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



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On The Cover

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National Guard Officer Promotion Change



NATIONAL GUARD GRAPHIC

The defense policy bill signed into law by President Joe Biden Dec. 23 will make a significant change to how the National Guard processes officer promotions. Beginning in January 2024, officers whose federal recognition takes more than 100 days will have their promotion's effective date (which determines seniority and backpay) retroactively dated to when the state first submitted their federal recognition package to the National Guard Bureau (or the day the officer moved into a higher-ranking billet). The secretaries of the Army and Air Force "may" do the same for officers promoted in 2023.

DOD Releases Memo Expanding Military Parental Leave Program

The Defense Department has released guidelines for the expansion of the military parental leave policy (MPLP). The memorandum, released on January 4, 2023, applies to all service members and is effective immediately. It specifies that service members who give birth "will be authorized 12 weeks of parental leave following a period of convalescence to care for the child." Service members who are the non-birth parent will also be authorized 12 weeks of leave to care for the child. Further, members who adopt a minor child or who have a minor child placed for adoption or long-term foster care with them will be authorized 12 weeks of parental leave to care for the child. It also stipulates that members will be afforded the opportunity to take full advantage of the MPLP consistent with their desires, operational requirements, and training workloads of their unit.



U.S. ARMY PHOTO BY IN WENGLIN VAN

training. Applicants are eligible for referral regardless of whether they've previously served in the military. Soldiers in pay grades E1 through E3 can be promoted to the next grade, up to specialist, or E4, within 60 days of a referred applicant shipping to basic training. The promotions occur regardless of time in service or time in grade requirements, instead only obligating that a soldier "be in good standing and not flagged." Troops can only receive one such promotion in their career. A soldier of any rank who refers an applicant will receive the new Army Recruiting Ribbon when the candidate attends training. Troops can receive the ribbon up to four times during their career, and each award of the ribbon will provide 10 promotion points to enlisted troops competing to make sergeant or staff sergeant. The accelerated promotions pilot will last for a year, according to the memo. Referred troops must submit their own contact information and the information of the soldier who talked to them through a new page on the GoArmy Website at <https://www.goarmy.com/refer.html>.

Widow's Tax Completely Gone as of February 1

In December 2019, the 2020 National Defense Authorization Act (NDAA) repealed the law commonly known as the "Widow's Tax," which requires an offset of Survivor Benefit Plan (SBP) payments for surviving spouses who are also entitled to Dependency and Indemnity Compensation (DIC) from the Department of Veterans Affairs (VA). The original law states that a surviving spouse who receives DIC is subject to a reduction of SBP payments, resulting in an SBP offset. With the NDAA's repeal of the "Widow's Tax," this offset was phased out beginning with a partial reduction in January 2021 and ending with a total elimination of the offset in January 2023.



DOD PHOTO

Army Soldier Referral Program



U.S. ARMY GRAPHIC

The Army announced a new recruiting referral program on January 23, 2023. Soldiers become eligible for incentives when they refer applicants who successfully enlist and ship to initial military

CORRECTION:

On pages 3 and 42 of the December 31, 2023 issue the author's name was misspelled, it is Greg Yerkes. We apologize for the error.

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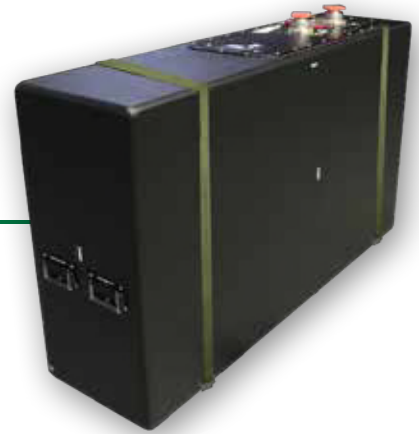
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A Gathering of the Aviation Branch Leadership!

We have just returned from the Army Aviation Senior Leaders' Conference at Fort Rucker, AL and I have to say it was a home run on all accounts!



From the opening reception on Monday January 23 through the terrific sessions and the Aviation Dinner that featured the Parker Awards and the AAAA Functional Awards for Air Traffic Control, Air/Sea Rescue, etc. it was an enthusiastically attended event that looked to me like it broke all records.

The outstanding sessions were packed as you can see in the photo and the dinner filled the main bay of the Museum. The exchange of information with the all-Compo command teams was the best I have ever seen.

Hats off to our Aviation Branch Chief, MG Mac McCurry and his team for hosting an absolutely first-class event. It was a remarkable achievement considering there has not been a live Leaders' Forum in three years! What a difference it makes getting together face-to-face to exchange ideas and engage with one another both in the formal sessions and social settings that this event provided.

On the AAAA side we caught up on three years of our Functional Awards that recognize so many of our junior ranking all-star Soldiers in areas like Air Traffic Control, Air Sea Rescue, Medics, Training and more from 2020, 2021 and 2022. Next month's issue will have full coverage of the event. As usual the AAAA Awardee Dinner the night before the presentations brought all these amazing Soldiers, and most importantly their families, together to share stories and get to know one another. This Pillar of "Recognition" that underpins the AAAA mission statement of "Supporting the U.S. Army Aviation Soldier and Family"

A packed house listens to a presentation during the opening session of the Aviation Senior Leaders Forum.

could not make us more proud of what your Association does each year.

Speaking of presentations, it was my absolute pleasure to present the AAAA Soldier and Family Support Award for 2021 to Mrs. Ingrid Strange after a couple year delay due to the cancellations of prior Leaders' forums and calendar conflicts. For those of you who don't know her, Ingrid is a perfect example of what makes our Branch and the Fort Rucker Community so special. She is literally the definition of selfless service. Our Family Support editor Judy Konitzer will have a full article on Ingrid in the AAAA pages of the next issue, but I want to share a little up front.

Ingrid has owned "Ingrid's Jewelers" in Daleville for decades. She has impacted literally thousands of our Soldiers and their Families through her incredible generosity and been a part of so many family events from engagements and weddings to birthdays, anniversary and Valentine day celebrations. Over 40 past senior Army Aviation leaders and Branch Chiefs crowded into the store to help honor Ingrid and thank her for her service to our Soldiers, their families, the community, and especially the AAAA where she was one of our most ardent and effective membership recruiters.

Though she is now wheelchair bound, her strong will and brilliant spirit shone through during the event. Special thanks to her husband Jerry



MG (Ret.) Tim Crosby presents Ingrid Strange with the AAAA Soldier and Family Support Award for 2021 with husband Jerry and daughter, Kirsten by her side.

and daughter Kirsten who helped us coordinate the event and honor this amazing woman who has touched so many of our lives. We love you, Ingrid!

Finally, the AAAA Annual Summit is fast approaching April 26-28, 2023. We will mark the 40th Anniversary of the formation of the Army Aviation Branch on April 12, 1983. Make sure you get pre-registered to secure your spot for the various dinners like the Hall of Fame and the Soldier Appreciation Concert featuring Jennifer Nettles and avoid the badge registration lines on site.

Hope to see you there!

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

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▶ Army Aviation Branch Chief's Corner



Targeted Modernization and Transformation for Multidomain Operations

By MG Michael C. McCurry II

The Aviation Enterprise is synchronized with the Army Modernization Strategy that will realize the Army of 2030 Vision and transform the branch beyond 2040.

The Secretary of the Army, Hon. Christine Wormuth, has stated that “We will forge ahead, building the Army of 2030...preparing for what lies ahead in 2040.” As we shift our focus to Multi Domain Operations (MDO) our purpose remains the same – dominate the lower-tier of the air domain as an integral part of the joint combined arms team. Our Army Aviation Modernization Strategy focuses on a MDO ready

force by 2030 and a MDO capable force by 2040. This will be our most significant transformation in 40 years.

Army 2030 modernization efforts are well underway to address Large Scale Combat Operations (LSCO) capability gaps. The combination of targeted modernization of our current fleet and capability enhancement through Future Vertical Lift (FVL), Future Unmanned Aerial Systems (FTUAS),

and Air Launched Effects (ALE) will improve reach, survivability, lethality, and sustainment. This coupled with advancements in simulations through the Synthetic Training Environment (STE) and updates to our doctrine and leader development initiatives will maintain our competitive advantage against any adversary.

Targeted Modernization

UH-60, AH-64, CH-47, and MQ-1C will remain in our fleets for the foreseeable future. The branch has identified priorities to continue to modernize these platforms in support of the joint combined arms team.

The UH-60 and CH-47 continue to be the workhorses for Army Aviation and will remain mission critical to Army Aviation. We are continuing to develop resource informed modernization strategies for both airframes. Most notable for UH-60 are Modular Open Systems Approach (MOSA), Improved Turbine Engine (ITE), and Degraded Visual Environment (DVE), systems to increase lethality and survivability. The CH-47F continues to provide capacity in the heavy lift mission supporting contested logistics and movement.

AH-64E is currently Army Aviation's preeminent attack platform providing attack missions under day, night, obscured battlefield, and adverse weather conditions. As we continue to field the AH-64E, we are already studying ways to ensure it remains viable in the future. Through our current fleet upgrades, we will continue to mass combat power and increase lethality and survivability of the Combined Arms Team. New Aircraft Survivability Equipment and munition combinations enhance survivability on an increasingly lethal battlefield.

Our MQ-1C Gray Eagle Extended Range (GE-ER) unmanned aerial system (UAS) provides data link modernization, avionics re-architecture, and an improved heavy fuel engine to see, strike, and extend mission command in the deep area. The Integrated Tactical Network (ITN) connects data from the aircraft system directly to the Tactical Operations Center (TOC). Program reviews in FY23 will identify potential targeted improvements, as well as new build options that further enhance medium UAS capabilities to meet emerging MDO requirements.

Modernization for 2030

The Future Attack Reconnaissance Aircraft (FARA) is the advanced scout aircraft for the Army to project combat power while filling the gap in capability for reconnaissance and security to shape the deep area in LSCO. FARA is integral to penetrate and dis-integrate adversaries' Integrated Air Defense Systems when coupled with Air Launched Effects and Long-Range Precision Munitions.

Future Long Range Assault Aircraft (FLRAA) provides power projection from relative sanctuary with increased range, speed, endurance, mobility, sustainability, and payload over current Army aircraft. FLRAA's speed and flight profiles will allow

the maneuver force use of open and relatively safe corridors for exploitation in contested environments. FLRAA's ability to extend operational reach overwater and across long distances is particularly viable in the Indo-Pacific area of responsibility and will reduce the heavy demand for Strategic Airlift Capabilities in the region.

The Future Tactical Unmanned Aircraft System (FUTAS) will employ cross-domain capabilities at the Brigade level that allow ground forces to project power from land into the other domains using human-machine teaming for air and ground maneuver units across all environments.

The Modular Open Systems Approach (MOSA) is a critical strategy for integration of technology and business management between the family of systems to share modular and open principles.

Synthetic Training Environment (STE)

The STE is a decisive component of how we train for LSCO. It is designed to provide a collective, multi-echelon training and mission rehearsal capability for the operational, institutional, and

self-developmental training domains. It allows our Soldiers to converge the live, virtual, constructive, and gaming training environments into a single Synthetic Training Environment. It will interact with and augment live training and train all Warfighting Functions and the human dimension across all echelons with Joint and Unified Action Partners in the context of Multi-Domain Operations.

As a member of the Aviation "Six-Pack," our great PEO Aviation continues to design, develop, and enhance the current fleet. PM updates in this publication will apprise you on how we are synchronizing multiple enterprise modernization efforts. The conflict in Ukraine validates the need to adapt, change, and upgrade our capabilities. We have an incredible team of professionals, working with our industry partners, to put the best equipment in the hands of our Soldiers. The future is very bright for Army Aviation!

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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Program Executive Officer Aviation Update

By MG Robert L. Barrie



U.S. ARMY PHOTO BY LTC ANDY THAGGARD

This year marks the 40th Anniversary of our Aviation Branch and brings a new and exciting chapter to the storied history of PEO Aviation.

An AH-64E Apache Guardian and UH-60M Black Hawk helicopter conduct a multi-ship capabilities demonstration at Fort Rucker, Alabama, October 27, 2022. Several U.S. Allies rely on these aircraft and PEO Aviation has multiple foreign military sales cases for them.

As new manned and unmanned systems evolve from concept to reality, we continue targeting specific modernization of the current fleet and providing combatant commanders with the ability to fight and win in Joint All Domain Operations.

To accomplish these tasks, our mission remains the same: Serve Soldiers and our Nation by designing, developing, delivering, and supporting advanced Aviation capabilities for Operational Commanders and our Allies.

Objectives

Our recently published FY23 PEO Aviation Campaign Plan outlines three objectives in support of this mission:

- Modernize, Equip, and Sustain the Army Aviation Portfolio of 2030 to Successfully Conduct Multi-Domain Operations as part of an integrated Joint Force.
- Cultivate More Equipped, Capable, and Interoperable Allies and Partners.
- Foster a Diverse and Professional

Workforce that Enables an Agile and Innovative Acquisition, Logistics, and Technology Enterprise.

Lines of Effort

Aligned with Assistant Secretary of the Army (Acquisition, Logistics, Technology) (ASAALT), these objectives prioritize our organizational activities and provide commander's intent to our workforce. We have six lines of effort (LOE) that identify the ways and means to collectively achieve these objectives:

- Rapid Material Modernization
- New Capabilities
- Robust, Resilient, Secure, & Innovative Industrial Base
- Digital Transformation
- Sustainable Force
- Productive Collaboration

While aviation acquisition has traditionally focused on individual platforms, these LOEs enable focused collaboration across the formation. An example of this is the enterprise's adoption of com-

mon architectures, model-based systems engineering, and collaboration tools in the acquisition of hardware and software.

Platforms

I am excited to share the updates from our Rotary Wing platform Project Managers (PM) found in this edition of Army Aviation magazine. Each PM offers examples of how they are embracing our objectives and LOEs to provide enhanced capabilities to our Soldiers and Allies. I assure you that we are focused on increasing capabilities, targeting modernization of the current fleet, and engaging our international partners.

On December 5, the Army awarded the *Future Long Range Assault Aircraft (FLRAA)* Weapon System Development contract award to Bell Textron. That was an exciting and historic day for Army Aviation. This contract award is for the engineering and development of the aircraft that will provide transformational increases in speed,

range, payload, and endurance. With the award of the contract, PM FLRAA will be working closely with Bell and many Army Aviation stakeholders to continue the open collaboration that has made this program successful.

The *Future Attack Reconnaissance Aircraft (FARA)* PM recently awarded contract modifications to both FARA vendors, Bell and Sikorsky, to complete weapons system preliminary design activities prior to transitioning to Engineering and Manufacturing Development (EMD). The FARA PM intends to release Requests for Proposal in CY23 to support down select to a single vendor and EMD in CY25. The FARA program will fly the competitive prototypes, continue preliminary design, and conduct multiple Modular Open Systems Approach (MOSA) demonstrations before award of the EMD contract.

PM Cargo will discuss development and capabilities of the new CH-47F Common Avionics Architecture System and how MOSA and our international partners are contributing to make the Chinook even more effective in all theaters of operations.

The *Apache Project Office* continues to produce new aircraft and upgrade

the existing Apache fleet. The Apache article discusses the initial production of the Generation 2 Turret (G2T) that began last year. The G2T is intended to improve reliability and maintainability thus significantly reducing operations and support costs.

PM Utility Helicopters provides the latest information on its aircraft fleet and international programs, highlighting recent accomplishments with the award of the multiyear- 10 Black Hawk production contract, the successful UH-60V Initial Operational Test & Evaluation, the UH-60V First Unit Equipped, and the fielding and associated new equipment training for the UH-72B.

In *Multi-National Aviation Special Project Office's (MASPO)* article you will read about how it solidifies strategic relationships and enhances the warfighting capabilities of our international partners by providing affordable, non-standard options for aviation support. Originally established to procure, sustain, and support aviation capabilities for combat operations in Afghanistan, MASPO's mission has evolved into providing cost-efficient rotary-wing solutions and support to our allies around the world.

Additionally, I would like to say farewell and thank you to CW5 Travis Dixon as he departs PEO Aviation and welcome CW5 John Ulmer to the fold. Travis served as the PEO's first Command Chief Warrant Officer and provided a critical link between PEO Aviation and Army Aviation units, and I appreciated his perspective on our mission, motivation, and dedication to the mission.

Travis, we wish you and your family the very best in your future endeavors. CW5 Ulmer comes to us from the 1st Cavalry Division, Ft. Hood, Texas where he served as the Aviation Brigade Aviation Maintenance Officer. He began his career as a UH-60 pilot and has served in numerous flight and maintenance positions.

PEO Aviation continues to shape the future of Army Aviation. Our PMs remain focused on designing, developing, delivering, and supporting the most lethal and effective aviation capabilities for our Soldiers and our Allies now and into the future.

Giddyup!

MG Robert L. Barrie is the Army Program Executive Officer, Aviation at Redstone Arsenal, AL.

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Program Executive Office Aviation and Foreign Military Sales

By CW5 John J. Ulmer

I am humbled and honored to be selected as the Program Executive Office Aviation Command Chief Warrant Officer (CCWO).

I mentioned during my change of responsibility ceremony at the 1st Air Cavalry Brigade, that I would try to build on the work that CW5 Travis Dixon started as the first PEO Aviation CCWO. As an aviation maintainer, I understand combat aviation brigade (CAB) challenges and I look forward to assisting end-users in developing and integrating solutions.

Serving in this position gives me a chance to share recent operational and maintenance experience with PEO Aviation and the Project Managers, while also liaising with maintenance officers and aviators in the field to improve and support modernization of current equipment. I am fresh off a 10-month deployment in support of Operation Atlantic Resolve in Europe as 1st Air Cavalry Brigade's Aviation Maintenance Officer, where I learned to adapt to the evolving nature of moving parts and conducting maintenance in Europe to provide combat power in support of NATO forces. My experience with recent operational challenges provides me with a unique perspective as we forge forward to support multi-domain operations (MDO) in future large scale combat operation (LSCO) environments. This is my first assignment to PEO Aviation and Redstone Arsenal, AL. My family and I are thrilled to be living in the Rocket City, and proud to be part of the PEO team.

During his tenure, CW5 Dixon saved time, money and resources, across multiple project offices, by contributing significant warfighter input and insight into various systems during their critical design and development stages. His pioneering efforts also created direct access to PEO Aviation for CAB CCWOs, combatant commands, National Guard and Army Reserve units, and other government agencies regarding operational concerns, capabilities, sustainment and fielding. I look forward to picking up the baton and filling that challenging role, applying the relevant experience that I bring from multiple deployments during my 21-year career. I also look forward to applying my maintenance background in assisting my Aviation and Missile Command (AMCOM) counterpart, CW5 Patrick O'Neill, with current maintenance and sustainment challenges to assist brigade aviation maintenance officers.

The typical warfighter in a CAB may not understand that PEO Aviation and AMCOM have separate but complementary missions. The PEO is responsible for aviation design, acquisition, fielding, lifecycle management, and modification, while AMCOM's primary role is focused on aviation and missile sustainment and maintenance. The lines of effort and



US ARMY PHOTO BY SSGT TODD POLLO

U.S. Army PFC Hector Diaz, an AH-64 Apache helicopter mechanic with Task Force Attack, inspects the auxiliary power unit of an Apache during an inspection Aug. 2011 in Afghanistan.

shared understanding between AMCOM and PEO Aviation benefit from having senior maintenance officers in their headquarters to better direct, assist and support the Warfighter with their day-to-day challenges. As the Army adapts from the counterinsurgency operational environment to LSCO, providing immediate support to the Warfighter will be critical as we embrace the future of MDO.

All PMs are intensely focused on the Army's guidance to prepare for MDO. The Future Long Range Assault Aircraft (FLRAA) project office is especially busy after the selection of Bell Textron to design and develop the FLRAA which is the future UH-60 Black Hawk replacement. As a UH-60 A/L/M aviator/maintainer, I've enjoyed the dependable and reliable service the Black Hawk has provided as the Army's assault, general support and MEDEVAC workhorse for decades. This is truly an exciting time for me to arrive at PEO Aviation, and I look forward to collaborating with the FLRAA team and Bell as they push towards their next milestone in FLRAA development. I'm excited to participate in the development of maintenance practices, logistics and transportability to the battlefield for this new platform. Ensuring the Warfighter has a dependable product out of the gate with reliable product support and a plan for a logistics pipeline is paramount.

At the same time, the Future Attack Reconnaissance Aircraft (FARA) PM is not far behind in making good progress with Bell and Sikorsky, to complete weapons system preliminary design activities prior to transition to engineering and manufacturing development.

In my first two weeks at PEO Aviation, I was able to visit PM Aviation Turbine Engines (ATE) and see a mock-up for the new Improved Turbine Engine Program (ITEP). PM ATE is doing some truly groundbreaking work with General

Electric to deliver a more powerful and fuel-efficient engine for the UH-60 and AH-64 while also providing the powerplant for FARA.

Other interesting efforts underway to help modernize the current fleet include Area Navigation (RNAV) GPS integration for the UH-60M fleet, airworthiness for auxiliary power unit (APU) generators in flight, additional propulsion systems for tail rotors, and a one-battery solution for the enduring fleet. RNAV GPS integration for the UH-60M fleet is almost here. Fielding for this new capability could be as early as FY23 and provides a much-needed solution to GPS instrument navigation. The ability to use the APU generator in flight is part of an effort to utilize all the power already available in the aircraft. There is also an initiative to streamline Army Aviation with a common battery to reduce cost while providing a similar architecture. Lastly, with the increased power that the ITEP engine will provide, PMs are collaborating to see what can be done in the future for additional tail rotor propulsion other than engine driven.

I would like to thank MG Rob Barrie for the opportunity to serve as the PEO Aviation CCWO. I would also like to thank CW5 Travis Dixon for his professionalism, support and shared knowledge. Travis, your aviation experience and background is impressive. I wish you and your family the best as you retire and transition to civilian life.

I look forward to interacting with the end-users reading this article. I am charged with supporting the Program Executive Officer and look forward to hearing from you and advocating for you. Please contact me if you need assistance at john.j.ulmer2.mil@army.mil.

CW5 John J. Ulmer is the command chief warrant officer for the Program Executive Office Aviation at Redstone Arsenal, AL.



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Supporting Soldiers at PEO Aviation

By SGM Carlos A. Loeza



In November, MG Robert Barrie, Program Executive Officer, Aviation approved PEO Aviation's new campaign plan.

He discusses it in detail in in this issue, but I want to highlight one of the specific efforts we are making in support of his third objective: Foster a Diverse and Professional Workforce that Enables an Agile and Innovative Acquisition, Logistics, and Technology Enterprise.

Our mission mandates a trained, retained, and professional workforce, and this objective seeks greater agility

and diversity in the workforce. In this case, diversity includes more than gender and race; it includes diversity of thought, experience, and organization.

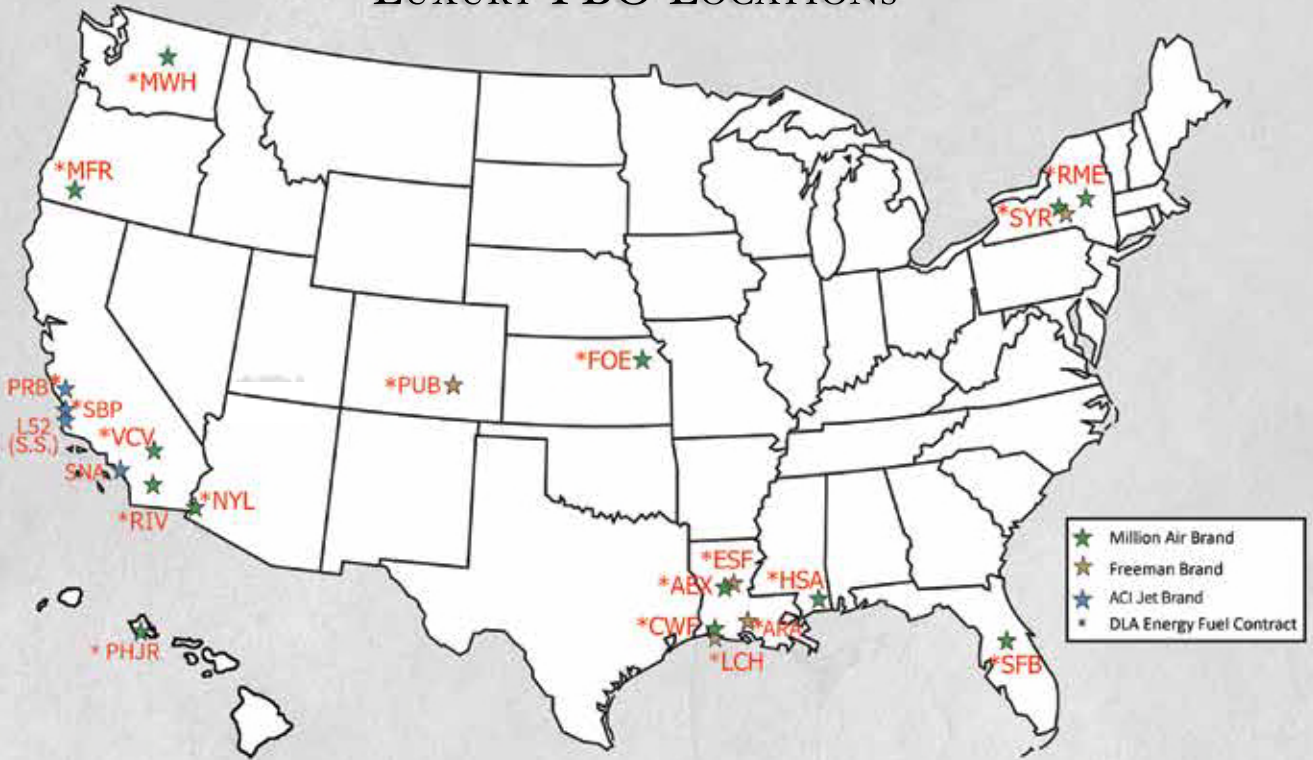
One way we are pursuing this objective is to add more noncommissioned officers to our workforce. NCOs are a relatively new addition to the PEO Aviation formation, and they bring a different perspective to our mission. As

The Future Tactical Unmanned Aircraft System, increment 0 conducted its first flight on Dec. 9 in the Grafenwoehr Training Area, Germany. It is a residual FTUAS demonstration system deployed in support of operations in Europe based on a unit submitted Urgent Operational Need Statement. FTUAS will replace the RQ-7B Shadow with a vertical takeoff and landing, runway-independent, reduced acoustic signature aircraft that can be transported organically while providing commanders with "on the move" reconnaissance, surveillance and target acquisition capabilities.

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▶ Enlisted Aviation Soldier Spotlight

Each month we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2021 National winners were featured in the March/April AAAA Annual Summit issue.



SGT Daniel J. Crandall **1st Battalion, 58th Aviation** **Regiment** **Fort Rucker, AL**

Rodney J.T. Yano Noncommissioned **Officer of the Year, 2020**

Sponsored by Lockheed Martin Corp.

SGT Daniel J. Crandall's efforts over the past year have had enormous impact, directly affecting the success of the 1-58th Airfield Operations Battalion. He led the battalion Tactical Aviation Control (TAC) Team during pre-deployment certification exercises and the subsequent nine-month deployment in support of Operation Enduring Freedom, Combined Joint Task Force-Horn of Africa (CJTF-HOA). As a member of the TAC Team, he executed numerous training exercises ensuring the battalion's air traffic controllers were trained and certified to assume the mission throughout East Africa. He used his vast knowledge and experience as a seasoned air traffic controller to operate as a landing zone safety officer in Kismayo, Somalia in support of CJTF-HOA. SGT Crandall was certified to conduct LZ operations at an extremely remote location, often as the only air traffic controller. His mastery of air traffic control and airfield management allowed the safe accomplishment of 7,000 aircraft sorties. He trained Somali air traffic controllers and oversaw the upkeep of the landing surface at Kismayo. SGT Crandall's hard work and dedication to mission accomplishment this past year resulted in the tremendous success of the unit's deployment and identify him as the 2020 Rodney T. Yano Noncommissioned Officer of the Year.

all Army components.

As the UAS SEA, his second responsibility is to represent and support UAS Soldiers at every level. SFC Vilt is the liaison between the most junior UAS Soldier in the UAS platoon and the UAS Project Office which gives Soldiers in the field a voice in UAS design and fielding.

One of the ways he does this is by participating in Soldier touch points. Over the last two years, SFC Vilt has supported Soldier touch points at more than 30 CONUS field sites and one OCONUS field site. At the touch points, he helps resolve any unit issues that relate to the PM such as parts, reporting, or anything else that needs to be addressed. SFC Vilt talks to the Soldiers to determine where the specific platforms need to improve or sustain and relays their feedback to the project and product managers.

In support of new Future Tactical Unmanned Aircraft Systems (FTUAS), SFC Vilt participated in eight Soldier touch points at two Joint Readiness Training Center rotations and six-unit field exercises with five different units testing the Jump 20, FVR-90, Aerosonde, and VBAT systems. The feedback gathered from these touch points helped inform the Army's FTUAS requirements.

He is applying his UAS maintenance experience to the Joint Tactical Autonomous Aerial Resupply System (JTAARS). JTAARS is a cargo UAS that can provide squad to platoon-size elements with all supply classes. SFC Vilt has worked closely with UAS leadership to move the JTAARS through the acquisition process including the Abbreviated Capabilities Development Document going to the Army Requirements Oversight Counsel Capability Board.

AMSA SEA

MSG Sean Bailey is the SEA in the Aviation Mission Systems & Architecture (AMSA) Project Office, which is responsible for a wide range of aviation products including ground support equipment, aviation architecture, communications and airspace access systems. A native of Geyserville, Ca., MSG Bailey is a 15Z (Aircraft Maintenance Senior Sergeant) with nearly 25 years of aviation maintenance experience primarily on the AH-64 Apache A, D and E models.

before they reach the field. In my last article I highlighted the efforts of three of our NCOs and in this article, I will recognize an additional two.

UAS SEA

SFC Brandon Vilt is the Unmanned Aircraft Systems (UAS) Project Office Senior Enlisted Advisor (SEA). He has nearly 18 years of

experience and began his career as a 15S, OH-58 helicopter repairer and became a 15E, UAS repairer, when the Army divested the OH-58 fleet. He has two primary responsibilities. The first responsibility is to advise the Project Manager (PM) on all UAS matters. This includes monitoring aircraft maintenance for over 7,000 Army UAS across all UAS classes and

He provides input for new product design, development, and testing for PM AMSA. MSG Baily travels to units throughout the Army assisting with fielding new equipment and capabilities for the project office. In 2022, he assisted with closing out fielding of the new Self-Propelled Crane, Aircraft Maintenance & Positioning II (SCAMP II).

MSG Baily provided effective oversight for several publications validations and verifications including TM 1-1500-328-23, AR 95-1, SCAMP II TM change 1, and he validated the MWO in accordance with AR 750-10 to lower it from a 50-level task to a 20-level task.

His other projects include support for AGPU-21-AMAM-01 publication, continuing fielding of the Pitot Static Test Set, upgrades of our Flexible Engine Diagnostics System (FEDS) to Modernized FEDS, and the competition and selection of the new Aviation Ground Power Unit 1.1.

His experience has been essential in coordinating efforts to inform and mentor Army aviation leaders at all levels on addressing Aviation Ground

Support Equipment reporting issues through Shop Foreman.

MSG Baily has been very involved with Shop Foreman and ensuring it is a usable access point for aviation Soldiers to view/create/change/complete notifications and work orders directly in Global Combat Support System-Army (GCSS-A).

He used his maintenance experience to contribute to the development of this position, by making sure Soldiers understand the importance of accurate reporting. Teaching and mentoring Soldiers on how important these positions are is imperative to accurate reporting. Aviation maintenance units enabling Aviation Ground Support Equipment maintenance personnel to perform readiness reporting and maintenance management processes using GCSS-Army will allow us to bring new and more capable equipment to the field.

The impact of NCO participation in PEO Aviation operations cannot be overstated. They provide current and relevant field experience from a maintainer/crewmember perspective that will affect cost, operations,

maintenance and training across the entire system life cycle.

Inserting the NCO perspective into product design as early as possible in a program enables lessons learned, emerging technologies and processes, and feedback from the field to be incorporated into the design. Our maintainers and crewmembers have the most contact with Army aircraft and their opinions and expertise should be leaned on. Warrant officers also bring unique experiences and skills to PEO Aviation.

I want to say thank you and farewell to my battle buddy, CW5 Travis Dixon. His mentorship when I arrived at PEO Aviation helped me to understand the complexity and scope of our mission. He set me up for success and helped me to hit the ground running.

CW5 Dixon, good luck to you and your family in the future.

SGM Carlos A. Loeza is the sergeant major of the Program Executive Office for Aviation, Redstone Arsenal, AL.

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A woman with curly hair is smiling and holding a shopping bag in front of the U.S. Army Aviation Museum building, which features a large helicopter on display.



ASMIS 2.0 Upgrades Continuing

By Dr. Jerrold Scharninghausen

The Army Safety Management Information System (ASMIS) 2.0 is the Army Safety Program's system of record.

It was designed to assist commanders and safety personnel in documenting safety inspections, tracking hazard mitigation and abatement, reporting mishaps, tracking safety-specific training, and determining the health and performance of a commander's loss-prevention efforts through data analysis. The overall system is intended to provide an efficient, effective, and standardized process for all safety-related activities.

The system's Assessment, Inspection and Survey application allows users to create an inspection checklist; annual surveys/inspections and hazard analyses of unit spaces, facilities, training sites and equipment using procedures outlined in Department of the Army Pamphlet 385-10; prioritizes hazards identified during an inspection by hazard probability and severity, and recommends to the commander effective courses of action to address matters which degrade or inhibit mission accomplishment; and records inspection results in the ASMIS 2.0 Assessment, Inspection and Survey module. The Hazard Management application is used to track hazards identified during inspections; review/investigate hazards reported by unit personnel to determine if they require adding to the hazard list within the Hazard Management module; advise first-line supervisors on hazard abatement plans and advise the commander appropriately; and allow coordination with supporting



industrial hygienists and occupational health professionals for assistance with occupational health hazards (hearing conservation, respiratory protection, laser safety, etc.).

The Assessments, Inspections and Surveys and Hazard Management applications are both fully fielded, and modifications to the system based upon user feedback are ongoing. Recent updates include, but are not limited to, the following:

- ASMIS 2.0 has integrated with the Headquarters Installations Information Systems (HQIIS), the Army's authoritative reporting source for real property information. HQIIS currently functions as the consolidated repository of all Army real property and related data, as well as the Army's official registry of installations, sites, bases and enclaves/complexes. As the single source for all Army real property data, HQIIS maintains a real-time connection to the Office of the Secretary of Defense Data Analytics & Integration Support application, which manages all DoD real property. This linkage allows HQIIS to process all the Army's Real Property Unique Identifier requests and transmit ongoing snapshots of the Army's Real Property Inventory.

- Buildings can now be broken into subdivisions based upon separate work-sites or unit identification codes (UICs). Previously, entry for a building was only allowed by UIC. Checklists/inspections for subdivisions can be created within a building and maintained as separate sites.

- A rollover capability that displays the unit's name when the cursor is held over the UIC will be added. Checklists from subordinate units will be able to be cloned and shared among units. An autosave feature has been added under OSHA Inspections to prevent loss of data entered. The approval button in Hazard Validation will be removed to streamline the process.

- The Deviation and Risk Acceptance Document in the Hazard Management menu is being changed to Risk Acceptance. This accounts for the use of other means of risk acceptance (DA 2977 Memorandum, etc.). Once the risk acceptance expires and is added back to the hazard list, the fields will be updateable to include the hazard short title, equipment, location description and detailed hazard description.

Throughout the ASMIS program, a checkbox is being added to autofill information directly from a Common Access Card when the action POC is entering data. This will improve efficiency by eliminating the need for duplicate data entries.

Updates to ASMIS 2.0 will continue as we receive additional feedback from the field. For more information, contact the USACRC Help Desk at 334-255-2286.

Jerrold Scharninghausen, Ph.D. is a member of the Directorate of Assessments and Prevention at the U.S. Army Combat Readiness Center, Fort Rucker, AL.



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Aviation Battalion Intelligence Section: Are They Structured to Succeed?

By CW5 Tim Brundage

How proficient are the members of your Aviation intelligence section?

If the flag goes up today, are you confident that your intelligence team has the Aviation-related experience and training necessary to provide the level of situational awareness you want when facing a peer / near-peer adversary in large scale combat operations (LSCO)?

The Aviation Mission Survivability (AMS) triad consists of understanding threat, fused mission planning, and evasive flight tactics. Among the many great questions is, “who are we fusing with?” The standard answer is usually, “your intelligence section.” But who are they and what do they bring to the fight? I propose that a simple change to force structure could dramatically improve the effectiveness of Aviation intelligence support to the Aviation warfighter.

The military occupational specialty (MOS) for the Battalion S2 is 15B (Aviation Officer). There is no requirement for the S2 to have any formal military intelligence training. The experience and training of the rest of the Aviation intelligence team is vital to the success of the organization.

The force structure of the S2 section in Army Aviation battalions consists of a captain, lieutenant, and three low to midgrade enlisted positions. The officers in the Aviation intelligence sections do not have enough longevity to become subject matter experts in their craft. Replacing the assistant S2 positions (lieutenant) with warrant officers will maximize the continuity and Aviation-focused expertise in the intelligence section.

The formal training that intelligence officers receive ensures they are well prepared to support the ground scheme of maneuver. It does not, however, focus on understanding Army Aviation threat capabilities and limitations, friendly/enemy tactics, techniques, and procedures (TTP), nor does it train them how to integrate into Aviation fused mission planning. Those skills are critical to winning in LSCO. The Aviation Mission Survivability Officer (AMSO) is expected to provide Aviation-focused training for the intelligence section to fill the training gap. The effectiveness of the intelligence support is dependent upon the availability, resources, motivation, and knowledge of the unit AMSO. With the high turnover of personnel in the intelligence section, the AMSO needs to start this training process over every few years.

The longevity of the battalion Assistant S2 is limited because of the low rank. The minimum time in grade as an O1 is 18 months. For an O2, it is 24 months. The organization should expect to get a new assistant S2 every few years. The Military Intelligence Officer basic course is a 4-month course. The best-case scenario under the current paradigm is having a fully qualified Assistant S2 for 2 to 3 years. In contrast, having



CW2 Jason Thacker, C/2-238 General Support Aviation Battalion (MEDEVAC) and WO1 Stephen Lindsay, C/1-137 Assault Helicopter Battalion provide a threat situation briefing as part of the Indiana Army National Guard's Tactics Progression Program at Shelbyville, Indiana.

a 350F Warrant Officer (CW2) as the Assistant S2 would maximize enduring intelligence support for the organization.

The enlisted Soldiers in the Aviation intelligence section hold a military occupational specialty (MOS) of Army Intelligence Analyst (35F). For a Soldier to become a warrant officer with an MOS of All Source Intelligence Technician (350F), they must meet certain prerequisites. The Soldier must be at least a sergeant (E5) trained and serving as a 35F with at least 4 years of experience and a minimum of 3 non-commissioned officer evaluation reports (NCOER) reflecting technical, tactical competence and exceptional duty performance as a 35F. The years of documented technical and tactical knowledge are what “warrants” the commissioning of the warrant officer. In contrast, the lieutenant or captain is commissioned based on a college degree and a commissioning program (OCS, ROTC, etc).

An effective Aviation intelligence section will play a key role in training Army aircrews on threat systems, conducting the Aviation intelligence preparation of the battlefield, function as a critical part of the tactics analysis team, and fusing with Aviation planners during the mission planning process. Converting the assistant S2 from a lieutenant to a CW2 would add experience and longevity that would be invaluable to Aviation organization. Their years of experience supporting Aviation with intelligence would provide exponential benefits as they mentor and shape the intelligence capabilities of the organization.

CW5 Tim Brundage is the Army National Guard Aviation Mission Survivability Officer located at the National Guard Bureau, Arlington, VA.



► 128th Aviation Brigade Update

Incorporating Feedback for World Class Training in the 128th Aviation Brigade

By SFC Eric Preckl and CPT Pete DeSimone

Company A, 1-210th Aviation Regiment, is located at Fort Eustis, VA tasked with familiarizing Advanced Individual Training (AIT) students with 15Y MOS Apache Armament and Electronic Repairer skills.

Within the organization are senior noncommissioned officers and civilian instructors dedicated to providing these Soldiers with the guidance to become invaluable assets to their gaining units the very first day they report. To accomplish this, these instructors have passionately adhered to a vitally important trait – being receptive to feedback.

In 2020, instructors received feedback in the form of an Army Futures Command Survey that highlighted an area for improvement. The survey had been generated and distributed to senior 15Y Soldiers across Army Aviation and resulted in the discovery of a unanimously cited training gap of wire repairing – a frequently used expertise of the 15Y MOS. The survey demonstrated that the skills 15Y Soldiers used most frequently to solder, snip, and strip wires for electronic fault repair and diagnosis were being unacceptably neglected in initial training. The team of instructors, armed with this new information and a desire for producing world class training, went to work to rectify the deficiency.

The team understood that wire repair is a short part of the 23-week 15Y curriculum, front loaded in the first part of the course during Basic Electronics Training (BET). They also knew that the current Training Aids Devices Systems and Simulations (TADSS) that instructors taught from currently did not allow for any further in-depth instruction. Lastly, instructors understood the significance of the problem and knew that over 250 man-hours are typically lost at gaining units to make each wave of new Soldiers experts in this skillset. However, 15Ys are adaptive and creative problem solvers, so before long, a solution was proposed. A Co had recently received the newest update to the Apache L7AY TADSS, a legacy AH-64 airframe repurposed as a simulator, and its associated equipment. Acting swiftly, the team requested that an addendum to the device be added in the form of a Wire Stand to the contractor.

Fast forward to 2022 and the first wire maintenance training device has arrived. Students and instructors are thrilled at the possibilities that this device enables. Previously, during class instruction on the L7AY, students were only able to diagnose a fault in the crew station and theoretically run through appropriate steps in the Fault Isolation Procedure (FIPs) in



The 15Y Wire Stand is a product of years of feedback and an initiative for more thorough hands-on training for AIT Students.

their technical manual. However, with the new Wire Stand, instructors can take familiarization multiple steps further. Once students understand the appropriate procedure to fix an electrical fault, they can move to the Wire Stand to practice their wire skills and 15Y problem solving. This hands-on pedagogy is instrumental in preparing students for Apache maintenance and has already paid dividends for the students able to use the new device.

The team of instructors are nothing short of stewards of the profession. They understand that the decisions they make for improving training will most likely not be seen for years to come, but take the initiative, nonetheless. They are active listeners that continuously try to improve, and above all else, are eager to produce more confident and prepared 15Y Soldiers. It is with this dedication that the Armament and Electronic repairer MOS and Army Aviation can remain above the best.

Born Under Fire!

SFC Eric Preckl is the 15Y Senior Training Management NCO and CPT Pete DeSimone the A/1-210 company commander, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

Virtual Testing – Can We Trust It?

By Dr. David M. O'Brien

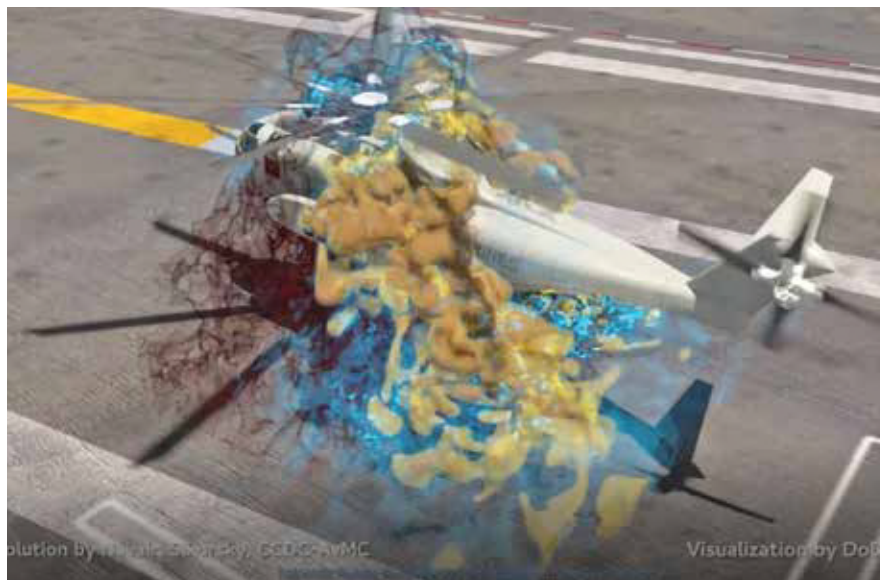
In the May 2022 Issue of ARMY AVIATION Magazine, the Tech Talk article covered wind tunnel testing versus computer simulations and concluded that there is a place for both.

Pulling on that thread a bit further, we might ask, “When can a computer simulation substitute for a physical test?” When making decisions regarding the appropriateness of a computer simulation versus physical testing, it is critical to understand the intent or objective of the test. To understand the intent, we need to ask questions like: Are we exploring different concepts? Are there safety implications? Are we trying to reduce risk? Are we looking for credit toward meeting a program requirement?

Using simulation early in the design stages for a new aircraft program allows us to explore many virtual concepts and ideas without the time and expense of physically building and testing each one. At this point in a program, designers are focused on risk reduction for their design decisions. We use computer simulations to narrow down the best ideas and to identify potential issues early, before they are integrated into the physical design and become more costly and time-consuming to address. At this stage, the consequence of simulation inaccuracies has no impact on safety and only a relatively minor impact to cost and schedule.

System and Sub-system Testing

Fast forwarding to sub-system and system testing, the objective for simulation may be to understand capability limits prior to a physical article test. Imagine a scenario where a simulation predicts that the test article can handle



Visualization of the engine exhaust on a CH-53K in ground effect, simulated with CREATE-AV software. A great example of virtual testing supporting a development program.

a larger torque than it can. If we were to run the test article up to the full torque right away, it would break due to a bad simulation result. This could potentially damage test equipment and / or injure test personnel. There are clear safety concerns that need to be mitigated. The most natural mitigation is to utilize a better test procedure. For example, it would be safer to slowly ramp up the torque and verify that the loads are matching predictions prior to going to full torque. However, some testing may not be as straightforward. In those cases, the other less obvious mitigation would be to scrutinize how the simulation is being performed. This is where planning and performing a virtual test becomes more challenging.

Computer simulations are scrutinized through a process called Verification, Validation, and Accreditation (VV&A). Verification answers the question: “Did we build the simulation right?” Validation answers the question: “Did we build the right simulation?” Accreditation answers the question: “Will the end user accept the simulation results?” These terms may sound confusing at first, par-

ticularly the nuances between verification versus validation. To help, the Army formally defines the VV&A process in Army Regulation AR 5-11 “Management of Army Models and Simulations” and provides detailed guidance in DA-PAM 5-11. The regulation and guidance documents help engineers formalize the VV&A process to improve the credibility of a simulation.

Trusting Simulations

One key issue with trusting simulations boils down to whether we are interpolating or extrapolating results. Interpolating is when we approximate an answer within the bounds of known results. Getting credit for flight time in a simulator is an example of interpolation. In this case, the simulator has been through a formal VV&A process to match the behavior of the physical aircraft within the bounds of the flight envelope. Extrapolating occurs when you try to predict what will happen beyond known results. Generally, if you try to fly a flight simulator outside of the flight envelope, the program will try to predict how the aircraft will react,

but it will start to deviate from reality. For example, a flight simulator may not be programmed with the aircraft's structural limits, so even though it may look like you could fly a maneuver outside the flight envelope in the digital world, the real aircraft may break apart if you attempted the same thing in real life.

Unfortunately, when using virtual testing to support a new program we typically need to extrapolate to an answer that isn't yet known. This is where adherence to the AR 5-11 VV&A process becomes essential to ensure the credibility of our results. A good modeling and simulation (M&S) effort needs to build credibility through verification and validation with experience, best practices, scale model testing, component testing, sub-system testing, and aircraft testing. Only then can M&S be leveraged as an effective complement to physical testing to save time, money, and provide insight that would otherwise be impossible to achieve.

Dr. David M. O'Brien is an Aerodynamics Subject Matter Expert with the Systems Readiness Directorate, U.S. Army Combat Capabilities Development Command Aviation & Missile Center Redstone Arsenal, AL.



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Depression and Adjustment Disorder

By MAJ (Dr.) H. Rae Noh

Q. Lately, I have been having problems sleeping, staying motivated and coping with stress.

At times I feel hopeless, and I wonder if I am depressed. What kind of help can I get, and would it affect my flight status?

FS: First, please know that depression is quite common. Twenty-one percent of adults in the United States get clinically depressed at least once during their lifetime. You may have depressive symptoms for many reasons, but you should not jump to conclusions, self-diagnose, or self-medicate. Know that you are not alone, and you are encouraged to seek help, the earlier the better.

Although depression is part of many medical diagnoses, it is mostly used to describe major depressive disorder (MDD). MDD is defined as five or more of the nine symptoms for at least two consecutive weeks: depressed mood, loss of interest, persistent poor sleep, sluggish body movement and thought process, low energy, poor concentration, thoughts of guilt and worthlessness, and recurrent thoughts of suicidal ideation. At least one symptom must be either a depressed mood or loss of interest.

If the number and severity of symptoms do not meet the clinical depression criteria, you might have a different type of mood disorder or an adjustment disorder. Unlike major depressive disorder, adjustment disorder tends to have key contributors such as job stress or financial difficulties. Moreover, once the stressor is removed, symptoms generally resolve within a few months. Healthcare providers can treat both depression and adjustment disorders with counseling, medications, and lifestyle modification such as better sleep hygiene, exercise, healthy diet, and relaxation techniques.

Q: What are my treatment options?

FS: Clinical psychologists and social workers are some examples of the behavioral health (BH) providers available to most Soldiers. When someone sees be-

havioral health providers for assessment and treatment, the crewmember should freely discuss any concerns with them, so that they can properly diagnose, treat, and schedule follow-up appointments.

The most common therapy used to manage adjustment disorder and depression is Cognitive Behavioral Therapy (CBT). In the setting of structured sessions with the help of a behavioral health provider, CBT helps you recognize inaccurate or negative thought processes so that you can overcome challenging situations with more clarity. In addition, sometimes prescription medication will be considered as part of the treatment plan. The most common medication used to treat depression are Selective Serotonin Reuptake Inhibitors (SSRIs).

Q: Can I fly if I am diagnosed and being treated for depression or adjustment disorder?

FS: Due to increased risk when flying with behavioral health related symptoms, initial grounding may occur. For adjustment disorder, if the symptoms are mild and resolve within 120 days of onset, the crewmember may continue flying after a flight surgeon's approval. If symptoms last longer or if medications are used, the flight surgeon will need to request a waiver once treatment is completed, to return the crewmember to full flying duty. If fully recovered without needing chronic medication or therapy, however, a temporary up-slip could be considered while awaiting waiver disposition.

A crewmember diagnosed with clinical depression will have restricted flying duties while undergoing evaluation and treatment. Neuropsychological testing and in-flight performance evaluation would be done. A crewmember CAN fly

with SSRI for long term treatment IF that person remains clinically improved on a stable dose for at least 4 months before requesting a waiver. The flight surgeon may, however, recommend a temporary up-slip after 3 months of a stable dose while awaiting waiver disposition if the condition is well controlled.

Q: What if I am told to follow-up with the BH provider?

FS: Follow-up will be a part of the treatment plan, and you should tell your flight surgeon about follow-up visits. The flight surgeon will review past behavioral health encounters and may communicate directly with your behavioral health provider. Any changes in medication type or dosage needs to comply with the 4 months wait period as outlined above.

At any point, if you need to talk to someone emergently for thoughts of self-harm or suicide, please call the suicide and crisis lifeline by dialing 988.

In conclusion, even mild depression or adjustment disorder could affect the safety of aviation. The Army has led the initiative to allow aircrew to fly when stabilized by treatment. It is much more preferred, and safer, to have active aircrew members well controlled by proper treatment and medication (if needed) than have them suffer in silence.

Fly safe!

Questions for the Flight Surgeon?

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

MAJ (Dr.) H. Rae Noh, M.D. is a flight surgeon at the Department of Aviation Medicine, U.S. Army Medical Center of Excellence, Fort Rucker, AL.

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The AH-64E attack helicopter is the latest version of the AH-64.

U.S. ARMY PHOTO



Apache Generation 2 Turret to Improve Reliability

By COL John (Jay) Maher

The Apache program is on track and going strong. I am extremely proud of the hard work and accomplishments from our professionals during this year developing, producing, fielding, and sustaining the world's premier attack helicopter. The Apache Project Office's highest priority is to support the Soldiers that maintain and operate this incredible weapon system! We will continue to place the Soldier first during Army modernization decisions and ensure commanders have the tools necessary to be successful.

We have some exciting projects ongoing in our program offices. The initial production of the Generation 2 Turret (G2T) started last year, and it is a complete redesign of the legacy Target Acquisition Designation Sight (TADS) turret designed in the 1970s. With the old turrets, maintainers had to pull everything off the system to perform a repair. Legacy subcomponent failure required replacement of the entire turret line replaceable unit.

The G2T (previously called modernized turret and known as high-reliability turret) is intended to improve reliability and maintainability, while enhancing gimbal stabilization and providing increased gimbal slew rates and accelerations. The changes will drastically reduce operational and support costs.

If user assessments and resourcing prove successful, the G2T

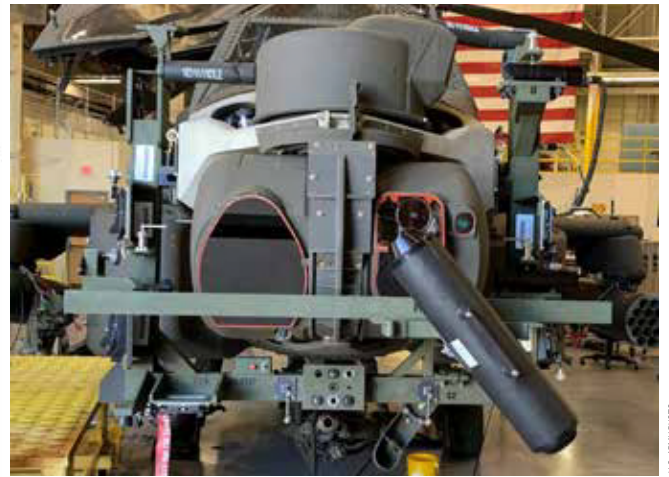
will be a Modification Work Order applied to the Generation 3 TADS (Modernized TADS [M-TADS] systems with modernized day side assembly), upgrading the system to Generation 4 TADS on AH-64E V6 Apache aircraft. The G2T upgrade provides the operator with faster slewing speeds in azimuth and elevation, and improves the maintenance process by allowing the removal, repair, and installation of individual modules. Benefits include an increase in operational availability and improvements in system performance for pilots. These performance improvements help the pilot track targets more effectively and lessen the effects of aircraft vibration on the M-TADS/PNVS system. Due to the improved performance, the G2T will aid employment of the AH-64E weapon systems, including the 30mm chain gun.

Maintenance

Design improvements result in an increase in turret reliability (Mean-Time-Between-Failure) and reduction in flight line maintenance (Mean-Time-To-Repair), ultimately increasing system availability and driving down operating and support costs. The design is a modular concept consisting of four-line replacement modules (LRM). Failures of sub-components on the legacy turret require replacement of the entire turret, which is a depot level repair. For comparison, the Azimuth Gimbal



The new components will increase operational availability and boost system performance for pilots.



The Gen II Turret lessens the effects of aircraft vibration on the Modernized Target Acquisition Designation Sight/Pilot Night Vision Sensor (M-TADS/PNVS), by reducing jitter in high vibration environments, allowing the pilot to track targets more effectively.

Assembly, one of the four LRMs of the G2T, is a 41-minute repair compared to a 13.1-hour complete turret swap in the legacy configuration. The design also incorporates fault isolation/detection capabilities which improve flight line diagnostics.

Key performance improvements address user requirements for increased rates and acceleration of sensors in azimuth and elevation as well as mitigating TADS image jitter during gunfire and high vibration flight regimes. Additionally, the G2T improves the line-of-sight stability and image resolution, and increases TADS acceleration and slew rates, all of these are significant crew safety enhancements.

Special User Evaluation

The Department of the Army Aviation, National Guard Bureau, South Carolina Army National Guard (SCARNG), and PM Apache approved a Special User Evaluation (SUE) for the G2T and awarded a production contract for 26 of the newly designed turrets to further develop and assess the capability of the system. The SUE is intended to allow users (pilots and maintainers) to employ the G2T in their home station and training center environments for crew and unit level training, and capture lessons learned to support a potential full-rate production decision.

The information gathered during the G2T SUE will be distributed to the Apache Project Office, Army Capability Manager – Reconnaissance and Attack (ACM-RA), and other organizations such as Army Aviation and Missile Command Logistics Center. Technical manuals will be developed to assist with provisioning and parts stockage at respective Army Lifecycle Management Commands and the Defense Logistics Agency.

The G2T SUE will begin with the installation of 16 G2Ts on SCARNG's 1-151 Attack Reconnaissance Battalion (ARB), McEntire Joint National Guard Base, beginning in early 2023. Two of the flight companies will be outfitted with the G2Ts, and one flight company will operate with legacy turrets. The SUE execution will span approximately 12 months over the course of 2023-24. This process will evaluate system performance in flight, during tactical employment and gunnery operations along with maintenance activities and system reliability. This user feedback will help develop specific tactics, techniques, and procedures and will assist in finalizing the design of the G2T and characterize

its performance and maintainability improvements.

The 1-151 ARB pilots and maintainers will undergo familiarization training, and then employ the G2T during flight operations. Pilots and maintainers will report quarterly to assess the G2T performance and gather additional feedback. Maintenance issues encountered during this SUE will be recorded by individual Incident Reports and reported back to Apache Sensors, who will then channel information to ACM-RA and Army Test and Evaluation Command.

The 1-151 ARB training schedule and much of the G2T SUE will be tailored to accommodate key training events and activities for data collection with questionnaires and surveys. Most of the maintenance related activity will be captured from reports from the Aircraft Notebook program. However, maintainers, including maintenance test pilots, production control and quality control, and command leadership will participate in reviews or surveys regarding their maintenance and reliability related experiences.

Improvement Accuracy

The new G2T system reduces M-TADS sensor vibration during gunfire, allowing the pilot to control the line-of-sight when engaging a target more accurately with the M230 Aerial Weapon System (AWS). During a recent testing of the turret, Production and Fielding (P&F) also conducted a demonstration of new recoil adapters on the AWS. The recoil adapters, previously used on other 30mm cannon platforms, were effective at reducing recoil, improving 30mm gun accuracy. The P&F team hopes to demonstrate a reduction in vibration and turret bending over the legacy recoil adapters, which may enable the incorporation of other systems designed to further improve AWS accuracy.

The Apache Project Office continues to innovate and improve the capabilities, sustainment, safety, and maintainability of the Apache for the pilots and maintainers. Our priority is to provide Warfighters with the necessary capabilities to be successful on tomorrow's battlefield.

Attack!

COL John (Jay) Maher is the project manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.



PM Cargo Update – Forging the Future Chinook with our Partner Nations

By CPT Ron Ramsey



U.S. ARMY PHOTO BY OPT SAMUEL TAYLOR

2022 has been another fantastic year for Cargo Helicopter Project Office (PO) as we continue to provide the Army with world-class heavy lift capability. The Cargo Helicopter PO is committed to ensuring the United States Army and our partner nations are prepared to survive, fight, and win in any environment, from humanitarian relief efforts to multi-domain operations. This commitment aligns with the PEO Aviation's objectives to modernize, equip, and sustain the Army Aviation portfolio of 2030 and to cultivate more capable allies and partners.

The Project Office was very successful in 2022. We conducted multiple critical testing events for the CH-47F Block II to include mission performance flight testing at Fort Carson, CO. and we completed the fielding of Common Avionics Architecture System (CAAS) 9.4 / Digital Advanced Flight Control System (DAFCS) 3.3 to the Chinook Fleet. The PO also developed multiple Foreign Military Sales (FMS) cases for our partner nations.

Common Avionics Architecture System

CAAS has a long history dating back to the late 1990s and early 2000s when the CH-47 analog aircraft transitioned to a digital aircraft. The new digital CH-47F aircraft required a system to seamlessly provide aviators with aircraft system, flight, mission, and communications management functions. With over 20 years of software enhancements and hardware modifications, CAAS remains the standard for the CH-47F

Soldiers assigned to 1st Battalion, 502nd Infantry Regiment, 2nd Brigade Combat Team, 101st Airborne Division (Air Assault), conduct sling load operations with a CH-47 Chinook assigned to the 2-501st General Support Aviation Battalion, Combat Aviation Brigade, 1st Armored Division, on Oct. 10, 2022, at Petrochori Training Area, Greece.

and multiple other aircraft throughout the Department of Defense and civilian Aviation enterprise.

The most recent upgrade to CAAS 9.4/DAFCS 3.3 provides enhanced safety and survivability capabilities for the Chinook to include improved flight modes, improved Aircraft Survivability Equipment integration, Automatic Dependent Surveillance-Broadcast Out, and improved flying qualities. While focusing on the fielding of this newest version, PM Cargo and Collins Aerospace are developing the next version to continue to build upon this robust system. So, what is this next version and why are FMS and Modular Open Systems Approach (MOSA) important?

Building Future Capability

In development since FY18, CAAS 10.2 will be the first software built to be compatible with both the CH-47F Base-line, Block I and Block II helicopters. It will provide quicker integration of future software/hardware solutions into CAAS without the need for a new CAAS software build every time new capabilities are added. With compliance to ARINC-661

standard (cockpit display system interfaces to user systems), CAAS 10.2 will enable rapid software integration for communication, navigation, and mission equipment improvements. This means, as new equipment is developed, integration into CAAS will experience a much shorter timeline, as the burden to develop and field a new CAAS software build will be absent. Quick integration is fostered through the ability to host 3rd-party applications directly within CAAS. The ARINC-661 interface will be designed to comply with the Open Systems Integration (OSI) standard, allowing government software factory products like Aviation Radio Control Manager (ARCM) software to facilitate rapid upgrades and new technology insertions. OSI is a critical foundation relative to the MOSA framework that will enable PM Cargo to react rapidly to changes in interoperability.

CAAS MOSA Benefits to FMS

The establishment and fostering of FMS cases cultivates a wide range of benefits for FMS partners and the United States. FMS partners leverage established contract vehicles to reduce overall schedule length and ensure the acquisition process is subject to the same standards as DoD programs. Strategically, FMS partners support overall interoperability and are better positioned to access and participate in joint training and doctrine resources. In a future conflict, shared equipment and capabilities between the US and our allies will provide the vital edge needed for success. This paradigm is evident in our development of the Chinook.

In particular, the development approach of CAAS also impacts our FMS partners. Each FMS partner has unique, country specific requirements that normally require a separate

CAAS software build or require the capability to be a standalone addition through a separate control head or interface. The modularity and open architecture behind CAAS 10.2 will allow a federated approach to integrating unique communication solutions through capability, as we are doing with our ACRM efforts. Recently, PM Cargo tested and integrated a unique radio for one FMS partner's CH-47F helicopters. To provide this unique capability, additional testing, software integration time, and cost were realized to integrate with CAAS. Once CAAS 10.2 is finalized and fielded, the cost and schedule for these types of efforts will be reduced.

As PM Cargo continues to develop and address the needs of our FMS partners, the MOSA framework will ensure all emerging capabilities are more quickly integrated into the platform with less testing and rework necessary for integration.

Conclusion

With contingency operations, humanitarian relief, and emergency response required all around the globe, the need to execute heavy lift missions has increased over the years and the need for the CH-47F is more pertinent than ever. PM Cargo remains on the cutting edge providing this capability to the warfighter. Advancements in software and hardware benefits the US and our partner nations and PM Cargo leads the enduring fleet in operationalizing the principles of MOSA. The future is bright for the Chinook as further capability is realized on the platform.

CPT Ron Ramsey is the assistant product manager for the CH-47F Block I Product Office, Cargo Helicopter Project Office at Redstone Arsenal, AL.

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MASPO: New Structure, New Focus, Same Mission

By COL Tim McDonald, Dr. Wayne Hudry, and Mr. Andy Greer



U.S. ARMY PHOTO BY AMMS MURPIS



U.S. ARMY PHOTO

If you have watched the news, then you have probably seen helicopters provided by the Multi-National Aviation Special Project Office (MASPO) in combat operations. Initially these combat operations were in Afghanistan. However, as Afghanistan closed out, MASPO coordinated the movement of Mi-17 rotorcraft previously used in Afghanistan to Ukraine where they were immediately put into action.

Following the 2021 collapse of Afghanistan, MASPO found itself in a unique position working alongside U.S. Central Command and the Department of the Army Management Office for Aviation to recover and return rotary-wing warfighting assets to the United States. Despite significant obstacles, MASPO retrieved 35 aircraft and 500 tons of aviation repair parts, tools, and ground support equipment. Responding to the President's announcement for a security package for Ukraine, MASPO coordinated the immediate delivery of 17 helicopters to Ukraine to combat Russian aggression. Amidst these efforts, MASPO closed a 12-year effort supporting combat operations in Afghanistan.

Restructure

As MASPO's chapter in Afghanistan closed, the project office needed to restructure. MASPO leadership

Above left: MASPO orchestrated the delivery of two Mi-17 aircraft and aggregate equipment out of Bulgaria to our allies in Ukraine in late October 2022. This delivery brings the total number of Mi-17s provided to the warfighting effort in Ukraine to 17.

Above right: MASPO completed delivery of three Bell "Huey II" aircraft and support equipment to the Lebanese Air Force at the Beirut International Airport in December 2022. This latest delivery of three brings the total number of "Huey II" aircraft delivered by MASPO for Lebanon to 15. Future cases are in development.

conducted an in-depth mission analysis to determine personnel requirements to support the additional 29 countries and 16 aircraft variations MASPO provides to United States' allies. The personnel strength was adjusted from over 175 to approximately 100 and two product offices were consolidated into one with a streamlined, global focus. Throughout the transformation, MASPO continued its core mission, served as a preeminent Army MDO enabler, and supported the nation's strategic goals by building partnership capacity through the provision of affordable aircraft and logistical support that meets allies and combatant commander's priorities.

The restructured MASPO continued its focus on its annual commitments. While originally committed to

deliver 17 aircraft worldwide in 2022, MASPO delivered 44 aircraft. In addition to Ukraine, MASPO delivered aircraft to Bosnia-Herzegovina, Israel, Lebanon, Saudi Arabia, and Uruguay. Every MASPO delivery enhances the warfighting capabilities of our international partners and solidifies strategic relationships. Furthermore, MASPO provided aircraft to “Other Government Agencies” including the United States Department of Agriculture, the Aviation Flight Test Directorate and the U.S. Army Aviation and Missile Command Special Programs Office. Everything considered, MASPO positively impacted four of the six geographic combatant commands.

Beyond building partnership capacity, MASPO’s aircraft deliveries expand aviation reach and increase allied presence around the world. Notably, four of the six countries where MASPO delivered aircraft were new customers of the United States. MASPO ensures that countries trained and equipped with U.S. endorsed rotary-wing assets are able to take the fight to the enemy with increased speed to combat engagements. Prime examples include the AH-6i aircraft and support provided to Saudi Arabia as they combat the Houthi movement in Yemen and the MD-530 aircraft delivered to Kenya enhancing their ability to combat the al-Qaida affiliated militant group al-Shabab.

The Workforce

The foundation that allows MASPO to be such a strategic powerhouse is its workforce. An exceptionally talented team of MASPO patriots and professionals maintains a rapid operational tempo. MASPO maintains the high caliber of its workforce through continual professional development. 100% of MASPO core members completed the Basic Defense Security Cooperation certification as well as 20% completing Intermediate certification, which is two years ahead of the deadline. Every member of the workforce understands the crucial role MASPO plays on a unique and challenging global stage and holds each other accountable to be knowledgeable, thorough, diplomatic, and precise while remaining flexible to accommodate its global customer base.

The MASPO workforce continues to support a rapid operational tempo through FY 23. Aircraft deliveries are scheduled for Lebanon, Guatemala, and Ukraine. MASPO will continue to provide oversight of five AW-119Kx aircraft in development for Israel and support production of seven more. Latvia has expressed interest in modified MD-530 aircraft that has potential for realization in 2023. MASPO will continue case development to provide 15 x Bell 505 aircraft to Iraq and Bosnia has requested four additional Huey II aircraft with glass cockpit retrofits for three of their aircraft.

MASPO will continue to work with the Office of Defense Coordination and the Poland Special Operations Forces for S70i aircraft. The SOUTHCOM J5 (Strategy, Policy, and Plans) has identified air mobility as a combatant command priority in 2023 and MASPO has already conducted two Aviation Resource Management surveys in support of this effort. Additionally, in SOUTHCOM, Guatemala is interested in spares and sustainment of Bell 212, Bell 412, and Huey aircraft. Collectively, there are emerging opportunities that have the potential to expand MASPO’s portfolio into all six geographic combatant commands in 2023.



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Mission

MASPO experienced some major changes in structure and focus during 2022; however, our mission remained the same: Develop, deliver, and support non-Program of Record rotary wing aircraft for the DoD, allied countries, or as directed by the Office of the Secretary of Defense.

In closing, this will be the last article I pen as MASPO’s Project Lead as I will retire from the Army this summer. Leading MASPO has been one of the highest honors I’ve enjoyed in my nearly 28 years in the Army. Working alongside the patriotic professionals within MASPO is an experience I’ll always cherish and never forget. The workforce at MASPO puts “skin in the game” every day and has a love of country that is unsurpassed. I am passionate about the MASPO mission and its contributions to the United States. Whether behind the scenes crunching numbers on spreadsheets or providing quality control on contracts, building sustainment packages, formulating aircraft test procedures or directly interfacing with foreign dignitaries and military leaders, the workforce of MASPO constantly makes a difference for our country. I will always be an advocate for the MASPO mission. You all are absolutely Above the Best.

Keep knockin’ down targets!

COL Tim McDonald is the project lead, Dr. Wayne Hudry the deputy project lead, and Mr. Andy Greer an operations officer within the Multi-National Aviation Special Project Office. They are all assigned to Program Executive Office, Aviation at Redstone Arsenal, AL.



Utility Helicopters Project Office Update

By COL Calvin Lane



ALL PHOTOS - U.S. ARMY PHOTOS BY LEE SUBIS

Army National Guard (COMPO 2) units now as we maintain the Army Acquisition Objective (AAO) of 2135 Black Hawks. The H-60M Product Office continues its modernization efforts by developing new Flight Management System software to provide Integrated Area Navigation (I-RNAV) capability for the H-60 with fielding scheduled for 3QFY23. We are working to update and sustain existing mission software to provide aircrews with digital and networked capabilities assuring mission success across a broad spectrum of military operations, and operability with future vertical lift platforms.

Another key modernization effort for the Black Hawk is integration of the GE T901 Improved Turbine Engine, which is slated to replace the GE T700 series engine. It will enable commanders to rapidly and more efficiently mass effects with enhanced movement of Warfighters and their equipment throughout the battlespace.

We have fully embraced the capability of Training Aids, Devices, Simulators, and Simulation by developing devices that closely replicate the configuration and performance of actual aircraft. We are constantly updating aircraft institutional training and it is now available via the web for all users.

A major initiative and success story for the aviation enterprise is the Virtual Training Suite (VTS), which provides Interactive Multi-Media Instruction materials and courseware with collaboration among the aviation enterprise stakeholders. VTS provides a platform that enhances Warfighter technical competence utilizing a systems-based framework, with developed models, code, tools, and resources designed for interoperability across the entire suite.

UH-60V

The UH-60V Product Office continues to exceed expectations; they successfully completed their Initial Operational Test & Evaluation II (IOT&E II) this past summer and received the final IOT&E II Test Report confirm-

The Utility Helicopters Project Office (UHPO) remains focused on providing the Warfighter the best support possible while ensuring the readiness and relevance of Army Aviation's enduring fleet's Black Hawk, Lakota, and Medical Evacuation (MEDEVAC) aircraft. We remain synchronized with the Program Execu-

tive Office Aviation's campaign plan, as we provide our user community with world-class aviation assets by enhancing capabilities, eliminating obsolescence, and embracing modernization efforts utilizing a Modular Open Systems Approach to deliver agile and innovative acquisition products. We also continue to provide enhanced capability and interoperability by equipping our Allies and Partners. In this article we highlight these initiatives and efforts across our product offerings.

UH-60M

We awarded the 10th multi-year UH-60M production contract this past June and are fielding Component,



Above photo: The UH-60V cockpit is fully digital and features an open system software architecture enabling efficient integration of future technology, upgrades, and integration of component alternatives.

Left photo: HH-60M Black Hawk

ing the UH-60V is a good combat system that is effective, suitable, and survivable in December. We are scheduled to complete fielding of the 1-106th Army National Guard (ARNG) Assault Helicopter Battalion (AHB) with 30 UH-60Vs at the end of 2nd quarter, FY23. The next unit receiving the 60V is the 214th General Support Aviation Battalion (GSAB), 12th Combat Aviation Brigade, which will receive 10 UH-60Vs. The product office continues the finalization of regulatory and statutory documentation and supporting contract actions in support of the Full Rate Production decision period at the end of 2QFY23.

MEDEVAC

Our MEDEVAC Product Office continues to modernize the enduring MEDEVAC fleet in support of UHPO, while also supporting the Future Long Range Assault Aircraft (FLRAA) Project Office, by refining requirements and leading design and development of the FLRAA MEDEVAC mission systems. Highlights from this year included several Soldier Touch Point events across the aviation enterprise for the Medical Interior Upgrade (MIU). The MIU is a modernization effort for the HH-60M and UH-60L/V that offers commanders operational flexibility through modularity. The MIU is also a proof-of-concept for the FLRAA MEDEVAC cabin.

The MEDEVAC team made substantial progress with the UH-60V MEDEVAC configuration. They completed validation of the UH-60V MEDEVAC Modification Work Orders (MWOs) and Technical Manual (TM) updates in June, and the Redstone Test Center completed flight testing in July. The MWO verification is underway, and TM verification is scheduled for March 2023. The first two MEDEVAC kits installations will take place at Corpus Christi Army Depot, Tx. and we expect an issuance of a fielding Airworthiness Release (AWR) in third quarter FY23.

UH-72

The UH-72 Lakota supports Fort Rucker's United States Army Aviation Center of Excellence as the primary training aircraft, and it is used for various missions at the Army's Combat Training Centers, and by the Army National Guard. The newest Lakota, the UH-72B, is scheduled to complete fielding in March 2023. It incorporates

technologies including a five-bladed main rotor, a Fenestron shrouded tail rotor, the more powerful Safran Arriel 2E engines, and an Airbus-designed Helionix avionics suite with over-limit protection that improve flight performance. For the UH-72A, improvements are being developed for the moving map and tactical video systems equipped on security and support configured aircraft. Driven by aircrew feedback these improvements will increase aircrew situational awareness and enable better integration with civil law enforcement agencies. Finally, efforts



are underway to reduce maintenance downtime across the fleet through the alignment of time between overhaul engine components.

FMS

The UHPO International Programs Office (IPO) continues to provide outstanding solutions to its Foreign Military Sales (FMS) customers while at the same time supporting a world-class capability in over sixteen countries. The International Team recently delivered new production UH-60M aircraft to Thailand, Croatia, Latvia, and Saudi Arabia. The UH-60M Black Hawk is in high demand among our international partners with nine additional countries expressing interest in purchasing utility helicopters. The

Top photo: Arizona Guardsmen land atop a pinnacle in their UH-72B during a training mission.

Lower photo: The MIU is a modernization effort for the HH-60M and UH-60L/V that offers commanders operational flexibility through modularity.

IPO remains customer focused, providing first-class FMSs services and products to our partner nations. This is evidenced by the number of new and repeat customers that chose the UH-60 and UH-72A Utility Helicopters for their unparalleled capabilities.

COL Calvin J. Lane is the Utility Helicopters Project Manager, Program Executive Office Aviation at Redstone Arsenal, AL.



Future Attack Reconnaissance Aircraft Program Update

By COL Kevin S. Chaney



Bell INVICTUS competitive prototype



Sikorsky RAIDER X competitive prototype.

Just over one year has passed since I was afforded the opportunity to take command of the Future Attack Reconnaissance Aircraft (FARA) program and in that short time I could not be any prouder of this team, their commitment to the Soldier, and the many collective accomplishments achieved thus far.

We continue to proactively lean into the exciting FARA design and development process, and we do so in concert with our many key stakeholders and end-user representatives. We remain focused on the needs of the combatant commander, while prioritizing transformational capabilities, affordability, interoperability, and safety. In doing so we place a premium on the incorporation of cutting-edge technologies, optimization of performance-based modeling and analysis, and refinement of mission systems tied to key enablers across the entire FARA ecosystem.

Although we have made great progress over this past year, our work is far from complete. PM FARA initiated a series of detailed tradespace studies and analysis to continually inform and refine desired FARA Increment 1 performance attributes as defined and approved in the April 2021 Army Requirements Oversight Council, Abbreviated Capabilities Development Document (A-CDD). For the better part of 2022, PO FARA worked together with the Future Vertical Lift Cross-Functional Team (FVL CFT), the Army Aviation Capabilities Development & Integration Directorate and the Aviation & Missile Center Systems Readiness Directorate to ensure the desired FARA

A-CDD attributes are optimized for mission needs, aligned with established engineering precedents for safety and airworthiness, and executable in terms of cost and schedule from an industry perspective.

Industry Partners Impact

It is important to note that FARA industry partners also heavily informed this tradespace process through a series of formal U.S. Government Requests for Information (RFI). As a result, they have generated a comprehensive body of detailed data, helping to illuminate the art of the possible, while also informing Army senior leaders well ahead of key decision points. Review and analysis of the tradespace data was further supplemented by subject matter experts representing independent technical assessment teams spanning the best and brightest across academia. As a result, several recommendations were captured, and important refinements have been incorporated in the FARA System Performance Specification (SPS). In August of 2022, an updated A-CDD was approved, establishing a more informed set of draft attributes for the FARA program regarding transformative speed, range, time on station, payload, and lethality. These attributes, among others, will continue to be refined and informed by successful demonstration flight tests of FARA Competitive Prototype (CP) aircraft. Both of which are greater than 95% build complete and awaiting delivery, instrumentation, and integration of the T901 Improved Turbine Engine.

Learning Campaign

This approach, coupled with the ongoing campaign of learning as executed by FVL CFT, has enabled rapid prototyping, design experimentation, and schedule optimization of the entire FARA ecosystem. The tremendous work done at keystone events such as Army Future Command's Experimental Demonstration Gateway Exercise and Project Convergence continues to inform the FARA Increment 1 weapon system effort. The FARA PMO will continue to make necessary adjustments enroute to System Readiness Reviews and In Process Design Reviews in 2023 and align these adjustments with release of the Request for Proposal (RFP) for the Engineering Manufacturing and Development (EMD) phase of the program. Final requirements will be captured in the Capability Development Document (CDD) which is expected in 2024, leading to a Preliminary Design Review (PDR), Milestone B, and subsequent down select for EMD Contract Award to a single vendor in 2025.

Other Key Lines of Effort

In addition to CP and Increment 1 air vehicle development, FARA PMO has continued to prioritize work on other key lines of effort, such as the Modular Effects Launcher prototype test and development, Area Weapon System development (.50 Caliber to 20mm Cannon), Modular Open Systems Approach, and Model-Based Systems Engineering. Continued emphasis remains on the collaborative FVL Architecture Framework, and how it ties directly to the FARA SPS and Digital Backbone. To that end, we will conduct the first of two Open System Verification Demonstrations (OSVD) with FARA vendors later this year. This important event will serve as a verification mechanism and provide an opportunity to validate our open systems approach by enabling 3rd party integrators to make hardware and software modifications/adaptations to the FARA architecture without OEM involvement. These OSVDs will inform the down select process. The ability to modify and upgrade weapon system platforms, at the speed of relevance, and at an affordable price point remains of key importance.

Looking ahead, we continue to prepare and focus on statutory, regulatory, and contractual documentation in preparation for a successful transition into the EMD phase of the program. We recently awarded modifications to our two existing Other Transaction Authority for Prototype contracts with the FARA vendors. These contract modifications allow the FARA program to continue preliminary design and risk reduction activities to ensure a successful transition to EMD. In parallel, we are also working in lockstep with Army Contracting Command – Redstone Arsenal to develop a comprehensive EMD Request for Proposal. We are also supporting The Research and Analysis Center and the Office of the Secretary of Defense, Cost Assessment & Program Evaluation in an ongoing FARA Analysis of Alternatives (AoA).

The challenges and opportunities within the FARA program are not insignificant, however the caliber of professionals dedicated to solving this unique problem set and delivering transformational capability is nothing short of exemplary. It is a distinct honor to be a part of this historical effort, and I am confident the program is well postured to yield the world's finest armed aerial reconnaissance platform to date.

COL Kevin Chaney is the project manager for the Future Attack Reconnaissance Aircraft Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL.



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PM FLRAA Update: WSD Contract Award Milestone Achieved!

By COL David C. Phillips



PM FLRAA PHOTO

Bell Textron, Inc.'s V-280 Valor

As the U.S. Army prepares modernized capabilities to support our nation's future conflicts, the Future Long Range Assault Aircraft (FLRAA) will certainly play an essential role in aiding the next generation of Warfighters.

On December 5, 2022, the Army awarded Bell Textron, Inc. the FLRAA Weapon System Development (WSD) contract, the largest and most complex aviation procurement award since the 1970's. The award was made following a formal source selection process that was taken with the utmost seriousness due to the impact the decision has across the Army.

As the Army celebrates this accomplishment, I want to thank the entire Army aviation enterprise team that carried this contract award milestone across the finish line. We have a long road and a lot of work still ahead of us, and I am confident that with this team, the Army will succeed in overcoming any challenge encountered along the way.

What does the contract deliver?

The WSD contract delivers a virtual prototype, which includes two FLRAA Portable Crewstations (FPC) and Vehicle Dynamics Model (VDM software).

The FPCs will consist of representative hardware and software that emulates the controls, flight characteristics, and the functionality of the FLRAA. They will be integrated with the Combat Aviation Brigade Architecture Integration Lab on Redstone, the Air Maneuver Battle Lab at Fort Rucker, and with flight test activities within the Aviation Flight Test Directorate on Redstone and with Bell. They will enable additional Soldier touch points (STPs) and even reduce risk for developmental test activities. Regular feedback from STPs conducted in the virtual prototype will provide valuable user and operational insights which accelerates FLRAA development, supports earlier decision making for new tactics, techniques and

procedures (TTPs) and improves the FLRAA design.

What has made FLRAA successful?

FLRAA has been successful thus far, in large part, because we have brought industry and our government stakeholders onboard early in the process and have maintained open collaboration and communication across the Army aviation enterprise. The optimization of FLRAA's requirements through numerous design iterations from the Competitive Demonstration and Risk Reduction (CD&RR) efforts ensured that the Army was able to take multiple bites out of the "requirements apple" prior to finalizing requirements.

Early collaboration between the Army and industry allowed the Army to influence innovation and competition and offered more opportunities for Soldiers to provide valuable input into the final product using STPs that provided invaluable feedback on the

new approaches to sustainment and operations in the field. This critical step in the process ultimately drives life cycle affordability in the program.

We are fortunate that our Army leadership has fostered an environment where tailored acquisition strategies thrive, translating to FLRAA thriving. Making informed decisions on requirements through design optimization using cutting-edge digital engineering design tools ensures that the FLRAA program is not only affordable but meets Multi-Domain Operations (MDO) requirements and delivers transformational capabilities to our Warfighters without sacrificing rigor for speed.

What's next?

With the award of the contract, we will be working closely with Bell, our partners at Army Contracting Command-Redstone Arsenal, the Future Vertical Lift (FVL) Cross Functional Team (CFT), and our aviation industry enterprise partners to continue the open collaboration that has made this program successful. The FLRAA program will build on the design activities conducted during the CD&RR phase to conduct a delta PDR along with executing a Milestone B, complete detailed design followed by Critical Design Review. In the longer term, the Army plans to build prototypes and conduct testing, execute a Milestone C, conduct training and begin Low Rate Initial Production to meet First Unit Equipped.

We will continue to execute our hybrid acquisition strategy, implementing the acquisition reform initiatives granted by Congress, to streamline and gain efficiencies in the acquisition process. Middle Tier of Acquisition authorities will accelerate capability maturation, allowing for early development of virtual prototypes, and maintaining momentum all with appropriate acquisition rigor.

FLRAA is considered a key enabler of MDO and the Army's ability to fight and win in future conflicts. An enabler is only as valuable as its ability to be designed, produced and operated within the constraint of affordability. With the goal of enabling life cycle affordability, which is the lynchpin to fielding our next generation of equipment, the Army has deliberately integrated the Modular Open Systems Approach (MOSA) into its requirements and sustainment strategies for FLRAA.

MOSA is the Army's emerging set of common standards and interfaces for aircraft electronics. It allows for rapid, cost-effective upgrades and tailored mission systems, which yields long-term cost savings.

The Army embraces the use of digital modeling and simulation as one method to assist in rapid prototyping. The use of a digital twin of the FVL digital backbone technology permits rapid prototyping and simulation of advanced networking technologies in a virtual space, facilitating faster modernization while reducing testing timelines, acquisition risk, and sustainment costs. Digital modeling and simulation technology enables the Army to adapt more rapidly and be more responsive to new threats, providing our Warfighters more options on the battlefield.

At the same time, the FLRAA team is actively tackling intellectual property associated supportability barriers early in the life cycle through stakeholder communication, competition in contracting, and the system design process to achieve an optimal support outcome. The FLRAA team utilized the continuous feedback from the CD&RR efforts to assess the impact of industries' system design attributes and data rights assertions on the Army's ability to meet FLRAA's life-cycle affordability, sustainment, and improvement goals.

Conclusion

This contract award represents the tremendous collective efforts of the great professionals from across numerous organizations, without whom we could not have achieved the successes we've achieved in the FLRAA program. We appreciate the new authorities from Congress that allowed us to be more innovative in our acquisition strategy. Our FLRAA Team of Teams continues to work deliberately to implement Army acquisition processes that will significantly reduce program risk, reduce lifecycle cost, and increase performance for FLRAA. By executing our current modernization strategy for FLRAA, Army aviation will continue to be dominant in the lower tier of the air domain and provide the best capabilities to commanders and Soldiers on the ground.

COL David C. Phillips is the project manager for the Future Long-Range Assault Aircraft, Program Executive Office Aviation at Redstone Arsenal, AL.




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Operation Lethal Shadow: Executing 101st Combat Aviation Brigade's Long Range Air Assault

By COL Clint Cody, LTC Tyler Espinoza, MAJ Jay Irwin and CPT Austin Lachance

The 101st Combat Aviation Brigade (CAB) achieved a significant milestone last September. G/6-101 GSAB became fully operational and capable, adding a second CH-47 Company and corresponding increases in the maintenance and support companies. This marked the first step in the Destiny Brigade's transformation into the Army's "Air Assault CAB." Less than a month later, 101 CAB conducted its first training exercise to prepare for the size and scope of Air Assaults it will be tasked with during its next Rendezvous with Destiny.

Background

In large-scale combat operations, Army Divisions are the unit of action and will employ CABs staged in areas outside the range of indirect and rocket artillery fire and far from supported Brigade Combat Teams (BCT). The 101st Airborne Division (Air Assault) has focused its training on Joint Forcible Entry (JFE) operations to capture, hold, and defend strategic ground until heavy troops can relieve them. The CAB's responsibility in these missions is to Air Assault a BCT in one period of dark-

ness, which is not possible given existing Aviation force structure.

To address this gap, the Army began building the "Air Assault CAB" at the 101st, capable of large-scale and long-distance Air Assaults. Equipped and manned with two full Chinook Companies, the Brigade outlined its "Rendezvous" mission series to use our assets to their full capabilities. Lethal Shadow, a long-range Air Assault (LRAASLT) from Fort Campbell, Kentucky, to Fort Polk, Louisiana, was the first operation in this series. 101 CAB will develop an iterative set of training exercises throughout the upcoming year to emphasize the command and control, mission planning, maintenance, and sustainment aspects associated with our role in Division JFE.

Design

Lethal Shadow's objective: assault an infantry battalion from a theater airfield to an objective approximately 500 nautical miles (926 km) away via an intermediate staging base (ISB) in a single lift, in one night, using battlefield geometries inspired by current conflicts. We applied terrain adjustments to the "Baltic scenar-

Sixteen Chinooks, two C2 Black Hawks, and a MEDEVAC Black Hawk depart Fort Campbell for the ISB.

io," enabling the CAB to select an ISB along the flight path that made sense with a JRTC-Fort Polk based forward line of troops (FLOT). This scenario forced aircrews to avoid, target, or use survivability techniques to mitigate the IADS threat to the aircraft and mission.

The Brigade XO, S2, FSO, and AMSO formed a White Cell which produced intelligence updates and injects to replicate joint and echelons above brigade (EAB) capabilities. Intelligence collection and fire mission updates fed a decision support matrix reviewed at the ISB to confirm conditions were set before aircrews launched toward the objective.

Campbell Army Airfield was the theater airfield, Little Rock Air Force Base functioned as the ISB, and Geronimo Drop Zone (Fort Polk) was the objective. The assaulting force was the 3/75 Ranger Battalion (notional), with 475 Rangers, five MRZR, and two Ranger fire support systems (RFSSs). Sixteen

CH-47F Chinooks, two UH-60L command & control (C2) Black Hawks, and one HH-60M Aeromedical Evacuation (MEDEVAC) Black Hawk made up the Aviation Task Force. The Aviation Maintenance Company supplied launch assistance for a mixed-platform (H47F, H60M, and H60L) Downed Aircraft Recovery Team at both locations to generate and maintain combat power. Eleven M978 HEMTT Fuelers deployed 360 miles (580 kilometers) to the ISB, providing Class III support. Finally, the CAB integrated the USAF to provide post infill refuel supplied by three C-130Js that quickly established a Forward Arming and Refueling Point (FARP) at Alexandria International Airport employing their Agile Combat Employment (ACE) concept.

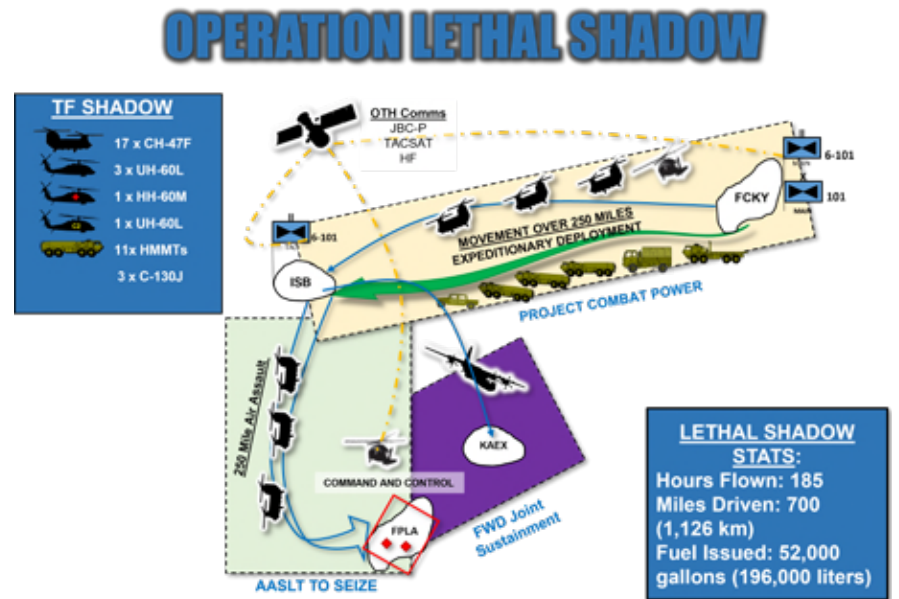
Lessons Learned

The training taught us crucial lessons for a mission of this size and distance in terms of planning horizons, aircraft performance planning, command and control, sustainment, and maintenance.

Compared to the conventional 96-hour Air Assault concept, the LRASSTL planning horizon required significantly more time. This time allowed for more in depth “left of crank” mission planning and resource allocation prior to the mission. The Brigade was able to prepare requisite air and ground assets through a preventative period of decreased operations and maintenance focus. The establishment of the ISB and the allocation of joint force enablers prior to the regular Air Tasking Order cycle necessitated substantial coordination among many stakeholders at the extreme ranges of this mission profile.

By design, performance planning was stretched. Aircrews performed power assurance tests prior to the mission window and planned speeds close to maximum range to achieve the distance while transporting the necessary cargo and passengers. By optimizing duty-day and over-the-wing refuel to achieve additional capacity not possible through pressure refueling, the CAB further improved mission-start circumstances. To match the range of the Chinook, Black Hawks were flown with crash-worthy external fuel systems (CEFS) tanks.

C2 was equally important. With a battalion tactical command post at the ISB, the brigade and battalion main command posts were built near the theater airfield, away from enemy long-range fires. Effective C2 of the operation



was made possible by three over-the-horizon communication techniques: high frequency (HF), tactical satellite communications (TACSAT), and Joint Battlefield Command Post (JBCP). The use of extended range airborne C2 platforms was essential to the mission’s success for the sequencing of pre-assault fires, ISR, and direct communication with the Air Assault Task Force Commander.

Speed and quantity shaped the sustainment strategy. Performance planning determined over the wing Chinook refuel would be required not only at the theater airfield, but also at the ISB in the middle of an already stretched mission timeline. Through a deliberate train up of aircrew-fueler integration, numerous rehearsals, an efficient parking plan, and the organic employment of eleven HEMMT fuelers, the Forward Support Company accomplished over-the-wing refueling of the entire task force in just under an hour.

Post infill refuel, far forward of the ISB, necessitated joint sustainment solutions. The USAF is adjusting to an operational concept of Agile Combat Employment, shifting operations from centralized physical infrastructures to networks of smaller, dispersed locations to increase survivability. For the LRAASLT, the principles of ACE were applied through the rapid establishment of refuel capabilities via a tailored, expeditionary package of C-130Js carrying R-11 fuel trucks.

A comprehensive plan for aircraft maintenance was also necessary for the mission. D/6-101 maximized combat

power, recovery operations, and post-mission posture by dedicating a specific support package to support each serial. A DART kit with 246 line-item components, six toolboxes, and seven component repair kits specifically designed to support the three aircraft types was produced using the problem, plan, people, parts, time, tools, and training (P4T3) model. Careful P4T3 analysis also ensured we were able to accomplish this mission without disrupting parallel daily maintenance operations at the theater airfield.

Way Ahead

This operation tested our ability to Air Assault at extreme ranges with a significant amount of combat power, as we prepare to support future JFE missions. Future iterations will increase combat power, test different aircraft configurations, and broaden joint integration to incorporate more fires, intelligence, surveillance, and reconnaissance (ISR). This series will conclude with the routine execution of large-scale Air Assaults over combat-credible distances, where the 101st CAB will serve as the Aviation Task Force Headquarters in concert with the Division HQs - synchronizing the full effects a JFE Division brings to the modern fight.

COL Clint Cody, Commander, 101st CAB, LTC Tyler Espinoza, Commander, 6-101st GSAB, MAJ Jay Irwin, 101 CAB S-3, and CPT Austin Lachance, Commander, HHC, 6-101 GSAB; all stationed at Ft. Campbell, KY.

From the Field ►

Aviation State Partnership Program UH-60M Fielding in Croatia

By LTC David Wagner, and SSG Sydney Mariette



The Minnesota National Guard has been partnered with Croatia since 1996 through the State Partnership Program (SPP). The SPP is managed by the National Guard Bureau and was established in 1993 by the Department of Defense, with the mission to support the security cooperation objectives of the United States. All 54 states and territories are partnered with 93 different nations. The partnership established between Minnesota and Croatia in 1996 has been extremely successful and has been mutually beneficial.

“After 26 years of building the long-term relationship between Minnesota and Croatia, our service members have had the opportunity to train with coalition partners, experience cultural exchanges, and we continue to reaffirm our unilateral commitment in the advancement of multinational capabilities,” said MG Shawn Manke, Adjutant General for Minnesota. “We are fortunate to have the relationship we share with Croatia and the Minnesota National Guard is a better organization because of this partnership.”

Subject matter experts (SME) from the Minnesota National Guard’s 34th Expeditionary Combat Aviation Brigade (34

Croatian senior leaders visited several partnership sites in Minnesota during a visit on July 21, 2021, to include the Army Aviation Facility #1. The Croatian senior leaders learned more about UH-60 Black Hawk helicopter pilot training and celebrated the 25th anniversary of the state partnership.

ECAB) have been working with their Croatian counterparts for the better part of the past ten years. Initial collaboration included air assault planning, maintenance programs, standardization programs, and now the fielding of the UH-60M.

“The Croatians take their aviation program seriously, and their airmen and pilots are very professional, well-educated and highly trained. Croatia already has their own programs; we are just sharing our best practices, and that sharing goes both ways with our state partner,” said COL Greg Fix, the state aviation officer for the Minnesota National Guard.

Croatia received their first UH-60M less than a year ago in February 2022. To prepare for receipt of the aircraft they began sending some of their best pilots to Fort Rucker for the UH-60M aircraft qualification course (AQC), and the Maintenance Test Pilot Course (MTPC). In between AQC and MTPC their pilots came to Minnesota to work with 34th ECAB instructor pilots to re-enforce what they learned at Fort Rucker, and to receive an introduction to test flight procedures in the simulator from a Maintenance Examiner (ME). Following MTPC they once again came to Minnesota



SGT Erynn Grochowski assists Croatian Armed Forces members to install an engine inlet on a UH-60M Black Hawk helicopter during a 120-hour inspection, during a skills exchange mission Sept. 17-30, 2022, in Croatia.



Croatian senior leaders visited the Minnesota Army Aviation Facility #1. The State Partnership Program supports the security cooperation objectives of the United States and the Geographic Combatant Commands (GCC) by developing enduring relationships with partner countries and carrying out activities to build partner capacity, improve interoperability, and enhance U.S. access and influence while increasing the readiness of U.S. and partner forces to meet emerging challenges.

to better hone their MTP skills prior to returning to Croatia. Once aircraft started showing up in Croatia, 34th ECAB Soldiers started going over to Croatia to assist with rated and non-rated crew member training. The most recent travels to Croatia have been focused on maintenance. When their first UH-60M came into a 120-hour inspection, Croatia requested a maintenance team to assist, to include an MTP. It was a great success, and an additional set of noncommissioned officers traveled in September, with focus on shops (powertrain, sheet metal, electronics, and avionics). "Everything is written in manuals, but if you don't have the practical experience, you can make some preventable mistakes," said Croatian Air Force Lt. Col. Eduard Perkovic, the group commander for the 194th Squadron, 91st Wing, of the Croatian Air Force. "Having Minnesota here to advise us created a safer environment and gave us the opportunity to ask questions and receive hands-on guidance." For the 34th ECAB the program has been a great experience and has given Soldiers a unique opportunity to learn about a partner's aviation program, another culture and make some

new friendships. As SGT Nathan Buck, a UH-60 Flight Instructor put it, "During my time in Croatia, I've developed many friendships with our foreign counterparts. We've created an everlasting line of communication so that at any time, they can reach out for help if needed. Hopefully, in the future, we continue to work together and continue to help develop their training and maintenance programs." Additionally, during a time when units are looking for ways to maintain their personnel strength, the SPP has been a great way to support retention efforts. From the world-renowned Plitvice Lakes to the Land of 10,000 Lakes, the Croatian Armed Forces and Minnesota National Guard continue to build strength through unity and demonstrate that even the sky is not a limit.

LTC David Wagner is the commander of the 834th Aviation Support Battalion, and SSG Sydney Mariette is the Public Affairs Mass Communication NCO for Joint Force Headquarters Minnesota National Guard. Both are assigned to the Minnesota Army National Guard in Saint Paul, MN.



12th CAB Trains Deployed National Guardsmen

By MAJ Avery P. Schneider, New York Army National Guard Task Force Orion



National Guard Soldiers deployed to Europe recently spent time training with active-duty counterparts to improve their ability to plan and win future battles together.

The Guardsmen, serving in Grafenwoehr, Germany with the New York National Guard's Task Force Orion, 27th Infantry Brigade Combat Team on the Joint Multinational

Training Group – Ukraine mission, met aviators from the 12th Combat Aviation Brigade and air defenders from 5th Battalion, 4th Air Defense Artillery Regiment to learn how their unique assets can be incorporated into large scale combat operations.

In December, Task Force Orion capitalized on a holiday lull in their mission training the Ukrainian Armed

Above photo: 1LT Sean Schlagel, assigned to Bravo Company, 1st Battalion (Attack), 3rd Aviation Regiment, 12th Combat Aviation Brigade, gives an overview of the capabilities of the AH-64D Apache Longbow helicopter during a professional development event in Katterbach, Germany, Jan. 4, 2023. The event, organized for Soldiers assigned to Task Force Orion, 27th Infantry Brigade Combat Team, New York Army National Guard, followed their training in the Army's military decision-making process, and helped them understand how to incorporate aviation and air defense assets into planning for combat operations.



Left photo: CW4 Michael Salvi, an AH-64 D Attack Pilot assigned to Bravo Company, 1st Battalion (Attack), 3rd Aviation Regiment, 12th Combat Aviation Brigade, gives an overview of the cockpit of an AH-64D Apache Longbow helicopter to SPC Kathleen Delage, a human resources specialist, and 2LT Lasheema Rose, a human resources officer, both assigned to Task Force Orion, 27th Infantry Brigade Combat Team, New York Army National Guard, during a professional development event in Katterbach, Germany, Jan. 4, 2023.

NATIONAL GUARD PHOTO BY MAJ AVERY P. SCHNEIDER

Forces as an opportunity to train themselves. For two weeks, officers and noncommissioned officers assigned to the task force's training team turned their focus to the military decision-making process – better known as MDMP.

The seven-step process is used at battalion-level and above to enable commanders and their staffs to understand a situation and mission, develop a course of action, and produce a well thought-out plan for operations.

The Soldiers of Task Force Orion represent 57 different military occupational specialties. And while each will get some exposure to different branches and jobs in the course of their careers, the scope of that exposure can be limited.

“We do get kind of siloed in the way we think within our branch,” said CPT Ishfaq Kamal, an air defense officer assigned to the task force. “But in today’s battle space, especially after fighting 20 years of [counterinsurgency] war, battlefields are changing back to conventional war again.”

Because of that return to focusing on conventional warfare and large scale combat operations, it is more critical than ever that Army officers and NCOs in both active and reserve components understand the different branches and capabilities across the joint force, and how to incorporate them into plans for training and combat.

To help break out of siloes, and as a bonus to cap off MDMP training, Kamal organized a meeting with the aviation and air defense units stationed nearby at Katterbach Army Airfield.


Standing in front of an AH-64D Apache Longbow, 1st Lt. Sean Schlagel, an aviation officer assigned to Bravo Company, 1st Battalion (Attack), 3rd Aviation Regiment, 12th Combat Aviation Brigade, explained the capabilities of the helicopter and how it is employed.

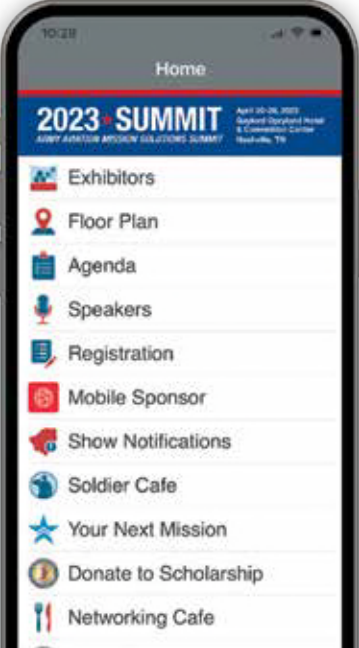
“The most critical thing Soldiers should understand about attack aviation is that we are a maneuver asset. We are like tanks or infantry. We can maneuver around the battlefield,” Schlagel said.

He told the group that aviation units can plan and execute missions based on minimal information, and aviators can determine where they need to go and whether to engage an enemy or not.

CPT Michael Archer, an air defense artillery officer assigned to Headquarters and Headquarters Battery, 5th Battalion, 4th Air Defense

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Artillery Regiment, 10th Army Air and Missile Defense Command, gave Task Force Orion an overview of his battalion's equipment and their mission to provide short-range air defense.

“While we are combat arms, we are here to support maneuver forces and enable their operations so that aerial threats do not impact their capabilities,” Archer said.

5-4 ADA was the first U.S. Army unit to field and test the prototype Maneuver Short Range Air Defense system, and will be the first M-SHORAD battalion in the Army.

Seeing an Apache or getting inside one of the Army's newest pieces of air defense equipment is a rarity for most Soldiers – perhaps even more so for National Guardsmen from New York.

Because the makeup of units in the National Guard vary from state to state, there is no guarantee that Task Force Orion's Soldiers would see 12th CAB and 5-4 ADA's types of equipment at home. New York's 42nd Combat Aviation Brigade has no attack aircraft, and the nearest air defense units are hundreds of miles away in Ohio and North Carolina.

So Schlagel and Archer made the most of Task Force Orion's visit.

The Guardsmen got a chance to sit in the cockpit of the Apache and see what pilots see. They were given a ride in a CH-47 Chinook to get a feel for Army cargo aviation capabilities. And Archer's team showed them around the inside of the M-SHORAD and the outside of the long-utilized Avenger Air Defense System.

Over the last 20 years, National Guard and active-duty Soldiers have developed a robust history of working together in Iraq and Afghanistan, and on various training and operational missions around the world. Professional development opportunities like this one are an essential way to maintain interoperability between active and reserve units.

“It's only through having meetings like this, having engagements, and having these shared collaborative experiences that we can truly become the most effective force working together,” Archer said.

MAJ Avery P. Schneider, New York Army National Guard Task Force Orion.

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.

Randoms from the Editor:

Only one "pitch" this month so we might just as well start pitching. Several issues ago, we asked for candid snapshots or officially approved photographs. Our intention at that time was to have a "Remember When" type of column in which old-time equipment, facilities, & Early-Bird AAs could be portrayed. From the returns (a big fat zero) it seems as if everyone would rather "Forget When."

We'd like to extend our plea for photographic material. Unit PIO's and Signal Corps photographers work "hand in glove" to photo and caption material that is remitted to everything from the "Boondock Gazette" to the "New York Times."

It's our guess that they'll be happy to forward a print to us if you say the word. Strictly speaking, your morale and your information & education are important too and few of your friends throughout the world get to read the "Boondock Gazette". The old cliche, "A Picture is Worth a Thousand Words," still holds true. Our budget is set up for a certain number of photos in each issue so if you have anything photographic (group or individual) send it in.

That's the "pitch." Concerning the "Big Pitch" (the Turkey Shoot by the 1954 subscribers) we can only say that from the initial returns (23 "Bags" out of 964) we are heavy on "Turkeys" and light on the "Shooting." We're somewhat ashamed to figure that one percentagewise.

At any rate, we've shot our bolt and further appeals in '54 will not be made. If this publication is to become a "Barber Shop" magazine with practically everyone reading the Barbers' copies, so be it... At least, we're appreciative of the Barbers' support.

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Only layout change this month occurs in the name of the publication. We switched from "Army Aviator" in that this title conflicts with an existing publication, and more important implies that this publication is exclusively for commissioned Army aviation personnel. The new title, "Army Aviation," is synonymous with our policy of having a general publication of appeal to all. Hope you agree. Until we can expend all of the stationery, correspondence will still come under the AA Newsletter label.

Still have some 400-odd Complimentary Issues that we'll gladly send to your A.A. friends if you'll forward their names & addresses. No strings attached. We have no DA lists from which to work and would like to have them IG this publication with your compliments.

Will close shop with this thought. It is virtually impossible for us to know of the many individuals and units that are playing a part in AA throughout the world. If a correspondent is seeking a globular audience, we must admit that this publication currently does not fill the bill.

We can say that his article will probably be read by the 1300+ barbers, but we aren't even certain of this. We have for the most part pursued a selective readership topside, and Henry Brooks Adams' quotation should be considered in lieu of our present globular inadequacies:

The difference is slight, to the influence of an author, whether he is read by five hundred readers, or by five hundred thousand; if he can select the five hundred, he reaches the five hundred thousand."

Your Editor,

Art K.

ARMY AVIATOR newsletter

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Name Change to ARMY AVIATION Announced by Publisher/Editor, Art Kesten

From page 16, The Army Aviator, Vol. 2, No. 5, Publisher, The Army Aviator Newsletter, New York, New York, May, 1954.

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AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

I appreciate the support from Mr. Jack Klubnick, the Jersey Chapter Senior VP for authoring and sharing this information with our membership.

The Jersey Chapter

The Jersey Chapter's lineage begins with the Monmouth Chapter, which was a strong AAAA Senior Chapter for decades and was based in the Fort Monmouth area.



CHAPTER COURTESY PHOTO

The Monmouth Chapter won several Top Chapter awards during which time many scholarships were established and funded. The Monmouth Chapter was combined into the Mid-Atlantic Chapter due to the BRAC in 2005. Eventually, Mid-Atlantic Chapter members located in the Central Jersey area decided to form the Jersey Chapter to consolidate members in the New Jersey area. Currently, most of the Jersey Chapter members are members of the New Jersey Army National Guard's Aviation units. The Jersey Chapter membership is also comprised of several members from Air Integration and Engineering Division, DEVCOM C5ISR Center Flight Activity located at Joint Base McGuire Dix Lakehurst.

Moving Forward

The Chapter is gathering momentum following a difficult period coping with COVID issues and social gathering restrictions. Luckily, the resilient Chapter members hung tough during 2022 and we've seen a much-welcomed uptick of enthusiasm for programs and AAAA National events participation.

Activities and Events

In July, the Chapter hosted another in a successful series of bowling tournaments at the Lakehurst Bowling Center. During the event, they held a Chapter membership meeting and discussed AAAA interests including the new Training, License, and Certification (TLC) program. The TLC program seemed very interesting

to the membership, and they look forward to providing more details in the coming year. The fun part of the day was the bowling during which Patrick MacDonald took the men's high game and high series honors, and Marti Kurzenknabe did likewise for the women's game and high series. One thousand dollars were raised by corporate members for the Kurowsky/Pohlmann scholarship and an additional \$155 was donated by anonymous members bowling that day. The Chapter is looking forward to another bowling event this coming year.

In August, the Chapter and Monmouth Chapter of the Association of the United States Army (AUSA) co-sponsored a "Night at the Ball Park" in Lakewood's First Energy Park to see the NJ BlueClaws take on their rival Brooklyn Cyclones. The night offered perfect weather for a ball game and participants were treated to an evening of fun and camaraderie. Unfortunately, the Chapter will have to wait until next year to see the BlueClaws defeat the Cyclones as they were defeated 9-6. Sponsors for the event netted a \$15,000 donation to The Fisher House Foundation, Inc. on behalf of their Night at the Ballpark.

In December, the Chapter and the combined professional associations sponsored the Gingerbread Ball at the Ocean Place Resort and Spa in Long Branch, New Jersey. Chapter members enjoyed the formal affair and exquisite dinner. A blind auction was held to raise money for the Fisher House and

the guest speaker combat veteran, Staff Sergeant Joey Johnny Jones, USMC, Retired, regaled the audience with an inspirational account of his life, challenges, and victories. Although the Finances are not yet finalized, the Chapter believes that they will be able to donate to Fisher House Foundation, Inc. more than \$40,000.

2023 Goals

Goals for the Jersey Chapter in 2023 include continued growth of membership and incorporation of all fellow Army aviators and those with Army Aviation interests in and around New Jersey. In addition, the Chapter will attempt to increase its membership from the members of the Aviation Enterprise located in New Jersey, such as Picatinny Arsenal and numerous defense corporations. They also will continue with social and membership gatherings to promote Army Aviation interests such as bowling tournaments, baseball games, the Gingerbread Ball, and a golf outing, so please look for an invitation and join them if you are in the area.

Feel free to contact me if you need help for your chapter, Executive Board support, would like your chapter featured in ARMYAVIATION magazine or to obtain clarification of National procedures.

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



AAAA Chapter News Central Florida Chapter Recruiting on the High Seas!

PHOTO PROVIDED BY LTCRET, JAN DRABCSZUK



You can find an Army Aviator anywhere – even on the High Seas. Recently on the Royal Caribbean Cruise Line’s Vision of the Seas during their holiday cruise, Jan Drabczuk (right), AAAA National VP Chapters, and Mike Garetson (center), past Central Florida Chapter President signed up CW3 Dennis Rotenberry (left), a former AAAA member, to rejoin AAAA as a member of the Central Florida Chapter.

ORDER OF ST. MICHAEL INDUCTEES Tennessee Valley Chapter

CHAPTER PHOTO BY LOUA RIPPPO



Mr. Earl W. Barrett (right), Assistant Product Manager, Multi-National Aviation Special Project Office (MASPO), PEO Aviation, is inducted as a Knight of the Honorable Order of St. Michael by chapter president, Mr. Gary Nenninger, on Dec. 8, 2022 in Huntsville, AL. Barrett was recognized for his support of Army Aviation as the project lead for the Royal Thai Army AH-6 “Little Bird” program, as well as helping to develop the framework for the Army Futures Command Task Force.

CHAPTER PHOTO BY LOUA RIPPPO



Mr. Joseph A. Lane (right), Logistics Lead, Global Reach, Multi-National Aviation Special

Project Office (MASPO), PEO Aviation, is inducted as a Knight of the Honorable Order of St. Michael by chapter president, Mr. Gary Nenninger, on Dec. 8, 2022 in Huntsville, AL. Lane was recognized for his support of Army Aviation by leading the divestiture of the OH-58D and TH-67 fleets, transfer and logistics support of 112 OH-58D aircraft and parts to Croatia, Tunisia, and Greece, and logistics support to over 300 foreign military sales aircraft worldwide.

Thunderbird Chapter

CHAPTER PHOTOS BY MR. ANTHONY JONES



CSM Douglas Kimberlin (right), 90th Troop Command, is inducted into the Silver Honorable Order of St. Michael by BG Jon Harrison, Assistant Adjutant General, Oklahoma Army National Guard and past chapter president, during a December 3, 2022 ceremony at the 45th Infantry Division Museum, Oklahoma City, OK. In addition to serving as an Oklahoma City Police Officer, Kimberlin was recognized for his unwavering support to Army Aviation in the OKARNG since 1985 to include two combat deployments and over 30 State Active Duty missions.

Washington Potomac Chapter

CHAPTER COURTESY PHOTO



LTC(P) Boyce Buckner, HQDA G-8, Force Development Executive Officer, is inducted into the Silver Honorable Order of St. Michael by COL Travis L. McIntosh (left), Chief, Force Development Aviation, and COL (Ret.) Ron Lukow, chapter president on October 28, 2022 at the Crystal City Sports Pub, Arlington, VA. Buckner was recognized for 20 years in positions of increasing responsibility supporting Army Aviation.



CHAPTER COURTESY PHOTO


CW2 Calvin Burks is inducted into the Bronze Honorable Order of St. Michael by CPT Steven Bilodeau, D Company Commander, 12th Aviation Battalion, The U.S. Army Aviation Brigade (TAAB), on November 10, 2022 at Davison Army Airfield, Fort Belvoir, VA. Burks was recognized for the long-lasting positive impacts he has had on soldiers, civilians, and families during 17 years of Army Aviation service both as a helicopter repairer-maintainer and aviation maintenance technician and in his current position as the 12th Aviation Battalion’s Production Control, Technical Supply and Support Operations Officer.



CHAPTER COURTESY PHOTO

LTC Dave Crocker, commander of the United States Army Operational Support Airlift Activity (OSA-A) is inducted into the Bronze Honorable Order of St. Michael by MG Hank Taylor, HQDA G-3/5/7 Director of Aviation and chapter president, COL (Ret.) Ron Lukow during the chapter Scholarship Dinner in Arlington, VA on November 10, 2022. Crocker was recognized for his significant and long-lasting impact on the Army Aviation community, soldiers, and their families throughout his career and his dedicated voluntary hours as the chapter Vice President of Programs.

OSMs continued on page 53



Want to change your AAAA Chapter Affiliation? No Problem!

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FALLEN HERO

AAAA is saddened to announce the remains of an American soldier killed in a helicopter crash during the Vietnam War have been identified, according to the Defense POW/MIA Accounting Agency.



PFC Green

Army **Private First Class Thomas F. Green** of Romana, California, was the door gunner on a CH-47B Chinook helicopter flying a supply mission from Tuy Hoa to Cam Rahn Bay, Vietnam, Oct. 26, 1971, when it crashed over water, according to the agency. At the time, Green was assigned to the 68th Aviation Company, 52nd Aviation Battalion, 17th Aviation Group.

During search and rescue operations, remains of only four of the 10 soldiers on board were recovered, and Green's was not among them. It was not until June 2021 after multiple attempts that divers found possible human remains and material evidence; Green's remains were identified on Aug. 23, 2022 using DNA and anthropological analysis, as well as material and circumstantial evidence.

Green is memorialized at the National Vietnam Veterans Memorial in Washington, D.C., and the American Battle Monuments Commission's Courts of the Missing at the National Memorial Cemetery of the Pacific in Honolulu. A rosette will be placed by Green's name in both places to indicate he has been accounted for.

Green will be buried in Ramona, on Feb. 23, 2023.

May he rest in peace.

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



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2023 SUMMIT
ARMY AVIATION ASSOCIATION QUALITY LEADERSHIP SUMMIT



AAAA Salutes the Following Departed...

COL Richard Baldwin
 "Rick" Bowman, Ret.
 Deceased 12/19/2022

LTC Parker Ray Bunch, Ret.
 Deceased Sep 9/5/2022

COL Michael J. Currie, Ret.
 Deceased 1/4/2023

COL Gerald E. Lethcoe, Jr. Ret.
 Deceased 11/3/2022



IN MEMORIAM



AMP FILE PHOTO

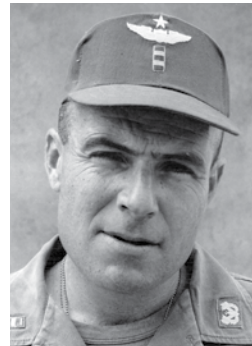
Major General Richard E. Stephenson, U.S. Army Retired

AAAA is saddened to announce the passing of MG Dick Stephenson on January 19, 2023 in Germany where he has lived with his daughter and son-in-law for the last 10 years. He was 87.

A graduate of the U.S. Military Academy in 1957, he attended flight school and Aircraft Maintenance Officer Course, subsequently serving in Vietnam as a company production control officer and later commander of 14th Transportation Battalion. He rose through the ranks serving in pivotal assignments including White House Fellow, commanding general of 3rd Support Command (Corps), U.S. Army Europe, and commanding general of Aviation Systems Command where he and the Aviation branch chief developed the first Army Aviation Modernization Plan. He culminated his over 34-year career as the commanding general of the Army Operational Test and Evaluation Agency.

During both active service and retirement, he was a leader in AAAA as chapter president twice; chairman of the Awards Board; president of the Scholarship Foundation; secretary, treasurer, senior vice president and president of the National Executive Board; and a prodigious fund raiser for the Scholarship Foundation. He was inducted into the Army Aviation Hall of Fame in 2001 and the Texas Aviation Hall of Fame.

At this time, the family is planning to have a small celebration of his life in Connecticut in the spring. May he rest in peace.



AMP FILE PHOTO



CATHOLIC DIGEST FILE PHOTO

Lieutenant Colonel (Father) Jerome R. Daly, U.S. Army Retired

It is with great sadness that AAAA announces the passing of Father (LTC, Ret.) Jerry Daly on January 14, 2023 in his retirement community near Davidson Army Airfield, Fort Belvoir, VA. He was 91.

Born in Oakland, CA, he attended public schools in suburban Philadelphia and graduated from St. Joseph's College in Philadelphia in 1954.

He joined the U.S. Army in 1949 and re-enlisted in 1958 after pursuing a career in insurance. While in the Army, he held most ranks from private to lieutenant colonel, including warrant officer. For the last 22 years of his Army career, he worked in Army aviation. In 1967 while serving as combat aviator and maintenance officer with the 121st Helicopter Company in Vietnam, CW2 Daly heroically rescued three downed helicopter crews who were threatened by two Viet Cong battalions. To conceal the area in smoke, he completed 12 separate smoke runs through a hail of enemy fire allowing a rescue ship to recover the downed aircrew members. During this action, his aircraft was damaged beyond repair; he was awarded the Distinguished Service Cross for his actions. In 1983, he was inducted into the Army Aviation Hall of Fame.

After retiring from the Army in 1982, he entered Mount St. Mary's Seminary in Emmitsburg, MD, and was ordained May 9, 1987, by Bishop John R. Keating, prelate of the Roman Catholic Diocese of Arlington, VA. He served as parochial vicar and pastor of multiple parishes until his retirement in 2004.

May he rest in peace.



AAAA Membership Update

By CW4 Ret. Becki Chambers

The Membership Corner

In a previous issue, I introduced the two new positions on the National Executive Group and the gentlemen that were asked to fill the positions: Ray Sellers, Vice President of Civilian Affairs, and Cole Hedden, Vice President of Industry affairs.

I would now like to introduce our current President, MG Tim Crosby, Retired.

MG Tim Crosby, Ret, is a proud military brat. His father was a WWII Army veteran, spending three years in Europe (North Africa, D-Day+2, and Battle of the Bulge). After retirement, he was the assistant commandant at The Citadel which is where Tim calls home. Tim decided to join the military because his mom and dad raised 6 children on military pay and instilled in them the values of service to our nation and to others.

Tim began as an artilleryman and later attended flight school, transitioning to Aviation when it became a branch. While he loved serving in TOE units, after an assignment at the Test Activity, Tim felt he had more to contribute as an acquisition professional. While Tim was able to return to the field to command Big Windy in Desert Shield and Storm, he returned to consecutive assignments in the Acquisition Corps, serving in Comanche in St. Louis and in J8 in the Pentagon. Then it was off to serve as the Program Manager for the Improved Cargo Helicopter (Later CH-47F), War College, and back to serve as Program Manager, Cargo Helicopters. In his words, "pigs flew," and he was selected for Brigadier General. For the next 6 years, Tim served briefly as the Deputy Program Executive Officer, Aviation and then the Program Executive Officer, retiring as a Major General in 2014.

I asked if there had been any important mentors in his career. He answered that there were many great leaders that shaped and influenced his career. "I think back to Johnnie Hitt as my brigade commander in Europe, Spyder Nyland on the Joint Staff, Paul Bogosian in Program Executive Office, Aviation, but I guess my true mentor was a non-Aviator by the name of Brigadier General Tom Dickinson."

Here is Tim's advice for new Soldiers: "Be a sponge and learn from everyone. You can learn as much or more from a bad leader as you can from a good one. Empower, shape, and develop your subordinates; they are your legacy."



MG (Ret.) Tim Crosby and family.

As for what he missed from active duty, he misses the people. "Being around folks every day that put their country and its people ahead of themselves."

Post-retirement, he believes that he has been truly blessed. He wanted to continue to serve and was fortunate to be elected to the AAAA National Executive Group, culminating in his position as President. It has simply been his honor to continue to serve our great branch and our Aviation professionals.

Tim also had this to say: "I have three wonderful, successful children, and it is no exaggeration that they are that way because of the love, dedication, and sacrifice of my wife Janice." All three children are married, and Tim and Janice are now blessed with four beautiful grandchildren.

I believe it's important that our younger Soldiers know something about those who occupy the positions on our Executive Board. I will continue this series with an introduction to our new President after Summit.

CW4 Becki Chambers
AAAA Vice President for Membership



New AAAA Lifetime Members

Battle Born Chapter
CPT Jacob Pestana
Bavarian Chapter
CSM Trenton Zaragoza
Central Florida Chapter
CW4 Hartley John
Colonial Virginia Chapter
CW5 Austin Norton II, Ret.
Cowboy Chapter
CW4 Michael Reisig
Gold Standard Chapter
COL Brad Luebbert
Greater Atlanta Chapter
CW4 Nelson Cruthirds
Iowa Chapter
COL Jamie Dailey
Tennessee Valley Chapter
COL Susan Smeltzer
COL Chad E. Ward

New AAAA Members

Air Assault Chapter
Mr. Jody Bridgforth
Arizona Chapter
Mr. Corey Christmann
Mr. Slobodan Djukic
Ms. Teresa Doll
Mr. Martin Enloe
Miss Noemi Espino
Ms. Rachael Nothnagle
Mr. Jeremy Withgott
Ms. Amy Woods
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2LT Bob M. Beltran
2LT Cynda A. Bradley
2LT Brayden A. Carver
2LT Simon C. Chin Lee
2LT Thomas J. Cox
2LT Logan Daniels-Engevold
2LT Jacob T. Davis
2LT Isaiah A. Douglas
2LT Thierry E. Dufresne
2LT Timothy J. Duyst
2LT Corbin L. Flege
2LT Nathanael E. Gaines
2LT Brian K. Gengler
2LT Hayden M. Handel
2LT Tanner J. Hansen
2LT Hannah E. Hughes
2LT Robert W. Hunter
LT Aleksander Hval
2LT Greg G. Johnson
2LT Nathaniel D. Jones
2LT James H. King
2LT Logan K. Kirkman
WO1 Wallace G. Kremph
LT Bjoern Kringsjaa
2LT Connor T. Malone
2LT Daniel N. McKillop
LT Anders Moelster
2LT Ryan J. Moore
2LT Bradley S. Mularcik
2LT Corbin A. Nicholson

2LT Brandon T. Noffsinger
LT Johan S. Nydal
2LT George M. Nykun, III
LT Ejil Markus Oestheim
LT Michael Olsen
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2LT Parker L. Paramore
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2LT William S. Ritter
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2LT Benjamin R. Schnitzer
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2LT Jonathan T. Stewart
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2LT Victoria H. Styers
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2LT Taylor J. Vandelicht
2LT Jack Welsome
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Mr. Cory McAndrew
Ms. Jessica Paterniti
Mr. Tom Perkowski
Mr. Steve Schwalm
Mr. Johnathan Wilhelm
Ms. Madison Zamzow
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CW3 Ben Chacon
SGM Ryan W. Lemons
Connecticut Chapter
2LT Kevin P. Jacobson
Mr. John Magee
Cowboy Chapter
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Delaware Valley Chapter
Ms. Laura C. Campbell
Mr. Jason Colliga
Mr. Clayton J. Downey
Flying Gator Chapter
Mr. John Kennicutt
Mr. Joseph Lemieux, Jr.
Ms. Amber Underwood
Frontier Army Chapter
CW4 Robert N. Hammon
Gold Standard Chapter
COL Brad Luebbert
Great Lakes Chapter
Mr. Jeffrey Hermanson
Greater Atlanta Chapter
Ms. Brittany Banks
CW4 Nelson Cruthirds
Ms. Laurie Pike
Iowa Chapter
COL Jamie Dailey

Jersey Chapter
Mr. Terry Cedar
Mr. Patrick Farkas
Mr. Rory Gilliland
Ms. Marti Kurzenknabe
Mrs. Ruby Mancillas
Mr. Jeremy McDonald
Mr. Steve Ross
Mr. Matt Vesci
Ms. Robin Walczak
MacArthur Chapter
Mr. Bernard Banner
Mr. Juan Carlos Bernedo
Mr. Andrew Blake
Mr. Benjamin Brosgol
Ms. Sofia Casale
Mr. Nick Clarke
Mr. Filip Gajowniczek
Ms. Jennifer Glockner
Mr. Ravi Jadhav
Mr. Patrick Kahney
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Mr. Brandon D. George
SSG Jacob J. Gowdy
Mr. Salvatore Rafanello
Dr. Sidra Silton
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Morning Calm Chapter
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1SG Jesus Tenoriolira
North Star Chapter
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Mr. Eliah Hauser
Mr. Mark Hedin
Mr. Luke Kosmach
Mr. Dustin Lackey
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Mr. Kevin Lumberg
Mr. Brian Neihaus
Mr. Kevin Paulson
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Mrs. Nicole Alvestad
Mr. Brad Davidson
Mr. Samuel Herrin
Mr. Andrew Sutphen
Phantom Corps Chapter
CPT Logan Hardt
Pikes Peak Chapter
Mr. Ian Young
Savannah Chapter
Mr. Morgan D. Williamson
ShowMe Chapter
Mr. Philip Moss
Southern California Chapter
Mr. Michael Laird
Mr. Ben Street
Tarheel Chapter
CPT William S. Thies, II
Tennessee Valley Chapter
Mr. Fred Baker
Ms. Kacy Belew
Miss Melissa Burney
Mr. Scott Chapman
Mr. Faine Doyal
Mrs. Pamela Forster

Mr. Charles Jay
Ms. Von LaFavor
Mr. Glenn A. Lundy
Mrs. Tatum Lundy
Mr. Shawn Middleton
Mr. David Muery
Mr. Pete Notestine
Ms. Victoria Oliver
Mr. Jacob Rector
Mr. Steven W. Sanders
Mr. Rusty Savage
COL Susan Smeltzer
Mr. Trevor Smith
Ms. Kristin Spivey
Mr. Preston Taylor
Mr. Curt Thorne
Mr. Neil Thorne
Mr. Julius Uhlmann
Mr. Jason Wilson
Thunder Mountain Chapter
Ms. Judy A. Murphy
Thunderbird Chapter
Mr. Michael Morford
Washington-Potomac Chapter
Mr. Mike Bowser
Mr. Chris Conrad
Mr. Bob Donahue
Ms. Amy Hansen
Mr. Mike Hatcher
Mr. David Owen
Mr. Charlie Smith
Ms. Kimberly Smith
Wright Brothers Chapter
Mr. Rob Griggs
Mr. Aaron Sather
No Chapter Affiliation
Mr. Joshua Boehm
Mr. Mark Brown
Ms. Morgan Diltz
Ms. Kate Feitel
MAJ Sonny Fong
Mr. Mark Forkapa
CW3 Donald Hyatt
Mr. Christopher Jessup
Ms. Holly Jorud
CW3 Larry A. Kaase
Mr. Eric Lamotte
Ms. Arleen Larkin
CW3 Michael J. McKinley
Mr. Mark Miklos
Mr. Todd Mussell
Mr. Brian Paul
Mr. Samir Purohit
Mr. Pat Rodenbeck
Mr. John Roth
BG Thomas Shailor, Ret.
Mr. Robert Snead
Mr. Jeffrey Snow
Mr. Ronald A. Struble
1LT Amos T. Taylor
2LT Ryan Van Nortwick
Mr. Chris Waters
Mr. Brad Wyzkowski
Mrs. Rose Weast

OSMs

Continued from page 49

Washington Potomac Chapter



CHAPTER COURTESY PHOTO

CW3 Roger Rippeon, Jr. is inducted into the Bronze Honorable Order of St. Michael by CPT James Murphy, C Company Commander, 2nd Battalion, 244th Aviation Regiment, on November 10, 2022 at Davison Army Airfield, Fort Belvoir, VA. Rippeon was recognized for the significant impact he has had as an Active Guard Reserve Maintenance Test Pilot assigned to the 12th Aviation Battalion and as the Production Control Officer for the Maryland Army National Guard Army Aviation Support Facility and maintenance officer for C Company, 2-224th Aviation Regiment.



CHAPTER COURTESY PHOTO

CW3 Matt Vennie is inducted into the Bronze Honorable Order of St. Michael by MG Hank Taylor, HQDA G-3/5/7 Director of Aviation and chapter president, COL (Ret.) Ron Lukow during the chapter Scholarship Dinner in Arlington, VA on November 10, 2022. Vennie was recognized for the significant impacts he has made on the Army Aviation community, soldiers, and families throughout his aviation career and while serving as the DAMO-AV Army National Guard (ARNG) Aviation Domestic Operations Officer and chapter Vice President of Operations.



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AAAA Family Forum By Judy Konitzer

Thank you to COL (Ret.) Ron Lukow, president of AAAA Washington Potomac Chapter for his assistance in preparing and allowing me to share this event with our readers.

Washington Potomac 2022 Scholarship Awards Banquet

Enjoying a resounding success, the AAAA's Washington Potomac Chapter celebrated their 15th Annual Scholarship Awards Banquet on November 10, 2022, at the Army Navy Country Club in Arlington, Virginia, featuring guest speaker MG Hank Taylor, Director, Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7.

This annual Dining-Out is their Chapter's largest fund-raiser of the year, when twenty-five deserving students were awarded \$55K in scholarships ranging from \$1000 to \$4000 (a combination of both one-time and perpetual awards). It was also an opportunity to thank their members, industry partners, distinguished guests, families, and friends for supporting their Scholarship drive and their continuing support for our Aviation Soldiers and their families.

During COVID restrictions in 2020, the Chapter held a virtual version of this event with guest speaker GEN Daniel Hokanson, Chief of the National Guard Bureau. In 2021 they hosted a small in-person dinner limited to 80 attendees at the Museum of the United States Army, with others joining in virtually through a broad band program, featuring the executive director of the United States Army Center of Military History and Chief of Military History, COL (Ret.) Charles Bowery.

To initiate the evening's program, Army National Guard Chaplain Major



CHAPTER COURTESY PHOTO

Ashiarin provided the invocation followed by the 3rd Infantry Regiment's Old Guard Fife and Drum Corps along with their Color Guard posting the colors and playing the National Anthem. The ceremonial toasts ended with an explanation of the table set for our fallen comrades and a poignant toast to them.

With COVID restrictions being lifted, 150 people were able to participate in the festivities this year. In addition to the funds raised for scholarships, corporate and individual members also contributed \$40,000 towards the Chapter's 2023 Scholarship drive making the evening possible. Among many distinguished individuals and groups from both military and industry, Chapter President COL (Ret) Ron Lukow introduced 2 awardees, 1LT Jessie Bricker and Mr. Camden Mount and their parents, as well as many other parents and grandparents of 8 other awardees, and 3 Army Aviation Hall of Fame inductees MG (Ret) Andy Anderson, SGM (Ret) Ken Rich, and SGM (Ret) Gregory M. Chambers along with their wives.

Everyone especially enjoyed the evening's highlight which was the playing of 24 short video clips of awardees expressing their gratitude to AAAA, what the scholarship meant to them, and what their career aspirations were.

Another special touch was the awarding of the Bronze Order of St. Michael to LTC Dave Crocker and CW3 Matt Vennie, who were instrumental in planning the last several Scholarship dinners and golf tournament fund raisers, both of which encourage participation which help generate donations for their scholarship program. CW3 Vennie also received a lifetime AAAA membership, free of charge for his selfless dedication and demonstrated support to AAAA.

As a thank you, guest speaker MG Hank Taylor was given the Chapter's engraved Yeti® cup. The informal portion of the dinner was spent enjoying DJ Hercules Entertainment for dancing, along with a raffle for some wonderful prizes, to include wine baskets, a weekend bed and breakfast plus golf, a 4- night stay at JT Resorts, and a 50-50 raffle.

This Chapter is among the largest that support AAAA's 4 pillars: Network, Recognition, Voice, and Support for the Army Aviation Soldier and Family. This is what AAAA is all about, and we commend them for their hard work and dedication to our organization.

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



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AAAA Awards



Order of St. Michael Inductees

Silver

Air Assault Chapter
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CW5 William H. Green, Jr.
Aviation Center Chapter
COL Kim R. Wright, Ret.
Flint Hills Chapter
CSM Albert Serrano
Tennessee Valley Chapter
COL David K. Almquist
CW5 Travis R. Dixon
CW4 James R. Isaacs, Ret.
Thunder Mountain Chapter
Jesse W. Martin
Thunderbird Chapter
CSM Douglas M. Kimberlin

Bronze

Air Assault Chapter
CW4 Marco A. Mansueto
SFC Scott M. Pflieger
SFC Matthew R. Rivord
SFC Stephen F. Shires
SSG Alexander J. Zeleniak
Aviation Center Chapter

Allen T. Crist
CW3 Graham Neve
Big Sky Chapter
SSG Brett Garber
CPT Tom Meredith
MAJ Drew Rowland
CW4 Anthony Sizemore
William Sullivan
Colonial Virginia Chapter
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CW5 William Rawlings
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High Desert Chapter
CW3 Michael Brownell
CW3 Randy Wickerd
Idaho Snake River Chapter
CW5 Robert M. McKinstry
Iron Mike Chapter
SSG Joel A. Castillo
CW4 Sidney Hartsell
CW4 Jeffrey V. Spahn
1SG Nicholas R. Walker
Jimmy Doolittle Chapter
SSG Edison S. Bunyng

LTC Peter C. Wright
Keystone Chapter
CW4 Corey A. Haynes
Morning Calm Chapter
CW3 William M. Burden
CW2 Joseph C. Carter
CW4 John Cornetto
CW3 Jeremy Graves
SFC Michael Lynn Howell
CW3 David Johnson
CW4 Timothy T. Jordan
CPT Jair S. Mayorga
1SG Robert J. Millard
CW2 Donald Roberts
1SG Stephan Smith
CW3 Jason Smitherman
1SG Elizabeth Templeton
Narragansett Bay Chapter
CW5 Michael Moran
MAJ David L. Nuttall, Ret.
COL Paul Peltier
North Star Chapter
CW4 Daniel J. Britz
1SG Donnie R. Hance
SGT Seth E. Montez
1SG Michael S. Ricke
SGM Shawn D. Schmidt
1SG Robert J. Wagner
Northern Lights Chapter
CW2 Christopher C. Guzman
Phantom Corps Chapter
CW4 Allen M. Dowling
Pikes Peak Chapter
CSM Njikoka T. Anderson
SFC Brian C. Fraley
CW3 Timothy Hall
CW2 Jacob N. Moore
CW3(P) Randall D. Peterson
MAJ Taylor Roynon
SFC John F. Stefanik

Rio Grande Chapter
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CPT David M. Butz
MAJ Glenn A. Kasper
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CW2 Drew G. Piper
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CW4 Joseph M. Poppa
Tennessee Valley Chapter
Jeffery P. Herman
Thunder Mountain Chapter
CW4 Matthew J. Roman, Ret.
Volunteer Chapter
1SG Joseph Lilly
Washington-Potomac Chapter
CW2 Calvin Burks
LTC David W. Crocker
Robert A. Grubbs
LTC Scott M. Messare
CW3 Roger W. Rippeon, Jr.
LTC Clifford K. Schaefer
CW3 Matthew D. Vennie

Knight Inductees



High Desert Chapter
SFC Carl R. Piper

Jimmy Doolittle Chapter
SFC Tiffany E. Price
Morning Calm Chapter
SSG Antonio Caldwell
WO1 Analei I. McGilvary
SFC Andre L. Slaughter
SFC Cetura D. Wheelous
Pikes Peak Chapter
1SG Tony A. Ginn
Tennessee Valley Chapter
Earl W. Barrett
Joseph A. Lane
Ray Mueller

Our Lady of Loreto Inductees



Flint Hills Chapter
Nora Eggers
Amber Serrano
High Desert Chapter
Kim Brownell
Masan Clark
Jessica Isaac
Heather Piper
Tennessee Valley Chapter
Jacquelyn Dixon
Holly Hlavac
Washington-Potomac Chapter
Kathleen E. Pardue

AAAA **Scholarship** Foundation

An Amazing Year for Wreaths Across America and the AAAA Scholarship Foundation

By MG Jessica Garfola Wright, U.S. Army Retired



PHOTO BY ELIZABETH FRISER, ARLINGTON NATIONAL CEMETERY

Thanks to you, the AAAA Scholarship Foundation’s Wreaths Across America Campaign had an astonishing year. Thank you to everyone who sponsored a wreath.

Our 2022 goal was to sponsor 500 wreaths. We exceeded that goal by 99%. The final count was 999 wreaths sponsored, with a pay back to the Scholarship Fund of \$4995.00. In addition, three individuals matched the first, second and third \$1000.00. The grand total for the SFI 2022 WAA Campaign is \$7995.00.

Pierre Claeysens said, “To be killed in war is not the worst that can happen. To be lost is not the worst that can happen... to be forgotten is the worst.” Thank you for remembering our fallen military men and women with this significant gesture of a Wreath. They are not forgotten.

The Wreaths Across America (WAA) Program began in 1992. AAAA Scholarship Foundation began its partnership

with Wreaths Across America in 2019. The goal of WAA is to **Remember** the fallen, **Honor** those who serve, and their families, and **Teach** future generations about the value and cost of freedom. Over 2,000 National Cemeteries around the world simultaneously held ceremonies and wreath placements at noon on December 17, 2022. The impact was significant because of your participation.

We have already begun our 2023 Wreaths Across America Campaign. To sponsor a Wreath, go to <https://wreath-sacrossamerica.org/pages/160022>. You may choose to send your Wreath to Arlington National Cemetery, or you may select from one of the more than 2,000 cemeteries in partnership with WAA. For every Wreath sponsored using the

Volunteers participate in Wreaths Across America Day at Arlington National Cemetery, VA, Dec. 17, 2022. Nearly 30,000 volunteers placed 257,000 wreaths at every gravesite, columbarium court column and niche wall column in the cemetery to honor the sacrifices of fallen veterans.

AAAA WAA website, \$5 is donated back to the Scholarship Fund and is used directly for scholarships.

By Sponsoring a Wreath, we are remembering the past and in turn supporting the future through our AAAA Scholarship Foundation. Thank you!

MG (Ret.) Jessica Garfola Wright is a sub-committee member of the AAAA Scholarship Foundation, Inc. Fundraising Committee.



Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from January 2022 through January 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).

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David Michael O'Brien
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James T. Jackson
Jamie W. Felgenhauer
Janis E. Arena
Jason Miller
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Michael Betot
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Monica T. Sutherland
Nancy Shaffer-End-IHO 1LT Kathryn M. Bailey
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Nicholas A. Koeppen
Nicole Powell-Dunford
Nolan G. Beck
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Ostovich Enterprises, Inc.
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Wreaths Across America</p> |
|---|--|--|---|

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



AAAA

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AAAA Legislative Report

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

Calendar Year 23 Congressional Pre-Flight Checks

Army Aviation fared well in the protracted Calendar Year 2022, Fiscal Year 2023 (FY23) Congressional Budget cycle. Critical programs are executing FY 23 budget authority due to the passage of the NDAA and Defense Appropriations Bills in December. However, the delayed passage of the bills encroached on the FY24 budget cycle. The President's Budget (PB) request is due to the Hill on February 1 annually but is historically late regardless of the Administration. It's usually delivered to the Hill in the form of "Justification Books" aka "J Books" in the March timeframe. The "J Books" are a roll up of the Army's funding request organized by "color of money" such as Procurement (PROC) and Research, Development Test & Evaluation (RDTE). This year's J Books will cover FY24-FY28 also known as the Program Objective Memorandum (POM) submission. Delivery of the "J Books" kick starts the annual Congressional Budget Process.

Initiation of the FY24 budgeting process is a busy time for our Senior Army Aviation leaders and their staff. Defense and substantiation of the FY24 budget request is at the forefront of countless preparatory "pre-flight checks" ongoing across the Army Aviation Enterprise. First out of the gate is the scheduling and execution of the "Budget Briefings" that occur in the Pentagon. Professional Staff Members (PSMs)

from the Defense Committees travel across the Potomac to the Pentagon to discuss the budget request(s) of interest within their portfolio. For example, PSMs from the House and Senate Armed Services Sub Committees for Tactical, Air and Land Forces sit down with Army Aviation representatives including but not limited to; DAMO-AV, G8, AFC, and PEO Aviation. These meetings are the critical start of the process as they proceed "mark-up" hearings.

Budget briefings are a deep dive into the funding requests by program; i.e., Apache, Chinook, FARA, FLRAA etc. The PSMs discuss the Army's P and R form submissions for the respective programs. The PSMs focus on spending rates, aka "Obligation and Disbursement," program execution shortfalls, technical challenges and often ask where assistance is needed. Since PSMs have historical and intimate knowledge of programs it's imperative that Army Aviation's voice is unified and aligned. This is where the Army Aviation Enterprise shines. The continued coordination of the Army Aviation "Six Pack plus One" ensures the Aviation enterprise is organized and prepared to succeed. The PSMs use the information discussed in the budget briefings to shape potential program adds or reductions leading into the formal markup process.

Mark Up and Posture Hearings are the next step in the process whereby our Aviation Senior leaders travel to the Hill to answer Member questions and provide testimony related to programs and initiatives. If you want to check them out simply tune in to CSPAN. PSMs and Member personal staff are heavily involved in preparing the defense committees for hearings with the Army. The Congressional staff prepare Members with opening statements and questions for the Army witnesses. Much of which derive from their discussions during

the aforementioned budget briefings. Furthermore, the Congressional Staff coordinates with the Office of the Chief for Legislative Liaison (OCLL-NDAA) and SAFM-BUL (Defense Appropriations) for hearing preparation including witness invites and potential questions. Congress often works with Army Aviation to ensure there are no surprises during the hearing itself. Members desire Army witnesses to provide highly informative responses to questions while on the record. Much lies ahead in this year's Congressional Budget season ranging from budget briefings, hearings and member office visits. Rest assured that Army Aviation leaders and staff are ready to execute their duties for the betterment of the Branch.

The Mighty Army Aviation Caucus

Did you know that AAAA is your voice on Capitol Hill? AAAA is deeply involved in assisting Army Aviation service members and veterans through Congressional outreach. Moreover, AAAA actively engages Members of Congress with ties to Army Aviation. After all, you can't look at the U.S. map and find a state that doesn't have Army Aviation representation via installations, industry, Veterans and their families. One of the tools used by AAAA to engage the Hill is regular meetings with the Army Aviation Caucus. The Army Aviation Caucus is comprised of Members with direct interests in the continued success of the Army Aviation branch. Many of the Caucus Members are Army Aviation veterans. For instance, this year's mid-term election produced two prior Apache pilots. Prior to the COVID pandemic the Army Aviation Caucus would meet at least four times annually. Unfortunately, the meetings were cancelled due to restrictions. The goal in 2023 is to restart regular meetings with the Caucus.

Call for AAAA National Executive Board Nominations



In accordance with the Army Aviation Association of America, Inc. By-laws, notice is hereby given that in addition to the nominations recommended by the Nominations Committee for those NEB offices in which vacancies occur at the time of the annual election, floor nominations may be made at the Annual Summit, provided that the names of the floor nominees appear on nomination petitions signed by 25 AAAA members and said petitions are provided to the Chairman of the Nominations Committee at the AAAA National Office at least 30 days prior to the conduct of the AAAA Annual Meeting on April 28, 2023.

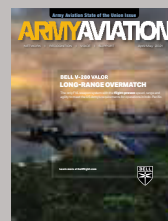
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Industry News *Announcements Related to Army Aviation Matters*

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

Sikorsky Delivers 5,000th "Hawk"



U.S. ARMY PHOTO

Sikorsky, a Lockheed Martin company, delivered its 5,000th "Hawk" variant helicopter, a U.S. Army UH-60M Black Hawk on January 20, 2023. The workhorse aircraft will continue to support medium-lift requirements for the U.S. military and international operators for decades into the future. Sikorsky celebrates its 100th anniversary this year.

CAE USA continues Fixed-Wing Flight Training

CAE announced on January 18, 2023 that CAE Defense & Security has been awarded the competitive re-compete for Fixed-Wing Flight Training Service by the United States Army. The contract provides comprehensive initial and recurrent training for more than 600 U.S. Army and U.S. Air Force fixed-wing pilots annually. The firm-fixed-price award has an approximate total value of \$250 million through 2032 distributed from an initial base period and seven single-year options.



CAE PHOTO

DoD Releases Small Business Strategy

The Department of Defense released its Small Business Strategy on January 26, 2023. The strategy promotes a strong, dynamic, and robust small business industrial base by focusing on reducing barriers to entry, increasing set-aside competitions, and leveraging programs to grow the industrial base. The Small Business Strategy can be found at <https://media.defense.gov/2023/Jan/26/2003150429/-1/-1/0/SMALL-BUSINESS-STRATEGY.PDF>.



DDO GRAPHIC

L3Harris Completes Link 16 Acquisition

L3Harris Technologies announced on January 4, 2023 closing its acquisition of Viasat Inc.'s Tactical Data Links product line – commonly known as Link 16 – for approximately \$1.96 billion, subject to customary adjustments. The company announced the signing of a definitive agreement to acquire the TDL network in October 2022 and secured U.S. and allied partner regulatory approvals in December.



L3HARRIS GRAPHIC

Raytheon to Reorganize

Raytheon Technologies will combine its missiles and defense division and intelligence and space division into a single business unit, the company announced on January 24, 2023. The reorganization will create three divisions at Raytheon Technologies: Collins Aerospace, Pratt & Whitney, and Raytheon. Raytheon also named COO Christopher Calio its president effective March 1. Roy Azevedo, the president of Raytheon Intel & Space, will retire and serve as an advisor to Calio during the reorganization. Wes Kremer, the president of Raytheon Missiles and Defense, was not mentioned in the announcement.



RAYTHEON GRAPHIC

Blackhawk Aerospace Sells Majority Ownership

Blackhawk Aerospace announced on January 3, 2023 that the company has sold its majority ownership to New State Aviation Holdings, the general aviation-focused platform of the middle-market private equity firm New State Capital Partners. Blackhawk's management will remain with the company. Terms of the transaction were not disclosed.



BLACKHAWK AEROSPACE GRAPHIC

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UPCOMING EVENTS

MARCH 2023

6-9 HAI Heli-Expo 2023, Atlanta, GA
28-30 AUSA Global Force Symposium & Exposition, Huntsville, AL

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



People On The Move

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.

48 Officers January 12, 2023

Class 23-005

Commissioned Officers

- 1LT Oursler, Patrick W. -DG
- 1LT Heiman, Joshua E. -HG
- 1LT Nix, Jeremy S. -HG
- 1LT Andel, Sophia G.
- 1LT Banks, Joseph A.
- 1LT Brinson, Daniel W.
- 2LT Davis, Pierre D.
- 1LT Dean, Ryan A.
- 1LT Liao, Songwen
- 2LT Ludwig, Abigail M.
- 1LT Nadeau, Andrew D.
- 2LT Perez, Mason A.
- 2LT Ryder, Raymond H., IV
- 1LT Sanders, Nathan A.
- 1LT Waterman, Tyler J.

Warrant Officers

- WO1 Brown, Stephen J. -DG
- WO1 Arbore, Charles A. -HG
- WO1 Doval, Sean C. * -HG
- WO1 Hrivnak, Connor J. -HG
- WO1 McCloskey, Kevin M. -HG
- WO1 Abasta, Ryan P.
- WO1 Breneisen, Jared T.
- WO1 Carter, Robert E.
- WO1 Clote, Aaron J.
- WO1 Coonis, Bradley W.
- WO1 Davis, Devin L.
- WO1 Dumont, Walter W.
- WO1 Frankeny, Garrick J.
- WO1 Gallegos, Anthony R.
- WO1 Glass, Alexander D.
- WO1 Guido, Benjamin M. *
- WO1 Hakman, Derek W.
- WO1 Haley, Robert M.
- WO1 Hauck, Dylan K.
- WO1 Johnston, Thomas S. *
- WO1 Kostelac, Andrew F. *
- WO1 Lindsay, Caleb J.
- WO1 Maisonet, George M.
- WO1 Martinek, Sean R.
- WO1 McAlister, Collin G.
- WO1 Michl, Dylan A.
- WO1 Mortero, John P.
- WO1 Parrish, Seth H.
- WO1 Stutchman, Michael R.
- WO1 Vendetti, David A. *
- WO1 Welch, Christopher R.
- WO1 Wells, Clayton R. *
- WO1 Whitt, Jonathan D.

67 Officers January 26, 2023

Class 23-006

Commissioned Officers

- 1LT Gittemeier, Justin M. -DG
- 1LT Green, Parker D. -HG



FSXXI Class 23-005



FSXXI Class 23-006

- 2LT Hanneman, Aidan P. -HG
- 1LT Kerkemeyer, Kevin T. -HG
- 1LT Moser, Dylan M. -HG
- CPT Adcock, Justin R.
- 1LT Alonzo, Taylor A.
- 1LT Bassett, Savannah N. *
- 2LT Bleckley, Matthew T.
- 1LT Chau, Joanna R.
- 2LT Decker, Jack M., III
- 2LT Deeter, Daniel L.
- 1LT Dotson, Jacob R. *
- 1LT Eguia, Jude T.
- 1LT Graham, Garrett M. *
- 1LT Heiselmann, Austin J.
- 1LT Huntsman, Nicole L.
- 2LT Ingle, Brandon M.
- 1LT Lemelin, Jacob D.
- 1LT Lux, William I.
- 1LT Menjivar, Jovany *
- 2LT Miller, Thomas H.
- 1LT Padgett, Drew R.
- 2LT Romeo, Bonnie L.
- 2LT Schovajsa, Britney L.
- 1LT Schultz, Kathryn R.

- 1LT Skaggs, Seth J. *
- CPT Stone, Andrew M.
- 2LT Von Rinteln, Lance G.
- 1LT Webster, Eric T.
- 2LT Yambor, Aaron C.
- Warrant Officers**
- WO1 Maldonado, William E. -DG
- WO1 Johnson, Steele A. * -HG
- WO1 Layne, Dakota J. -HG
- WO1 Nelson, Noah F. -HG
- WO1 Sax, Noah J. -HG
- WO1 Anderson, Kyle P.
- WO1 Bachelder, Evan M.
- WO1 Bacher, Adrian L.
- WO1 Baker, Cody R.
- WO1 Barajas, George A., Jr.
- CW2 Boster, Dylan D.
- WO1 Boswell, Christian A. *
- WO1 Braithwaite, Taylor S.
- WO1 Caldwell, Jacob E.
- WO1 Cates, Jason A.
- WO1 Clark, Tommy P.
- WO1 Compton, Joseph C.
- WO1 Davis, Michael A.

- WO1 Francis, Sypron L.
- WO1 Gomrick, Zachary T.
- WO1 Griffin, Ross J.
- WO1 Hensley, Terry S.
- WO1 Houseworth, Zachary J.
- WO1 Kettley, Joseph P.
- WO1 Lopez, Edgar G.
- WO1 MacGillivray, Jason G.
- WO1 Mundo, Adrian I.
- WO1 Murphy, Colin W.
- WO1 Ortiz Leo, Junior F.
- WO1 Pappas, Melissa C.
- WO1 Paszkiewicz, Michael K.
- WO1 Simmons, Thomas B. *
- WO1 St. Martin, Donald L., II *
- WO1 Todd, Brisco J.
- WO1 Turlay, Derek C.
- WO1 Vincent, Sawyer L.

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

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)

Class 049-22
 PV2 Calvin Levi Windsor-DG
 SGT Hamad Mohamed E. D. Al Blooshi
 SGM Mohammed Ahmed H.S. Al Kaabi
 PV2 Jonathan Andrew Campbell
 PFC Lance Ethan Glascock
 PFC Jason Michael Kirchner
 PFC Tyler Scott Manasco
 PV2 Cole David Rempt
 PFC Donnie Len Roberson, Jr
 PFC Kyle Daniel Vernon
 PV1 Oskar Edward Winchell

Class 050-22
 PV2 Zayne Brodi Rogers-DG
 PV1 Ahmed Jamal A. G. Al Shamsi
 SGM Jasim Mohamed A. A. Al Yassi
 PFC Gavin Gregory Ayala
 PV2 Ashton Tyler Denmark
 PV1 Cody Jacob Foreman
 PFC Logan John Higgins
 PV2 Matthew Scott Hunt
 PV1 Miles Gabriel Mclean
 PV1 Kaleb Francis Opatz
 PV2 Gavin Christopher Starks
 PFC Charles Joseph Stevenson

Class 051-22
 PV2 Jacob Daniel Saldana-DG
 PV1 Trystan Nikko Bantilan
 PV1 Maximus Alan Benoit
 PFC Dylan Joseph Bretz
 PFC Lane Michael Chaffin
 PV1 Carmen Cristin Diazquinones
 PFC Emmanuel Olufemi Jegede
 PV2 Taylor Allen Miller
 PV2 Joshua Robert Richardson
 PFC Ariana Nicole Rivera
 PFC Juan Pablo Roa

CH-47 Medium Helicopter Repairer (15U)

Class 049-22
 PV2 John Thomas Wigington -DG
 SPC Eissler, Parker
 PFC Gavin Lee Harris
 SPC Charles Thomas Lee, III
 PV1 Steven Izaiah Santiago
 PV1 Sean Lucas Sosnowski
 SGT Sprow, Patrick
 PV2 Tyler Rogelio Vazquez
 SGT Zielstopf, Zachariah

Class 050-22
 PV2 Fabian Enriqu Gonzalezortiz-DG
 PFC Joseph Wayne Back
 PFC Landon Reese Feezell
 PV2 Aiden Jared Hogan
 PV2 Ian Michael Long
 PV2 Dakota Christophe McClellan
 PFC Carlos Martin Palacios
 PV2 Mark Adam Parker

Class 051-22
 PV2 Robert Arredondo
 PV2 Hunter Delacruz
 PV2 Wyatt Dimzoff
 PFC Ethan Dobbs
 SPC Nicholas Foster
 PVT Gage Hamill
 PFC Jenner Heyrend
 SPC Joseph Melgar
 PVT Isiah Peavy
 PVT Saigen Perez
 PV2 Jesse Peterson
 PFC Brock Winward

UH-60 Helicopter Repairer (15T)

Class 105-22
 PFC Reece Patrick Erow -DG
 PFC Luke Thomas Corrent
 PFC Alexandra Cottle
 PV2 Faucher, Kacius
 PFC Andrew John Lawlor
 PFC Timothy Chali Lee
 PFC Rhonieldale D Magat
 PFC Myers, Dylan Richard
 SPC Cassandra Marie Scott
 PFC Kai Wen Wu
 PFC Esmeraldo Guyal Yaya, II

Class 106-22
 PFC Andrew Joseph Shrode - DG
 PV2 Ethan Reed Barrick
 PFC Kody Michael Ford
 PFC Brandon Clifford German
 PFC Craig Person
 PV2 Grayson J. Riddrlriggs
 PV2 Alejandro Riveradiaz
 PV2 Ryan Michael Saucier
 PV2 Andrew Porter Swain
 SPC Ephraimrenel Merelos Talob
 PV2 Matthew Keith Tsuchida
 PV2 Adan Velazquez Sanchez

Class 107-22
 PFC Conner Riley Fix
 PFC Dustin Burke Hayes
 PFC Daniel Alexander Howie
 PFC Hunter Patrick Marlin
 PFC Dan Minh Tam Nguyen - Dg
 PFC Jordan Heath Patterson
 PFC Samuel James Pepper
 PFC Wilfredo Rabassasantiago
 PFC Connor Sebastian Rademaker
 PFC Collin Andrew Ruka
 PFC Jack Edmund Southward
 PFC Cassandra Ninette Tipabowman

Class 108-22
 PV2 Lukas Arthur Santiago -DG
 PFC Romain Reman Bennett
 PV2 Thomas Elijah Glenn
 SPC William Dennis Harmon, IV
 PFC Steven Eugene Muniz, III
 PFC Dominic Nicholas Saunders
 PV2 Jermanny Sosa Lassalle
 PFC Johnsen Tju
 PFC Logen Allen Tomac
 PFC Michael Caleb Trent
 SPC Damian Michael Vculek
 PV2 Grant David

Aircraft Powerplant Repairer (15B)

Class 020-22

PFC Evan Elias Makhoul-DG
 PV2 Kyle James Anderson
 PFC Christopher Austin Barger *
 PFC Zachary Ladale Beilby
 PFC Steven Lavern Brown
 1LT Lassad Guebsi
 PFC Noah Samuel Isen *
 PV2 Brysen Tyler Lish
 PV2 Elijah Joseph Schaeffer

Aircraft Powertrain Repairer (15D)

Class 011-22
 PFC Jaxon Michael Schmidt-DG
 CW2 Bandar Abdulrahman Y A Al Shamlan
 1LT Yousef R B Gh Alhasawi
 PFC Dawson Gregory Depetris
 SPC Robert Santiago Isley
 PFC Blake Gregory Mannon
 PFC Zachary Owen Ohlsson
 PVT Summer Marie Powers
 SPC Zafer Yildiz

Aircraft Electrician (15F)

Class 019-22
 PV2 Andrew Lee Comes
 PV2 Cody Joe Helm
 PV2 Travis David Mccool
 PV2 Evan Vos
 PFC Jose Luis Zepeda*

Class 020-22
 PFC Jacob Kent Anderson
 PV2 Leonel Aviles Mejia
 PFC Isaac Anthony Barnes
 PV2 Brett Thomas Hannemann

Airframe Repairer (15G)

Class 013-22
 PFC Syllas Pane Smith-DG
 PV2 Seth Benjamin Byas
 PFC Nicholas Truman Carr
 PV2 William Coy Crawford
 PV2 Benjamin Loyd Cyphers
 PFC Clayton Errol Fowler
 PV2 Tyler Ryan Garcia
 PV2 Johnathon Glenn Matheny
 PV2 Anthony Joseph Medina
 PV2 Johnpaul Sablan Mendiola
 PFC Treyton Joseph Nungester
 PV2 Quincy Benjamin Slaper

Aircraft Pseudraulics Repairer (15H)

Class 001-23
 PV2 Diego Valdes-DG
 PFC Julian Rocha Daniels
 SPC Reese Tyler Martin
 PV2 Andrew Pharrrelliaq Robinson
 PVT Dylan Douglasrussell Sears

Avionic Repairer (15N)

Class 018-22
 PV2 Tyler Anthony Casperson
 PV2 Dasan Williamramel Cochrane
 PFC Aubrey Pascua Dagdagan
 PV2 Skyler Douglas Dupuis
 PV2 Mecca Amore Ellison
 PV2 Efren J Garcia
 PV2 Austin Micheal Levins

Class 019-22
 PV2 Miguel Jose Santana-DG
 PFC Keithlyn Deontiz Mcclellan
 PV2 Anthony Marcus Pena
 PV2 Carlos Juan Rodriguezrojas
 PV2 Alex Sanchez
 PFC Evan Cole Williams
 Class 020-22
 PV2 Luis A Telloserna-DG
 SPC Andrew Johnson III
 SPC Nathan Ramirez
 PFC Aldo Sebastian Sevilla
 PV2 Jeremiah Joshua Stim
 SGT Kevin Andrew Tappe
 PV2 Irving Vega

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

4 Graduates, 15 Dec 2022
 PFC Maleek Barzinjee -DG
 PVT Arthur Brown -HG
 PFC Cameron Pfeifer
 PFC Samuel May
 PV2 Gerargo Mendez
 PFC Jason Garcia

UAS OPERATOR

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

Gray Eagle UAS Operator Course

10 Graduates, 15 Dec 2022
 PVT Arthur Brown
 SPC Juriel Sanchez
 PFC Maleek Barzinjee
 PV2 Chandler Despain
 PV2 Saul Bejerno
 PFC Reginald Howard
 PFC Makayla Buck
 SSG Mark Nelson
 SGT Fabian Grimaldo
 PV2 Dylan Stewart

DG - Distinguished Graduate
 HG - Honor Graduate

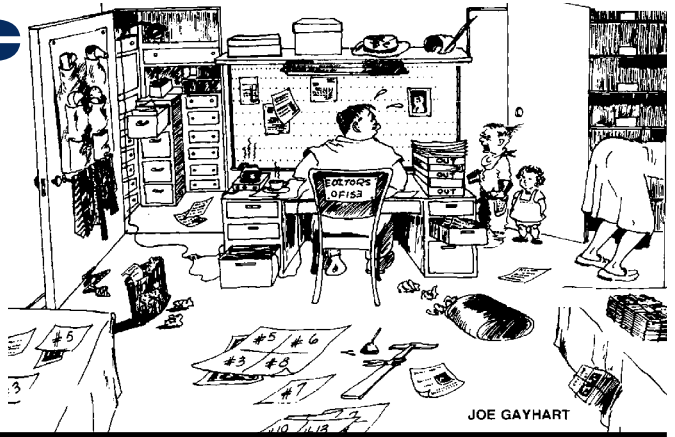
* = AAAA Member

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 February 28, 1998

21st Century Medevac Takes Shape—UH-60Q*

The requirements for the UH-60Q originated from the experience gained through operational use of the UH-1 and UH-60A, including combat operations in Vietnam, Grenada, Panama and Operation

DESERT STORM. Such deficiencies as lack of performance in terms of lift and airspeed, airframe performance and supportability, substandard voice communications (inability to communicate with Navy vessels and civilian authorities), need to update navigation systems and of course, updated and modernized medical kits and equipment. The UH-60Q program provides the capabilities to accomplish the medevac mission on current and future battlefields and do so by addressing deficiencies in the previous medevac systems. *Refer to pages 18-20 for entire article by LTC Eugene H. Pfeiffer, *Army Aviation*, February 28, 1998 issue.



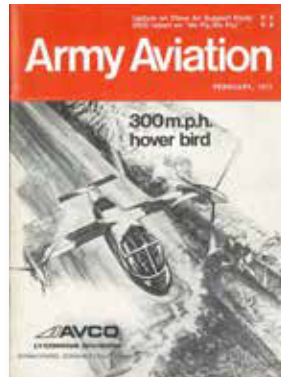
Precision Approach



Fixed-Base Precision Approach Radar (FBPAR) Testing as part of the Air Traffic Navigation Integration and Coordination System (ATNAVICS) at Bedford, Massachusetts. An element of the ongoing upgrades to the Army Tactical Air Traffic Control system developed and fielded in the 1970s.

New ID Cards

DOD has announced that the red identification cards carried by Selected Reserve, Individual Ready reserve and active Standby Reserve personnel will be replaced by the green ID card, carried by active duty military personnel. Phase-in period for change, two to five years. Personnel slated: Active-status members of the Army National Guard, Army Reserve, National Reserve, Marine Corps Reserve, Air National Guard, Air Force Reserve and Coast Guard Reserve.



50 Years Ago February 8, 1973

Home, After a Six-Year Tour

The Army's sole Floating Aircraft Maintenance Facility (FAMF) vessel and home to the First Transportation Corps Battalion Aircraft Maintenance Depot (Seaborne), docked at Corpus Christi, Texas, December 19, 1972.

The ship spent six years off the coast of Vietnam as a bastion of overhaul and repair of Army aircraft. During the six years, personnel aboard USNS Corpus Christi Bay overhauled and repaired 300,000 aviation component parts for an acquisition value of more than \$220,000,000. The First Transportation Corps Battalion was accorded four Meritorious Unit Commendations during its extended tour.



Orientation

South Carolina Senator Strom Thurmond (center), eyes an M-22 armament system aboard a UH-1B, during a recent tour of the Matteson Range at Fort Rucker. Left is LTC Edward B. Kenney, staff member of the Senate Armed Services Committee; while to the right is SSG James M. Foltz.



The Homer

January 1969, Aviation Week and Space technology, showcased a photo featuring the world's largest helicopter, the Soviet V-12. Product of the Mil Design Bureau, the production equivalent of the V-12 would be the M-12. Huge laterally-placed rotors flank a fuselage that stretches 121 feet. A pair of engine pods hold four D-25VF Soloviev turboshaft engines of 6,500 hp each. The V-12 has two cockpits: Pilot and co-pilot man flight deck cockpit with the navigator and radio operator above deck. NATO code name for this huge helicopter is Homer.





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

General James D. Thurman

*Army Aviation Hall of Fame 2016
Induction – Atlanta, Georgia*



Not since the famous “Howze Board” established the concept of Air Mobility and Air Assault in 1960 has anyone done more to shape the future for Army Aviation than GEN James D. (JD) Thurman, Ret.

In 2003, at the request of the Army Chief of Staff, then-MG Thurman convened the first Army Aviation Task Force to revamp the entire structure of Army Aviation. Combining his unique experiences as both an Armor officer and former Army Aviator he literally set the course for the branch for the next 20 years.

Earlier in his career as a Major, JD had served as Brigade Operations Officer for the Apache Training Brigade at Fort Hood and personally supervised execution of the AH-64 Apache Single Station Unit Fielding and Training Plan for the first ten squadrons/battalions. He was recognized as the AAAA Aviation Trainer of the year in 1987.

Uniquely qualified as a senior Army leader and experienced aviator, JD led this Aviation Task Force to redirecting \$13 Billion from his recommended cancellation of the RAH-66 Comanche in order to buy 900 aircraft and modernize the existing fleets of CH-47s, UH-60s, and AH-64s as well as aviation survivability systems, ammunition, and unmanned systems. The Task Force addressed all aspects of aviation functionality across the total Army and resulted in the army aviation force we have today.

An operational “Soldier’s Soldier,” GEN Thurman retired after 38 years in December 2013. There is no doubt that his leadership, insights and decisions have left a legacy that has made his former branch the most potent Army Aviation force in the world.

ENSURING THOSE WE SERVE ALWAYS STAY
AHEAD OF READY



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