistic Army Aviation Task Force (HAATF) to review all aspects of Army aviation. HAATF conducted an analysis of the Aeromedical Evacuation Officer (AOC 67J) lifecycle career model, and the findings of that assessment informed the requirement for 67Js to attend both Army Medical Department and Aviation Captains

Career Courses. The requirement was codified in HQDA EXORD 232-16 and implemented in FY19. HRC RPMD is actively working to increase Troop Program Unit (TPU) and Active Guard Reserve (AGR) quotas in both career courses to meet the requirement for the eligible USAR 67J population. HRC AGR talent managers will enroll AGR 67Js, while HRC Reserve Officer Schools Branch will enroll TPU 67Js after submission of an application through your chain of command.

Unique Army Reserve MEDEVAC Challenges

Due mostly to their Title 10 status, USAR air ambulance companies lack the same stateside mission opportunities of ARNG MEDEVAC units. Mainly as a result of their reserve manning composition, they lack the same stateside mission opportunities of Active Component (COMPO 1) MEDEVAC units. With the transition of the OIR/OSS mission to COMPO 1 and lack of foreseeable Global Force Management Allocation Plan (GFMAP) missions, the USAR will need to determine viability for and then maximize real-world training opportunities to ensure our four air ambulance companies maintain combat power, knowledge, and experience. The regional alignment of the two USAR ECABs to Geographic Combatant Commands as an additional theater enabling aviation capability could provide a suitable substitution for a recurring stateside mission.

Consolidated stationing of the four air ambulance companies has undoubtedly increased mission command but has also potentially exacerbated recruitment and retention challenges due to the inability of certain population centers to support the sustainment of critical positions. An analysis will need to be conducted to determine suitability and feasibility of moving MEDEVAC detachments to additional regions within the United States that can expand the potential recruitment population.

MAJ Shawn Kirby is the Aviation Training and Standardization Chief and USAR MEDEVAC Proponent for the United States Army Reserve Command, headquartered at Ft. Bragg, NC.

Army Capability Manager-Lift Annual Update – Targeted Modernization of the Current Fleet



By LTC Sara Turinsky, MAJ Daniel Pechacek, and CW3 David Wier



The Army Capability Manager – Lift (ACM-L) provides dedicated capability manager support and user representation for the fielded Army Aviation Utility, Cargo and Fixed Wing fleet. The small ACM-L team of 17 Soldiers, civilians and contractors is responsible for over 3,500 aircraft, representing about 80% of the current manned Army Aviation fleet. The directorate remains closely partnered with the Project Managers (PMs) for Utility, Cargo, and Fixed Wing Aircraft.

In addition to responding to current issues in the Utility, Cargo and Fixed Wing fleet, ACM-L is also charged with developing requirements for fielded force modernization.

Chinook Engineering Manufacturing and Design (EMD) tail number 1003 moving a Joint Light Tactical Vehicle (JLTV) during the CH-47F Block II Key Performance Parameter (KPP) assessment at Fort Carson on October 5, 2022.

As Army Aviation develops capabilities for Army 2040, the current fleet must undergo targeted modernization to deliver Army 2030. The Army's Black Hawk and Chinook fleets will remain in the force through the future, integrating into the Future Vertical Lift (FVL) ecosystem to fight and win in the highly contested Future Operational Environment.

Key Efforts

UH-60V

The primary effort in ACM-Lift's Utility division remains the UH-60V program. ACM-L continues to remain actively involved in the development and execution of this groundbreaking program. The UH-60V is the first Army Aircraft to utilize Modular Open Systems approach (MOSA) technology and provides UH-60M-like capabilities on a recapitalized UH-60L airframe. When integrated with systems such as the Aviation Mission Common Server (AMCS) and the Integrated Tactical Network (ITN), the UH-60V will provide leap-ahead situational awareness for aircrews. MOSA technology will allow rapid integration of future technological advancements into the UH-60V and will help inform other modernization efforts across Army Aviation.

The program achieved First Unit Equipped (FUE) to the Eastern Army Aviation Training Site (EAATS) in July 2021, completed Instrument Meteorological Conditions (IMC) qualification of the Software Build 3.1 in March 2022, and successfully completed the Initial Operational Test & Evaluation (IOT&E2) at Fort McCoy, Wisconsin, between July and August 2022. The Army Test and Evaluation Command (ATEC) final test report supports Materiel Release and Full Rate Production decisions planned for mid fiscal year (FY) 2023. The UH-60V fielding plan includes both Active Army and Army National Guard Combat Aviation Brigades (CABs).

UH-60M

The UH-60M remains the primary Utility aircraft for air assault, general support and aeromedical evacuation. The UH-60M program is in its tenth multi-year contract, and fielding continues to Army National Guard units. This contract enables seamless procurement of the UH and HH model 60M aircraft to meet the requirements of the Army and Foreign Military Sales (FMS). Modernization efforts for the UH-60M must continue to ensure the UH-60M is prepared to fill Army 2030 gaps as the Future Long-Range Assault Aircraft (FLRAA) continues development. Focused modernization efforts of the Enduring Fleet will focus on emerging needs of the ground maneuver and sustainment force.

UH-72

The UH-72A remains Army Aviation's primary training helicopter. Fort Rucker will receive the last of its 224 UH-72As in FY 2023. The UH-72A continues to support the Combat Training Centers, as well as the Army National Guard's Security and Support (S&S) and MEDEVAC missions. Airbus began delivering the UH-72B (D3 Variant) to PM Utility in the fourth quarter of FY 2021. PM Utility is conducting new equipment training at Huntsville International Airport, and 18 UH-72Bs are still in the fielding process to Army National Guard units across nine selected states. The UH-72B has numerous upgrades to include improved power plants (Arriel 2E, Engine); upgraded main gearbox with 30-minute transmission limit (increased from a 5-minute limit on the UH-72A); composite tail boom with Fenestron tail rotor system (enclosed tail rotor like a ducted fan); upgraded avionics; three sleek multifunction displays, which trim a significant amount of clutter off the instrument panel; Garmin 750s; audio panel; and a tactical radio. The changes make the cockpit far more intuitive and pilot-centric, as well as substantially less cluttered. The UH-72B utilizes three Multi-Function Displays (MFD)

featuring the Airbus proprietary avionics, known as "Helionix." Additional upgrades include the four-axis autopilot and a five-bladed rotor system with a bearing-less design. These improvements provide increased payload, improved high/hot/heavy performance, improved One Engine Inoperative (OEI) performance, Full Authority Digital Engine Control (FADEC) and benefits to hover out of ground effect and hoist operations.

CH-47

The CH-47F Block II airframe is nearing the end of the Engineering, Manufacturing and Development Phase. As the Army determines the CH-47 modernization strategy, ACM-Lift remains fully engaged with PM Cargo to ensure the Chinook remains highly capable for the Army of the future.

Future integration of technologies like Degraded Visual Environment (DVE) and AMCS will ensure the Army's heavy lift Chinook fleet remains compatible with future platforms and is capable of operating in the Army 2030 environment. The Chinook will continue to integrate new Aircraft Survivability Equipment (ASE), avionics, and other platform improvements.

The Block II is designed to be highly common with the MH-47G, while reusing much of the current CH-47F. The Block II is designed to increase the current CH-47's payload capacity, made possible through numerous drivetrain and airframe engineering design improvements. Currently, the Block II unique components are undergoing live fire testing to evaluate system vulnerability against enemy threats, as the Army performs a costs-benefit analysis on Chinook modernization options.

Additionally, ACM-Lift is collaborating with PM Aviation Mission Systems & Architecture (AMSA), PM Cargo, Directorate of Evaluation and Standardization (DES), Directorate of Training and Doctrine (DOTD), and other stakeholders to identify challenges and develop solutions for current and future CH-47F Performance Planning Calculations.

Fixed Wing

The ACM-Lift Fixed Wing division remains engaged with the Operational Support Airlift (OSA) fleet as well as the Special Electronic Mission Aircraft (SEMA) modernization effort. The primary Fixed Wing modernization effort, High Accuracy Detection and Exploitation System (HADES), has successfully employed two different technology demonstrators, both operating in deployed locations during the last year. HADES will offer the warfighter increased sensing capability and battlespace awareness.

Conclusion

ACM-Lift remains engaged across the Army Aviation enterprise and other Centers of Excellence to ensure we are meeting and supporting warfighter needs. Integrating stakeholders from across Aviation, the Army and Industry, ACM-Lift helps ensure the best possible capabilities reach the Soldiers flying and maintaining the current lift fleet. We look forward to updating you again next year.

LTC Sara Turinsky is the Utility Division Chief, MAJ Daniel Pechacek is the Cargo Division Chief, and CW3 David Wier is the Fixed Wing Division Chief for the Army Capability Manager for Lift (ACM-L) at Fort Rucker, AL.



The Enduring Lethality of the AH-64 Apache

By COL Bryan Woody, MAJ Jeff Rigney, CW5 Brent Welsch



The AH-64 Apache helicopter remains the world's premier rotary wing attack platform. It is the weapon of choice for the ground force and the preferred maneuver asset to destroy armor and mechanized enemy forces. The AH-64 is not scheduled for replacement any time soon and will require modernization to meet the objectives of the Army of 2040. This effort is championed via a comprehensive and definitive Attack and Lethality Modernization strategy.

Modernizing the Apache

As doctrine, training and organization evolve to meet national security requirements in a multi-domain environment, so must the critical systems used to fight and win the nation's wars. The AH-64 Apache remains the apex rotary wing attack aircraft worldwide as a result of incremental

U.S. ARMY PHOTO BY CW5 BRENT WELSCH

Left and bottom photos: 3-17 ACS aviators conduct Aerial Gunnery Tables in AH-64Ev6 aircraft at Fort Stewart, GA.



modernization efforts throughout its operational lifecycle. Modernization is a unified effort that requires enduring collaboration across the three pillars of Project Managers (PMs), the warfighter and their Army Capability Manager – Reconnaissance and Attack (ACM-RA) representatives and industry partners. Persistent efforts to develop, fund and field enhanced capabilities ensure the warfighter has the right tools to win well beyond the battlefields of 2035. The framework used to discuss Apache Modernization centers around three distinct capability categories: SEE, MOVE, STRIKE, EXTEND.

SEE/STRIKE: Decisive Engagement

The AH-64E – the latest version of the AH-64 used by the Army, – hosts an evolution of complementary, full-spectrum capabilities that provide a rapid, cross-domain ‘see-strike’ capability with a standoff advantage against any near-peer adversary. These improved capabilities begin with advanced sights and sensors for high-confidence detection and identification of enemy targets at greater battlespace depths; utilize advanced teaming at extended distances; and employ a menu of scalable and tailorable munitions whose effects range from battlefield shaping to kinetic destruction. These complementary capabilities enable tactical efficiency at the user level, translating into a Commander’s overall control of operational tempo – two critical aspects of battlefield dominance.

MOVE: Extending Operational Reach

Much of the incremental modernization of the Apache has come in the form of adding additional mission equipment to the platform, with the adverse effect of increased platform weight. Increased weight significantly reduces operational reach by limiting range, payload and tactical endurance. To address this problem, the T901 Improved Turbine Engine (ITE) fielding will help gain back lost performance, while also providing a means to increase airframe power margins via transmission upgrades. The Improved Tail Rotor Blade and Drive System are complementary to realizing full ITE capability.

The ability of crewmembers to op-

erate the aircraft during adverse environmental conditions is of the utmost importance. Over the past several years, the defense industry has demonstrated a host of potential solutions for aircrews operating in Degraded Visual Environments (DVE) via mature Binocular Helmet Mounted Display (HMD) technology, representing a promising cornerstone of applied sensor fusion. Digital Terrain Elevation Data (DTED) underlays and future AESA radar incorporated into the HMD provide pilots the valuable situational awareness needed to operate in all weather conditions.

EXTEND: Robust and Capable during Joint Operations

Successful application and execution of Multi-Domain Operations necessitate secure communications across several waveforms and multinational spans (U.S., Joint and Allied partners). With the inclusion of unmanned aircraft system (UAS) connectivity via manned-unmanned teaming (MUMT) and extended range capabilities in development (SPIKE, Air Launched Effects, Long Range Precision Munition), these systems will test operational range and bandwidth as never before across both line-of-sight and over-the-horizon forms. To remain lethal, the Apache will deliberately modernize to operate across the battlefield; this includes the AH-64E’s upcoming version 6.5 software updates.

Lethality

As Army Aviation continues to train and transition to a focus on Large Scale Combat Operations (LSCO), near-peer adversaries have continued developing pacing threat systems with extended range, survivability and lethality. With the extended engagement ranges expected on the modern battlefield, the need for munitions affording aviation crews maximum standoff is critical.

The Joint Air-to-Ground Missile (JAGM) has significantly evolved and improved over Hellfire capabilities in short- to medium-range threat bands. By combining semi-active laser precision with millimeter wave radar, JAGM can see, hit and kill modernized armor through bad weather, enemy countermeasures and active protection systems. The continued and focused incremental development of JAGM

will see an extended range version, the JAGM-MR (Medium Range), capable of ranges double that of existing variants within the next several years.

In the medium- to long-range fight, SPIKE NLOS is coming online to give the Apache a vastly enhanced lethal capability against targets previously out of the platform’s reach. SPIKE multi-mode seeker and multiple warheads offer Army aircrews a new onboard ability to defeat targets at 3-4 times the range of existing munitions. Being an interim solution, SPIKE will be replaced by the Long-Range Precision Munition (LRPM) in development.

Although still a concept, ACM-RA Lethality is developing the requirements for the next generation of rockets for both legacy and future Army platforms. Envisioned as a family of minimally guided and precision-guided munitions, the next generation of rockets will encompass existing lethal and non-lethal effects with much greater range and accuracy. Combined with the existing precision capabilities of the Advanced Precision Kill Weapon System (APKWS), the next generation of rockets will provide for more lethal, accurate and effective fires from Army Aviation.

The testing and fielding (2 years) of the 30mm proximity round allows the M230E1 chain gun to gain new capabilities against personnel, light armor, maritime targets and counter-UAS.

Summary

ACM-RA continues to closely monitor Apache capability requirements and support modernization efforts during this critical time of transition for Army Aviation. As Future Vertical Lift and the Force Design Update draw nearer to realization and implementation, the ability of the Apache to continue to dominate the battlefield today while keeping pace with the emerging technologies of tomorrow is essential.

The Apache will continue to support the ground force commander as the world’s premier heavy attack helicopter for decades to come. Attack!

COL Bryan Woody is the director, MAJ Jeff Rigney, the Attack Branch chief and CW5 Brent Welsch, the Lethality Branch chief at ACM RA, Fort Rucker, AL.



AAAA Functional Awards and U.S. Army Parker Awards

Presented at the 2023 Army Aviation Senior Leaders Forum

The U.S. Army Aviation Center of Excellence welcomed more than 200 current and legacy Army aviation leaders to Fort Rucker to hear from senior leaders and foster discussion about Aviation warfighting issues at the Aviation Senior Leader Forum Jan. 24-26, 2023.

On January 25, the AAAA National Functional Awards, and the LTG Ellis D. Parker Awards were presented. MG (Ret.) Tim Crosby, AAAA National President presented

the AAAA awards, and USAACE commanding general, MG Michael McCurry, presented the LTG Ellis D. Parker Awards with chief warrant officer of the branch, CW5 Myke Lewis, and branch CSM James Wilson assisting. The Parker Award annually recognizes the top Army Aviation battalions (or equivalent) in four categories based on unit mission, and is named for LTG Don Parker, an Army Aviation pioneer.



SGT Penny Morgan and SSG Ricky Gibbs receive the 2020 Air Traffic Control Facility of the Year Award on behalf of Baledogle Military Airfield Tower, 1st Battalion, 58th Aviation Regiment, Somalia. Mr. Dave Jones (left) represented ATC awards sponsor, Raytheon.



Retired CW2 Bryan J. Nelson, 1st Battalion, 58th Aviation Regiment, receives the 2020 Air Traffic Control Manager of the Year Award.

ALL U.S. ARMY PHOTOS BY LTC ANDREW THINGARD, USACE/PAO



CPT Ben Andrews and 1SG Elena Hoesley receive the 2021 Air Traffic Control Facility of the Year Award on behalf of Braman Hall, Company C, 1st Battalion, 13th Aviation Regiment, Fort Rucker, AL.



CW2 Victor A. Andrews, 3d Battalion, 58th Aviation Regiment, receives the 2021 and 2022 Air Traffic Control Manager of the Year Awards.



Mark Vick and Carmen Church receive the 2022 Air Traffic Control Facility of the Year Award on behalf of Hood Army Airfield Tower, Fort Hood, Texas.



SSG Ricky D. Gibbs, 1st Battalion, 58th Aviation Regiment, receives the 2020 Air Traffic Controller of the Year Award.



Soldiers attending the Aviation Senior Leader Forum gather for a photo at the U.S. Army Aviation Museum, Fort Rucker, AL, Jan. 23, 2023.



SSG Christopher L. Korthals, 3d Battalion, 58th Aviation Regiment, receives the 2021 Air Traffic Controller of the Year Award.



MSG Adriana Towns receives the 2020 Air Traffic Control Unit of the Year Award on behalf of Company F, 2d Battalion, 4th Aviation Brigade, Task Force Mustang, Afghanistan.



SGT Pollinar U. Inocencio, Company F, 3d Battalion, 2d Aviation Regiment, receives the 2022 Air Traffic Controller of the Year Award.



LTC Steve Chetcuti and MSG Bobbie Vasquez receive the 2021 Air Traffic Control Unit of the Year Award on behalf of 3d Battalion, 58th Aviation Brigade, Somalia.



Retired SSG Colton J. Kessler, 1st Battalion, 107th Aviation Regiment, Tullahoma, Tennessee, receives the 2022 Air Traffic Control Maintenance Technician of the Year Award.



LTC Mark Jordan and SGM John Maison receive the 2022 Air Traffic Control Unit of the Year Award on behalf of 1st Battalion, 107th Aviation Regiment, Tullahoma, Tennessee.



CPT Eduardo G. Cruz, CW4 Loyd R. McCoy, and SGT Joel G. Coelho receive the 2020 Army Aviation Air/Sea Rescue Award on behalf of Company C, 3d Battalion, 238th Aviation Regiment, New Hampshire Army National Guard, Concord, New Hampshire. Mr. George Johnson (left) represented the award sponsor, Collins Aerospace.



SSG Ryan P. Hunter, Det. 1, Company C, 2d Battalion, 238th Aviation Regiment, Frankfort, Kentucky, receives the 2022 DUSTOFF Flight Medic of the Year Award.



SFC Jessie R. Turner, Company C, 2d Battalion, 4th Aviation Regiment, 4th Aviation Brigade, Fort Carson, Colorado, receives the 2020 DUSTOFF Flight Medic of the Year Award. Mr. Kurt Mueller (left) represented DUSTOFF awards sponsor, Air Methods.



Retired MG William T. Crosby accepts the 2021 Army Aviation Medicine Award on behalf of CPT Jeffrey W. Chen, 640th Aviation Support Battalion. Mr. Mark Jones (left) represented the award sponsor, Gentex Corporation.



SSG Jeremy M. Lowe, Det. 1, Company C, 2d Battalion, 238th Aviation Regiment, Frankfort, Kentucky, receives the 2021 DUSTOFF Flight Medic of the Year Award.



SSG Amber L. Starnes, Company D, 1st Battalion, 222d Aviation Regiment, Joint Base Langley-Eustis, Virginia, receives the 2022 Army Aviation Trainer of the Year Award. Mr. Bunky Litaker (left) represented award sponsor, CAE USA.



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The 3d Battalion, 2d Aviation Regiment, 2d Combat Aviation Brigade, Camp Humphreys, Korea, is awarded the 2022 LTG Ellis D. Parker Award, Combat Support category, as well as being named the overall Parker Award winner. Receiving the award on the unit's behalf is COL Boadman, CW5 Kidd, and CSM Adkins, 2d Combat Aviation Brigade.



The Special Operations Aviation Training Battalion (SOATB), Fort Campbell, Kentucky, is awarded the 2022 LTG Ellis D. Parker Award, Table of Distribution and Allowance (TDA) category. Receiving the award on the SOATB's behalf is BG Ryan, CW5 Ziegler, and CSM Armstrong, U.S. Army Special Operations Aviation Command.



The 4th Battalion, 4th Combat Aviation Brigade, Fort Carson, Colorado, is awarded the 2022 LTG Ellis D. Parker Award, Combat category, during the Aviation Senior Leader Forum Jan. 25, 2023, at Fort Rucker, Ala. Receiving the award on the unit's behalf is COL Ruisanchez, CW5 Kearns, and CSM Gamez, 4th Combat Aviation Brigade. The brigade command team also accepted the 2022 LTG Ellis D. Parker Award winner, Combat Service and Support category on behalf of the brigade's 404th Aviation Support Battalion.



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From the Field ▶



The Army's Road to WTI

By CW4 Justin Sadeghian

A rmy Aviation has long recognized the need for advanced tactical aviation training. Our partner services all have courses that focus on the aviator's ability to plan, brief, and execute large scale aviation missions while developing tactical aviation leadership. These courses set each graduate apart as true aviation leaders, with graduates' capability and expertise recognized at all levels of their respective services. Army Aviation leadership has given clear guidance that our focus needs to be on large scale combat operations and denied environments, so we require a clear pathway to develop aviators and tactics at the appropriate level and scale. Our current combat training centers (CTCs) and aviation training courses simply don't provide the tactical focus or expertise to develop aviators at the appropriate capability level. For Army Aviation to accomplish its mission in a peer conflict we need to change the way we train as an aviation force.

Top photo: Front seat view during the long range overwater joint attack mission

Middle photo: Two AH-64E version 6 helicopters integrated into a multi MDS mission

Bottom photo: AH-64s and AH-1s in a twelve ship formation pre-staging for a nighttime attack mission.

ALL PHOTOS CREDIT - U.S. ARMY AVIATION PARTICIPANTS AND THE SOUTH CAROLINA ARMY NATIONAL GUARD PUBLICATIONS OFFICE

The Road to Conventional Army Aviation's First WTIs

The 1-151 Attack Battalion South Carolina ARNG, in partnership with USAACE, attended U.S. Marine Corps (USMC) Weapons and Tactics Instructor (WTI) course in Sep.-Oct. 2022. This signifies the first time the conventional Army sent aviation assets and personnel to a formal weapons officer producing course, resulting in the first six AH-64 Army Aviation weapons and tactics instructors. This historic accomplishment represents a culmination of effort that involves leaders and soldiers at all levels supporting this endeavor. Our success was built on teamwork, not just internally but between the Guard and Active components. Our journey took two years of planning, effort, and focus, requiring senior aviation leadership support from USAACE, NGB, and State levels. Additionally, none of this would be possible without the forward-thinking USMC leadership that allowed our full integration into the Marine Corps premier aviation training venue. In the end the National Guard supplied the aircraft, funding, maintenance support, and C2. Active duty supplied the ammunition, augment personnel, regulatory support, and USAACE command endorsement. While the USMC provided the instruction, ranges, and evaluation staff required to truly certify the participants as weapons and tactics instructors. The significance of this accomplishment can't be understated and should be recognized as the first major step towards the Army developing an advanced tactical aviation training capability.

What Makes WTI Different

Our team was comprised of senior aviators, all with extensive combat experience, with the intent of developing Army Aviation's senior tactical instructors to support tactics modernization for the Active and Guard components. We made the decision to buy down risk through experience for an event that requires a graduate level of tactical execution. Our team conducted the event successfully without accidents or incidents largely based on the experienced aviator's ability to adapt to unfamiliar and diverse tactical situations. In the process, our team learned a significant amount about what is required for the Army's future participation in this course.

This event is unlike anything in the Army's current training lexicon for avia-



Weapons & Tactics Instructor Class 1-23

tors. The USMC aviators implement a two-year pre-event training syllabus that involves extensive tactical experience and qualification to prepare each aviator for the event. Each candidate's success or failure is seen as a representation of their squadron, signifying the single most important course of each student's career. This course is a true graduate level event, requiring both instructors and students to be able to execute their most demanding tasks and flight profiles on day one. To put this into context our first mission was a multi-ship, mixed mission design series (MDS) live fire close air support (CAS) event conducted at night. All aviation and ground units work in the same building, with missions requiring true understanding and integration to be successful. Each successive mission set builds in complexity and difficulty leading to a culmination exercise that requires all assets to leverage each tactical capability towards a common mission. The impressive part is that USMC aviation executes this repeatedly and safely with 500-1,000 hour aviators, which should make us question how we train Army aviators on a fundamental level.

What We Learned

Simply being exposed to the cultural environment focused on tactical success and performance is something that cannot be replaced. The Army students unilaterally agreed that the culture of USMC aviation is of equal value to the tactical training. This culture drives the force to solve hard tactical problems and the associated training required to win, rather than avoiding the risk associated. Ultimately, this culture is the reason why the students can perform so well in relation to their flight hour level and experience. This culture promotes actual capability and success, bluntly

you must actually perform as an aviator to be selected for the course, and further demonstrate that performance during the course to become a weapons officer. The "performance" discussed focuses on an aviator's understanding of actual threats to aviation and what capability their equipment and tactics affords them. This is all executed at a classified level with joint doctrine and intelligence driving the scenario and threat picture.

The Path Forward

Army Aviation would be well served to create a training exercise and aviation career model similar to the WTI program and USMC aviation. Sending tactical level leaders to this course will show them what "right" looks like, giving them both the experience and expertise to make the required fundamental change at their home unit. This point can't be overstated, if we want change, we can't exclusively use our existing training centers and facilities. Ultimately, we should develop a school capable of offering our aviators training at the scale and proficiency required to become a true weapons and tactics instructor, until then we should start sending the Army's top performing aviators to the existing WTI courses to develop our initial cadre. Doing this will be expensive, will incur risk, and be difficult for both the students and their unit. To continue Army Aviation's sacred trust with the ground force we must evolve to our future environment and enemy, because we need the best above the best to win.

CW4 Justin Sadeghian is an AH-64D SIP assigned to B/1-151 Attack Battalion, South Carolina Army National Guard, McEntire Joint National Guard Base, Eastover, SC.

HONORED IN VIETNAM

By Patrick H. Brady

*Huey Hero, Humanitarian, Pioneer
Maj. Charles Kelly memorialized*

Some time ago, during a visit to the battlefields of Vietnam, I noticed that many were littered with statues of dead and surrendering Americans. A rather blunt testimonial to our defeat. Whatever the outcome of that war, there can be no question of the humanitarianism of the GI, unmatched in the annals of warfare. And it took place during battle. He fixed as he fought, vaccinated, cured, educated, and built in the middle of a war. He cared for, and about, those people. What other army has ever done that? Humanitarianism was our great victory in Vietnam, a victory lost in the bedlam and dishonesty of the media.

As I looked down on the cement corpses of fallen GIs, it occurred to me that Vietnam may have hosted the only war we fought where no memorial to an American warrior was ever raised. In subsequent visits, I noticed that every physical trace of our presence had been erased - except in the hearts of the people who remembered the GI and graciously welcomed us back. It seemed to me that the time might be ripe to finally honor the GI for all he did for those wonderful people. What more representative a memorial could there be than one honoring Maj. Charles Kelly?

Kelly was in command of the 57th Medical Detachment, Helicopter Ambulance, in 1964, call sign "Dust Off." It was to become the most famous call sign in the war. Kelly, at the time, was the only soldier to wear all four badges: the Combat Infantry Badge, the Combat Medical Badge, Jump Wings and the Aviator Badge. He had been badly wounded in World War II. He also had been court-martialed four times, which says something about his personality.

At the time, the 57th covered Vietnam with five UH helicopters: Hueys. The primary mission: U.S. casualties. About 16,000 GIs were in country mostly as advisers at the time, and they suffered few casualties. Prior to Kelly, the 57th did not fly a lot.

As a result, Kelly's boss, Brig. Gen. Joe Stilwell, decided he would commandeer helicopter ambulances for sundry missions, using portable red crosses in case of a medical mission. Kelly was outraged and let Stilwell know it. Kelly told those of us who were his pilots that we would have to prove no one could do the mission as well as we could, or we would lose the resource and he led the way. Flying in all kinds of weather, and at night (at the time, no one else flew at night) into the battlefield, rescuing all in need of care - men, women, children, enemy as well as friendly, even a few scout dogs. The Dust Off mission was dedicated to American casualties, but 90% of patients carried under Kelly were Vietnamese.

He became a legend, flying up to 150 hours a month. Entire villages turned out for his pickups, and a Pulitzer Prize-winning writer began covering him. Because our night missions were unprecedented, many thought Dust Off was specially trained for night flying. One commander ordered a staff study of how we did it. The study concluded that night missions were too dangerous. Dust Off overcame these dangers, pioneering night flight and inspiring us, subsequently, to own the night.

The issue of portable red crosses was still pending in



PHOTO BY PATRICK BRADY

“When I have your wounded.”

Maj. Charles Kelly,

*responding to pleas that he withdraw from enemy fire
during a July 1, 1964, rescue mission in Vietnam.
They were his last words.*

late June 1964 when, as Stilwell was leaving country, Kelly presented him with a plaque containing our tail numbers, saying, "Here, general. You wanted my helicopters so damn bad, take them." Stilwell smiled. The portable red cross issue was decisively settled a few days later.

On July 1, 1964, Kelly was called into a "secure" area for urgent patients. As he landed, the enemy - often mixed in with friendlies - cut loose. The friendlies screamed at Kelly to get out. He replied calmly in his stubborn southern drawl, "When I have your wounded." He then curled up from a single bullet shot through his heart. He was the 149th American to die in Vietnam. The ship curled with him, and the rotors beat it to pieces.

Vietnamese and American hierarchy alike attended Kelly's funeral. Stilwell wept when told of Kelly's death. In a December 1966 article in *McCall's* titled "A Gift of Love," Gen. William Westmoreland chose Charles Kelly out of thousands as a beautiful example of "the greatness of the human spirit." He said Kelly was "a living legend" who stood out among those who gave America "more than they have taken from her." And people like Kelly are still giving, for when the going gets rough and an extra ounce of effort is needed, Maj. Kelly's last words still shine brightly and are an inspiration, the combat standard of all medical resources to this day: "When I have your wounded".

Westmoreland agreed that we could do our mission better than anyone else, and we kept the resource. We never again heard of portable red crosses. More helicopter ambulance units started arriving in Vietnam. The medical helicopter was firmly under medical control, as it should be. During the six months that Kelly commanded the 57th, he revolutionized battlefield evacuation forever.

I have known most of the Medal of Honor recipients from the Vietnam War. None of us had the lasting impact of Charles Kelly. He spearheaded the humanitarian effort in Vietnam, championing the use of American medical resources to care for Vietnamese people on both sides of the conflict. The result was the rescue of more than 900,000 casualties and survival rates unequaled to this day. The majority of patients were Vietnamese.

A memorial to Kelly would be unifying and provide closure, highlighting the compassion our soldiers had for the people of Vietnam.

A memorial was designed, and on April 28, 2022, Charles Kelly Jr. led a small group of patriots through the jungle to a location south of Vinh Long in the Mekong Delta in Vietnam. The mission was to get as near as possible to coordinates XS055190: the exact spot where Kelly died. The trek to the site proved to be something of an adventure. We were on what was more of a trail than a road and, much to our dismay, we encountered bridges too frail for our vehicle. Our guide was able to acquire motorbikes with fertilizer bins that solved the bridge problem but were a bit rough on our rumps and olfactory bulbs.

The painful and odorous ride ended some 300 yards from the paddy where Kelly landed on his last mission. It was a quiet, peaceful day, a beautiful setting, unlike the day Kelly was killed. We placed the memorial in a secure spot beside a trail - perhaps the first and only memorial to an American soldier in Vietnam.

One member of the group described the spot as a sacred space. President Abraham Lincoln talked about these in



Photo courtesy Patrick H. Brady

Shortly before his death, and as they were preparing to port, Kelly presented to Brig. Gen. Joe Stilwell a plaque containing 57th Helicopter Ambulance tail numbers and red crosses.

his address at the dedication of the national cemetery at Gettysburg. In the military, they can have a special meaning - places like the smoke filled Belleau Woods, where Marine Corps Sgt. Maj. Dan Daly, in an act that would earn him a Navy Cross to accompany his two Medals of Honor, yelled at his Marines, "Come on, you sons of bitches, do you want to live forever?"

The memorial is rather humble when compared to what Kelly accomplished. Perhaps it will become sacred and enhanced in the future as visitors become familiar with the incredible humanitarian effort led by Kelly and the American GI in Vietnam.

For the past seven years, Sen. John Cornyn, R-Texas, has sought to honor the Dust Off crews of Vietnam with a Congressional Gold Medal.

Consider the merits: More than 900,000 rescues, and of the 1,400 Dust Off pilots who served in Vietnam, 90 were killed and 380 wounded. Of the 2,000 crew members, 121 were killed and 380 wounded. Of 140 authorized helicopters, 199 were destroyed.

Dust Off represented the most dangerous air missions in Vietnam, perhaps in any war, with over a third of the crews becoming casualties in their work. Additionally, air ambulance losses due to enemy fire were 3.3 times that of other helicopter missions. Yet a typical Dust Off unit with three flyable aircraft (100% of their birds were hit by enemy fire every month) was able to evacuate more than 21,000 patients in nine and a half months - at the cost of 26 Purple Hearts.

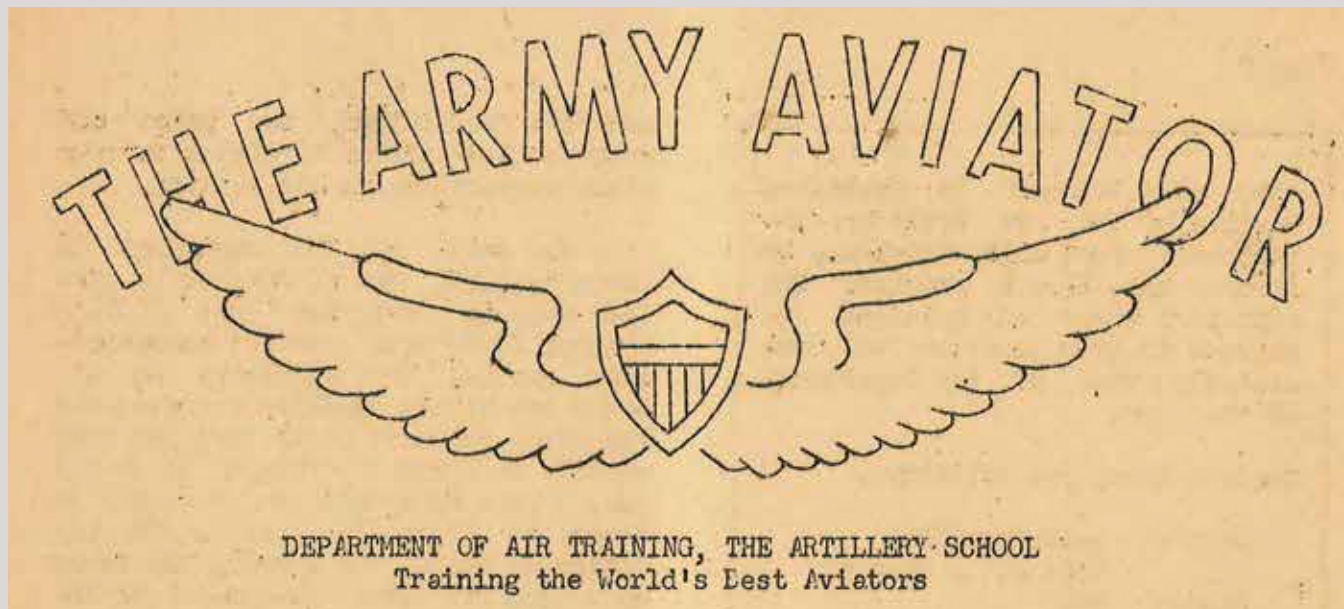
Name me another unit recipient of the Congressional Gold Medal, of any war, that has outperformed the Dust Off crews in Vietnam.

Patrick H. Brady is a retired Army major general and Medal of Honor recipient. He commanded the 57th Medical Detachment A and the 541 Medical Detachment during the Vietnam War. He flew more than 2,500 combat missions and evacuated more than 5,000 wounded.



SPECIAL FEATURE: 70th Anniversary of Army Aviation Magazine

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



ALL GRAPHICS BY AAVP

The Origins of ARMY AVIATION Magazine, A Chronological Look at Key Events, Part I

By Mark Albertson

The Army Aviator, March 1953

"From the Department of Air Training, Fort Sill, Oklahoma." A Newsletter for the Army aviator. For with the Korean War, aviation in the Ground Forces was maturing from its formative days as the Air Observation Post. The growing acceptance of ground forces aviation was evolving and becoming a reality.

The Army Aviator, July 1953

Army Aviator Newsletter, with the editor Lieutenant Arthur H. Kesten, (USAR). "The 'Army Aviator Newsletter' is an unofficial publication mailed monthly to active duty Army Aviators in the National Guard, United States Army Reserve and Regular Army who reside in or are stationed in

New England, New York or New Jersey. Contributions of news items are earnestly sought from subscribers and should be forwarded to Lt. Arthur H. Kesten, USAR (MOB DBS); Army Aviation Section, HQ, 1st Army, Governor's Island, NY., 4, NY.

The Army Aviator, August 1953

"Editor, Lt. Arthur H. Kesten, (USAR). A/A Newsletter, 726 Eleventh Avenue, New York, 19, NY. The evolving nature of Art Kesten's control of this newsletter is becoming evident.

The Army Aviator, September 1953

Art introduces the "Hopscotching" column, a roster of generalizations or briefs concerning Army aviators. Regionalism begins to give way to a more national perspective, with briefs from Washington, D.C., Fort Sill, Oklahoma, Wright-Patterson AFB, Ohio, and others. And, a subscription fee is announced, \$1.00 for twelve issues, another example of Art's growing control.



Above image: Banner of the March 1953 issue, *The Army Aviator*.

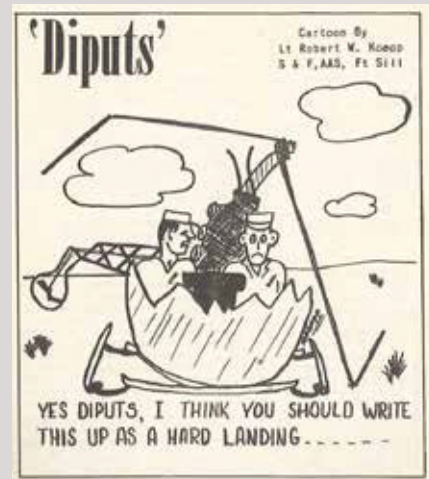
Left Image: Another of Art's attempts to generate subscribers, the "Rabbit" first appeared in February 1954.



This character was another effort by Art, to enlist written contributions to the magazine. The message: "Got something you're proud of? Why not let us know about it?" This first appeared in the October 1953 issue.



From Art as a "pitch" to readers, subscribers and aviators to send briefs and articles for publishing. This appeared in the October 1953 issue of *The Army Aviator*.



A "Diputs" selection, by Lieutenant Robert Koepf, from Fort Sill. *Army Aviation*, Vol. 2, No. 6, June 1954.

Columns Appear

With succeeding issues, more columns appear:

Top Drawer – Lieutenant Colonel Robert R. Williams pens concerns for aviators from official sources, such as the Department of the Army; circulars, to alert aviators to impending programs and opportunities offered by the Army.

Pros Say – tips from Army aviators themselves and others who share aviators' concerns.

Lucky Fins – where the last three digits of a pilot's tail numbers, which, if chosen, earned a "Free Complimentary" newsletter for as long as it is published.

Name and Status Change

Beginning with the October 1953 issue, the newsletter title changes to *Army Aviator*.

Army Aviator, Vol. 2, No. 3, March 1954 appears, "Copyright, 1954 by AHK." A two-part article appears, *Problems of Army Aviation in Korea*, by Dario Politella. Part 2 follows in the April edition. The "Diputs" cartoon, drawn by Lt. Robert Koepf appears, as well as "Randoms," observations of Army Aviation by "Your editor, Art Kesten."

The title, *Army Aviation* appears for the first time, in Vol. 2, No. 5, May 1954. Domination of regionalism has all but vanished as blurbs from Germany, Istanbul, and Japan, appear. Also, terminology remains, *Army Aviator Newsletter*; but the publication statement changes to "Army Aviation is an unofficial, all-component monthly publication financially and editorially supported by voluntary subscriber correspondents..." Subscription fee doubled to \$2.00 (non-APO foreign addresses, \$3.20). Indeed, *Army Aviation* is ripening into a magazine in lieu of a newsletter.

Of note: parallel to *Army Aviation* being published, the official *The Army Aviator* continues by Fort Sill, Oklahoma with Vol. 3, No. 6, June 1954. "The *Army Aviator*, is an authorized publication published monthly by and for Army Aviation personnel. It is published at the Army Aviation School, Fort Sill, Oklahoma, under supervision of the Troop Information and Education officer and edited by Captain Weyman S. Carver. The views and opinions expressed are not necessarily those of the Department of the Army." *Army*

Aviation, Vol. 2, No. 6, June 1954

Copyright, 1954 by Arthur H. Kesten shows a change of address to 726 Eleventh Avenue, NY., 19, NY.

Army Aviation, Vol. 2, No. 7, July 1954

Copyright, 1954 by Arthur H. Kesten lists a new mailing address of Post Office Box 99, Peter Stuyvesant Station, New York, 9, NY.

Army Aviation, Vol. 2, No. 8, August 1954

The official Army announcement is published in this issue that the Army Aviation School is moving from Fort Sill, Oklahoma to Camp Rucker, Alabama. *Editor's note: see this feature in the February 28, 2023 issue for more details.*

Also of note: in February 1955 the Army Aviation School at Camp Rucker publishes the first issue of *Army Aviation Digest*, Vol. 1, No. 1 with the following statement: "The printing of this publication has been approved by the Director of the Bureau of the Budget, 13 August 1954. The 'Army Aviation Digest,' is an official publication of the Department of the Army published monthly under the supervision of the Commandant, Army Aviation School. Editor-in-Chief, Captain Weyman S. Carver."

Army Aviation, Vol. 3, No. 1, January 1955

In this issue the famous "Main Office" cartoon appears on page 28. A modified version of this cartoon appears as the logo for the "Art's Attic" feature in the back of each issue since January 2010.

Army Aviation, Vol. 3, No. 3, March 1955

A change in the magazine masthead is announced: Proprietor: Dorothy Kesten; Copyright, 1955 Dorothy Kesten; Editor, Arthur H. Kesten. Both the mailing and physical addresses remain the same: 726 Eleventh Avenue, New York, 19, NY and P.O. Box 99, Peter Stuyvesant Station, New York 9, NY.

To be continued.

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



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

I appreciate the support from CW4 Michael Bryan, the Follow Me Chapter Senior Vice President, for authoring and sharing this Chapter information.

The Follow Me Chapter

The Follow Me Chapter represents a broad cross section of Army Aviation Soldiers and Families located around the city of Columbus and Fort Benning (Possibly named Fort Moore at time of publishing) Georgia.



The Chapter's Active-Duty members come from the 4th Ranger Training Battalion which consists of seven aircraft UH-60L flight company (Raven) and an eight aircraft HH-60L Air Ambulance Detachment (Sked). Maintaining a fleet of aging aircraft is the responsibility of Advanced Technology Systems Company ATSC which has over 30 dedicated maintainers ensuring 4th RTB can provide Fort Benning with 24-hour MEDEVAC and POI (Program of Instruction) coverage in support of MCOE units assigned on Fort Benning and 5th Ranger Training Battalion stationed in Dahlonge, Georgia. The Follow Me Chapter is a small Chapter with 48 current members and although they will have some PCSs this year, they hope to significantly increase their Chapter membership.

Passing the Torch

Similar to what is occurring in many of the other AAAA Chapters over the current movement cycle, the Follow Me Chapter has witnessed a significant turnover in its Chapter leadership over the past year and looks to be making several changes over the upcoming year. Current Leadership has Major Kevin Power as Chapter President, CW4 Michael Bryan, Senior VP, CW2 Kenneth Robinson as Chapter Treasurer.

Back in Business

Due to the extended hiatus of events due to Covid 19 the Follow-

Me Chapter is looking to increase membership and bring better awareness to AAAA over the next year through activities such as their second annual AAAA fall chili cookoff and their upcoming 1st annual best Aviator competition. The Follow Me Chapter looks to once again sponsor a Soldier to the annual AAAA summit due to the positive feedback from last year's sponsored soldier CPL Harris and his wife, who attended the AAAA Summit in Nashville, Tn. Over the course of the year the Follow Me Chapter presented 4 Order of St. Michael Awards to Major Thomas Barth, SFC Jason Alphonso, SFC Jeremy Hall and CW4 Michael Bryan. The four medal recipients have provided over 60 years and 6000 hours of combined Aviation service.

Not For the Weak or Fainthearted

In October of 2014 the 197th IN BDE Flight Company joined 4th RTB to provide General Support Aviation, one year later Air Ambulance detachment was repurposed to 4th RTB to provide Medical evacuation support to Fort Benning, Dahlonge, and the surrounding area. The current structure 4th Ranger Battalion consists of two flight companies consisting of Ranger Flight Company (Ravens) and Air Ambulance Detachment (Sked). The path to become a Ranger is not for the weak or fainthearted so the Pilots and Crew Members must be able to provide aspiring Rangers and

Ranger instructors realistic training opportunities with Aviation assets. Ranger Flight Company provides 4th RTB and other Maneuver Center of Excellence units realistic training during the day and night for the following mission sets; Air Assaults, Rappels, Fast Rope insertion (FRIES), Special Insertion (SPIES), Helocast, and Airborne operations on Fort Benning as well as Dahlonge, Ga. 4th RTB flight company aircrews must demonstrate proficiency on all mission tasks and due to the tempo of the training conducted most of the flight time is in support of those mission tasks. The support and mission task iterations conducted throughout the year prepare 4th RTB aircrews for their culmination exercise being the annual Best Ranger Competition that is held every spring. Over the three-day event aircrews conduct a wide array of mission tasks in support of the 50 two person teams that are competing for the title of Best Ranger.

The Air Ambulance Detachment or AAD provides lifesaving evacuation in support of 4th RTB during the first phase of Ranger School known as Darby Phase, immediate on call MEDEVAC response for the 1st Battalion 507th Parachute Infantry Regiment parachute jumps on and off Fort Benning, and coverage for all other Fort Benning assigned units. AAD's reach is not limited to Fort Benning and adjacent areas, AAD provides coverage of the second phase of Ranger School which is known

AAAA Chapter News

Air Assault Chapter Meeting



CHAPTER COURTESY PHOTO

The Air Assault Chapter held its first quarter 2023 meeting on February 9, 2023 at the Cole Park Commons, Fort Campbell, KY. Attendees included (l to r), CW5 (Ret.) Brent Driggers, former Aviation Branch command chief warrant officer; COL (Ret.) Hawk Ruth, chapter president; COL (Ret.) Jimmy Blackmon, former 159th Combat Aviation Brigade commander; MG (Ret.) Jeff Schloesser, guest speaker and former commanding general of the 101st Airborne Division (Air Assault); COL (Ret.) Bobby Freeman, former commander, Ft. Campbell Garrison; and GEN (Ret.) Dick Cody, former U.S. Army Vice Chief of Staff and commanding general of the 101st Abn. Div. (AASLT).

as Mountain Phase located three hours away from Fort Benning in the mountains of Dahlonega, Ga. If it were not for AAD this remote and austere mountain environment would place the Rangers over an hour away from care but with the forward staged helicopters that time is cut to just minutes.

The Follow Me Chapter is a very small Chapter supporting a unique mission and if you have any questions, please reach out to the Chapter Senior VP at michael.d.bryan18.mil@army.mil.

It is great to see another Chapter that is ready to support the Aviation Family. Feel free to contact me if you need help for your Chapter, Executive Board support, would like your Chapter featured in the AAAA magazine, establish a new Chapter or to obtain clarification of National procedures.

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

Air Assault Chapter



CHAPTER COURTESY PHOTO

SFC Daniel W. Pennington is inducted into the Bronze Honorable Order of St. Michael during the first quarter chapter meeting on Feb. 9, 2023 at Cole Park Commons, Ft. Campbell, Kentucky by chapter president, COL (Ret.) Hawk Ruth. COL Clinton Cody, CSM Latevia Williams Green and CW5 Robert Phillips, commander, command sergeant major and command chief warrant officer of the 101st Combat Aviation Brigade respectively were also on hand to recognize Pennington for his outstanding accomplishments in support of Army Aviation over the past 14 years and while currently serving as the 101 CAB Standardization Instructor and Master Door Gunner.

Aviation Center Chapter



U.S. ARMY PHOTO BY LTC ANDY THAGGARD

BG Stanley E. Budraitis, U.S. Army Aviation Center of Excellence and Fort Rucker deputy commanding general, is inducted into the Gold Honorable Order of Saint Michael for his outstanding contributions to the Army Aviation community by retired MG William T. Crosby (right), Army Aviation Association of America president, and MG Michael McCurry, U.S. Army Aviation Center of Excellence and Fort Rucker commander, Jan. 30, 2023, at Fort Rucker, Alabama. Budraitis is a Mississippi Army National Guard Soldier, the first Army National Guard aviator and general officer to serve as Rucker's full-time deputy commanding general. He assumed responsibility Aug. 14, 2020, completed his tour March 15, 2023, and departs as the longest-serving DCG in USAACE history.



U.S. ARMY PHOTO BY LTC ANDY THAGGARD

Mrs. DeSha Budraitis was also inducted into the Honorable Order of Our Lady of Loreto for her unfailing support of Army Aviation Soldiers and families throughout her husband's career.

Tennessee Valley Chapter



CHAPTER PHOTO BY HALEY A. MIBERS

COL (Ret.) David Cripps is inducted into the Gold Honorable Order of St. Michael by AAAA National President, MG (Ret.) William T. Crosby (left), on Jan. 31, 2023, at Redstone Arsenal, AL. Cripps was recognized for his distinguished Army civilian service as the Deputy Director, Aviation Engineering Directorate and, subsequently, as the Army's Chief Airworthiness Engineer. With him to celebrate are (left to right) Crosby; Mrs. Ara Cripps, his wife; Cripps; and Aviation and Missile Center executives Jeffrey Langhout and Keith Darrow.



CHAPTER PHOTO BY DAVID CRIPPS

Mrs. Ara L. Cripps is inducted into the Bronze Honorable Order of St. Michael by Mr. Dave Stephan, principal engineer for Avion Solutions, on Jan. 26, 2023, at Redstone Arsenal, Alabama. Cripps was recognized for her critical contributions to Army Aviation as business manager for Aviation and Missile Command's RESET program, Army Aviation's airworthiness program and science and technology programs.



AAAA Membership Update By CW4 (Ret.) Becki Chambers

The Membership Corner

Last month, I introduced you to our current President, MG (Retired) Tim Crosby. This month, I would like to share with you the story of one of our Hall of Fame members, Colonel (Retired) William (Bill) Reeder, who was inducted into the Army Aviation Hall of Fame in 2014.

AAAA has been an important part of Bill Reeder's life for over four decades. His association with AAAA began in Germany as a Cobra attack helicopter pilot in the 334th Attack Helicopter Company at Fliegerhorst Kaserne at the height of the Cold War. As company executive officer and later, the first S-3 of the new 503rd Combat Aviation Battalion, he was instrumental in establishing early night vision goggle training programs and developing tactical innovations still valid today. At the same time, he was active in the local AAAA chapter and responsible for organizing the 1976 USAREUR AAAA Convention in Garmisch. There, he saw the importance of the Association as a forum for sharing ideas and building relationships with other Army and allied Aviators. Later, at national AAAA symposiums, he saw the importance of keeping up with the latest developments in government and industry. Bill says he finds AAAA to be, "at the heart and soul of Army Aviation camaraderie and professionalism."

In recognition of his contributions, Bill was named USAREUR Aviator of the Year and AAAA Aviator of the Year in 1977. After Germany, his career continued with an assignment to the U.S. Air Force Academy where in addition to his primary duties as TAC officer, he flew the UV-18B Twin Otter. He went on to command 5/17 (U.S.) Cavalry Squadron under the 6th Cavalry Brigade at Fort Hood, Texas. The unit was the first to complete the single-station unit fielding program under the Apache Training Brigade. Upon graduation, it was redesignated as the 1-3 Aviation Battalion, 2nd Armored Division. Bill went on to later command the Apache Training Brigade, successfully expanding the brigade's mission to include Kiowa Warrior, Foreign Military Sales, and unit sustainment training – changing the brigade's designation to the U.S. Army Combat Aviation Training Brigade (later renamed the 21st Cavalry Brigade).

Bill's first duties in Army Aviation had taken him from flight school to Mohawk qualification and directly to



Bill Reeder

Vietnam where he had two tours of duty. He first flew armed OV-1 Mohawk reconnaissance airplanes with the 131st Surveillance Airplane Company. His second tour found him piloting AH-1G Cobra attack helicopters in the 361st Aerial Weapons Company. He participated in deep reconnaissance and surveillance operations throughout Southeast Asia and supported the special operations missions of MACV-SOG (Military Assistance Command Vietnam, Studies, and Observations Group).

He has over 3,000 hours of flight time, including more than 1,000 hours in combat. On his second combat tour, he was shot down and captured by the communist North Vietnamese, spending nearly a year as a prisoner of war. Learn more about Bill's POW experience in his book, *Through the Valley: My Captivity in Vietnam* (Naval Institute Press, 2016). You will also find gripping combat Aviation accounts in his second book, *Extraordinary Valor: The Fight for Charlie Hill in Vietnam* (Lyons Press, 2022).

Bill's military awards include the Silver Star, Valorous Unit Award, two Distinguished Flying Crosses, and three Purple Hearts. He was inducted into the U.S. Army Aviation Hall of Fame in 2014 and featured in the PBS documentary *The Helicopter Pilots of Vietnam*, as well as the "Attack Helicopters" episode of *Deadliest Tech* on the Military Channel.

The importance of AAAA extends to the Reeder family, as well. The Association awarded Bill's eldest son, Spencer, a 4-year scholarship in 1984. He graduated from the University of Washington with a B.S. in chemical engineering and later received an M.S. in aerospace engineering from the University of Colorado. In an upcoming issue of *Army Aviation*, you'll see how an AAAA scholarship helped Spencer achieve much in his life.

CW4 Becki Chambers
AAAA Vice President for Membership



**New
AAAA Life
Members**

Air Assault Chapter
MAJ Joseph Baggett
Arizona Chapter
COL Nancy Burt
Aviation Center Chapter
MAJ Matthew R. Clawson
CW5 Ronald J. Ferrell, Ret.
Badger Chapter
MAJ Charles McCormick
Central Florida Chapter
CSM Eric C. Thom
Desert Oasis Chapter
SFC Shaun P. Kelleher
Flying Gator Chapter
LtCol William "Rob" Roberts
Jimmy Doolittle Chapter
1LT Thomas Smith
Keystone Chapter
COL Michael Spencer, Ret.
Lindbergh Chapter
Mr. Kurt Mungenast
Mid-Atlantic Chapter
CW4 Vincent Ventrino, Ret.
Minuteman Chapter
LTC Robert D. Eaton
Mount Rainier Chapter
CAPT Dennis Youde
North Country Chapter
COL Chris H. Clyde
North Star Chapter
WO Stuart Carleton
Northern Lights Chapter
CPT Melissa Eury

**New AAAA
Members**

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Ms. Ferris Baker
SGT Nicole M. Bruchey-Soto
Mr. Thomas Gardner
1LT Alexandra E. Grace
MAJ Scott W. Hollingsworth
SGT Justin M. Kelly
Mr. Phil Ray Lewis
CPT Marshall H. Malone
CPT Jeffrey N. Moss
Mr. Kris Paulson
SGT Alexandra N. Renfrow
Arizona Chapter
COL Nancy Burt
Aviation Center Chapter
WO1 Pierce J. Armbruster
WO1 Crispino C. Avancena
WO1 Eric B. Bach
WO1 Nicholas A. Baum
WO1 Jason Christian
MAJ Matthew R. Clawson
WO1 Aibor W. Colon
WO1 Christian C. Cook
WO1 Aaron L. Crain
Mr. Billy G. Croslow
WO1 Neil J. Espinoza
WO1 Austin J. Falerios
WO1 Layne A. Frausto
WO1 Anaid A. Good
WO1 James M. Hughes
WO1 Nicholas Key
WO1 Dustin S. Lawless
WO1 Jacob M. Mahler

Mr. William Martin
MAJ Julissa Mendoza
WO1 Zane D. Nguyen
WO1 Victoria G. O'Reilly
WO1 Andrew M. Rich
WO1 Gerry W. Routt
WO1 Bret M. Shearer
WO1 Tyler J. Shumaker
WO1 Mark D. Staab
Mr. Sean Stumpf
WO1 Jerome F. Swan, II
WO1 Carter S. Winters
Badger Chapter
MAJ Charles McCormick
WO1 Brenton M. Shoener
PFC Andrew J. Shrode
PV2 Calvin Levi Windsor
Bavarian Chapter
CW2 Steven Jarrard
Big Sky Chapter
1LT Erin Buyse
Bluegrass Chapter
CPT Granwel G. Esteban, Jr.
Central Florida Chapter
Mr. John Gow
Mr. William Honaker
Mr. Ron Hurta
Mr. Lee Power
Colonial Virginia Chapter
Mr. Trent Ernst
Ms. Julia Henby
Mr. Edward Kriczky
Connecticut Chapter
PV2 Luis A. Tello-Serna
Cowboy Chapter
Mr. Thomas Phillips
Delaware Valley Chapter
Mr. Harold M. Bleau
Mr. Peter T. Everett
Mr. Ryan E. Hassiepen
Mr. Joe Kernan
Mr. Bill Kirk
Mr. Ryan Kuhnle
Mr. Jack A. Larson
Mr. Michael R. O'Connor
Mr. Jack V. O'Hara
Mr. Neil A. Patel
Mr. Robert S. Pikulski
Mr. Juan Ramos
Mr. Dan S. Salls
Mr. Kevin B. Semler
Mr. John Watmuff
Flying Gator Chapter
LtCol William "Rob" Roberts
Greater Atlanta Chapter
PFC Evan Elias Makhoul
Griffin Chapter
CPT Tyler M. Bybee
CW2 Felipe S. Cantu
CPT Mason Conine
SSG Jeffrey E. Ellis
CPT Madison K. Gehler
CPT Summer S. Lancette
CPT Ryan M. Manion
1LT Brenden A. Murray
MAJ Caleb M. Sherstad
Grizzly Chapter
SPC Elias N. Aguirre
SGT David H. Dickstein
SPC Janet M. Newell
SSG Antonio C. Ramos
Ms. Ashleigh Walker
Idaho Snake River Chapter
CW2 Crystal D. Edgar
Jack H. Dibrell/Alamo Chapter

SSG Joel Perez
Jimmy Doolittle Chapter
1LT Thomas Smith
Lindbergh Chapter
Mr. Kurt Mungenast
Ms. Amanda Schnabel
Lonestar Chapter
Mr. Doug Eubanks
Mr. Eric Good
Mr. Mark Plum
SGT Michael Sinclair
Mrs. Jennifer Townsend
MacArthur Chapter
Mr. David Bellomo
Mr. Jason Beresford
Mr. Phil Lanieri
Mr. Michael Osterloh
Mr. Chris Sieger
Mid-Atlantic Chapter
Mr. Matthew Burg
Ms. Kelly Carnivale
Mr. Gil Chassie
Ms. Karen Chassie
Mr. Ben Chovanetz
Mr. Jonathan Faust
Mr. Frank Gordon
Mr. William Ryan
Mr. Daniel Stein
Ms. Jacqueline Varghese
Mr. Josh Walsh
Mr. Stefan Wasilewski
Mr. Martin Winterling
Ms. Gabrielle Woodby
Minuteman Chapter
Mr. Alejandro Aparicio
Mr. Nate Ball
Mr. Aaron Bell
LTC Robert D. Eaton
Mr. Christian Fidi
Mr. Daniel Finnegan
Ms. Loretta Gaudet
Mr. Gino Kahaunaele
Mr. Reinhard Maier
Mr. Andres Ossa
CW5 David Picard
CW3 David E. Powers II
Mr. Alvaro Soares
Mr. Steve Stegich
Morning Calm Chapter
SSG Christian Rinehart
Mount Rainier Chapter
MAJ Jeannie Bay
SGT Nicholas Conaway
Mr. Ralph DeMarco
Mr. Mike Fox
Mr. Sergio Gemoets
Mr. Brandon Lowe
SPC Austin M. Morlan
Mr. David Popelka
PV2 Zayne B. Rogers
Ms. Tara Weeks
Narragansett Bay Chapter
Mr. Nick Daggett
Mr. Joe Feula

North Country Chapter
WO1 Roberto Floresbaylon
North Star Chapter
WO Stuart Carleton
North Texas Chapter
Mr. Joe Amadee
Mr. Kevin Boscamp
Mr. Sal Fanelli
Mr. Robert Hastings
Mr. Pat Hogan

Mr. Tim Hogan
Mr. Dave Moran
Mr. Mark Owens
Mr. Garrett Pellerzi
Mr. Kevin Sims
Mr. Tom Smith
Mr. Dave Stouffer
Mr. Chris Tedford
Northern Lights Chapter
CPT Melissa Eury
Phantom Corps Chapter
Mr. Josh Prieur
MAJ Jordan Schumacher
Mr. Steven Villaman
Ragin' Cajun Chapter
PFC Jaxon Michael Schmidt
Rio Grande Chapter
CPT Austin Breed
Rising Sun Chapter
SFC Eric Douse
ShowMe Chapter
Mr. Chandler Wyatt
Southern California Chapter
Mr. Geoff Evans
Ms. Maricel Marquez
Mr. Jacob Pramschufel
Ms. Heather Rosenow
Mr. Fred Short
Ms. Alice Zhang
Tennessee Valley Chapter
Mr. Daniel Anderson
Mr. Douglas Anthony
CW5 Anthony Caudle, Ret.
Mr. Penn Garvich
Mr. Kevin Hendershot
Mr. Jessy Losada
Ms. Amber Marsh
Ms. Karla Matthews
Mr. Louis C. McMillan
Mr. Craig T. Northridge
Mr. Eric Polk
Mr. Bill Read
SFC George B. Schussler, Ret.
Mr. Bartley Terrell
Mr. Joseph Womack
Mr. Hesham M. Zidan
Utah Chapter
Ms. Sara Carbocci
Mr. Jonah Turcsanski
Volunteer Chapter
SPC Joseph Miszkiel
Washington-Potomac Chapter
Mr. Richard Diamond
Mr. Chris Eakins
Ms. Lisa Godenick
Mr. James Hart
Mr. Sam Marso
Mr. Stephen McClellan
Mr. Michael Mendolia
Mrs. Lynette Nichols
Mr. Timothy Stamey
Mr. Onesime Volkoff
Mr. Matthew White
Ms. Cathy Wilkinson
Wright Brothers Chapter
PFC Dan Minh Tam Nguyen
No Chapter Affiliatom
Ms. Tanya N. Allbritten
SGT David Anderson
Mr. Kevin Bourke
SFC Dondi Briones
MAJ DAVID BURKES
Mr. "Richard" Burton
LTC Douglas Cahill
PFC Reece P. Erow

PV2 Fabian E. Gonzalesortiz
PV2 Gage Ian Hamill
Mr. Patrick Hart
Mr. Buster Hernandez
CMSgt Edward Lodwig
CW3 Darrell K. Miracle
Mr. Brandon Moore
Mr. Billy Neal
Mr. John Puckett
Mr. Greg Reichel
WO1 Shawn M. Roberts
PV2 Jacob D. Saldana
PV2 Miguel Jose Santana
PV2 Lukas Arthur Santiago
Mr. Tim Slicker
PFC Syllas Pane Smith
CW4 Kenneth Thompson
PV2 Diego Valdez
Mr. Daniel Wey
PV2 John Thomas Wigington

Lost Members

Help AAAA locate a lost member on this list and receive a FREE one month extension to your AAAA membership.
CPT Robert S. Boham
Mr. Harold V. Bowie, Jr.
COL Fred E. Brown, Ret.
LTC Jeffrey D. Brown
Mr. Rickey J. Brown
MAJ James E. Bruckart
Mr. E. W. Cavanaugh
LTC Richard G. Cercone, Jr.
LTC Tzu-Shan Chang
COL James A. Coar, Ret.
MAJ Harry L. Connors, Jr. Ret.
Mr. Bruno Cussigh
Ms. Kathy DeWeese
1LT Francesco Dindo
2LT Arthur W. Galloway
Mr. William H. Gillispie
Mr. Michael F. Glass
MAJ Gregory W. Glover
Ms. Mary H. Gorman
COL Gerhard Granz, Ret.
LT Tyler Grubic, PhD
COL Jose L. Hinojosa, Ret.
CW4 Delbert Jackson, Ret.
LTC Randy K. Jackson
CW3 Jeffrey J. Jelonek
MAJ David A. Jobe
Dr. Morey J. Kolber, PhD
LTC Peter D. Kowal
CW3 Vladimir Kultschizky
CW3 Timothy J. Larz
MSG David W. Little, Ret.
LT Chad Milam
SGM Ivonne M. Morrison, Ret.
MAJ Darrel B. Nerove
Mr. Fred A. Newcomb
SFC Henry R. Rathbone, Ret.
LTC Martin Scheld
Mr. Thomas R. Schiltz
LTC Jerry D. Scott
LTC Jay Q. Smith
MAJ James F. Speelman
LTC Friedrich Stern
WO1 Armando B. Torres
MAJ L.D. Walker
Mrs. Rose Weast



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA Family Forum By Judy Konitzer

Honoring a Beloved Legend Supporting Soldiers and Families



AMP PHOTO BY BILL HARRIS

On January 23, 2023, Ingrid Strange was awarded the AAAA Outstanding Soldier and Family Support Award at “The Castle Cafe” in Daleville, Alabama during the recent Aviation Leaders’ Conference at Fort Rucker.

Surrounded by the love and admiration of dozens of friends, family, and many active duty and retired Soldiers of all grades, and especially former Aviation Branch chiefs and spouses, it was an honor to be present to see her recognized.

Although Ingrid is currently wheelchair bound and visually impaired, her spirit was alive as she wheeled around embracing everyone who came to honor her. It was obvious how much everyone there loved and respected her for her kindness, generosity, honesty, wit, and bravado.

This Award was established by the AAAA in 2012 and has been bestowed on only six individuals over the years. AAAA National President, MG (Ret.) Tim Crosby presented the award to Ingrid for outstanding, long-term efforts in providing support to Army Aviation Soldiers and their families.

Ingrid was born in Buchen, Germany, a small town between Heidelberg and Wurzburg, on February 4, 1940. At 17 she

Ingrid Strange talks with her daughter, Kirsten (kneeling), while her husband, Jerry (behind her) talks with one of the many key Army Aviation leaders and family members who came to help her celebrate receiving the AAAA Soldier and Family Support Award for 2022.

immigrated to the United States and moved to California. On a road trip to Florida one time, she had a flat tire in Georgia and Jerry Strange came to the rescue. Jerry entered the Army shortly before they married in 1964.

While on an assignment with Jerry at Fort Rucker in 1982, she opened “Ingrid’s Jewelers” in Daleville, and within one year she was named Daleville’s Woman of the Year.

In 1987 she, Jerry, and daughter Kirsten, built and opened “The Castle Cafe” restaurant specializing in authentic German cuisine and moved her jewelry store there. You could find her cooking in the kitchen by 7 a.m., then switching over to the jewelry store helping customers.

In her own words, she has always “measured success by the happiness of each one of my customers who come through our doors every day.” From her original one-window store, the Castle has grown into one of the most well-known establishments in the Wiregrass.

Although there are all sorts of beautiful jewelry in her shop, I think the favorite for spouses and loved ones are miniature aviator wing necklaces, some embellished with diamonds. I, among hundreds of others, wear these with pride in honor of our newly graduated, active, or “Legacy” Aviators. In 1989 In-



ARMY AVIATION ▶ Advertiser Spotlight

Marvin Test Solutions, Inc.



Marvin Test Solutions (MTS), a vertically integrated aerospace company, specializes in test and measurement solutions and airborne Mission Equipment electronics. MTS has designed and delivered miniaturized airborne systems and innovative, feature-rich advanced armament maintenance solutions for the world's leading military and aerospace organizations. MTS has delivered these products in support of the AH-64, UH-60, SH-60, Tiger, and many other helicopters, fighters, and UAS systems.

MTS is member of the Marvin Group, with a 60-year history in the Defense and Commercial Aerospace industries, having produced thousands of Hellfire launchers and hundreds of Hellfire missile simulators, laser target simulators, and test systems. Since 1984, we have been in continuous production of Hellfire launchers and have produced over 15,000 launchers including the legacy M272/M279 and M299/M310.

Our latest offering, the lightweight Hellfire Scalable-Rail Launcher (HSRL), features a unique DC-only, miniaturized MIL-STD-1760 architecture supporting Hellfire, JAGM, ALE and more. The HSRL electronics is ideally suited to support future platforms including the MEL on the Future Attack Reconnaissance Aircraft (FARA), and is also compatible with current launchers. MTS is also responsible for supplying the HIA Hellfire mission computer, which controls up to 16 missiles.

We Make Test Easy™ for armament maintainers with solutions that can significantly improve test performance and test times and ultimately increase warfighter effectiveness. AVUM and AVIM solutions that enhance mission readiness include the ultra-rugged MTS-3060A SmartCan™ Universal O-Level Armament Test Set, the AN/TSM-205B test set for Hellfire platforms and launchers, the MT3045 Hellfire Missile Simulators, and the MT1888 Laser Source Simulators.

SIZE OF COMPANY: Medium 100-999 Employees
 CATEGORIES: Manufacturing, Maintenance & Product Overhaul, Consultant/Special Services

<https://www.MarvinTest.com>

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

grid custom made wings for Army Astronaut, (then LTC), Jim Adamson to take with him into space on the shuttle Columbia.

Ingrid was also always there to encourage, help, and support young Soldiers. She often gave them free small bracelets, necklaces, and AAAA memberships, and attended hundreds of their flight school graduations, as well as countless other ceremonies and special events at Fort Rucker.

In her spare time, Ingrid became the consummate volunteer. From being a member of the local schoolboard, AUSA and AAAA local chapters, to becoming President of the Daleville Chamber of Commerce, she was well known for fundraising efforts that helped countless military families put food on their tables, pay education expenses, and assist in transition back into normal family life after deployments.

Among many of her awards were 2008 Woman of the Year for National Association of Professional Women, and the 2010 Jeweler of the Year for the 24 Karat Club of the Southeastern United States.

I recall fondly how Ingrid would sit down with me over coffee and dessert and share stories about her life, family, business, travels, and her loving advice about most anything. Many times, she would be beyond animated sharing childhood memories of Germany and about "borrowing" strawberries, figs, apples, and her favorite poppy seeds from her neighbor's gardens and being scolded for taking them. One Mother's Day she wanted to bring her mother some "borrowed" flowers, but the neighbor stopped her and picked them for her herself. Even then, as little as she was, Ingrid was

a force of nature, fierce, and unstoppable.

It was a very hard life living through the trauma of World War II, yet this little 5-year-old "experienced a life changing event which shaped her love for the American Soldier." She was wearing a new beautiful white dress in 1945 when the Allied Forces rolled through her town but knew there would be hell to pay if it got dirty.

She really wanted to see the troops come through, so she risked enough dirt to get to the front of the crowd. When the tanks rolled by, one stopped in front of her, and an imposing man jumped out, smiled at her, and offered her a chocolate bar. It was the first time she had ever tasted candy, and she never forgot his smile when he gave it to her. She believes she is here today because her mother told her, "These Soldiers were there for them and answered their prayers, so their fear and uncertainty would be replaced by hope and opportunity."

This encounter was the beginning of a personal and professional love for the American Soldier. To this day she feels "They never failed me...simply put, I'm here because they were there."

There is no doubt that she has always been there for us and our families, and in her acceptance remarks for the award she said, "Guys just because of you, I figured we're gonna turn it up a little bit more. You're darn right!"

We all love you, Ingrid! Congratulations.

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



FALLEN HEROES

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

CONUS

The Adjutant General of the State of Tennessee announced the loss of two warrant officer aviators on Feb. 15, 2023 when their UH-60 Black Hawk helicopter crashed in the vicinity of Huntsville, AL during a training mission. Both were assigned to Company A, 1-230th Assault Helicopter Battalion, stationed at Berry Field Air National Guard Base, Nashville, Tennessee.



CW3 Wadham



CW2 Randolph

Killed were:

Chief Warrant Officer 3 Daniel Lee Wadham, 39, from Joelton, Tennessee;
Chief Warrant Officer 3 Danny Edmond Randolph, 40, from Murfreesboro, Tennessee;

The accident is presently under investigation.
May they rest in peace.

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

In Memoriam



Colonel Leslie Harold Gilbert, U.S. Army Retired

It is with great sadness that AAAA announces the passing of COL (Ret.) Les Gilbert, a member of the Army Aviation Association of America's "The Originals," also known as the Cub Club, on Jan. 23, 2023 at his retirement home at Fort Belvoir, Virginia. He was 96.

An Aviation pioneer and officer who flew the L-4 Piper Cub organic to the Army in the beginning, he commanded the flying elements of a surveying unit in Central America post World War II, and also in Alaska as part of the surveying for establishment of the North American Air Defense Command (NORAD). Following the cease fire in the Korean War he was sent to South Korea to strengthen the tactical survey there. Upon returning to Davison Army Airfield at Ft. Belvoir, he was assigned as an Army aviator and became the Army aircraft expert. He subsequently commanded an Aviation battalion during the Tet Offensive in Vietnam. After his return, most of his career was in Army aircraft development, production, and fielding the Howze Board which produced the airmobile division. He retired with 29 years of Army service in 1973 and continued to support the AH-64A program into the mid-1980s.



He will be interred with full honors at Arlington National Cemetery on May 23, 2023 at 3:00 pm.
May he rest in peace.

As of this writing, there is only one remaining Cub Club member: Mr. Billy Brashear. We wish him good health and long life.

Thank You to Our Scholarship Fund Donors



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

- | | | | |
|--|--|---|--|
| 190th Assault Helicopter
7/17th Air Cav Assoc.-IHO Jack Merrit A
Troop | Keirn Brown
Mary & John Burke
Stephen T. Burns
Gordon Burton
Cynthia S. Campbell-IHO CW4 Richard
Campbell
Dee Campobasso
Chip Carter
CFC Campaign
Combined Federal Campaign
Clayton Associates
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David Cooper
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Galen Roshier-IHO CW3 James White
Galen Roshier-IHO LTC Dennis McMahon
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Jon Elton Ruble-IHO CW5 Douglas A.
DeBoer
Jon Elton Ruble-IHO MAJ Trevor Joseph
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Alan Smith
Evelyn A. Soucek-IHO MG Benjamin
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Karen White-IHO CW5 Frank E. White
Wreaths Across America
Jessica & Chuck Wright
Michelle F. Yarborough
Michelle F. Yarborough-IHO Robert Soncrant
Howard Yellen-IHO Susan Yellen
The Zieff Family Fund Inc.-IHO Bill Harris |
|--|--|---|--|

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



AAA Legislative Report

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

"Never put off till tomorrow what you can do the day after tomorrow just as well."

- Benjamin Franklin (acc. Mark Twain)

As predicated, the Fiscal Year 2024 (FY24) President's Budget submission is late to Congress. The historical norm of missing the 01 February due date continues with the current administration. However, the top line budget numbers are expected to release on Thursday, 09 March 2023. It's speculated that the Fiscal Year 24 President's Budget Request (PB 24) will be above the baseline appropriation amounts for FY23. Unfortunately, the top line numbers are not expected to be joined by the "Justification Books (J Books)" that provide detail on the specifics per program. Hill and Pentagon insiders indicate the J Books will trickle over to the Hill. If this holds true, it will be interesting to see how the Defense Committees plan for hearings and subsequent "Mark Ups." If Congress executes what is called "Regular Order" we should expect to see the Authorizations committees begin work on the National Defense Authorization Act (NDAA) followed by the Appropriations committees on the Defense Appropriations Bill. The subcommittees will be the first out of the gate leading up to full committee actions. For example, Senior Aviation leaders are often called to testify in front of the House and Senate Armed Services Committees (HASC / SASC) Tactical Air Land Subcommittees whose jurisdictions holistically cover Army Aviation. Closely monitoring the subcommittee marks is a leading indicator on the sense of Congress for Aviation programs. This comes in the form of budget cuts/adds and Directive Report Language. March will certainly be an exciting and busy time across the branch.

How will the New Congress Get Along?

Any time there is a change in the majority on the Hill there is always a burning question. That question is how will the Hill get along when it comes to deliberating and ultimately passing the NDAA and Defense Budget? The

House shifted to a Republican majority with the Senate remaining in control of Democrat leadership following the mid-term elections. Historically a "split Hill" isn't directly related to a delayed passage of the NDAA or Defense Appropriation Bill. Members of Congress like to broker deals and current events related to Chinese and Russian aggression embolden finding common ground to resource National Defense.

What is to be determined are the non-negotiable items respective parties on both sides of the Hill will not budge on. This often manifests in the top line funding balance between mandatory (Medicare, Social Security, etc.) and discretionary accounts (Defense).

Moreover, Members of the same party will not agree on funding levels and subsequently slow the process- even before debating with the opposite party. Regardless, an omnibus package is typically leveraged in order to get mandatory and discretionary bills passed as a combined package. The omnibus is an effective tool that provides Members the ability to move legislation forward and not force votes on any specific bill. The passage of the FY23 Defense Appropriations bill is a perfect example as it was included with other bills. The risk to this approach is that discontent with a non-defense related bill can hold defense hostage.

How Do You Find Army Aviation's Budget Request?

January's article outlining the FY23 Army Aviation Appropriations roll up produced a healthy amount of positive feedback from

the readership. However, many inquiries indicated that some in our community desire to understand how to "follow the money." As such, we are including a short tutorial below on how anyone can look up the Army's budget request. The good news is nearly all the pertinent information related to the Army's budget request and subsequent Congressional marks are a matter of public record.

Step by Step Process-

- 1 - Navigate to the Army "Financial Management & Comptroller" website <https://www.asafm.army.mil/>
- 2 - Select "Budget Materials"
- 3 - Select FY24 (when Posted ~ March 9, 2023) (You can see previous year budget requests if desired)
- 4 - Select "Base Budget"
- 5 - For APA - Select "Procurement" then "Aircraft Procurement Army (APA)"
- 6 - For RDT&E- Select "Research Development Test & Evaluation (RDT&E)" (Most Army Aviation RDT&E Programs are found under "BA 4")

A couple of "tips for hits" when researching a particular budget request. After opening the .pdf use the "Control F" function to search for the specific program. Some programs are included in various locations throughout the "P and R" Forms. Also, the procurement documents are a bit easier to follow as they are only "Aircraft Procurement Army." Conversely, the RDT&E documents are a cornucopia of nearly ALL Army RDT&E programs. Once again, "Control F" is a great tool when rooting around for your programs of interest.

ARMYAVIATION

Upcoming Special Focus

	<p>April/May</p> <p>Army Aviation Mission Solutions Summit Army Aviation Leadership State of the Enterprise AAAA Chapter Directory 2022 Photo Contest Winners</p>	<p>June</p> <p>Special Operations Aviation Arming the Force Annual Summit Pictorial Recap</p> 
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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.

BAE and Leonardo Collaborate on Interoperable Aircraft Survivability Solution



GENERAL ELECTRIC COURTESY PHOTO

BAE Systems, Inc. and Leonardo UK recently received U.S. government approval to develop an interoperable aircraft survivability suite consisting of BAE Systems' AN/AAR-57 Common Missile Warning System (CMWS) and Leonardo's Mysis Directed Infrared Countermeasure (DIRCM) System. The BAE Systems-Leonardo solution will allow existing CMWS users to add a proven, readily exportable DIRCM capability in the most cost-effective way. It will maximize the effectiveness of CMWS flare decoying while enhancing aircraft survivability with a highly effective directed infrared countermeasure system.

Honeywell & U.S. Army Complete First Flight of Next-Generation Navigation Solution



HONEYWELL PHOTO

On Jan. 9, 2023 Honeywell announced that the U.S. Army has completed the first flight of Honeywell's Embedded Global Positioning System/Inertial Navigation System (EGI) equipped with M-Code for the U.S. Army's EAGLE-M program. The Army conducted successful testing of the M-Code-enabled EGI units on the MQ-1C Gray Eagle Unmanned Aircraft System (UAS), which validated its airworthiness to be deployed on military aircraft. This next-generation navigation solution enhances the resiliency of the GPS navigation solution against enemy actions. The U.S. Army will begin migrating its MQ-1C Gray Eagle UAS fleet to Honeywell EGIs in early 2023.



TEXTRON PHOTO

Royar Joins Textron

Textron announced on Feb. 21, 2023 that retired MG K. Todd Royar is joining the Government Affairs and Washington Operations team as vice president and lead executive. He will be based out of Huntsville, Alabama and joins the team led by Shannon Hutcherson Hines, senior vice president.



AAR CORP PHOTO

Holmes Named Chairman of the Board at AAR

AAR CORP. announced on Jan. 11, 2023 that John M. Holmes, President and Chief Executive Officer of AAR has been named Chairman of the Board of Directors following the retirement of David P. Storch, the Company's Chairman for 18 years. Holmes will continue as President and Chief Executive Officer of the Company.

Executive Officer of the Company.

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

DRS Training & Control Systems LLC, Fort Walton, FL, was awarded an \$11,280,623 firm-fixed-price contract for maintenance and overhaul of the AH-64 Apache Digital Captive Boresight Harmonization Kit; work locations and funding will be determined with each order, with an estimated completion date of Feb. 9, 2028.

The Boeing Co., Ridley Park, PA, was awarded a \$24,350,211 cost-plus-fixed-fee contract to remanufacture/recapitalize selected CH-47F components to the CH-47F Block II configuration, and to remanufacture CH-47F aircraft to the CH-47F configuration for Ordering Periods I and II to satisfy the congressional requirement; work locations and funding will be determined with each order, with an estimated completion date of Jan. 30, 2026.

Triumph Engine Control Systems LLC, West Hartford, CT, was awarded a \$9,916,270 firm-fixed-price contract to overhaul/repair fuel engine controls for the CH-47 Chinook; work will be performed in West Hartford, Connecticut, with an estimated completion date of April 30, 2024.

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UPCOMING EVENTS

APRIL 2023 Month of the Military Child

- 12 Aviation Branch 40th Anniversary
- 23 U.S. Army Reserve 115th Anniversary
- 26-28 AAAA Army Aviation Mission Solutions Summit, Nashville, TN

MAY 2023 Military Appreciation Month

- 8-11 GSOF Special Operations Forces Week (formerly SOFIC), Tampa, FL
- 16-19 VFS (AHS) Forum 79, West Palm Beach, FL

People On The Move

Aviation General Officer Promotions/Assignments

The chief of staff of the Army announced on February 17, 2023 the following aviation general officer assignments:



MG David J. Francis, director, J-3 Operations/Cyber, U.S. Africa Command, Germany, to chief of staff, U.S. Africa Command, Germany.



MG William D. Taylor, director, Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7, U.S. Army, Washington, D.C., to commanding general, 2nd Infantry Division (Combined), Eighth Army, Republic of Korea.



MG Allan M. Pepin, commanding general, Military District of Washington; and commander, Joint Force Headquarters-National Capital Region, Washington, D.C., to chief of staff, U.S. Northern Command, Peterson Air Force Base, Colorado.



BG Lori L. Robinson, deputy commanding general (Support), 2nd Infantry Division (Combined), Eighth Army, Republic of Korea, to commandant of cadets, U.S. Military Academy, West Point, New York.



MG Walter T. Rugen, director, Future of Vertical Lift Cross Functional Team, Redstone Arsenal, Alabama, to director, Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7, U.S. Army, Washington, D.C.



BG Philip J. Ryan, commanding general, U.S. Army Special Operations Aviation Command; and deputy commanding general, Futures, U.S. Special Operations Command, Fort Bragg, North Carolina, to commander, Special Operations Joint Task Force-Levant, Operation Inherent Resolve, Kuwait.

Flight School Graduates

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



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

54 Officers February 9, 2023

Class 23-007

Commissioned Officers

- 1LT Erskine, John C. - DG
- 1LT Fischer, Connor K. - HG
- 1LT Kordenbrock, Jeffrey C., Jr. * - HG
- 1LT Baum, Collin A.
- 1LT Brown, Ryan A. *
- 2LT Calderon, Sofia M.
- 2LT Hope, Alexander R.
- 1LT Kinder, Cameron J. *
- 1LT King, Kevin J.
- 2LT Kiper, Kyle J.
- 2LT Lothspeich, Derek M. *
- 1LT Magill, Joseph P. *
- 1LT Mazingo, Robert N., Jr.
- 1LT Nodden, Zachary T. *
- 2LT Stegall, Jacob D.
- 2LT Wang, Brigid C.

Warrant Officers

- WO1 Buckner, Timothy D. - DG
- WO1 Blinn, Sebastian A. - HG



FSXXI Class 23-007

- WO1 Haertner, Nicholas L. * - HG
- WO1 Justice, Christopher M. - HG

- WO1 Sawyer, Michael J. - HG
- WO1 Barbieri, Collin A. *

- WO1 Bednarick, Kayla F.
- WO1 Bilski, Michael A. *

People On The Move

Flight School Graduates *Continued*

WO1 Brooks, Julius A. *
 WO1 Buie, Robert L., Jr.
 WO1 Clugston, William F.
 WO1 Daughdrill, Zachary K. *
 WO1 Davidson, Kyle A. *
 WO1 Delfino, Anthony R.
 WO1 Figueroa-Ramos, Derick L.

WO1 Gabriele, Vincent F.
 WO1 Grandy, Michael D.
 WO1 Halmi, Antolernie L., Jr. *
 WO1 Hebert, Norman M.
 WO1 Hill, Kevin G. *
 WO1 Jacob, Ethan D.
 WO1 Jeanjaquet, Alan J. *
 WO1 Johnson, Josh M. *
 WO1 Kim, Sung Woo

WO1 Martin, Chase R. *
 WO1 Nammour, Arz *
 WO1 Obenland, Bradley A. *
 WO1 Ortel, Kyle P.
 WO1 Page, Connor S.
 WO1 Perez, Samuel E.
 WO1 Phan, Tuan B.
 WO1 Pomeroy, Caleb T.
 WO1 Saalman, Eric A. *

WO1 Schell, Richard A., Jr. *
 WO1 Sugg, Andrew E.
 WO1 Taylor, Austin M.
 WO1 Thurman, Creighton A.
 WO1 Travis, Janelle E.
 -DG: Distinguished Graduate
 -HG: Honor Graduate
 * = AAAA Member
 + = Life Member

Unmanned Aircraft Systems (UAS) Graduations

UAS REPAIRER

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

Shadow UAS Repairer Course

6 Graduates, 27 Jan 2023

PFC Woodard, Dylan -DG
 PVT Alcantar, Christopher
 PV2 Arendale, George
 PV2 Holderbaum, Alex
 PFC Martin, Christian

PFC Smith, Casey

5 Graduates, 13 Feb 2023

PVT Bowers, Rylan -DG
 PFC Cline, Ryan
 PFC Powell, Savannah
 PV2 Roberts, Adam
 SPC Vandyke, Ryan

Grey Eagle UAS Maintainer Course

7 Graduates, 9 Feb 2023

PFC Hill, Micah -DG
 PFC Aispuro, Javier
 PVT Clevenger, Thomas

PVT Magnuson, Owen
 PV2 Robichaux, Jeremy
 PVT Torres, Angel
 PVT Villarreal, Alexis

UAS OPERATOR

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

Shadow UAS Operator Course 6 Graduates, 8 Feb 2023

PV2 Cope, Dylan -DG

PV2 Alexander, Akira
 PV2 Daniels, Christopher
 PVT Lightfoot, Michelle
 PFC Thompson, Landon
 SGT Xiong, Lee

DG - Distinguished Graduate

HG - Honor Graduate

* = AAAA Member

+ = Life Member

AAAA Awards



Order of St. Michael Inductees

Silver

Aviation Center Chapter
 CSM Michael W. Narvid
Connecticut Chapter
 COL Raymond S. Chiccoski
Keystone Chapter
 CW5 Charles L. Doyno

Bronze

Air Assault Chapter
 CW5 Joshua R. Buhl
 SFC Daniel M. Malone
 SFC Roger Waufler
Aloha Chapter
 MAJ Manny Ledezma Vera
 CW2 Antonio Rios
 CW4 Bhong-Bhong Salvador Subido
Bluegrass Chapter
 1SG Stephen A. Army

CW5 Kenneth H. Grider, Ret.
 CW5 Stephanie M. Motley, Ret.
 John M. Trowbridge
Colonial Virginia Chapter
 Richard P. Berg
 MSG Ryan W. Lemons
 Arturo P. Luna
 CW5 Sean F. Merrill
 MSG Richard J. Reese
Delaware Valley Chapter
 Nicholas J. Verna
Iron Mike Chapter
 1SG Louis J. Fitch
Jimmy Doolittle Chapter
 CSM Marion E. Brakeman
Mount Rainier Chapter
 CW4 Michael D. Lilly
Phantom Corps Chapter
 CPT William A. Armstrong, Jr.
Pikes Peak Chapter
 MAJ Brian C. Anderson
 MAJ Christopher Curran
 MAJ Colin J. Farmer
 LTC Kevin P. Kane
 1SG Rafael G. Torres
Tennessee Valley Chapter
 Ara L. Cripps
 Derek J. McCune Jr.
Washington-Potomac Chapter
 MAJ Matthew Colsia

Honorable Knight



Iron Mike Chapter
 MSG Nnaemeka E. Ezenekwe
Thunder Mountain Chapter
 CPL London C. Powell



Our Lady of Loreto

Air Assault Chapter
 Jennifer Waufler
Rio Grande Chapter
 Amber B. Cookey
 LTC Jackie DeGaine
 Solange P. Johnson
 Lauren J. Sullivan
 Jen Sundberg
 Jennifer E. Yared
Washington-Potomac Chapter
 MAJ Jessica Colsia
 Tonya Tibbs

AAAA Salutes the Following Departed...

MG Richard E. Stephenson, Ret.
 Deceased 1/19/2023
 Life Member

COL Leslie H. Gilbert, Ret. / Deceased
 1/23/2023
 Cub Club
 Life Member

COL Norbert B. Johnston, Ret.
 Deceased 2/3/2023

LTC William Klim, Jr. Ret.
 Deceased 12/2/2022
 Life Member

Mr. Leonid Oleinik
 Deceased 8/30/2022
 Life Member



AAAA

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)

Class 052-22
PFC Jesse Tyler Chambers-DG
PV1 Kobi Lamaur Allen
PFC Brenner Bryan Baxter
PFC Landon Michael Boe
SPC Richard Livingston Brown
PV1 Ryan Dean Gurney
PV2 Boone Joseph Howard
PFC Joe Eddie Jasper, II
PV1 Elliott Rex Leaman
PFC Carlos Roberto Loya
PV2 Antonio Eloy Mendezrivera
PV1 Bradly Lane Sheppard, Jr
Class 054-22
PV2 Israel Jedidiah Risner-DG
PV1 Jacorieous Lewis Atwater, II
PV2 Kala Nichole Baum
PV1 Joshua Lawrenceblaine Beck
PV1 Gabriel Patrick Deaner
PV1 Tanya Monique Gonzalez
PV2 Agustin Esequiel Hernandez

PV1 Diego Leal
PV1 Abel Omar Madrid
PFC Brandon Antho Maldonadosene
SPC William Jacob Mcdaniel
PFC Guillermo Camacho Perez
Class 001-23
PV2 Hunter James Logan-DG
PV2 Ryan Lucas Anton
PV2 Kaedan Esteban Dewyze
PV2 Jonathan Bladimir Guardadogonzalez
SPC Ethan Jake Laughner
PV2 Miguel Angel Loria
PV2 Nathaniel Clark Loughran
PV2 James Kenneth Mcpherson
PV2 Emma Elieen Menge
PV2 Ricardorolando A.Mercado, Jr
PV2 Tofik Ziad Mohammed
PV2 Jaylin Ty Palmore
Class 002-23
PV2 Austin Ronning-DG
PV2 James Schaeftbauer-DG
SPC Travis Anttila
SPC Dillon Daniel
PV2 William Phillips
PV2 Nathan Powell
PFC Jonathan Puskar
PFC Christian Quinones
PFC Joshua Strausbaugh
PFC Kyle Strickland
PFC Lourent Timoll

PV2 Alex Torrescorral
Class 003-23
PV1 Braxton Dakota Judson-DG
PFC Abel Gerardo Garciaaruz
SPC James Elton Parks, III
PFC Liam Paul Turner
PFC Steven Michael Valdivia
PV2 Peyton Owen White
PV2 Christian Michael Williams
PV2 Kolby Lee Woods

CH-47 Medium Helicopter Repairer (15U)

Class 052-22
PFC Chace Michael Van-DG
PFC Brandon Gage Arnold
PV2 Paul Thomas Deck
SPC Sean William Guzzetta
PVT Cody James Kaiser
PV2 Lola Annabelle Keeley
PV2 Nicolas Alejandro Silva
PFC Kyle Anthony Vancelette
PV2 Richard Angel Vasquez
Class 053-22
SPC Jacob Baldwin-DG
PFC Chayse Hulse
SPC Daniel Kolb
PV2 Jose Martinez
PV2 Dakota McClellan
PV2 Joshua Porrey
Class 054-22

PFC Jorge Gomez-Galdos- DG
PV2 Christian Coleman
PV2 Austin Johnson
PV2 Christopher Lightfoot
PFC Hunter Piasecki
PFC Sean Michael Steen
PV2 Kaycie Whittington
Class 001-23
SPC Andrew Eshelman-DG
PV2 Marland Bowes
SPC Olen Brown
PV2 Devin Craner
PFC Samuel James Cruz
PFC Shawn Gordon, Jr
PV2 Colson Harm
PV2 Ian Lay
PV2 Benjamin Lefebvre, Jr
PV2 Zachary Maddux
PFC Daniel Mccart
PV2 Donald Mcclafferty

UH-60 Helicopter Repairer (15T)

Class 109-22
PFC Matthew James Florant- DG
SPC Roy Wade Adams, III
SFC Hameed Saad H. Al Shamari
SGT Bader Saleh S. Alharbi
PFC Gregory Dushkin
PFC Joshua Donovan Garcia
PV2 lam Keenan Johnston
PFC Parker Lee Jones

AAAA AIR ASSAULT CHAPTER

GOLF TOURNAMENT

2023

WHERE: Gaylord Springs Golf Links . 18 Springhouse Lane, Nashville, TN 37214
<http://www.gaylordsprings.com/>

WHEN: Tuesday, April 25, 2023; Shotgun start 0730 (morning) and 1315 (afternoon)

FORMAT: 4 Person Scramble

COST: \$115 per player, total 144 golfers for morning and 144 golfers for afternoon. Cost covers green fees, cart with GPS system, breakfast, lunch, hors d'oeuvres and all standard golf amenities including range balls, club cleaning and bag handling. Accepting team and individual registration (including handicap), first paid 288 responses accepted on a first come, first filled basis. Rental clubs available. Paid registration due by April 10, 2023. All cards accepted, except American Express.

REGISTRATION: Visit <http://2023aaaagolftournament.ezregister.com> to register as an individual golfer, a foursome, or select a sponsorship level




People On The Move

AIT GRADUATIONS *Continued*

PFC Caleb Joseph Miller
 PFC Tydus Troy Thao
 PFC Walter Reid Wooten
Class 110-22
 PV2 Wyatt Andrew Smith- DG
 PV2 John Eliazer Cabrera
 PFC Matthew Tyler Gentry
 PFC Devonte D Lyons
 SGT Erik Joel Malone
 PV2 Nathan Cody Maloney
 PV2 Marvin David Mares
 SPC Walker Christian Payne
 SSG Shimoi Kelvin Vanholten
 SGT Roger Joshua WoodbridGE
 PV2 Grant David Wyandt
 PV2 Liduo Zeng
Class 001-23
 PV2 Carter Howe-DG
 PV2 Ryan Abbott
 PV2 Lukas Bjork
 PV2 Micah Fausey
 PFC Grant Gallagher
 PFC Peter Gillquist
 PV2 Cody Hancock
 PFC Lee Masters
 PFC Henry Mitchell
 PFC Christian Ortiz
 PFC Eli Reed
 PFC Ethan Sherfield
 PV2 Adel Wheeler
Class 002-23
 PV2 Anthony Majerus-DG
 PFC Jaydon Bandy
 PV2 Dayton Cheatham
 PV2 Randy Colon Jr.
 PFC Cade Edmiston
 PV2 Connor Hall
 PV2 Jaylen Hill
 SPC Jorge Lopezcornejo
 PV2 Ian Mcallister
 PV2 Zachary Taylor
 PV2 Aidan Villagran
 PFC John Zyk
Class 003-23
 PFC Caden Wheat-DG
 PV2 John Alvarez
 SPC Dominic Jurell Baccay
 PFC William Gilbert
 SPC Daniel Guerra
 PV2 Ty Harbaugh
 PFC Jayden Holliday
 PFC Orlando Sanchez
 PV2 Cameron Santos
 PFC Shane Spatol
 PV2 Gavyn Vandver
 PFC Justin Watson
Class 004-23
 PV2 Elijah Robert Gonzalez-DG
 PFC Dominique Felicianoruzzante
 PV2 Aron Alexander Francis
 PFC Grant Sebastian Gallagher
 PV2 Faucher, Kacius
 PFC Jan Karlo Irizarryrodriguez
 PFC Jacob Tyler Krieger
 PV2 Wade Henry Linden
 PFC Myers, Dylan Richard
 PV2 Patrick Ryan Mclean
 PV2 Zachary David Oneill
 PFC Alyssa Marie Schultheiss
 PV2 Delainey Nicole Wilson
Class 005-23
 PFC Daniil I Usmanov-DG
 PFC Paul Isaiiah Goodwill
 PFC Ethan Michael Gregory

SPC Casey Lee Johnson
 PV2 Faucher, Kacius
 SPC Zachary Justin Myers
 SPC Hunter Danielandrew Nichols
 PV2 Jason Kaleb Owens
 PFC Myers, Dylan Richard
 SPC Dalton Ray Rather
 PFC Michael Shane Rawlins
 PFC Billy Oscar Sanders
Class 006-23
 PV2 Alphonso Nyema Killen, Jr-DG
 PFC Conner Ray Clark
 PV2 Vittor Bernardo Donaldson
 PFC Victoria Kathlene Gray
 PV2 Faucher, Kacius
 PFC Hunter James Hennessey
 PV2 Charles Frank Kilventon, V
 PFC Myers, Dylan Richard
 PV2 Christian Allen Leon
 PFC Ty Gregory Martineau
 PV2 Timothy Adison Mclemore
 PFC Trenton Edward Wilson
Class 007-23
 PFC Kymani Huggins-DG
 PVT Josue Delgado
 PFC Kael Goldsberry
 PFC Hector, III Gordon
 PFC Nicholas Harrington
 PV2 Chance Hnizdil
 PV2 Dominick Jimienez
 PFC Thomas Melcher
 PFC Brian Paredesvasquez
 PV2 Tanner Rawlings
Class 008-23
 PFC Colton Michael Bybee-DG
 PV2 Warner Sho Alexander
 PFC Jacob Thomas Darity
 SPC James Alexander McMurray
 PV2 Leavin J Riggs
 PFC Noah Matthew Rodriguez
 PFC Janmichael Lam Sy
 PFC Ethan Michael Terrell
 SPC James Warren Weiler, II
 PFC Landon Timothyjerome Weiskopf

Aircraft Powertrain Repairer (15D)

Class 012-22
 PFC Matthew Aaron Mutter-DG
 CW2 Ahmad M A Al Mubarak
 PFC Alan Jess Coe
 PFC Aden S Estevez
 PFC Diego Charly Garduno Miranda
 PFC Johann Jaret Phillips
 SGT Jessie Cabrereros Ventura

Aircraft Electrician (15F)

Class 021-22
 PFC Trevor William Mattson- DG
 PFC Marissa Nicole Bronner
 PV2 Khristian Tyler Mejia
 PV2 Esteban Elias Ortizkoziatek
 SPC Daniel Ryan Suleta

Airframe Repairer (15G)

Class 014-22
 PFC Daniel Richard Difeo
 PFC Alexander Hugh Gilmour
 PFC Gavin Edward Gitzinger
 PVT Efrain Hernandez
 PFC David Daniel Hernandezcarreon
 PV2 Samuel Jack Hoogstraat
 PFC Kaden Aaron Lamm
 PV2 Fabian Maciasvasquez

ARMY AVIATION

▶ Editor's Mailbox

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

1/27/23
 Florissant, Missouri

Dear Sir:

I want to thank you for the article about Colonel Stewart [December 31, 2022 issue]. I was a member of the 145th [Combat Aviation Battalion] in 1966-67 at Bien Hua Air Base. My job was to hand out special tools to the 118th [Assault Helicopter Company] mechanics. The 573rd Transportation Detachment was our support organization. I will never forget the brave men in the flight platoons who flew every day on dangerous missions with the 173rd [Airborne Brigade] troops. I was lucky when the Viet Cong decided to attack us one night and I received an award for my actions that night.

I am a strong supporter of Army Aviation and tell everyone about what we do to help our country.

Yours truly,

Edward A. Hanrahan
 118th Thunder Birds
 "It Shall Be Done!"

PVT Corey Richard Garcia Mendiola
 PVT Johnpaul S. Mendiola
 SPC Justin Dean Mix
 SPC Mike Andreas Nzudie Teta
 PV2 Jake Michael Zimmerman

Aircraft Pneudraulics Repairer (15H)

Class 003-23
 PVT Kristopher Powell-DG
 PV2 Piero Alessandro Delacruz
 PFC Ryan Alexander Fenley
 PVT Jeremy Xavier Vitales

AH-64 Armament/Electrical/

Avionic Systems Repairer (15Y)

Class 023-22
 SGM Ahmed Ali I. M. Al Blooshi
 SGM Khalil Ibrahim A. A. Al Marzooqi
 PV2 Brandon Michael Beaver
 SGM Saeed Mohamed A. S. Eshtairy
 PV1 Mychael Hunter Harlan

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

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 March-April, 1998

Hall of Fame Inductees CWO4 William T. Hargrove, Sr., (Ret.)

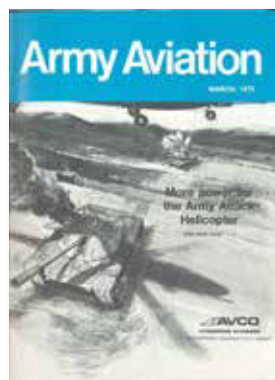
CWO4 William T. Hargrove, Sr., began his thirty-year Army career as an enlisted combat engineer during the Korean War. Following his graduation

from one of the first WOC classes, he went on to play a major role in flight testing several prototype aircraft, including what would become known as the UH-1 Huey. Hargrove flew CH-34s in Europe prior to tours in Vietnam, as a UH-1 pilot and a unit maintenance officer. He retired from active duty in 1981, having logged some 7,200 accident-free flight hours, 1,200 combat flight hours and 22 different aircraft type qualifications.



Brigadier General Joseph B. Starker (Deceased)

Brigadier General Joseph B. Starker was a visionary, playing a critical role in the organization of modern Army Aviation. He was a member of the Howze Board; and as such, employed many of the concepts generated by the Board in the jungles of Vietnam when he was commander of the 11th Combat Aviation Battalion. He was prominent in the development of the Army's Advanced Aerial Fire Support System – which ultimately resulted in the advent of the AH-64 Apache – and returned to Vietnam to command the 17th Aviation Group. In the wake of Vietnam, General Starker commanded the Combat Developments Experimentation Command, at the same time he was assistant division commander of the 1st Cavalry Division. Tragically Brigadier General Starker was killed by a drunk driver. He was only 46 years old.



50 Years Ago March 7, 1973

Milestone

Recently, Beech Aircraft delivered its 2,000th airframe for the Army's OH-58A LOH to Bell Helicopter Company, the prime contractor for the project. Inspecting the delivery are, starting from the left, R.P. Beard, Chief of Quality Assurance, Defense Contract Administration Services Office; John

H. Greer, Bell Helicopter Company, resident quality assurance representative; and, B.E. Thompson, Beech project administrator. As a subcontractor for Bell, Beech has been providing airframes for the turbine-powered OH-58A since 1968.



Air War College, FY 1974 Selectees

(All are Lieutenant Colonels) Drenz, Charles F., Harris, Bruce R., Jones, Issac R., Keaton, Jack L., Varner, Velay J. The reporting date is 1 August 1973.

Test Board Evaluates New Instrumentation



Left: Vibration/Strain Data Acquisition System units in the cabin of this CH-47 Chinook helicopter gather

data from 20 sensors mounted on the aircraft engine and airframe. Right: Ground playback console of the system performs the following functions: transcribes data from airborne tape recorders to IBM-compatible types; provides limited data search and printout; provides data plot capability.

News Briefs

Did you catch the two recent corporate name changes? The Hughes Tool Company-Aircraft Division is now Hughes Helicopters; the Boeing Vertol Division is now the Boeing Vertol Company.



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

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

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

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

Army Aviation Hall of Fame

Brigadier General Leo E. Soucek

*Army Aviation Hall of Fame 2017 Induction
-Nashville, TN*



BG Leo Soucek served in the vanguard of leaders who developed our modern Army Airmobility concepts, tactics and organizations. He tested these with the 11th Air Assault Division and introduced them on the Vietnam battlefield while commanding the 11th Combat Aviation Battalion. As a colonel, he commanded the 11th Aviation Group and also the 164th Combat Aviation Group. He was the only Army colonel to command two aviation groups in the Vietnam War.

As the 11th CAB commander he received a Purple Heart for wounds suffered during an air assault operation. While he was in command of the 164th Aviation Group, it consisted of over 350 aircraft, providing Army Aviation support to all South Vietnam Mekong River Delta forces. This is the largest number of aircraft commanded by a colonel in combat or peacetime.

During his Vietnam service, he flew over 3,000 combat hours. His valor is well-documented by the award of the Silver Star, 6 Distinguished Flying Crosses, 85 Air Medals (one for Valor), and an Army Commendation Medal with "V." For his direct contributions as IV Corps Advisor to Operation Cuu Long in Cambodia and as the 164th Commander supporting the Army of the Republic of Vietnam's successful U-Minh Campaign, he was twice awarded Vietnam's highest award for valor, the Cross of Gallantry with Palm. He also proudly wore the Combat Infantryman Badge from Korean War service.

With extensive credentials as a Master Army Aviator, Master Parachutist, Combat Infantryman, and Pathfinder, and his distinguished record of valor as an aviation leader, BG Soucek was both a Soldiers' Soldier and an Aviators' Aviator.

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