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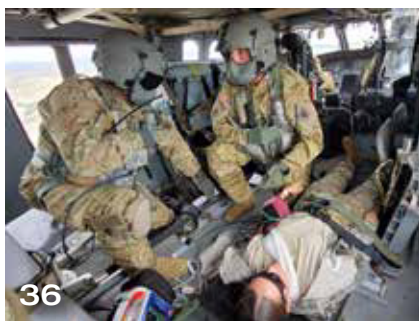
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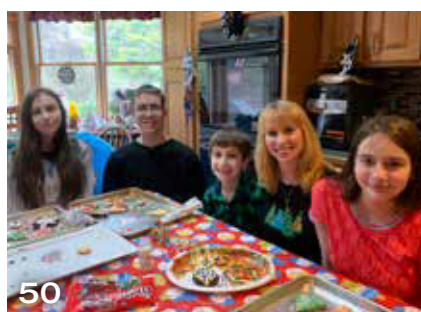
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Publisher / William R. Harris Jr.

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

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

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

Web Edition / Trudy Hodenfield
trudy@quad-a.org

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

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

Advertising Director / Robert C. Lachowski
bob@quad-a.org

Advertising Manager / Erika Burgess
erika@quad-a.org

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

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

Circulation Department
Deb Cavallaro
Debbie Coley
Joanne Hansrote
Jackie Harris
Elisabeth Mansson

Web Master / Mary Seymour
mary@quad-a.org

Editorial Address

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

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On The Cover

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Built in Columbus, Mississippi, the UH-72B is the latest and most capable iteration of the same commercial, off-the-shelf aircraft that has been the Army's Light Utility Helicopter since 2006.

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Hicks Sworn In as Deputy SECDEF



The Honorable Dr. Kathleen H. Hicks was sworn in as the 35th Deputy Secretary of Defense on Feb. 9, 2021. She is the first senate-confirmed woman to serve in this role. Hicks previously served as the senior vice president and Henry A. Kissinger Chair at the Center for Strategic and International Studies. She holds a Ph.D. in political science from the Massachusetts Institute of Technology and a masters from the University of Maryland's School of Public Affairs. She has served in various leadership roles within DOD, including principal deputy undersecretary of defense for policy, leading the development of the 2012 Defense Strategic Guidance.

Three Aviators Confirmed for Promotion to Major General

The Senate confirmed the FY20 Major General, Army Competitive Category, Promotion Selection List on 25 February 2021. The following aviation officers have been confirmed for promotion to the rank of major general.



BG Allan M. Pepin is currently serving as Deputy Commanding General, United States Army Special Operations Command, Fort Bragg, NC.



BG Anthony W. Potts is currently serving as Program Executive Officer, Soldier, Fort Belvoir, VA.



BG Walter T. Rugen is currently serving as Director, Future of Vertical Lift Cross Functional Team, Redstone Arsenal, AL.

TH-67 "Creek" Retires



The Army retired its primary training helicopter, the TH-67 Creek, during a February 17, 2021 ceremony at Cairns Army Airfield, Ft. Rucker, AL. Beginning in 1993, the Creek eventually became the longest-serving primary flight trainer in the Department of Defense. The fleet grew to 181 aircraft and over the decades flew more than 1,915,000 hours and trained more than 25,000 students in the initial entry rotor wing program. The UH-72 Lakota, which began being used at Ft. Rucker to train pilots in 2016, will now fully take over duties as the trainer for Army Aviation.

VA Extends Debt Collection

Veterans Affairs officials will extend their suspension of debt collection on benefits overpayments and medical co-pays through September, officials announced on Feb. 18. The department had paused those debt repayments in April 2020, in response to the coronavirus outbreak. In addition to the delay in collections, veterans may be eligible for extended repayment plans, debt waivers, and hardship suspensions.



CORRECTION:



On page 58 of the February 2021 issue, the Textron AAI Aerosonde and L3Harris Future Tactical UAS were incorrectly labelled by AP-RDD; the above are correct.



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Supporting Our Total Force

As you read this you may already know we have cancelled the 2021 Army Aviation Mission Solutions Summit scheduled for 21-22 April in Nashville following the Army's decision that it would not be able to support the Summit based on an Army Health Risk Assessment as well as the current environment.



COL (Ret.) Harry Townsend at the 2017 Army Aviation Mission Solutions Summit. Rest in peace, old Warrior (See page 55).

Since we depend on the Army for our key speakers and leader attendance, aircraft displays, and general attendance it was no longer possible to make the Summit a reality. We thank all our many vendors, AAAA members and chapters, and especially our industry partners, who worked so hard over the last six months to make the 2021 Summit a possibility. Be safe, be careful, and we hope to see you at future AAAA events as conditions allow.

February brought sad news to many in Army Aviation: Colonel Harry Townsend passed away. Harry was a legend – an “original” Cub Club member who served the Army and Army Aviation for decades in three wars, flying 8,000 hours, and commanding in combat. He was inducted to the Army Aviation Hall of Fame in 2004. He served on AAAA's National Executive Board and our Scholarship Foundation for decades. We wish his family our very best and know that Harry will not be forgotten. A named permanent scholarship is being established in Harry's name. More to follow on that.

We also want to express our sympathy to the families of three Idaho Army National Guardsmen killed in a Black Hawk crash 20 January: CW4 Anderson, CW3 Laubham, and CW3 Peltz.

For our March issue, Branch Chief MG Dave Francis sets the stage for our focus for this issue: Army National Guard and Army Reserve Aviation. His deputy commanding general, BG Stan Budraitis provides great insight to the role and accomplishments of the force that makes up more than fifty percent of Army Aviation. Chief of the Army National

Guard, LTG Jon Jensen, dives deep into the subject and follow-on articles from BG Dave Hall at the Army National Guard Bureau, and Army Reserve Command are really interesting and show just how important their formations are to our Army overall. For all of us who have commanded large units in combat, we have fought with, lived with, shed tears with, and laughed with our peers from the Guard and Reserves. It is clear to me that we are brothers and sisters during war and peace.

In keeping with our monthly “People” highlights, we at AAAA want to give our congratulations to three of our own who have been selected for promotion to major general: BG Wally Rugen, BG Al Pepin, and BG Tony Potts. A sincere “Congrats” to you all and our thanks for your selfless service to our nation.

A further congrats to all the selectees on the LTC Centralized Command selection board list!

We at AAAA National continue to work on a virtual Army Aviation Congressional Caucus meeting with the Army Aviation senior leadership, as well as a virtual Army Aviation senior leader update to our AAAA Senior Executive Associates.

As always, I pledge to ensure that AAAA does its part to help YOU: our Soldiers, families, and senior leaders!

MG Jeff Schloesser, U.S. Army Retired
34th President, AAAA
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► Army Aviation Branch Chief's Corner

Our Total Force

By MG David J. Francis



CALIFORNIA ARMY NATIONAL GUARD PHOTO

As Army Aviation continues to perform missions at home and worldwide, the depth, resilience, and flexibility across our force is consistently impressive.

A significant aspect of our enduring successes involves leveraging the integration of all three components (Active, Guard, and Reserve). Crucial to our success is our ability to fuse the necessary resourcing, training, and modernization across our forces, including integrating leaders and organizations at every opportunity. Here at the U.S. Army Aviation Center of Excellence (USAACE), I am fortunate to have BG Stan Budraitis as my Deputy Commanding General. As a senior leader with the Mississippi National Guard, his knowledge, leadership and cross-Component experience are evident daily, demonstrating the value and synergy when our components work together.

Unique Relationships and Flexibility

The Army National Guard and Army Reserve bring unique relationships, authorities, and flexibility to our Army. As a unique set of capabilities, The Guard and Reserve (COMPOs 2 and 3) comprise 51% of the Army Aviation's Fleet, contributing significantly to the complex missions in all corners of the globe and the ever-present threat of natural disasters and unforeseen

A California Army National Guard CH-47 helicopter on final approach for one of multiple rescue pick-ups during the Creek Fire near Shaver Lake, CA in early September 2020.

events taking place within our borders. The National Guard and Reserve routinely respond to snowstorms, wildfires, floods, earthquakes, unrest and always provide full-spectrum recovery and support to all affected by devastating hurricanes. Additionally, these aviation units have mobilized to support operational needs in Iraq, Afghanistan, Kosovo, Kuwait, the Horn of Africa, Germany, Ukraine, and the Sinai Peninsula. In this last year, the Army Guard and Reserve provided 47% of the aircraft and 55% of the personnel supporting U.S. Central Command Army Aviation missions.

On the Home Front

Across all of these missions, as an Aviation force, we are undoubtedly proud of meeting these demands and executing complex missions. The commitment, sacrifice, and courage we see every day in our aviation force was on display for the world to see on September 5, 2020. As a wildfire grew out of control, hundreds of campers were surrounded by the Creek Fire that suddenly engulfed the surrounding forest near Shaver Lake,

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CA. Through blinding smoke and at night, two aircrews with the California Army National Guard flew into that area to reach stranded campers, rescuing 242 people from the flames. Despite calls for them to turn back, these crews made three daring trips to rescue stranded families from the campground. The crews spent ten hours in the series of daring rescues. For their bravery and willingness to risk their safety, these crews were awarded the Distinguished Flying Cross by the President of the United States. In the words of the President, "your unyielding determination lifts our nation. You're what makes our nation great. And we thank you very much. Incredible job."

Remarkable crews like these aviators demonstrate the depth of our force. Our Guard and Reserve aviation units balance the demands of training and mission requirements while maintaining rewarding civilian careers. With the support of National Guard and Reserve Soldiers throughout our Nation, we share this talent to meet our complex missions at home and abroad.

Leveraging to Transform the Force

We also leverage this talent to develop technologies and transform our forces. As an Army, we are shifting our orientation from predictable, rotational, and episodic readiness and employment to large-scale and short-notice combat operations against a peer threat. As we address how Army Aviation will fight in the Multi-Domain environment, we must develop platforms and technologies to extend Army Aviation's reach, improve survivability, increase our lethality, and enhance sustainability operations. These wholesale modernization efforts require enterprise approach leveraging all three Components.

Demonstrating our enterprise approach, 20 Maryland Na-

tional Guard Soldiers recently tested the Enhanced Night Vision Goggle-Binocular (ENVG-B) to measure the effects of image intensifier tube imbalance for both target identification and depth perception. The tests were conducted at the Army Research Lab-Human Resources and Engineering Directorate facility in Aberdeen Proving Ground. This one example shows the value in tapping all sources across the enterprise and is the key to the modernization of the Total Force.

From complementing our modernization initiatives, to supporting our citizens and the many overseas missions, we could not accomplish all of this without the senior leaders in the National Guard and Reserve, the state aviation officers, and commanders and leaders to the battalion level and below. You command and control aviation support facilities, manage aviation operations, and critical logistical and safety programs. You are the key to the responsiveness within our borders, the depth we have in overseas contingencies, and the essential link in our effort to execute the Army Modernization Strategy (AMS), transforming Army Aviation into a competitive multi-domain force.

Our integration and enterprise approach of all Components is the envy of other branches in the Army. Army Aviation in the National Guard and Reserve are invaluable. We rely on their unique capabilities and experience to support the Army in waging the Nation's wars, and they endure the mandate to respond to need, on no-notice, in the Homeland.

Above the Best!

MG David J. Francis 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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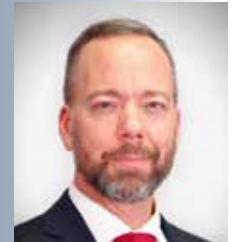
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This past year tested the resilience of our forces, and I'm proud of the innovation, flexibility and adaptability demonstrated by the more than 200,000 Soldiers and Civilians of the Army Reserve. As the Army Reserve builds on a strong foundation of readiness to respond to contingencies at unprecedented speed, it continues to provide surge capability to the Army and the nation whenever and wherever needed.

From the initial fixed-wing response to COVID-19 defense, to executing the training and maintenance required to ensure the Army Reserve Aviation Command's (ARAC) Expeditionary Combat Aviation Brigades (ECAB) are prepared for large and complex mobilizations, Army Reserve aviation is an excellent example of how the Army Reserve is Ready Now and Shaping Tomorrow.

-LTG Jody J. Daniels, Chief of Army Reserve and Commanding General, U.S. Army Reserve Command

Ready Now: The U.S. Army Reserve: Demonstrating Readiness Amid the Global Pandemic

By COL Roger Deon and LTC Amy Buck

COVID-19 Response

ECAB mobilizations are enabled by experienced air crews with a proven ability to adapt to rapidly emerging requirements in complex environments. Their specialized skillsets and readiness posture allowed for seamless support to the Nation's COVID-19 defense response and the Army's refocused mission to protect the force, posture the force to maintain global operational readiness and support the national effort to fight against and mitigate the impact of COVID-19.

Army Reserve fixed wing battalions were immediately employed in transporting medical personnel and key leaders, as well as test kits and COVID samples. Shortly thereafter, they were called to transport Army Reserve Urban Augmentation Medical Task Forces to places of greatest need, primarily along the east coast. Mitigating exposure to the virus, Army Reserve Fixed Wing aircrews conducted more than 1,000 missions, moving in excess of 3,000 personnel to some of the hardest-hit areas.



U.S. ARMY RESERVE PHOTO BY MSG MICHEL SAURET



U.S. ARMY PHOTO BY SGT ALEXANDER MORGAN

Company C, 7th Battalion, 158th Aviation Regiment, 11th Expeditionary Combat Aviation Brigade, arrives at a simulated point of injury during a multi-ship flight on Fort Carson, Colorado, May 18, 2020.

Double Eagle Express

Due to COVID-19 travel restrictions and the self-quarantine requirements associated with commercial air travel, there was an unprecedented demand for Military Air in the weeks and months following the start of the pandemic. In response, the Army Reserve established a team of aviation experts dubbed "The Double Eagle Express" in March 2020. They focused on streamlining processes and providing a single point of contact

to assist with military air flight requests and liaison with ARAC and Operational Support Airlift Agencies. To date, the Double Eagle Express processed nearly 800 individual flight or mission requests.

Training and Readiness in a COVID Environment

Army Reserve aviation units, consisting primarily of part-time Troop Program Unit (TPU) Soldiers, are held to the same Aircrew Training Program (ATP) standards as their active duty counterparts. In order to meet these common training requirements, Army Reserve air crew members perform up to 72 additional flight training periods (AFTP) throughout the year, while also maintaining civilian careers. When Operation Northern Strike, a preminent

CW2 Brandon Harbaugh and CW3 Mike Garcia, U.S. Army Reserve pilots with Charlie Company, 2nd Battalion, 228th Aviation Regiment, headquartered at Fort Bragg, North Carolina, prepare to taxi a C-12 Huron aircraft into another hangar on Pope Airfield, Sept. 4, 2019, in anticipation of Hurricane Dorian.

joint maneuver training exercise, was canceled due to COVID-19, the ARAC adapted its collective training. The requirement was to provide individual and unit training validation opportunities for aircrews and ground support personnel.

For example, “Mountain Medic” was created as an individual and collective medical evacuation (MEDEVAC) training event when Global Medic 2020 was cancelled due to COVID-19. Aviators and flight crews flew from G Company, 7th Battalion, 159th Aviation Regiment, Los Alamitos, California to Fort Carson, Colorado to train and validate the medical evacuation capabilities of the 11th ECAB. By incorporating their sister company, C Company, 7th Battalion, 159th Regiment, as trainers and evaluators, both of the 11th ECAB’s MEDEVAC companies were able to simultaneously build individual and crew readiness.

Training and maintenance included both daytime and nighttime operations, in direct support of 10th Special Forces Group and 4th Infantry Division Forward Support Surgical Team, all while implementing measures to mitigate the risk posed by COVID-19. Events ranged from live hoist operations at high altitude to patient transfer, meanwhile other Soldiers trained and validated the medical skills and readiness of flight paramedics.

Ready Now

Even amid the pandemic, the U.S. Army Jet Training Detachment (USAJTJTD) maintains the Army’s highest level of excellence in training, safety, logistics, and support for the Army’s fixed-wing UC-35 enterprise. Despite the challenges of the past year, the USAJTJTD continues its force generation requirements, building on past success while mitigating pandemic risks. Currently, the USAJTJTD conducts nine UC-



Students in the 89B Ammunition Supply Course prepare to connect a mock ammunition pallet to a Chinook helicopter as part of sling load training at Sparta-Fort McCoy Airport at Fort McCoy, Wisconsin.

35B Aircraft Qualification Courses and seven UC-35 Instructor Pilot Courses per training year.

The ARAC’s enduring missions carried on throughout the pandemic. CH-47F Chinook aircrews provided aerial fire suppression support at Yakima Training Center, Washington from May to September 2020, and Army Reserve pilots with seven crew members and eight park rangers rescued three stranded climbers from a 14,300 foot precipice near Mt. Rainier’s summit.

Since Army Reserve aviation maintains a relatively high operational tempo, safety must be at the forefront of daily operations. This requires organic support from the Aviation Support Facilities at each flight activity. Aviation Support Facilities and civilian Military Technicians are unique because of their dedication to support the unit and aircraft. Army Reserve aircraft may remain in units for more than a decade – maintained by the same facility and, in some cases, the same technician, lending a sense of pride in ownership.

Demonstrating that pride, the 13-month Historical Equipment Material Status Report, part of the Army’s Common Operating Picture, shows how Army Reserve aviation is maintaining readiness – and even leading the way – in

a COVID-19 environment. The Army Reserve recently achieved among the Army’s highest operational readiness rate in three years, with Black Hawks reaching 85% readiness and Chinooks attaining an unprecedented 97% readiness. According to the report, the Army Reserve met or exceeded HQDA’s aircraft readiness goal of 75% Fully Mission Capable for the last 15 consecutive months.

Shaping Tomorrow

Army Reserve Aviation stands ready to provide continued support to COVID-19 defense operations across the U.S., while Soldiers of the 11th ECAB are preparing for one of the largest deployment missions in Army Reserve Aviation history. During the upcoming months, over 1,200 Soldiers will support Operation Spartan Shield (OSS) in Kuwait, Jordan, Syria, and Iraq. While deployed, they expect to engage in 24/7 full-spectrum operations, including heavy-lift air traffic services and movement of personnel.

As the Army Reserve looks to shape its future structure and capabilities, Army Reserve aviation demonstrates that our Soldiers are ready now, to provide mission-critical forces and capabilities to the Army and Joint Force in support of U.S. national security interests and Army commitments worldwide.



Josh Rebb, an aircraft mechanic assigned to Charlie Company, 2nd Battalion, 228th Aviation Regiment, headquartered at Fort Bragg, North Carolina, works on a C-12 Huron aircraft during a phase maintenance on Pope Airfield, Sept. 4, 2019.

COL Roger Deon and LTC Amy Buck are the director and deputy director of Aviation and Watercraft, U.S. Army Reserve Command, Fort Bragg, NC.



► This Is Your Army!

Army National Guard – Always Ready, Always There To Answer The Call To Action

By LTG Jon A. Jensen



U.S. ARMY NATIONAL GUARD PHOTO BY SENGHARMAN SEAN MADSEN



U.S. ARMY NATIONAL GUARD PHOTO BY NISB BULLWIDE

The Army National Guard's vast array of missions throughout this past year – and the number of Soldiers that each one of those missions draw from is extraordinary. To say our operational tempo has been high is an understatement.

Our ability to accomplish our overseas mission during a time of Guard-wide COVID-19 response and restrictions, provide support to law enforcement during civil disturbances, assist federal agencies on the Southwest Border, and respond to natural disasters, is a testament that the Army National Guard is better today than it has ever been. We accomplish those missions because we have great Soldiers who have amazing families and employers supporting them.

The Army National Guard provides the Army 39 percent of its operational force, with eight divisions, 27 brigade combat teams, 42 multifunctional brigades, 56 functional

Above left: A CH-47 Chinook helicopter, assigned to the New York Army National Guard's Company B, 3rd Battalion, 126th Aviation, approaches a helipad in New York City, April 16, 2020. New York National Guard members are supporting the multi-agency response to COVID-19.

Above right: SGT Thalia Santos from Yonkers, N.Y., a member of the New York Army National Guard, carries boxed meals to a waiting vehicle at a food distribution site in The Bronx, N.Y., August 5, 2020 as part of the New York National Guard support to the multi-agency response to COVID-19.

support brigades, one SFAB and two Special Forces Groups. Our mission and vision is to support the Total Army as a member of the Joint Force. More specifically, our mission is to prepare the Army National Guard to deploy, as the combat reserve of the Army, to fight and win our nation's wars by providing trained and ready forces across the full spectrum of conflict, while remaining responsive to domestic needs.

From the earliest days of the pandemic, our National Guard members answered the call to assist their neighbors, friends, and local citizens in what became an unprecedented nationwide domestic response. At the peak of this effort in

2020, more than 47,000 National Guardsmen and women were on duty across the 50 states, three territories and the District of Columbia. They provided expertise and support to multiple missions including residential care support at long-term care facilities and veterans' homes; alternate care facility establishment; manning COVID-19 community testing; food distribution; meal delivery; distribution of personal protective equipment, medical equipment and medical supplies; manning phone banks and so many other important life-saving missions. What we learned from this is that our traditional military skills refined over multiple overseas deployments and training exercises were adaptable to this unprecedented operational environment and quickly applied to these new missions.

Our Soldiers accomplished some incredible tasks. The contributions of the National Guard as a whole have been immense as part of the interagency intergovernmental COVID-19 response, fully integrated at the local and federal levels. Here's a snapshot of how that looks – our National Guard forces assisted in the distribution of 380 million masks, gloves, gowns and other PPE. They helped serve and deliver 367 million meals and assisted in the screening and testing of 9.3 million American citizens.

Providing the air support to these missions were members of the ARNG Aviation Team. They completed 415.2 flight hours, delivered 7,566 pounds of cargo, and moved 613 passengers in support to COVID-19. The wildfires out west were unimaginable, and our aviators supported the effort by providing 847.1 flight hours, moved 217 passengers and dropped 2,193,098 gallons of water. Natural disasters came in the form of hurricanes and floods and the incredible mission

faced by our aviators netted 292 flight hours, 40 persons saved, 87 hoists, 173 passengers moved, and 890 pounds of cargo moved all in support of the unexpected events over the past year.

As the Army National Guard continues its support to the pandemic crisis, and readies itself for significant milestones, our aviation force continues to move forward with modernization efforts. The ARNG will begin fielding the AH-64E to the four Attack Reconnaissance Battalions (ARB) in FY22. The ARB states are taking on the task to man, equip and collectively train the aircrews on the new aircraft. We will also see the expansion of the UH-72A capability across the States, which lays the groundwork for additional new variant Light Utility Helicopter (LUH) aircraft – providing a boost of modernization to the ARNG's LUH capability.

Today, more than 36,000 Soldiers with the Army National Guard remain on duty across the country, providing support and continuing to answer the call to action. The challenges we faced in 2020, have shown once again, the National Guard possesses the capabilities, capacities and connections to respond en masse domestically, while simultaneously supporting the National Defense Strategy, as a full contributing member of the United States Army.

As we face down the pandemic and provide support to our interagency partners, we will endure the challenges facing us throughout the year with rigor and determination.

Always Ready, Always There!

LTG Jon A. Jensen is the 22nd director of the Army National Guard.

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ARNG Aviation Contributions since 9/11

By BG Stanley E. Budraitis and COL Brett D. Criqui



ARNG CH-47 preparing to transport emergency responders in support of the California wildfires.

Since the attacks on 9/11, the Army has relied heavily on the Army National Guard (ARNG) to conduct contingency combat operations and steady-state peacetime engagements for Combatant Commanders overseas.

As a result, the Army has deployed more than 427,446 ARNG Soldiers since September 2001. That is an impressive number considering the ARNG has a total end-strength of 334,191 Soldiers. The ARNG has also deployed 48,540 Soldiers with 2,637 Aviation units which includes 100% of their Expeditionary Combat Aviation Brigades (ECAB) and subordinate battalions, Theater Aviation Sustainment Maintenance Groups (TASMG), and Aviation Air Traffic Services (ATS) formations. More than 48% of total Army Aviation force structure resides in the ARNG. With almost half of Aviation force structure in the ARNG, the Army cannot fight and win a major conflict without a Total Army solution. ARNG Aviation units have a demon-

strated record of success through nearly two decades of sustained accessibility, readiness, and reliability conducting overseas contingency operations alongside our Active Component (AC) team-mates. Our nation cannot afford the force structure required to deter and defeat potential adversaries. As budgets shrink and global demand for forces increase, sustaining force structure in the Reserve Components is an efficient way to maintain readiness, capability, and capacity.

Total Force

Last August, I assumed duties as the Deputy Commanding General for the U.S. Army Aviation Center of Excellence (USAACE) at Fort Rucker, AL. I am honored to be the first ARNG Avia-

tion General Officer to serve in this capacity full-time. Reflecting on the past twenty years, I am proud of the contributions ARNG Aviation has made toward helping the Army fight and meet the demands of assigned missions. Everywhere you find deployed AC forces, you will also find the ARNG. ARNG Aviation units have been an integral Total Force partner with the AC in support of the warfight in Iraq and Afghanistan, and with forward presence operations in Egypt (Sinai), Bosnia, Kosovo, and Djibouti. Additionally, the four ARNG Aviation Training Sites (AATS) have done an outstanding job providing USAACE with surge capacity to meet excess demand at Fort Rucker and assistance with training enduring aircraft systems.

The ARNG has exceeded Department of Defense expectations meeting Global Force Management Allocation Plan (GFMAP) requirements over the past two decades. As a result, ARNG Aviation has experienced sustained high OPTEMPO and short mobilization to dwell overseas rotation schedules for attack, heavy lift, and medevac units. The most deployed assets in the ARNG are CH-47F units which have been conducting deployment rotations equal to that of most AC Aviation units.

In the Homeland

At the same time ARNG Aviation units were deploying at unprecedented rates, they were also responsible to support state and federal emergencies in the homeland. Missions include support for civil unrest, search and rescue, tornados, hurricanes, wild-fires, floods, and other natural disasters. For more than 16 years the ARNG has deployed Soldiers, aircraft, and units in support of the Southwest Border mission. They also conduct domestic operations (DOMOPs) and defense support to civil authorities (DSCA) missions in support of state and federal emergencies. Support of DOMOPS and OCSA enables resiliency in state and local governments. Planning, training, and operations in support of state active-duty missions helps ARNG Aviation units exercise their assigned Mission Essential Task List (METL) and improve readiness. For example, seven ARNG aircrew members received the Distinguished Flying Cross last September for conducting California wildfire rescues in extreme high-stress environments like that experienced in combat.

What makes this even more remarkable is that approximately 88% of ARNG formations are made up of Citizen-Soldiers that serve part-time. These Citizen-Soldiers are often called upon to leave civilian jobs behind to answer our nation's call. Their dedication, commitment to service, and professionalism make them truly extraordinary.

Modernization

ARNG Aviation units today are better equipped, manned, and trained than ever before in its history. The Army has made great strides to continue ARNG Aviation modernization efforts, like the AC. Looking to the future, the Army plans to include the ARNG as they make Future Vertical Lift (FVL) modernization decisions and Force Design Updates (FDU) to transform Army

Aviation to be better prepared to conduct Multi-Domain Operations (MDO) during Large-Scale Combat Operations (LSCO) against near peer adversaries. Our ARNG Aviation formations stand ready to support overseas rotations as AC units reset and modernize in support of the Regionally Aligned Readiness and Modernization Model (ReARMM) for future fielding of FVL (FARA and FLARA).

ARNG Aviation has made significant and measurable contributions over the past twenty years in support of overseas contingency combat operations, steady-

state forward presence missions, and state or federal emergencies at home. ARNG Aviation will continue to be a formidable operational force for the U.S. Army and is committed to its motto of Always Ready – Always There!

BG Stanley Budraitis is the USAACE Deputy Commanding General at Fort Rucker and is also a member of the Mississippi ARNG; COL Brett Criqui is the Chief of Staff to the DCG-ARNG at USAACE.

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► Chief Warrant Officer of the Branch Update

Editor's Note: The U.S. Army Aviation Center of Excellence Army National Guard Senior Warrant Officer Advisor, CW5 Jeff Warfield, is providing the chief warrant officer of the branch's article for this reserve components special focus issue.

Leaning Forward with Aviation Professional Military Education

By CW5 Jeffrey T. Warfield and Mr. Raj Seedharie



U.S. ARMY PHOTO PROVIDED BY CW4 J.D. LAWRENCE

As I write this article in January 2021, I hope it finds you and yours in good health. With so much that has happened over the last year, I think you would agree with me “let the past be the past.”

Although 2020 left a mark on all of us, it did not slow down the progress within the Army Aviation Enterprise. Senior leaders remained engaged to review and pursue new objectives that make the force stronger and more capable of meeting mission objectives across all components.

As many of you may be aware, there is an initiative from the Combined Arms Center (CAC) to redesign the Warrant Officer Professional Military Education (PME) model. The new strategy brings back the warrant officer's roots by developing a training model to return the warrant officer as the tactical and technical subject matter experts within their organizations. The United States Army Aviation Center of Excellence

(USAACE) is leaning forward in this enterprise by redeveloping the Aviation Warrant Officer Advance Course (AWOAC) and implementing a redesign in FY21.

During the Warrant Officer PME analysis, Aviation leaders identified a problem set across several formations. Leaders recognized that there is a need for increased technical expertise at the CW2 level, which impacts the effectiveness and lethality of aviation operations. The AWOAC redesign will address this need and build upon the Warrant Officer's knowledge and skills to enhance aviation's lethality by focusing on doctrine, tactics, and warfighting principles in various operational environments.

Aviation Warrant Officer Advanced Course manager, CW4 J.D. Lawrence, conducts class at Ft. Rucker, AL.

Shifting the Target Group & Focus

The current AWOAC model is over eight weeks of mid-level training and aligned for CW3s. The course concentrates on Staff Integration, Decision Planning and Officer Research and Briefings. The redesign's target audience is the company level Aviation CW2s, senior Pilot (PI) or Pilot in Command (PIC). The AWOAC conceptual design steers away from Staff Training and aligns what USAACE has termed “Advanced Warfighter Skills” (AWS). The new course structure could also implement a Distributed Learning (DL) phase and reduce the residency time.

The new AWOAC (AWS model) produces company grade aviation Warrant Officers (MOS 152-155, 150A, 150U), who are mission planners, able to analyze, synchronize, prepare, and execute aviation operations in all war-

fighting domains. The course design will enhance technical and warfighting skills employed in Aviation Combat Operations through academic studies, real world scenario mission planning, practical applications and combat simulations.

The direction given to the design team is to combine and take portions of the current Aviation Warrant Officer Advance Course, Air Cav Leaders Course (ACLC) and Aviation Mission Survivability Course (AMSO), without disrupting the integrity of the ACLC and AMSO courses. The primary goal of the newly designed AWS is to graduate a better-prepared aviator, who is able to complete and comprehend all phases of Air Mission Planning and Commands. This new course design will not replace Aviation Tracks (IP, MTP, ASO, AMSO), but allows the non-tracked aviator to advance in their career. Given these directions and targeting the proper audience, the design team is confident in meeting the Aviation Leaders' problem set.

Implementation

To start this initiative, a series of three beta classes will begin in 4th quarter FY 21. These three beta classes will include the resident AWOAC only and will not affect the RC AWOAC for FY 21/22. The data collected by these select classes will shape and refine future implementation. The course's workload will be equal among all three COMPOs; and therefore, achieve a One Army School approach and create unity in PME across the COMPOs. Students will come out of the course stronger Aviators and able to work and comprehend no matter the environment or the formation they are assigned.

Unifying our Aviation Warrant Officer Training is an achievable goal for improved aviation readiness in the near future. The efforts of the AWOAC design team have met the commander's intent, solved Aviation leaders' concerns, and answered students' critiques, so I encourage all CW2 Aviation Soldiers from the three COMPOs to attend this course.

Fly Safe, Fly Strong!

CW5 Jeffrey T. Warfield is the U.S. Army National Guard Senior Warrant Officer Advisor and Mr. Raj Seedharie is the lead training developer in the Directorate of Training and Doctrine both with the U.S. Army Aviation Center of Excellence at Ft. Rucker, AL

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▶ Senior Enlisted Advisor to the USAACE DCG-ARNG

Aviation Ground Support Equipment (AGSE) Modernization

By SGM Charles E. Hancock Jr. and CW3 Abraham Garcia



U.S. ARMY PHOTO BY SFC MELANIE MCCracken

Aviation Ground Support Equipment (AGSE) is a critical enabler for Army Aviation. The Product Director Office for AGSE workforce takes great pride in being known as “The Crewchief’s PM” and delivers on the promise of the “right tools, right time, right place.”

Aligned with the Army’s priority, our objectives continuously improve Army Aviation readiness while reducing burden on maintainers. There are three

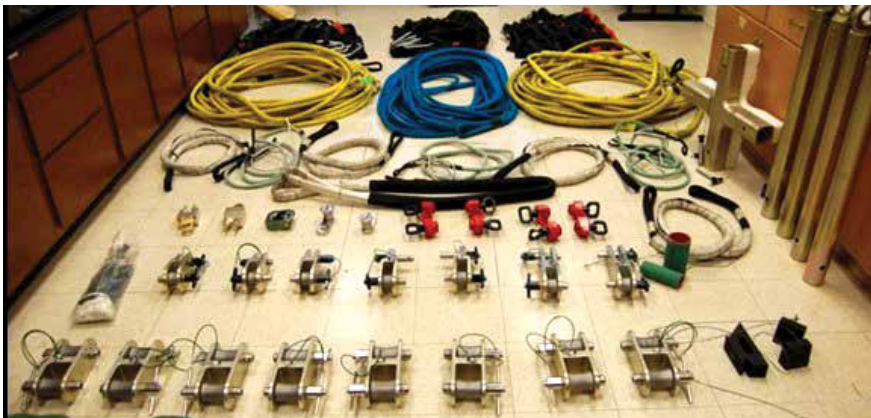
core elements to the AGSE strategy:

- Sustain and Reset fielded systems to maintain combat power in the current fight.

- Modernize systems to mitigate obsolescence and reduce life cycle sustainment costs.
- Insert new capabilities to meet emerging requirements.

In today’s resource constrained environment, we must determine the most affordable mix of these tenets to achieve our objectives.

The Aviation Logistics (AVLOG) Division, Aviation Enablers-Requirements Determination Directorate (AE-RDD) has worked diligently with the strategy and prioritization of programs to sup-



U.S. ARMY PHOTO

Modernized Unit Maintenance Aerial Recovery Kit (M-UMARK).

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► Enlisted Aviation Soldier Spotlight

Each issue we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2020 National winners will be featured in the April/May AAAA Annual Summit issue.



Army Aviation DUSTOFF Flight Medic of The Year, 2018

Sponsored by Air Methods Corporation

SGT Armando Yanez Jr.

**Company C, 6th Battalion,
101st Aviation Regiment
101st Combat Aviation Brigade
Fort Campbell, Kentucky**

Sergeant Armando Yanez represents the epitome of a DUSTOFF Critical Care Flight Paramedic. He is a young noncommissioned officer who has repeatedly gone out of his way to support others in need both at home station and in combat. He demonstrated superior expertise generally only found in the most seasoned veterans. He rapidly deployed to crises caused by Hurricanes Irma and Maria supporting both Floridians and Puerto Ricans in their time of need. Not long after returning home from disaster relief, he deployed yet again and found himself saving lives in the most contested regions of Afghanistan. SGT Yanez has displayed qualities that embody the Army Values and those of DUSTOFF legend Major Charles Kelley whose mantra "When I have your wounded" echoes today throughout SGT Yanez's actions. As a young flight medic without previous combat experience, he deployed to Afghanistan in support of Operations Freedom's Sentinel and Inherent Resolve in early 2018 and once again displayed operational and medical proficiency exceeding that of his peers. SGT Yanez's actions are the epitome of the ongoing Dedicated Unhesitating Service To Our Fighting Forces (DUSTOFF) legacy and identify him as the 2018 Army Aviation Association of America DUSTOFF Flight Medic of the Year.

provided units the ability to recover not only disabled rotary wing aircraft, but also crash/battle damaged rotary wing and Unmanned Aircraft Systems, including the MQ-1C Gray Eagle. Contained in five hard cases and six soft cases. An evaluation of FVL requirements will determine what modifications to the kit will be required to support the future fleet.

Another priority for modernization is an **Aviation Ground Power Unit (AGPU)** that will have inherent capabilities with a fully integrated hydraulic purification system to remove air, water and particulates from hydraulic fluid, capable of operating six hours between refueling to support the CH-47 Chinook ground maintenance. This capability will also support AH-64 and UH-60 platforms.

Plans are also underway for a future aircraft cleaning and deicing system (ACDS) that will provide capabilities for wash and cleaning of aircraft, support turbine engine flushing, and augment Aviation units with aircraft deicing capability.

During the past year, the **Self-propelled Crane for Aircraft Maintenance and Positioning (SCAMP II)** expeditionary crane is now a program of record and fielded to Aviation units. This crane is a critical forward maintenance enabler that provides an essential capability to remove and replace major aircraft components in support of Army Aviation maintenance in austere locations. In addition, the crane facilitates expeditionary maintenance at the tactical edge, and extends operational reach & endurance. The crane is internally airmobile/transported by the US Army CH-47 helicopter.

Funding is in place for a sets, kits, outfits, and tools (SKOT) review of our shops sets, battle damage assessment and repair (BDAR), non-destructive testing equipment (NDTE), and M-UMARK programs while performing technical assessments, engineering analysis, update technical documentation that's needed to maintain safety and sustainment compliance.

SGM Charles Hancock serves as the senior enlisted advisor to the Office of the United States Army Aviation Center of Excellence Deputy Commanding General, Army National Guard; CW3 Abraham (Abe) Garcia is an AGSE Requirements Manager and assigned to Aviation Logistics Division, AE-RDD, Fort Rucker, AL.

port AGSE modernization. With over 40 products in the AVLOG Division's portfolio, the majority of AGSE programs provides diagnostic, repair, service, and material handling capabilities that are required to support Army Aviation readiness. We currently have plans to document three independent Family of Systems (FoS) that will address an incremental approach for repair, diagnostic, and service programs

while generating base requirements with initial critical capabilities, such as lifting devices, maintenance platforms, fiber optic testing and repair. Upon approval of these initial capability development documents, annexes with additional requirements will meet current gaps and support the future vertical lift (FVL) fleet.

The Modernized Unit Maintenance Aerial Recovery Kit (M-UMARK)

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► 128th Aviation Brigade Update

Cluster Operations in the 128th Aviation Brigade

By CPT Trenton Conyers

As 2020 ended, the 128th Aviation Brigade postured itself to conduct Holiday Block Leave for all the trainees and cadre as it does every year.

Amidst the COVID-19 pandemic, however, this mission posed new challenges to leaders within the Brigade. The commander's goal from the beginning was to maximize Soldier participation in this leave period and to do so as safely as possible, utilizing a series of COVID-19 mitigation strategies at every juncture. The most critical strategy in this was the creation of student "clusters" upon return from Holiday Block Leave which would help re-establish a safe environment for the hundreds of trainees who operate throughout the Brigade daily. While 1st Battalion, 222nd Aviation Regiment, was responsible for planning and executing the significant Holiday Block Leave movements for students, it fell to 1st and 2nd Battalions, 210th Aviation Regiment, to manage the clustering operations and re-establish the Brigade's safe training environment for all personnel.

Holiday block leave operations for 2020 encompassed the entire brigade, which included over 1,600 trainees and 750 cadre. The main effort in these operations was the trainee movement to the Tidewater Region's local airports, bus stations, and rail station. Working through Morale, Welfare, and Recreation (MWR), bus transportation was afforded to those trainees traveling from airports and the Williamsburg, VA, transportation hub. Several Soldiers, whose families reside nearby, were also able to link up with their family members at a centralized pick-up location and depart safely from Fort Eustis. Students who could not take advantage of Holiday Block Leave were still afforded a plethora of activities run by Delta Company, 1st Battalion, 222nd Aviation Regiment. They conducted events such as paintball competitions, movie, and game night, and enjoyed good holiday meals. These events carried on until the return of all trainees from Holiday Block leave on January 3rd.

The Process

Upon return, students were organized by their MOS-specific classes into specific "clusters," ranging from eight to 16 trainees in a group. A designated instructor from 1st or 2nd Battalion was responsible for his assigned cluster's movement and accountability in the week following student return. During this time, these instructors were charged with conducting basic Soldier training with the students, including 350-1 requirements, SHARP, MRT, and mentorship via



SSG Yahziel Remigio from the 128th AVN BDE teaches 15Y trainees about the Apache helicopter in clustered operations.

group discussions keeping Soldiers active while simultaneously mitigating the spread of the virus. These NCOs played a critical role in successful operations as the front lines in establishing the Brigade's safe training environment. They enforced all COVID-19 mitigations, helped conduct contact tracing, and managed quarantined classes to help prevent the potential spread of COVID-19 to the general population. After the first week of cluster operations, Soldiers then continued into aviation-specific academic training, maintaining the cluster model but moving closer to the brigade's normal operations. Keeping students restricted to these small groups without allowing clusters to intermingle was essential restarting training almost immediately after the holidays.

The 128th Aviation Brigade's cluster strategy allowed the unit's mission to continue and send well trained and equipped Soldiers to their first unit of assignments. While the country, including the local Virginia area, saw a dramatic rise in COVID-19 cases, the Brigade worked to minimize the risk of COVID-19 and continue training on time. The focus on caution and leader engagement helped identify and isolate the risk of COVID-19 early, all while maintaining proper leader involvement in Soldiers' mental health. Cluster instructors were acutely aware of the degree to which Soldiers were locked down without a regular routine. This environment can wreak havoc on a young Soldier with limited resiliency tools, and the instructors assigned did an excellent job. The leadership within 128th Aviation Brigade, as always, continues to remain engaged and vigilant to support the training of the future of Army Aviation Maintenance.

"Born Under Fire!"

CPT Trenton Conyers is the operations officer for 1st Battalion, 222nd Aviation Regiment, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.



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Hover Performance: The “No-Kidding” Requirement

Dr. Thomas L. Thompson

The Army’s next generation of rotorcraft will fly significantly faster and farther than our current fleet, but they will continue to perform missions that require them to takeoff/land vertically and hover out-of-ground effect (HOGE) at high altitudes for extended periods of time.

While the need for increased speed and range will change the look of Future Vertical Lift (FVL) aircraft, the unchanging requirement for HOGE capability will dictate (from an efficiency standpoint) that they remain rotorcraft – aircraft that generate vertical thrust more efficiently than other VTOL machines by using large rotors to accelerate (or induce) a large mass of air at a relatively low velocity. As the Army presses forward with these advanced designs, we must continue to pay close attention to defining, designing and demonstrating that most distinguishing characteristic of a rotorcraft – its ability to hover efficiently.

As industry strives to meet the Army’s challenging requirements for high-speed flight, aviation program offices must continue to establish and enforce hover performance requirements for new or modified aircraft. The user must be closely involved in defining requirements for hover takeoff gross weight (or payload), pressure altitude, and temperature. For most Army programs, the design requirement is to hover out-of-ground effect (i.e., taking no credit



CH-47F hovering at high-altitude.

for the beneficial effect of the “ground cushion” on power required) for the primary mission gross weight at 4000 feet, 95 degrees F ambient conditions. Users may also specify a vertical rate of climb at these conditions, typically 500 feet/minute, to provide some margin in satisfying mission requirements.

FVL aircraft rotor designers are assimilating hover and high-speed flight requirements to develop a system that satisfies requirements in both regimes. Informed by results of aerodynamic analyses and wind tunnel tests, designers

are defining the blade airfoil geometries, adding twist and taper to the blades, and shaping the blade tips to ensure that the power required to produce hover lift (induced power) and spin the blades (profile power) is within the limits of installed engine power available. These choices for hover are balanced, however, with the often-conflicting aerodynamic requirements for high-speed flight. For example, while a rotor with highly twisted blades is best for hover, it will likely reduce forward flight performance and increase aircraft vibration. Similarly,

while a rotor blade having a relatively small chord length will reduce profile power in hover, the blade area may not be sufficient to generate the lift needed to maneuver in forward flight.

As FVL designs are finalized, Army and industry engineers will prepare to conduct flight tests to demonstrate the airworthiness and performance of the new aircraft. To fully demonstrate HOGE capability, the test team will arrange for testing at a high-altitude test site, where the rotor can be tested at conditions more representative of performance specification requirements. To ensure the accuracy of the collected data, the test team will calibrate instrumentation to measure engine torque, rotor shaft torque and the load on the cable that tethers the hovering aircraft to the ground (use of a tether cable allows for testing at thrust levels greater than that required to balance the weight of the aircraft). The test team will also set up a weather station at the test site to measure ambient pressure, temperature, and winds at the same height above ground as the hovering helicopter.

As testing is conducted, engineers will carefully review the hover test data

to confirm its accuracy and repeatability. Some amount of data scatter is expected but will be minimized by using the measured wind data to exclude test points that are not representative of hovering flight (winds of three knots or less are normally required for performance data). A final data set, approved by Army engineering and program offices, will then be used to assess compliance with specification requirements and to develop hover performance charts for the aircraft Operator's Manual. Pilots of Army helicopters depend on these charts to specify the maximum load they can pick up at a given location.

Commitment and attention to detail from all parties – users, program managers, designers, and testers – are needed to ensure that our next generation of aircraft continue to meet the requirement that is fundamental to the purpose and practicality of a rotorcraft.

Dr. Thomas L. Thompson is the Chief Engineer for Aeromechanics in the Systems Readiness Directorate at the U.S. Army Combat Capabilities Development Command, Aviation and Missile Center, Redstone Arsenal, AL

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► Ask the Flight Surgeon

Aeromedical Considerations for Common Shoulder Injuries

By: MAJ (Dr.) Christopher Grace

Q: I am a CH-47 pilot that has been dealing with worsening right shoulder pain and I think it's time to get it looked at. What do I need to know about seeking treatment for my shoulder pain?

FS: The shoulder joint is comprised of two bones: the upper arm bone (humerus) that forms a round bony prominence that fits into the socket of the shoulder blade (scapula). Surrounding the joint are muscles, their tendons, ligaments, cartilage, and the labrum that can all be sources of pain.

The shoulder can be injured by trauma, awkward lifting, or physical activity, but it can also be injured by repetitive use. Muscles and ligaments of the shoulder can become over stretched over time leading to joint laxity and instability that creates improper motion and structural damage. Damage causes inflammation and pain. The instability may be felt as joint looseness, weakness, or as catches or clicks. Treatment often starts with rest, ice and non-steroidal anti-inflammatory medications (NSAIDs) or can be advanced to physical therapy (PT). Surgery is generally reserved for those cases that do not respond to more conservative treatments.

Shoulder dislocations occur with acute trauma or when chronic instability allows the humerus to come out of the shoulder socket sometimes with just normal joint movement. Dislocations may pop back into place on their own or require medical attention. Disruption of the joint can damage any of the structures of the shoulder including the labrum,

The labrum is a thin fibrous cup-shaped rim of cartilage that lines and reinforces the ball and socket joint of the shoulder. Labral tears lead to instability, excessive motion and risk of future dislocations. If a labrum does not heal on its own, then a surgical procedure may be necessary.

Shoulder separation occurs when the ligaments attaching the collar bone (clavicle) to the scapula become overstretched; sometimes to the point where the ligament breaks. This separation of the acromioclavicular joint (AC) results in pain at the front of the shoulder, especially with overhead movement and lying on that side. This is usually treated with rest, sling immobilization, PT and surgery in severe cases.

Tendon inflammation (tendonitis) occurs with overuse, failing to properly strengthen or stretch muscles and commonly occurs in the rotator cuff, biceps, and triceps tendons. PT, rest, and NSAIDs are initial treatments. Anti-inflammatory steroids can be injected into the joint to reduce swelling and pain

but must be used sparingly to avoid weakening joint structures. Muscle injuries can range from strains (injury to tendon and/or muscle) and sprains (injury to ligaments) to partial or even full thickness tears affecting any of the four rotator cuff muscles. These injuries can present with pain, weakness and loss of range of motion. Typically, injuries can be treated with PT but full thickness tears and non-healing injuries are generally candidates for surgery.

When assessing shoulder pain, a flight surgeon will test range of motion, strength and stability to identify the specific injury. They may recommend a consult with an orthopedic specialist or imaging. First, x-rays are obtained to identify significant bony injuries. Next, an MRI can look for damage to soft tissues such as tendons, ligaments, muscles. A special MRI, called an arthrogram, can be performed where dye is injected inside the joint to identify labral injuries. An arthroscopic procedure is where a small camera and instruments are inserted into the joint to directly visualize the joint interior. Many surgical procedures can be performed with this technique, reducing the time needed to heal.

Minor sprains can recover quickly with directed PT within 6 weeks. Chronic issues such as tendonitis, tendon and ligament tears, partial rotator cuff tears, or labral injuries may require 3 to 6 months of PT before full functionality and pain resolution occurs. Arthroscopic and open surgeries will require PT before the procedure and afterwards. Rotator cuff repairs can be healed in as little as 3 months with most recovering full function at 6 months.

Aeromedical concerns for shoulder injuries include the ability of an air crewman to perform all tasks without causing further injury or impeding performance to a degree that it becomes a flight safety issue. Routine tasks such as reaching overhead in the cockpit may not cause significant pain. However, crewmembers must be capable of more extreme shoulder movements such as emergency shutdown and egress procedures.

Flight duty limitations are specific to individual injuries based on the functionality of the joint. PT and short term use of NSAIDs does not require restriction from flight duty as long as all required tasks are performed in a safe manner. Following surgery, crewmembers will be restricted from flight status until the surgeon, therapist and flight surgeon agree the joint is stable, strong, and safe to resume flight duties.

Fly Safe!

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 Christopher Grace, M.D. is an Aerospace Medicine resident at the School of Army Aviation Medicine, Fort Rucker, AL.

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Army National Guard Aviation-Continuing to Change, Adapt and Modernize

By BG David L. Hall

Having assumed the duties as the Assistant to the Director, Army National Guard for Aviation this past December, I want to take this opportunity to introduce myself to the greater Aviation Enterprise and touch upon initiatives and activities on the horizon for ARNG Aviation.

First, congratulations to Brigadier General Ray Davis on his retirement from the U.S. Army. Our heartfelt thanks for his contributions to Army Aviation as well as his exceptional leadership of the ARNG Aviation Team over the last five plus years. He will be missed, and we wish him all the best in a new and exciting phase of life. Second, I want to thank Army Aviation Association of America (AAAA) for its continuing support of Army Aviation, the Enterprise and providing an outlet for facilitating the sharing of information through the AAAA magazine and nationally hosted events.

Let me say how honored and fortunate I am on this new assignment at the National Guard Bureau (NGB). I look forward to working not only with the NGB Team but my Department of the Army counterparts and members of the Aviation Enterprise. ARNG Aviation appreciates the role the Aviation Enterprise fulfills regarding coordination, transparency and open approaches to problem solving and decision making. The ARNG possesses a large portion of the total Army Aviation capability, so having a voice within the Enterprise is significant today as well as in the future in meeting the needs of the Army.

I most recently completed an Aviation brigade command tour with the 40th Expeditionary Combat Aviation Brigade (ECAB), California Army National Guard (CAARNG). A wonderful assignment and a time I will cherish. While in command, I concurrently served as the State Army Aviation Officer for the CAARNG. As a transplant into the Active Guard Reserve (AGR) program from the Active Component as a captain, it has been amazing watching Army Aviation grow as a Total Force over the



SSG Noah McElroy, an Eastern Army National Guard Aviation Training Site Flight Instructor and SSG Ryan Farley, Rhode Island ARNG conducting aircraft pre-flight training in the cabin of the UH-60M, as part of the Flight Standardization Instructor Course that couples with the UH-60M Aviator Qualification Transition Course.

past decades. I truly believe we are leading the Army in multi-compo integration and partnership in many respects.

The ARNG is pressing forward with the **Division Alignment for Training (DIV AFT)** effort. The DIV AFT intent is to enhance leader development and training readiness through codified relationships across echelons and states to develop combat capable division formations for large scale combat operations. The Director, ARNG, Lieutenant General Jensen, recently convened a DIV AFT Initial Planning Conference to clarify unit alignments for all eight ARNG Division Headquarters and synchronize activities that will facilitate unity of effort between Division Headquarters and aligned for training States.

The ARNG's ECABs will fill a key role within the DIV AFT construct by providing aligned Aviation mission command and vertical maneuver capability to all eight Divisions. Although the ECABs provide each division an Aviation capable force, the lack of commonality with our Active Component CABs in the areas of mission command, number of attack/reconnaissance formations, and unmanned aircraft systems remains. Ideally, any effort to improve ECAB to CAB commonality in the future would be greatly welcomed by the ARNG and increase the capabilities of the ARNG Divisions. DIV AFT is much larger than training, it is about increasing the lethality and capability of ARNG formations.

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Despite reductions in Aviation demands for Afghanistan, the ARNG's commitments to Central Command, Northern Command, European Command and Africa Command endure. By the end of Fiscal Year (FY) 2021, the ARNG will have mobilized ~2,600 Aviation Soldiers and are preparing to mobilize ~1,900 Aviation Soldiers in FY 2022. How the Army's implementation of the *Regionally Aligned Readiness and Modernization Model (ReARMM)* will impact future mobilizations, as well as training and modernization remains to be seen. The ARNG is participating with the Department of the Army Staff in laying the groundwork for ReARMM.

Modernization

Our medium utility helicopter fleet continues to modernize with UH-60M and HH-60M MEDEVAC aircraft. The ARNG now possesses 336 M-model aircraft assigned to assault helicopter battalions (AHB) and medical evacuation companies (MEDEVAC). In FY 2022 the ARNG will begin to acquire the UH-60V model aircraft for UH-60 units not on the M model aircraft schedule. We are excited about the introduction of the V model and the expectations for further interoperability within Army Aviation. The parallel aircraft fielding of the M and V aircraft will place some stress on the ARNG's medium utility helicopter fleet and units; however, the modernization is critical to future capabilities and remain an integral element of Army Aviation. The States and units, with support from the Program Executive Officer (PEO) Aviation and U.S. Army Aviation Center of Excellence (USAACE), continue to work overtime to prepare for and ensure seamless fielding activities and most importantly build readiness to meet mobilization availability windows.

FY 2022 will also mark another significant aircraft modernization milestone, as the ARNG will begin fielding the AH-64E to the four Attack Reconnaissance Battalions (ARB). The ARB States are laying the groundwork and preparing to man, equip, and collectively train the aircrews on the new aircraft. The ARNG does not possess AH-64 depth in terms of force structure with only four ARBs, therefore it is incumbent on us to ensure appropriate resourcing and combined efforts are synchronized for future success. As with the M and V aircraft fielding, hats off to the states, units, PEO-Aviation, and USAACE in the planning and preparations for successful aircraft fielding given the Coronavirus challenges.

The ARNG is on the verge of implementing a Force Design Update (FDU) for the Security and Support Aviation Battalions, as well as the Theater Aviation Sustainment Maintenance Groups (TASMG). The FDU will allow the ARNG to expand the UH-72A capability across the States, better optimize the 212 aircraft fleet and integrate the TASMGs into the UH-72A sustainment architecture. As the FDU is implemented, the ARNG is laying the groundwork for seventeen new variant Light Utility Helicopter (LUH) aircraft. The new aircraft will provide a boost of modernization to the ARNG's LUH capability.

The *Regionally Aligned Phase Support Centers (RAPSC)* continue to take shape. The Arizona RAPSC is in coordination with California's 1106th TASMG to receive an initial two aircraft. The goal of the RAPSC is to improve phase maintenance, relieve stress on the fleet, and increase readiness of the ARNG's aircraft fleets. Additionally, RAPSCs will support an uptick in ARNG flying hour program. The TASMGs lead the effort in their respective regions and are

working with the Army Aviation Support Facilities to better scope requirements, processes, and procedures. Ultimately, the ARNG will continue to increase the RAPSC footprint and work to improve overall aircraft readiness.

As we work towards redesigning the future of Army Aviation, we need to continue to strive for similar capabilities within the Army National Guard Aviation Brigades. This will allow our maneuver commanders to have the capabilities they need to fully support multi-domain and large-scale combat operations. We truly appreciate inclusion in the plans for future vertical lift – a testament to the multi-component partnership and approach that has grown over the years. The ECAB's shortcomings, in mission command, attack, and unmanned aerial systems have resulted in cross leveling of personnel and units during deployments. Greater Aviation commonality provides a familiar picture of Aviation capabilities to supported commands world-wide, and more importantly will provide requisite capability for all Army Warfighting Divisions.

While we are working in an ever-changing environment with potential for uncertainty and fiscal realities, I am thankful to be a part of a great team. The partnership and friendships that continue to develop across the 54 States, Territories, and the District of Columbia, during foreign and domestic operations, grows even stronger during multi-component deployments and efforts. Frequently we are tested as a team, coming together to solve problems, ultimately becoming a stronger force united in our efforts!

Army National Guard Aviation – Warfighting Capable, Governor Responsive!

BG David L. Hall is the Assistant to the Director, Army National Guard for Aviation, located in Arlington, VA.

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Army Reserve Aviation – Ready Now, Shaping Tomorrow

By MAJ Eric W. Connor



U.S. ARMY RESERVE PHOTO BY SPC ASTON KOLLER



U.S. ARMY RESERVE PHOTO BY SPC ASTON KOLLER

U.S. ARMY RESERVE PHOTO BY SGT STEVE LEWIS

The Army Reserve Aviation Command (ARAC) based at Fort Knox, Kentucky, has command and control of all Army aviation assets within the Army Reserve. Aviation units subordinate to the ARAC span the continental United States. The ARAC's two assigned Expeditionary Combat Aviation Brigades (ECABs) are the 244th, based at Fort Knox, and the 11th, stationed at Fort Carson, Colorado.



244th ECAB

In 2019, the 244th ECAB [then located at Joint Base McGuire-Dix-Lakehurst] deployed one of the largest formations in the Army Reserve's recent history in support of Operation Spartan Shield (OSS) and Operation Inherent Resolve (OIR), returning to the U.S. a little more than a year ago. That mobilization and deployment included more than 850 Army Reserve Soldiers and over 400 lines of equipment. The 244th was the U.S. Army Reserve's first ever ECAB to deploy its headquarters to command and control a multi-compo

aviation brigade task force. It integrated an Army National Guard battalion into its formation and took command of an active-duty attack battalion and active duty unmanned aerial systems (UAS) company in theater.

Not only that but they "...integrated flight units from both Italy and Spain into our brigade once we landed in theater and an active component Gray Eagle company," said BG H. Allan Cutchin, commanding general of the Army Reserve Aviation Command and commander of the 244th ECAB and Task Force Warhawk during the deployment.

In total, the task force consisted of more than 1,800 Soldiers with 500 guardsmen, 400 active component Soldiers and 150 coalition partner Soldiers joining together to execute multi-domain operations across a large area. During their deployment, Soldiers of the brigade and Task Force Warhawk supported U.S. Central Command's area of operation by providing support with its lift and attack rotary-wing assets, unmanned aerial systems and fixed-wing transportation. They operated under

Top left: A CH-47 Chinook from the 244th Expeditionary Combat Aviation Brigade (ECAB) conducts sling load operations near Erbil, Iraq, during the unit's deployment in 2019.

Top right: A Soldier with the 244th Expeditionary Combat Aviation Brigade (ECAB) provides watch during flight operations near Camp Taji, Iraq, during the unit's deployment in 2019.

Bottom right: Soldiers with 7-158th Aviation Regiment GSAB, 11th Expeditionary Combat Aviation Brigade, stabilize a patient en route to the Role 2 facility during a training exercise at Fort Carson, Colorado. The training gives Soldiers an opportunity to strengthen and refine their skills so they are ready to mobilize, deploy, and sustain our forces on multi-domain battlefields.

two separate and distinct commands, the Combined Joint Task Force (CJTF) and Task Force Spartan.



11th ECAB

Now, its sister brigade, the 11th ECAB is preparing for a similar mission. The 11th will deploy to the Middle East later this year in support of OSS. The unit

will conduct air assault operations and air movement of personnel, supplies and equipment, evacuating casualties and facilitating personnel recovery, along with providing air traffic services while overseas. The brigade continues to plan, prepare and train for these tasks and more.

"The 11th ECAB is relatively new and still setting its precedents and culture. I'm only its third commander, but I've inherited a talented, experienced, and dedicated team. And we approach the brigade's first deployment with excitement, energy, and an eagerness to execute our combat aviation missions in an expeditionary context," said COL Geoffrey Jeram, commander of the 11th ECAB.

This deployment will see an even larger number of Soldiers heading overseas. More than 1,200 service members will deploy with the unit, bringing with them the capabilities of the UH-60L/HH-60M Black Hawks and CH-47F Chinooks.

The 11th ECAB will have the benefit of numerous lessons learned from the 244th ECAB's 2019 MOB and deployment. In an environment where winning matters, that shared experience and knowledge will prove invaluable to the 11th during its deployment. The 11th ECAB participated in numerous training exercises, and the ability to also access first-hand knowledge of aviation operations in theater from 244th ECAB senior leaders and Soldiers ensures the brigade is set up for success.

"The 11th Brigade staff, and I, personally, have leveraged the experience of our 244th counterparts to better plan for the deployment and overcome readiness and training challenges before mobilization. And we've benefited from early and top tier collective training that the USARC and ARAC arranged for us. In November 2020, we vigorously exercised and matured our command and control functions during Warfighter Exercise 21-02 with the Division team of the 29th Infantry, whose own CAB is deployed now," said Jeram.

As the 11th ECAB continues its preparation, the unit is confident in its training, tasks and equipment, once again proving the U.S. Army Reserve and the ARAC's commitment to deploy the most capable, combat-ready, and lethal Federal Reserve Aviation force in our nation's history.

MAJ Eric W. Connor is the chief of public affairs for the U.S. Army Reserve Aviation Command, headquartered at Fort Knox, KY.



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Looking Forward, Looking Back – How the Army Addressed the 4th Quarter Class A Aviation Accident Spike

By COL Ronald Ellis and LTC Randy James



Last year, we reported that FY19 had the fewest fatalities on record, and while we cannot boast the same for FY20, the Aviation Branch remained tenacious in its approach to Aviation safety. FY20 was the safest year in Army Aviation history in both the total number of Class A mishaps (6) and the Class A mishap rate per 100K flying hours (0.63), a 50% reduction in one year alone. FY16–20 is the safest five-year period in Army Aviation history with an average Class A mishap rate of 0.93 per 100K flying hours and continues the downward trend in Aviation mishap rates overall. These accomplishments remained consistent as we navigated the uncertainties caused by the COVID-19 pandemic while still executing over 90% of our flying hours (almost 93% of the five-year average). However, we must remain vigilant in our approach to Aviation safety and remain cognizant of the risks.

We must remember that the difference between a Class A and Class C mishap is inches and seconds. The total number of Class A–C mishaps can be predictive of the health of our safety programs. As we continue operations in FY21, we have become more aggressive in our flying hour programs and flight profiles resulting in some alarming trends. First, through January, we have had a total of 10 fatalities which is equal to or more than each of the past five years' annual totals. Additionally, our total number of Class A through Class C mishaps for the 1st Quarter of FY21 is almost twice as many as each of the past two years. These trends are alarming as three quarters remain in this fiscal year, one of which is the 4th Quarter. However, I am confident we have the right leaders in place to attack and reverse these trends.

Leaders of 5th Battalion, 101st Combat Aviation Brigade "Wings of Destiny," 101st Airborne Division (Air Assault) and the Latvian Mechanized Infantry Brigade conduct air mission briefs during field exercise Silver Arrow, Sept. 28, 2020, Adazi, Latvia.

Risk Management in a COVID Environment

During this very month last year, the Army experienced myriad challenges as COVID-19 struck the nation and impacted operations from training to combat. These challenges forced leaders at all echelons to cast a more critical eye on operations when it came to risk management with the emphasis on continuing operations in a COVID environment. Leaders were more mindful of crew selection, mission profiles, weather, etc., and took a more holistic approach to risk management to ensure the overall safety of our Soldiers. By the very nature of reacting to one major risk factor, the overall risk management process receives a critical eye, and all risks are assessed more in depth. This forced a reassessment that resulted in a substantial reduction in Class A mishaps, specifically manifested during the 4th Quarter.

During the beginning of FY20, the Combat Readiness Center (CRC) identified a significant, dangerous trend in Aviation Class A mishaps known as the 4th Quarter Spike. From FY15–19, Army Aviation experienced 40% of Class A mishaps (21 of 53) during the 4th Quarter with August responsible for half of those mishaps. However, during FY20, Army Aviation suffered only one Class A mishap during the 4th Quarter when the previous two years each had five Class A mishaps. Additionally, the only Class A mishap last year was during August, solidifying August as the most dangerous

month of the year to fly. Astoundingly, while still flying almost 50% of last year's hours during the second half of the year, the August mishap was the only Class A that occurred while flying in a COVID environment with increased scrutiny of risks.

Said another way, Army Aviation had five Class A mishaps during the first five and half months of the year but only one for the last six and a half. This drastic reduction in mishaps is directly attributable to leadership's increased vigilance in risk management through awareness and mitigations of the multitude of risks facing our Aviators and Soldiers today.

Focusing on the 4th Quarter Spike

While there were many successes last year in mishap prevention, FY21 is not as promising and requires a return to the risk mitigation practices taken over the second half of last year. Some of these practices include proactive training for challenging environmental conditions, deliberate selection and certification of mission briefing officers (MBOs) and mission approval authorities, holistic crew selection processes, and planning/managing leader transitions, among others. While no one practice is a panacea to remove all risk, combining approaches creates a synergy of risk mitigation actions that in turn provide for safer organizations. The one theme that weaves its way through all these actions is direct leader involvement at the appropriate level to develop a culture inclusive of safety while taking a prudent risk. As mentioned above, the critical eye applied to all these practices during the last six months of FY20 due to COVID and focus on the 4th Quarter Spike resulted in significantly safer organizations.

Finally, the USACRC remains steadfast in its role of leading Army-wide loss prevention efforts and continues to provide information, awareness, and recommendations to help organizations improve risk management. As part of enduring



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efforts here at the CRC, we have numerous tools to help leaders at all echelons in the execution of a first-class safety program. We aggressively disseminate information on the latest mishaps and trends via direct email distribution to Aviation safety officers, information campaigns, various periodicals including Flightfax, Risk Management Magazine and this magazine, social media platforms, and through information on the USACRC home page <https://safety.Army.mil>. Additionally, we are prepared to come to your organizations and brief the most current Aviation Safety Brief to promote continued dialogue with the field. As the USACRC, we ensure that for every mishap, we determine what happened, why it happened and how, to prevent it from happening again. "Our goal remains the same – to get in front of mishaps through predictive analysis and drive them to zero".

Winning matters! Readiness Through Safety!

COL Ronald Ells is the deputy commander, and LTC Randy James is chief of the Aviation Division, Directorate of Assessments and Prevention, U.S. Army Combat Readiness Center, Ft. Rucker, AL.

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The Future Long Range Assault Aircraft and Aeromedical Evacuation

By COL Stephen A. Barnes

Aeromedical Evacuation Spirit

On 1 July 1964, MAJ Charles Kelly, 57th Medical Detachment Commander, was flying Aeromedical Evacuation (AE) missions in Viet Nam. Warned off repeatedly because of heavy enemy fire, MAJ Kelly refused and stated, "When I have your wounded!" MAJ Kelly was subsequently mortally wounded by hostile fire.

Joint Publication JP4-02 defines MEDEVAC as the system within the "forward/or tactical" area that provides the vital linkage between the roles of care and is performed by dedicated, standardized MEDEVAC platforms (ground and air ambulances), with medical professionals who provide the timely, efficient movement and enroute care of wounded, injured, or ill persons. Ethically, our Soldiers, Airmen, Sailors, or Marines should never be sent into harm's way without the ability to evacuate and provide treatment to our wounded. Our ethos remains virtuous and time-honored regarding our responsibilities to the fallen.



ARMY FUTURES COMMAND GRAPHIC

Mandate

Aeromedical Evacuation (AE) is an essential part of our Army's mission and specified by the SECDEF as an Army Support to Other Services (ASOS) requirement. It is not an after-thought, but must be included in planning and execution of all missions, at all levels.

In recent conflicts, the SECDEF directed the doctrinal change to evacuation timelines by implementing the one-hour evacuation standard for "Urgent/Urgent Surgical" patients. Together with other battlefield improvements to the Army Health System (AHS), our forces have witnessed a historically high 91 percent survivability rate. Speed is Life!

To further AE success, the National Defense Authorization Act 13 (NDAA-13) directed Flight Medics to be trained to the Critical Care Flight Paramedic standard, providing 42 additional critical care task protocols. These new protocols demand increased treatment space, defined in USAARL Report 2015-07, Aeromedical Evacuation Enroute Critical Care Validation Study, and command a new AE cabin design.

Future Vertical Lift

Two decades of AE mission Lessons Learned informed capability developers in defining requirements for future AE platforms. Embedded directly with a Requirements Integrated Process Team (RIPT) consisting of the Aviation, Special Operations, and mission support capability developers as well as Joint representatives, MEDEVAC planners helped identify capabilities essential to any Future Vertical Lift (FVL) platform performing AE, Utility, and Air Assault missions. Increased speed, range, and carrying capacity were at the top of the list. With feedback from Industry, requirements were analyzed within the "Art of the Possible," resulting in the 10 April 2013 Joint Requirements Oversight Committee (JROC) approved FVL Family of Systems Initial Capabilities Document (ICD), and ultimately in the Future Long Range Assault Aircraft (FLRAA) Abbreviated Capabilities Development Document (A-CDD). The A-CDD Annex B contains MEDEVAC specific requirements which include paramedic level treatment considerations. The



ARMY FUTURES COMMAND GRAPHIC

Interactive 3 Dimensional Government-owned Model concept exploration for Future Long-Range Assault Aircraft Aeromedical Evacuation.

Army Surgeon General personally attended the Army Requirements Oversight Committee (AROC) that approved FLRAA requirements on 2 October 2020, demonstrating TSG total support for FLRAA.

The Evolving Joint Operating Environment

As world threats evolve, Senior DoD Leadership developed Multi-Domain Operations (MDO) concepts to guide the Services in future planning and force development to prepare for conflict with a near-peer adversary. "The Army of 2028 will be ready to deploy, fight and win decisively against any adversary, anytime and anywhere, in a joint, combined, multi-domain, high-intensity conflict, while simultaneously deterring others and maintaining its ability to conduct irregular warfare." - SECARMY Mark Esper, GEN Mark Milley.

"Army Medicine of 2028 is ready, reformed, responsive, reorganized, responsive and relevant, providing expeditionary, tailored, medically ready medical forces to support the Army mission to deploy, fight and win decisively against any adversary, anytime and anywhere, in a joint, combined, multi-domain, high-intensity conflict, while simultaneously deterring others and maintaining its readiness posture." - LTG Dingle

TRADOC Pamphlet 525-3-1, The U.S. Army in Multi-Domain Operations 2028 established a modernization framework, addressing shortfalls, essentially pressing the acquisition process to fill critical capability gaps. Near-peer adversaries with accurate long-range fires, redundant and integrated air defense systems, powerful air forces (both manned and unmanned systems) and cyber warfare capabilities mean the U.S. is faced with unprecedented challenges. The FVL ecosystem as a whole is designed to counter such threats and enable maneuver opportunities. The ecosystem allows FVL assets to be decisive in the lower tier of the air domain. The improved reach (speed, range, and endurance) and standoff (Air Launched Effects and improved Network) significantly enhances FLRAA survivability. Not evacuating is NOT an option.

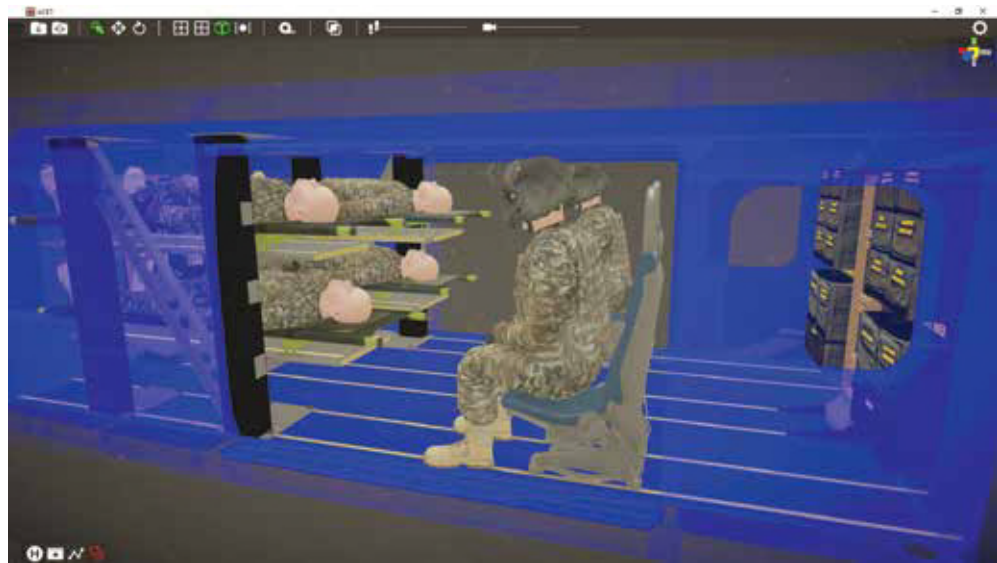
TRADOC Pamphlet 525-3-1

"Large Scale Combat Operations will increase evacuation distances, so medical equipment and capability forward on the battlefield must extend lifesaving capability, operational reach and evacu-

ation capability. Modernization of the Aeromedical Evacuation fleet is a continuous and collective process requiring collaboration across the Army Aviation and Army Medicine communities."

Multi-Domain Operations Strategies

Strategies include operating over much greater distances and dispersed locations. The greater the distances the more critical speed and range become, particularly for AE missions. Distances may exceed the current fleets' capabilities. Especially in the Pacific, the ability to transit across the island chains to support military operations may readily exceed H-60 range capabilities.



Interactive 3 Dimensional Government-owned Model concept exploration for Future Long-Range Assault Aircraft Aeromedical Evacuation.

FLRAA will be a game-changer.

Army Futures Command and supporting Cross-Functional Teams (CFTs) address needed capabilities and modernization efforts. The FVL CFT is pursuing FVL platforms with significantly increased capabilities over existing attack, utility, heavy lift helicopter and unmanned system fleets. Of the FVL CFT Signature Efforts, the Future Attack Reconnaissance Aircraft (FARA), the FLRAA and Future Unmanned Aircraft Systems (FUAS) will provide the aviation assets in the system of systems teaming approach with other Army systems currently under development to counter and defeat enemy capabilities.

The MEDEVAC variant will be configured on FLRAA base aircraft. The FLRAA AE Configuration (AEC) detailed in Annex B of the FLRAA A-CDD includes an Enhanced

MEDEVAC Patient Handling System, a rescue hoist, and a MEDEVAC Mission Sensor. The AE Enterprise is currently researching, developing, and maturing prospective FLRAA medical cabin interior concepts and designs, which will be evaluated using Soldier Touch Points. A MEDEVAC Mission Equipment Package (MEP) will be developed specifically for FLRAA to deliver next generation AE capabilities in support of MDO.

MEDEVAC requirements were intentionally developed in concert with FLRAA platform requirements from the program's inception. As the FLRAA capability is fielded to conduct long range

Air Assault missions, it will be essential that the FLRAA AEC with matching range and speed capability, is ready and available to evacuate the wounded.

We are in a very uncertain budgetary environment, but MEDEVAC Mission Equipment Package (MEP) development must remain lock-stepped with the FLRAA platform development to ensure that MEDEVAC capability will field along with operational FLRAA Air Assault capability.

COL Stephen A. Barnes is the division chief of the Medical Evacuation Concepts & Capabilities Division (formerly MEDEVAC Proponency), Medical Capabilities Development Integration Directorate (CDID), Futures and Concepts Center (FCC), Army Futures Command (AFC) located at Fort Rucker, AL.

Army Aviation's Missing Link

By CPT Daniel J. Barbella



As the Army adapts to respond to near-peer adversaries, a new focus emerges in contrast to the Department of Defense's previous strategies centered upon countering extremist organizations across the world. Joint-All-Domain Operations (JADO) represents DoD's shift toward modernization and synchronization across services to penetrate, dis-integrate, exploit, and dominate with conventional forces. While the strategic aims of DoD have become overt since the issuance of the National Security Strategy in 2017, tactical focus within Aviation could be construed in various ways. For many platforms, the emergence of a "new" conventional threat changes the way aircrews train to counter integrated air defense systems (IADS) or seek out and eliminate such threats. While this is a start in the modernization of ideas for Army Aviation, modernization of equipment/capabilities and a focus on joint interoperability are paramount to building lethality across multiple domains and to adapt to dynamic and complex operational environments.

Joint Comms

For U.S. Army Aviation Battalion-Japan, a small Aviation detachment in Camp Zama, Japan, modernization at the unit level represents the larger, imminent modernization of its higher headquarters of U.S. Army Pacific and the growing lethality of Pacific forces. Faced with a problem unique to the Japanese area of operations, USAAB-J struggled to communicate with its counterparts in the Navy and Air Force. Given a mission tied to humanitarian assistance and overwater air movement, USAAB-J constantly relies on deck landing quali-



U.S. ARMY PHOTO BY YAN ELIAS M. DEJALA

fications and inter-service support to operate effectively across the region. Relying on Blue Force Tracker (BFT), an Army-dominant system, and standard communications of the airframe, USAAB-J identified a singular problem representing one of the obstacles of joint interoperability at the tactical level: joint communications. Utilizing Link-16, USAAB-J could identify ships, communicate securely and over long distances, and send and receive data from users across domains. For most units in the continental United States, this problem of joint communication does not exist but, when isolated in a theatre reliant on inter-service support, communication and a singular common operating picture (COP) become essential.

Logistics Support Vessel-4 Lt. Gen. William B. Bunker, 8th Theater Sustainment Command, departs Kin Red Beach Training Area Oct. 31. The watercraft maneuvered multiple U.S. Army and U.S. Marine M142 High Mobility Artillery Rocket Systems (HIMARS) to execute live rapid deployment equipment training in the Ryukyu southwest island archipelago chain.

Making the Mods

With support from the Program Executive Office (PEO) Aviation, USAAB-J fielded prototype Link 16 systems onboard two of its five UH-60L Black Hawk helicopters representing a shift in focus toward communicating securely across services, contributing to a larger, multilateral common operating picture, and expanding the fluidity of joint interoperability between the Army, Marines, Navy, Air Force, and Allied forces.

USAAB-J modified two UH-60L aircraft with Viasat PRC-161 Battlefield Awareness & Targeting System-Dismounted (BATS-D) radios, Link 16 aircraft antennas, and custom mounting



PHOTO COURTESY OF U.S. MARINE CPL ELIZABETH OARA

CW3 Ian Shaffer, U.S. Army Aviation Battalion-Japan UH-60 Standardization Pilot, passes information to his crew in preparation for an overwater flight above the Ryukyu southwest island archipelago chain on 01 November 2020.

U.S. ARMY AVIATION MUSEUM

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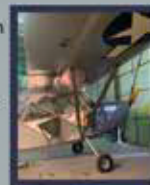
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CONTRIBUTIONS.

The Army Aviation Museum has recently completed a full restoration on the L-5 Stinson, which was a purpose built liaison aircraft for the U.S. Military.

With the earlier successes of the Aeronca and Piper aircraft in the role, it was decided to design one specifically for the Military mission.

This would lead to the development of the L-19 Bird Dog that would assume the liaison role in Korea and Vietnam.

The L-5 will go on exhibit in the new Training Support Facility for soldiers to study and understand Army Aviation History.



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equipment. PEO Aviation coordinated the issuance of a limited airworthiness release (AWR). These systems enabled the USAAB-J to easily enter a joint network with hundreds of other Link 16 users during Keen Sword 21, a joint and bilateral exercise held throughout Japan in late October and early November. Keen Sword 21 became a unique opportunity to showcase the solution to joint communications and the joint COP. With a focus on Navy and Air Force operations, the small detachment of Army Black Hawks would be reliant on the prototype system to truly integrate into joint operations.

Extending the Range

After deploying to Okinawa, Japan, a detachment of three UH-60Ls led joint missions to resupply Marines on Okinawa and in Kyushu, and to conduct shipboard operations in support of the exercise. Although Link 16 is a line-of-sight (LOS) capability, each terminal is able to extend the network's range, creating a web of secure communications and operational awareness across the operational continuum. The initial objectives of implementing this equipment were to validate the system's capability on the aircraft and to exam-

ine the feasibility of the user interface for utility aircrews. Early successes allowed USAAB-J to employ its newfound capability for battle tracking and for situational awareness of friendly elements throughout the airspace, but the unit quickly adapted its use to enabling deep fires.

Demonstrating its capability to deploy and penetrate forces over hundreds of miles, the 17th Field Artillery Brigade, equipped with High Mobility Artillery Rocket Systems (HIMARS), seized the opportunity of low-flying "sensors" across the battlefield. Across vast distances over water, USAAB-J aircraft sent simulated targets-of-opportunity to Marine Air Support Squadron-2 who streamlined the "digital kill chain" through its direct communication link with the HIMARS battery. The use of utility aircraft to fulfill the role of a sensor platform represents a greater tactical synchronization inherent to JADO. In a modern tactical operational environment, every warfighter, every vehicle, and every aircraft must act as a sensor as well as an integrated link of a common operating picture. Despite its primary mission to conduct air movement of personnel and supplies across islands, Army Black

Hawks demonstrated a method to further extend the eyes of a theater-level capability across the battlefield.

The Need to Interface

As a small, unique unit situated deep in a joint environment, USAAB-J faced obstacles inherent to a multi-domain task force. Across Army Aviation, the problem of joint mission data exchange is not as pronounced as many of the Aviation units aren't exposed to digital operations on a habitual basis with other joint forces. With the increased need to interface with other services such as the US Navy/Marines, US Air Force, and US Coast Guard, joint communications and situational understanding have become key in the expansion of joint interoperability and, furthermore, improving lethality in the JADO environment. For USAAB-J, utilizing Link-16 became a highlight and a success story for the exercise but, more importantly, demonstrated a possible solution to a multi-domain communication problem for Army Aviation.

CPT Daniel J. Barbella is the commander of Alpha Company of the United States Army Aviation Battalion, located at Camp Zama, Japan.



The Changing Strategic Environment

By Major General John D. Robinson

As the DESERT STORM victory celebrations become memory, a new strategic environment is emerging, concurrent with domestic pressure for reduced Federal spending. Each evening's newscast brings new challenges to recent decades of planning, programming, and preparation for national security. The prospect of contingency operations anywhere in the world and advances in technology have altered our warfighting concepts. As Yogi Berra once said—"The future ain't what it used to be."

Strategic Picture

We cannot escape being startled by current world events. We watch these events unfold, yet they contain implications which remain obscure even to the most prudent strategic planner. The past monolithic threat, so easy to identify and focus upon, appears shattered. In its place, a destabilizing vacuum promotes regional unrest, and potentially threatens our national security interests around the world.

It is impossible to predict the location and scope of future battles, yet we feel certain that such conflicts will occur. When they do, the proliferation of modern weaponry throughout the Third World will guarantee that many of these future conflicts will be mid-

intensity wars. Amid this turmoil and uncertainty, economic considerations are certain to force larger nations to opt for smaller militaries.

Technology in Flux

Much will be demanded of the Army. There will be great uncertainty on future battlefields. Point targets must be acquired and destroyed at extreme ranges. Advances in computer technology and artificial intelligence are producing "smart weapons", "network battlefields", and satellite navigation. More than ever before, the Army needs lethal forces capable of breaking friction with the ground. The third dimension of the battlefield has taken on greater significance.

The Challenge

Can the rational man hope to make sound force design and investment decisions in this kaleidoscope environment of political turmoil, regional instability, shrinking armies, shifting technologies and changed operational concepts? The challenge is clear—it must be done, and done right.

We must wisely downsize the force adhering to the following essentials:

- Maintain the quality edge achieved in our current forces. The Army must be smaller yet it must be utterly decisive wherever it is committed.
- To do this, we must effectively leverage high technology.

MG Robinson is Chief, Aviation Branch, Commanding General, U.S. Army Aviation Center and Ft. Rucker, AL and Commandant, U.S. Army Aviation Logistics School.

“Army Aviation, in combination with other deploying lethal forces, could make the difference between peace or war.”

- The Army must be a deployable force—capable of rapidly projecting credible and lethal force packages anywhere in the world.
- The Army must excel at joint and multinational operations, and be sustainable in austere theaters.
- The Army must find the optimum mix of active and reserve components to produce the most affordable, effective, and deployable force.

The Army is taking unprecedented actions in adjusting its warfighting doctrine, force structure, and materiel inventories to account for extreme flux in areas of strategy, fiscal policy, and technology investments. Hard decisions remain. Yet, the correct approach must lie in maintaining the Army's momentum while accommodating change.

What then is Aviation's role in this rapidly changing world?

Warfighting Mission

Aviation technology has been harnessed to provide the combined arms team with enormous flexibility, lethality, and the capability for rapid movement. Aviation assets permit the Army to see and sense the enemy. It permits firepower to be massed quickly. It is essential to sustaining the battle. There is no doubt that Army Aviation has a significant warfighting role in reconnaissance, security, attack, air assault, special forces, and support operations—our contribution is combat-proven and central to the execution of AirLand combat operations.

Since 1986, aviation force structure has been reduced by slightly more than 22,000 personnel. As the Army downsizes from current levels, thoughtful force planning

must design a force with the requisite capability for contingency operations. National military strategy is based upon forward presence and deterrence from CONUS-based forces, both active and reserve component; flexible forces that project a credible warfighting capability when placed early in a potential theater of conflict. Such a force sends a strong signal of U.S. commitment. Army Aviation, in combination with other deploying lethal forces, could make the difference between peace or war.

Investments

A prudent investment strategy must complement the force structure. Our research and development work must press the limits of a rapidly expanding technology base. Procurement of improved aircraft, missiles, and introduction of the RAH-66 Comanche into the fighting force is paramount. Concurrently, we must retire old aircraft, reduce the types of aircraft being supported, procure updated ASE, and field modern refueling and ground support equipment items.

Coming Up

In future articles, I intend to highlight doctrine, force structure, materiel, training, and leadership in the context of our warfighting mission in the AirLand Operations concept. There must be two dimensions to our focus: first, our commitment to a trained and ready force capable of responding to America's call. Second, we must have an eye for the future.

I ask each of you to join me at this watershed time in history to preserve force readiness and help shape the future. ■■■■



AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from LTC Mark Pickett, the Tarheel Chapter President, for authorizing and sharing this information to our membership.

The Tarheel Chapter

The Tarheel Chapter is proud of their “First in Flight” heritage, supporting our Army Aviation Soldiers and family members now for over 44 years.

They are considered a AAAA Senior Chapter and represent about 150 current and former North Carolina Army National Guard members across the great state of North Carolina. The Chapter is based primarily out of aviation National Guard unit locations in Morrisville, Raleigh and Salisbury, NC. However, the Chapter reaches across the entire state to support its varied and geographically dispersed aviation community. The 449th Combat Aviation Brigade, 1-130th Attack Recon Battalion and 2-130th Airfield Operations Battalion and their subordinate units are the focus of Chapter support. All which have been extensively engaged in training and deployments over the last several years. The 449 CAB was awarded the AAAA Unit of the year in 2019 and the 1-130 ARB was the National Guard Unit of the year in 2020.

Past Events

This year’s events have been significantly impacted by COVID19 and its risk mitigation. The Chapter has not been able to hold an in-person event since January of last year. Despite COVID restrictions, the Chapter was able to hold virtual elections for all Chapter officer positions and did conduct two additional virtual events. The big virtual event corresponded with the Annual Aviation Safety Conference that included awarding five Order of St. Michael medals. This included the Tarheel Chapter’s very first Gold Medal to the state Adjutant General, Major General M. Todd Hunt, a former Aviation Brigade Commander, State Aviation Officer and Tarheel Chapter President.

Upcoming Events

The Chapter hopes that their next big event will be to reschedule their annual Scholarship Golf Tournament this spring and again in the fall to get back on track. This event will be held at River Ridge Golf Course in Raleigh, NC. It is an open event, and all golfers/teams are welcome. This is a great opportunity for both national members and local Chapter members from local Chapters like the Iron Mike Chapter to participate and network. To close out the year, the Tarheel Chapter will support the State’s Annual Safety Conference in December. This event hosts a keynote speaker and social for all members and their families. For more information on both events contact the Tarheel Chapter at tarheelaaaa@gmail.com.



Member Support

The Tarheel Chapter is regaining momentum. They have made steady gains over the last several years especially through support to the scholarship program. The Chapter has donated over \$100,000 to scholarships including \$6,000 this past year. The Chapter also expects to be more consistent on their Order of St. Michael Awards, as they have tons of deserving candidates not just retirees. Hopefully like all of us the Chapter looks forward to a COVID free environment that allows for more social interaction and personal engagement at their local events as well as attendance at National Conference Events. The big push on their radar is the Chapter annual golf tournament which is their big money generator for local and national scholarships. Most importantly the Tarheel Chapter continues to be proud supporting all the units and aviation Soldiers they represent across the great State of North Carolina!

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

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

UPCOMING AAAA EVENTS

APRIL 2021

21-23 AAAA Army Aviation Mission Solutions Summit, Nashville, TN
30 Submission Deadline – Scholarship Applications

MAY 2021

3-6 AUVSI XPONENTIAL 2021, Atlanta, GA

JUNE 2021

1 Submission Deadline – Scholarship Application Supporting Documents
21-22 Aircraft Survivability Equipment (ASE) Symposium, Kissimmee, FL

AAAA Chapter News

Washington Potomac Chapter Scholarship Fundraiser Golf



CHAPTER PHOTO BY BETZADIA FLORES ORTIZ

The Washington-Potomac Chapter hosted the 2020 Scholarship Event via Webex™ on the evening of December 3, 2020. The guest speaker was General Daniel Hokanson who currently serves as the 29th Chief of the National Guard Bureau and is a Master Army Aviator. The Chapter had 45 out-stations join the event, including 13 of the 20 scholarship awardees.

Order of St. Michael Inductees

CSA Inducts Boyd



U.S. ARMY PHOTO BY PFC SBDIA JOHNSON

CW4 Stephen R. Boyd, aviation and ground safety officer for Army Southern European Task Force, Africa, is inducted into the Bronze Honorable Order of St. Michael by Army Chief of Staff, GEN James McConville, on Dec. 14, 2020 at Caserma Del Din, Vicenza, Italy. Boyd was recognized for his more than 37 years of dedicated service to Army Aviation at a Soldier recognition ceremony during the CSA visit to SETAF-AF.

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Flint Hills Chapter



CHAPTER PHOTO BY BETZADIA FLORES ORTIZ

1SG Christopher D. Meece, Alpha Company, 3-1 Assault Helicopter Battalion is inducted into the Bronze Honorable Order of St. Michael surrounded by his family, by the battalion command team, LTC Raymond Santiago (right) and CSM Kyle Cutter on February 11 at the 3-1 AHB hangar, Ft. Riley, KS. Meece was recognized for his support of Army Aviation on the occasion of his change of duty. He will serve as the Ready Reserve First Sergeant, Combat Aviation Brigade, 1st Infantry Division, at Ft. Riley.



CHAPTER PHOTO BY BETZADIA FLORES ORTIZ

Also inducted into the Bronze Honorable Order of St. Michael during the same ceremony was **CW4 Danny A. Olmeda**, standardization pilot for Charlie Company, 3-1 AHB with his family by his side. Olmeda was recognized for his more than 20 years of service during which he served as a company and battalion instructor/standardization instructor flying over 2,000 hours and training more than 200 aviators.

Washington Potomac Chapter



CHAPTER PHOTO BY

COL (Ret.) Tony Fish is inducted into the Silver Honorable Order of St. Michael during a November 2020 ceremony in Crystal City, VA by deputy assistant secretary of defense for Platform and Weapon Portfolio Management, Mr. Chris O'Donnell (left) and chapter VP Awards, Mr. Dan Curry. Fish was recognized for his positive impact on the future of Army Aviation, its Soldiers and their families, and his more than 32 years of Army service.



AAAA Membership Update By CW4 Becki Chambers

The Membership Corner

Liaison officers (LNOs) have been stationed at Fort Rucker since 1956. One person who has served as the British LNO is Lieutenant Colonel Claire Curry. Claire and her husband, Colonel Ian Curry, currently live in Wiltshire, England, just over 5 miles from Stonehenge.

Claire left Exeter University in 1993, joined the Reserves and took a job working in London. Claire decided that she could work for a Blue-Chip company anytime, but not join the Army later in life, so in 1996 she joined Commissioning Course 962 at the Royal Military Academy Sandhurst. The appeal of leading Soldiers, travel, the promise of adventure and an aspiration to make a difference were driving factors.

Back then women were not legally permitted to serve in front line units, so she joined the Royal Artillery (RA). During her three years in the RA she was a Phoenix Unmanned Air Systems (UAS) Troop Commander, Command Post Officer, Battery Training Officer and Battery Ops Officer, exercised in Canada and flew Phoenix on D-Day during OP AGRICOLA I (NATO mission to Kosovo 1999). She also trained as a multiple commander for infantry operations in Northern Ireland but didn't deploy.

In 2000 Claire attended the Army Pilots Course, where alongside Royal Navy and Air Force officers she flew fixed wing, progressed to the A-STAR helicopter before earning her wings in 2002. Claire transitioned into the Gazelle – a recon helicopter. She served with 663 Squadron, 3 Regiment Army Air Corps (AAC) in OPERATION IRAQI FREEDOM (OP TELIC 1) and flew on numerous exercises in Europe and Canada. Claire says that without a doubt it was her best time in her Army career.

Claire has served in a variety of staff roles which have included training delivery, training design, manpower planning, aircrew retention, media, and personnel management. She has been COS HQ AAC, trained Phase I recruits, worked for Army International Branch and been the UK LNO to U.S. Army Aviation.

Other than flying and having the privilege to command Soldiers, the Army has offered her some unique opportunities. Claire led the renovation of a bombed elementary school in Kosovo, organized heli-humanitarian aid in Iraq, and led a 167-mile expedition retracing the Sandakan Death March through the jungles of Sabah, Borneo. She has also been lucky enough to represent the Army in swimming, tennis and sailing.



Lt. Col. Claire and Col. Ian Curry

Claire and Ian met at a wedding at St. Andrews, Scotland. They married on 22 May 2004. Ian has the dual-designator of Pilot-Physician and worked at U.S. Army Aeromedical Research Lab (USAARL) as a senior researcher during their time at Fort Rucker. In 2018 Ian was inducted as a Knight of the Honorable Order of St Michael.

In addition to working with some fantastic American Aviators, as the UK LNO, Claire says it was a privilege to work alongside fellow LNOs from Australia, Canada, Holland, France, Italy, and Germany. She thinks it's the only place in the world where this unique situation exists.

Claire is currently assigned as the J1 and J9 lead for the Joint Helicopter Command based in HQ Army, Andover, and Ian is the Consultant Adviser Aviation Medicine (Army) based in HQ Army Air Corps, Middle Wallop, the home of British Army Aviation.

Here is Claire's response to the question of why it is important for people to join a professional organization like AAAA: "I think an organization such as AAAA is a fantastic way of sharing information and keeping everyone up to date on changes. Fellowship, intellectual discourse and support are just three reasons. AAAA brings Active Duty, National Guard, Reserves, Veterans, and even foreign allies together. When I attended 2016-2018 AAAA conferences, I was struck by the openness, drive for betterment and most importantly the camaraderie that I've witnessed first-hand. The genuine friendship that people extended to us, made us feel so welcome and part of your organization. Thank you!"

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

CW4 Becki Chambers
AAAA Vice President for Membership



New AAAA Life Members

Air Assault Chapter

CW4 Dan Montjoy

Aviation Center Chapter

MAJ Brandon Andreasen

Bluegrass Chapter

LTC Phillip D. Robinson

Great Lakes Chapter

Michael Furmanski

Greater Atlanta Chapter

CPT Brian Johnson

CPT Matthew D. Welker

Jimmy Doolittle Chapter

CW4 Douglas Hemmingsen, Ret.

SGM Henry Watkins, Ret.

Mount Rainier Chapter

CAPT Constance von Muehlen

Tennessee Valley Chapter

CW4 Jason A. Fauth, Ret.

Ms. Shannon L. Kirkpatrick

CW4 Steven L. Sanders, Sr. Ret.

Thunderbird Chapter

CW4 John Hart

Zia Chapter

Wayne F. Smith

New AAAA Members

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SPC Jack Tyler Boldt

1LT Justin Gilbert Byers

MAJ Peter Doyle

CPT Brett Kubica

CW4 Dan Montjoy

PFC McKenzie Alisha Pepper

CW2 Ronald Ramdipsingh

SPC Joel Valdivia

Arizona Chapter

PFC Colten Joseph Contreras

CDT Gaige Graham

Tony Pesch

Chris Sullivan

Greg Sumerlin

Aviation Center Chapter

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CW4 Bartlett Berns

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Kenneth Hurd

Todd Stempel

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Follow Me Chapter

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Great Lakes Chapter

Jacob Lopez

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Greater Atlanta Chapter

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CW2 Ralph Staunton

Griffin Chapter

CPL William Leonard

CW3 Alexander Lewis Tibben

Grizzly Chapter

Scott Butler

Eric Easley

Heather Elliott

Joseph Massucco

Ertugrul Turhal

High Desert Chapter

PFC Braden Chen

Idaho Snake River Chapter

CW3 Chad D. Thomas

Iron Mike Chapter

SGT Patrick Hess

CW5 David Pauley

Jack H. Dibrell/Alamo Chapter

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Jimmy Doolittle Chapter

PFC Garrett Cassidy

CW4 Douglas Hemmingsen, Ret.

CW4 William Loftin

1SG Stephen Moore

SSG Christopher Stephenson

Keystone Chapter

Garrison Brown

PV2 Logan John Rahe

Land of Lincoln Chapter

2LT Ian Curtis

Lindbergh Chapter

PFC Zachary Dotson

SPC Spencer Jones

MacArthur Chapter

1LT Park Woong Jong W.

Magnolia Chapter

PFC Xavier Dakota Norwood

Mid-Atlantic Chapter

WO1 Aaron D. Boyle

CW4 Justin Callahan

Keith Vreeland

Minuteman Chapter

PV2 Jonathan Donald Forhan

Morning Calm Chapter

CW2 Messanh K. Adjangba

1SG Robert Carroll

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CPT Jarvis Coburn

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Brandon Wilson

No Chapter Affiliation

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COL George Butler

Mr. Lorenzo A. Canotapia

Yanik Doyon

Gary Jones

Kerry McGovern

CW4 Jeremiah Pyrdol

Kieran Smith

Karen Starr

PV2 Adolfo Velezcosome

MAJ Joseph Yurisich

Lost AAAA Members

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

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Walter D. Bowden
Harold V. Bowie, Jr.
COL Fred E. Brown, Ret.
LTC Jeffery D. Brown
Rickey J. Brown
MAJ James E. Bruckart
E. W. Cavanaugh
LTC Richard G. Cercone Jr.
LTC Tzu-Shan Chang
COL James A. Coar, Ret.
MAJ Harry L. Connors Jr., Ret.
Bruno Cussigh
SGT Travis Bonham Darnell
Kirk Flitte
CW4 John Hart
William H. Gillispie
Michael F. Glass
MAJ Gregory W. Glover
LTC William T. Goforth
Mary H. Gorman
COL Gerhard Granz, Ret.
Dexter Henson
COL Jose L. Hinojosa, Ret.
CW4 Delbert Jackson, Ret.
LTC Randy K. Jackson
Allen E. Jants
CW3 Jeffrey J. Jelonek
MAJ Gregory R. Jenkins
MAJ David A. Jobe
LTC Peter D. Kowal
CW3 Vladimir Kultschizky
CW3 Timothy J. Larz
WO1 Joshua Link
MSG David W. Little, Ret.
2LT Alex McDonald
MSG Joe Moreira, Ret.
SGM Ivonne M. Morrison, Ret.
CSM Vern



AAAA Family Forum By Judy Konitzer

I am grateful to CPT Justin Shedron, Rear Detachment Commander for 28th ECAB PAARNG, for his assistance in connecting me with spouses who have graciously shared their experiences during the current deployment of the unit.

Deployment Through the Eyes of National Guard Spouses



PERSONAL PHOTO BY STACEY HANITY

Soldiers from National Guard units have gained national attention as we watched their mobilization to D.C. in January, but what about those who are currently deployed? The 28th Expeditionary Combat Aviation Brigade deployed to Kuwait and outposts in Syria in September and won't return until late spring in support of Operation Inherent Resolve designed to defeat DAESH (ISIS).

I acquired a greater and genuine appreciation for the service of their spouses and how they are coping with this separation after interviewing a few of them.

Alicia Rudnik (2-104th GSAB-JST): acknowledged having regular visits with a counselor working with military families who helped identify and work through differences in their personalities and subsequently helped to set up a plan to establish expectations related to the deployment and homecoming. I admired Alicia's willingness to discuss this, as it is a positive step anyone can take when the stresses of life could become overwhelming. Alicia with 2 children (1 and 3) moved shortly after the deployment with a great amount

of help and support from their close friends. She is grateful for their Soldier and Family Readiness Staff, and while there are a few NG families close by, although none from their unit, it is still helpful knowing them as they appreciate the challenges facing NG families. She receives help from her mother-in-law 2twodays a week when she needs office time, while being able to work from home the other three days.

Susan Girvin (HHC 28th ECAB): spoke highly of the support (outside of her parents) during the deployment from members of her church. Their Pastor (prior military) asked the ladies' Bible study group if they would like to assist 6 families on deployment. Twelve

Members of Susan Girvin's church family provided cookies for her family to decorate for Christmas. This is just one of their many weekly activities along with meals showing support for families enduring deployments.

in the group adopted Susan's family (22 and Autistic, and 8, 11, 13 whom she home schools). "I get weekly visits from at least 2-3 ladies and they bring a meal and spend time with us. Over the holiday they took my girls shopping which got them out of the house, and they have also entertained the kids so I could go out and get a break too". The spouses all shared that some in their local communities reached out, but on a sporadic basis sometimes not being sure how to help. This support from Susan's church sounds like a wonderful opportunity for churches to expand their Outreach programs and maybe our readers will adopt it in their own communities.

Kristen Cassidy (2-104th GSAB-FITIG): Although it was their 2nd deployment, it was the first with children (9 and 6) and worse yet during a pandemic. "It just felt cruel at first, and I definitely went through the cycle of emotions" and still finds it heartbreaking seeing the children's reactions while missing their Dad.



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Kristen volunteers with her FRG and communicated with other spouses with children so had knowledge of many resources but had to figure out which were best for them. With an education degree and loving children's literature, she used different books to walk through the deployment. Having 'Daddy Dolls', video chats with Dad, and a supportive school has also helped. To help feeling more confident and prepared, she and her husband created a Deployment Binder with Power of Attorney, passwords, and any paperwork to help her through the year with household information.

Sandy Facer (A Co, 628thASB):

This deployment is different from that of 2009 when the Facers had only been married six months, with a nine-year-old adjusting to a new stepdad. Sandy was new to the military and felt alone but feels she has grown since then. She is active in the FRG, even though planned events such as an Easter Egg Hunt, Knoebel's picnic, and the Christmas party had to be cancelled due to COVID. She keeps in touch with unit

members through phone calls, texts, and the unit Facebook page to maintain some type of normalcy with being available to help families and Soldiers throughout the deployment no matter the time. The 28th ECAB also holds monthly Zoom meetings. Before her husband left, they organized all the household responsibilities in hopes that all would run smoothly. "But we all learn that deployment is a journey, and there are bumps in the road. So, while it is easy to help others, sometimes we need to ask for help ourselves, and that's where there is still room to grow". She is genuinely thankful for her family, especially her Mom for always being there.

Gwen Pvasco (HHC 28th ECAB):

This is also their 2nd Deployment, but she is "taking it one day at a time" as it can be emotional and much harder because of COVID. Gwen and her husband planned what would be the best times to talk because he has a VPN with a phone there. They also identified some friends, family, and church members to help if a need arose and added the Red Cross App to her phone. Most FRG meetings

are virtual but some were drive through like the Holiday Toy Drive which was enjoyable. She finds resources like Military One Source and Our Military Kids helpful and shares them with her Facebook group.

Collectively these spouses' biggest hurdle is the isolation experienced while being scattered throughout the state of Pennsylvania. Yellow Ribbon gatherings for deployment briefs were curtailed with virtual briefings being held instead, thus limiting opportunities for establishing camaraderie. Currently, many of the FRGs have private Facebook groups that are monitored for OPSEC and where they receive information from the Command and NG Family program and each other. It is something but not like having face to face encounters. One plus for all, however, is the almost daily encrypted communication they can experience over secure lines with their Soldiers.

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

AAAA Awards



Order of St. Michael Inductees

Silver

CSM George T. Ackerman,
Rio Grande Chapter
CW4 James A. Campbell,
Phantom Corps Chapter
CW5 Christopher Hertzog,
Phantom Corps Chapter
COL E.J. Irvin, II,
Iron Mike Chapter
CW4 David R. Kalcevic,
Keystone Chapter
CW4 Calvin L. Lambert,
Colonial Virginia Chapter

SGM Shawn C. McKay, Ret.,
Aviation Center Chapter
COL Jon M. Tussing,
Iron Mike Chapter

Bronze

1SG Neal Ayres,
Jimmy Doolittle Chapter
1SG Robert J. Carroll,
Morning Calm Chapter
CW5 Bernard A. Catanzarito,
Delaware Valley Chapter
CSM James A. Cook,
Thunder Mountain Chapter
MSG John Downer,
Jimmy Doolittle Chapter
SSG Ryan Fiber,
Morning Calm Chapter
1SG David A. Garcia,
Morning Calm Chapter
SGM Travis J. Garrison,
Aloha Chapter
SSG Jose N. Giron,
Rising Sun Chapter
CW4 Joel Gooch,
Jimmy Doolittle Chapter
1SG Zebadiah B. Jones,
Air Assault Chapter

MAJ Sean M. Kenney,
Morning Calm Chapter
CW4 Semi I. Lemafa,
Rio Grande Chapter
CW5 Heyward Lindler,
Jimmy Doolittle Chapter
SFC Corey M. Madden,
Rio Grande Chapter
CW3 Joshua R. McSwain,
Rio Grande Chapter
General R. Messer,
Thunder Mountain Chapter
SFC Camar Minto,
Morning Calm Chapter
CW3 James L. Peterson,
Aloha Chapter
CW3 Thomas W. Reynolds,
Mount Rainier Chapter
SFC Carlos A. Rodriguez,
Mount Rainier Chapter
CW3 Charles A. Russell,
Morning Calm Chapter
CW2 David Silvia,
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SFC Stephen Snodgrass,
Jimmy Doolittle Chapter
CW3 Anthony J. Wozniak,
Rio Grande Chapter

KNIGHT of the Order of St. Michael



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Marsha G. Bailey,
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Michael P. Donohue,
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Phantom Corps Chapter
MSG Peter Galfusz,
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1SG Latoysa Ryan,
Phantom Corps Chapter

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AAAA Functional Awards

Suspense: July 1

- AMSO Award ■ ASE Award
- Avionics Award
- Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 1

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

Suspense: September 1

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

AAAA Hall of Fame Inductions

Suspense: June 1



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AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from February 2020 through February 2021. 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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 AAAAA Rio Grande Chapter
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 -IHO MAJ Eugene A. Carroll Jr., Ret.
 John D. Burke
 -IHO COL Joseph A. Hoecherl
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By LTC Kevin Cochie, Retired
 AAAA Representative to the Military Coalition (TMC)
kevin.cochie@quad-a.org

FY22 Defense Budget Status

As noted last month, the annual defense budget normally is passed to Congress via the White House and OMB the first week of February, but post-Presidential Election year where there is a change in power, the budget is always delayed as the new administration navigates changes that align with their political agendas. This cycle is no different with the budget still sitting within the halls of the Pentagon as the Biden administration settles into their battle rhythm.

Stability with Pentagon leadership was the first effort by the new administration and was quickly achieved with GEN (Ret.) Lloyd Austin and Kathleen Hicks both confirmed in the number one and two civilian positions in the Pentagon. Hicks made public comment that the budget process is delayed due in part to a slow transition of power between the Trump and Biden teams. Many other top civilian positions will be filled this spring, but some will not as negotiations continue on Capitol Hill regarding the size of the defense budget and how to achieve cost savings. Rep. Ken Calvert (R-CA) introduced a bill this past month that would reduce the number of civilian DoD employees in an effort to minimize reductions in uniformed service members. The good news is that lawmakers appear to be negotiating which is something we have not seen for quite some time.

Senate Balance of Power

Due to the 50/50 split of Republican and Democratic lawmakers in the Senate, all committees went through a balance of power exercise by which Republican and Democratic Senators agreed on who would chair each of the Senate committees and sub-committees. The balance of power agreements were aimed at minimizing the need for Vice President Kamala Harris having to make the trip to Capitol Hill often to provide the tie breaking vote for legislative actions. The most notable shuffle on the Armed Services committee is on the sub-committee for Air Land which provides oversight to the Army and Army Aviation. The selection was Chairman Senator Tammy Duckworth (D-IL) and Ranking Member Senator Tom Cotton

(R-AR). When DoD and industry assess who is in power of various sub-committees, they look for the thread to influence, so let's note three threads we should watch over the coming year. First, Sen. Duckworth is an Army Aviator and combat veteran and survivor of a horrific crash. She knows, firsthand, the need for aviation technology and the need for readiness dollars that equate to proficiency and safety. Second, she is a veteran of the Army National Guard that has historically fought for balancing of personnel and modernized equipment. This will, no doubt, be a thread that both the Guard and industry will follow as they pursue their initiatives. And third, Sen. Cotton is also a combat veteran having served as an infantry officer in the 101st Airborne Division. He has been very vocal on having a strong national defense, so we should expect Army leadership and industry to pursue those threads to achieve their initiatives. So, absent a FY22 DoD budget moved over to Capitol Hill at present, there is plenty for DoD and industry lobbyists to analyze in advance of the budget moving into the Congressional mark-up process. It's all about strategy to influence and the shuffles within the committees is an important part of strategy development.



Senate Appropriations

As with the shuffle of power on the Senate Armed Services Committee (SASC), the Senate Appropriations Committee (SAC) has interesting nuances as well. The full committee, post balance of Senate power, welcomes Sen. Patrick Leahy (D-VT) as the new Chairman. Sen. Leahy is also the co-chair of the National Guard caucus. The Ranking Member for the SAC is now titled as Vice-Chairman and is long time Army Aviation supporter, Sen. Richard Shelby (R-AL). Sen. Shelby also serves as Ranking Member of the subcommittee on defense (SAC-D) and Sen. Leahy serves as a majority member. As you can imagine, DoD, Army, Guard, and industry could see strong threads to these leading lawmakers to achieve their priorities. It's also noteworthy that Sen. Shelby has announced his retirement and will not seek re-election in 2022. Just as we saw veteran Congresswoman

Martha Roby step down in 2020, Army Aviation will now see another veteran advocate step down from service in Congress.

FY22 Budget Release

It's unknown when the FY22 budget will get to Congress to begin the mark-up process. What we do know is that it's likely to be a flat budget from FY21. What does this mean for Army Aviation initiatives? Will the budget continue to receive ample attention to readiness dollars needed to keep our aircraft maintained and our crews trained? Will we have sustainment dollars to maintain our legacy fleets of aircraft? What about modernization dollars and the future of FARA and FLRAA? Will Army Aviation be looked at as a whole by lawmakers or will lawmakers delineate between active units and guard and reserve units? These are the areas our reader base should look at when monitoring the political landscape as it relates to our Army Aviation enterprise. As we've said in the past, AAAA is agnostic to political parties and agendas and supports our enterprise as a whole.

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FALLEN HEROES

AAAA is saddened to report the recent loss of three Army Aviators.

CONUS

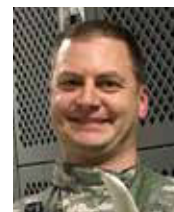
The Idaho Army National Guard announced the death of three Army Aviators on February 2 during a routine night training mission in the local mountainous training area referred to as “Three Points” near Lucky Peak State Park, approximately 10 miles east of Boise.



CW4 Anderson



CW3 Laubhan



CW3 Peltzer

Killed were:

Chief Warrant Officer 4 Jesse Oscar Anderson, 43, from Boise;
Chief Warrant Officer 3 George Geoffrey Laubhan, 39, from Boise; and,
Chief Warrant Officer 3 Matthew David Peltzer, 43, from Nampa.

The accident is presently under investigation.

May they rest in peace.

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

IN MEMORIAM



It is with great sadness that AAAA reports the passing of a member of the Army Aviation Association of America’s “The Originals,” otherwise known as the Cub Club.

Colonel Harry Wheatland Townsend, U.S. Army Retired

COL (Ret.) Harry Townsend was born December 22, 1922, in Philadelphia, PA and passed peacefully in Silver Spring, MD, on February 18, 2021 at age 98.

A veteran of three wars, a master Army aviator with more than 8,000 hours (of which more than 1,700 are combat) and a master parachutist, he began his military service with the Citizens Military Training Corps. During World War II he was commissioned a second lieutenant and served in Europe.

In 1947 he applied for flight training. When there was no response, he and 19 other black parachutists bought an Aeronca Chief and formed a flying club in Fayetteville, N.C. His outstanding service with the 555th Parachute Infantry was rewarded with a Regular Army commission. Townsend completed fixed-wing and helicopter training in 1950 and went on to fly hundreds of combat missions in Korea in H-13 and liaison fixed-wing aircraft.

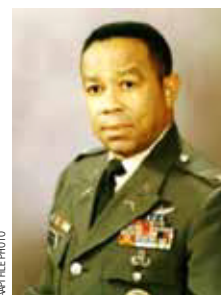
Following seven years of important staff and command assignments, he took command of the 268th Combat Aviation Battalion in Vietnam where he led the unit’s largest air assault, inserting all combat elements of the 173rd Airborne Brigade and a battery of 155mm howitzers.

His last years of military service were in the offices of the Army’s Inspector General, the Secretary of Army and the Secretary of Defense. After retirement he served for decades on AAAA’s National Executive Board, ten as trustee and treasurer of the Scholarship Foundation, and as international judge in national and international helicopter championships. He was also a Founding Member of the U.S. Army Black Aviation Association, serving as its Chairman in 1985; and Chairman of the Board of The ROCKS, Inc., a professional military officers’ organization. In 1972, he was inducted into the Officer Candidate School (OCS) Hall of Fame, Ft. Benning, GA; and in 2004 into the Army Aviation Hall of Fame.

He will be interred at Arlington National Cemetery at a future date.

In the words of AAAA Executive Director, Bill Harris, “Harry was a true giant in character, honor, integrity, and action. He will be sorely missed.”

May he rest in peace.



ARMY FILE PHOTO



PERSONAL PORTRAIT



People On The Move

Aviation General Officer Promotions/Assignments

The chief of staff of the Army announced the following officer assignments:



U.S. ARMY PHOTO

BG Thomas R. Drew, military deputy, Talent Management Task Force, Office of the Deputy Chief of Staff, G-1, U.S. Army, Washington, D.C., to commanding general, U.S. Army Human Resources Command, Fort Knox, Kentucky.



BG Thomas W. O'Connor Jr., deputy commanding general (support), 1st Infantry Division, Fort Riley, Kansas, deputy commanding general (operations), Eighth Army, Republic of Korea.



BG Allan Pepin, deputy commanding general, U.S. Army Special Operations Command, Fort Bragg, North Carolina, to commanding general, Military District of Washington; and commander, Joint Force Headquarters-National Capital Region, Washington, D.C.

Aviation Nominative Sergeants Major Assignments

The sergeant major of the Army announced the following nominative sergeant major assignments:



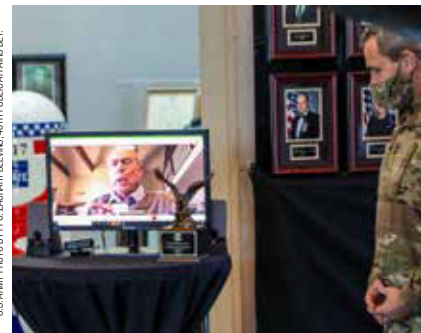
Sergeant Major Billy D. Webb, United States Army Special Operations Aviation Command, Fort Bragg, NC, has been selected as the Command Sergeant Major, United States Army Fifth Corps, Fort Knox, KY.



Sergeant Major Stephen H. Helton, Sergeant Major Management Division, Fort Knox, KY, has been selected as the Command Sergeant Major, United States Army Combined Arms Center, Fort Leavenworth, KS.

Awards

Hawk Ruth Named A Champion of Fort Campbell



U.S. ARMY PHOTO BY PFC ZACHARY BLEWIS, 40TH PUBLIC AFFAIRS DET.

MG Brian Winski, commanding general of the 101st Airborne Division (Air Assault) and Fort Campbell, looks on as **COL (Ret.) Henry C. "Hawk" Ruth** virtually accepts his award as a Champion of Fort Campbell, Kentucky during a small ceremony on Feb. 5 at the division headquarters. Hawk, who is the AAAA Air Assault Chapter President, was one of four distinguished community leaders and civic servants who were selected for 2021. The Fort Campbell Champions are individuals who have made outstanding efforts to support installation programs while enhancing the quality of life for the Soldiers and their families.

Tomlinson Receives FAA Master Pilot Award



U.S. ARMY PHOTO BY JIM HUGHES, FT RUCKER PUBLIC AFFAIRS

Todd Marshburn, director of Amentum Rotary Wing Flight Training, shows a picture of the pin he's about to present to **Scott Tomlinson**, Fort Rucker flight instructor, after presenting him the Federal Aviation Administration Wright Brothers Master Pilot Award for 50 years of accident- and incident-free flying during a small ceremony at Cairns Army Airfield, Feb. 4. Tomlinson's wife, Helen, put the pin on her husband before he put a duplicate on her.

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FY22 Lieutenant Colonel Army Competitive Centralized Selection List - Command Selection Board Results

The fiscal year 2022 Army lieutenant colonel competitive centralized command selection board results were released Jan. 21, 2021. Congratulations to the following 56 Army Aviators on their selection.

0-5 Principal

LTC Attaway, James A. +
LTC Benson, Ian H. +
LTC Braswell, Erin E. *
MAJ(P) Clapp, Frederick L. III
MAJ(P) Collins, Logan P. *
LTC Dadisman, Zachary L. *
LTC Dargavell, Michael J. *
LTC Deloach, John B. *
LTC Dominguez, Gerardo F.
LTC Espinoza, Tyler J. +
LTC Fischer, James R. *
LTC Gale, Scott D. +
LTC Hall, Charles W. +
MAJ(P) Hayward, Joshua C. *
MAJ(P) Katzenberger, Keith C.
LTC Kazmarek, Robert A. +
LTC Kearney, April D. *
MAJ(P) Kennedy, Lucas J.
MAJ(P) McLean, John M. II +

LTC Monroe, Chad A. *
LTC Neal, Paul B.
MAJ(P) Nickel, Joy F.
LTC Norland, Jeremy R. *
MAJ(P) Pafford, Brent J. +
MAJ(P) Pearce, Michael A. +
MAJ(P) Perkins, Lori L.
MAJ(P) Powell, David T. +
LTC Robles, Gema
LTC Rodriguez, Elpidio
LTC Ryan, Kevin E.
LTC Sevigny, Steven P.
LTC Sickler, Robert I. +
LTC Stapler, Sean R.
MAJ(P) Stilwell, Jacqueline K. *
LTC Sulpizio, Donald J. +
LTC Taylor, Patrick J.
LTC White, Kevin C.
LTC Wolfe, Gabriel M.
LTC Zotter, Christopher D.

0-5 Alternates

LTC Angus, Grayson F.
LTC Brownell, Mackland H.
MAJ(P) Brubaker, Jason C.
MAJ(P) Gray, Nelson B. +
LTC Hampton, David R. III
LTC Holland, Joseph P.
LTC Holten, Nicholas C.
LTC Kane, Kevin P. *
MAJ(P) Kiluk, Courtney L.
MAJ(P) Kittlesen, Jason S. +
LTC McCoy, Adam S. *
LTC Peters, Derrick A.
LTC Stapler, Sean R.
LTC Swanson, Justin J.
LTC White, William G. +
MAJ(P) Whitney, Nathan H.
MAJ(P) Woody, Clinton R.
LTC Yang, Andrew K.

* = AAAA Member
+ = Life Member

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.



46 Officers January 20, 2021

Commissioned Officers

1LT Waller, Bogue M. * - DG
2LT Brady, Alexandra M. - HG
2LT Nessler, Caroline B. - HG
1LT Sowatzke, Zachary R. * - HG
1LT Surdu, Thomas J. * - HG
1LT Bartlett, Steven M.
1LT Buckley, Brian P.
1LT Conway, Paden J. *
1LT Crum, Adam G.
1LT Cunningham, Bryant T. *
1LT Ellison, Joseph B. *
1LT Fritz, Payton M.
1LT Good, Josiah L.
1LT Hartel, Hanna R. *
2LT Hawn, Bradley W. *
1LT Kahoe, Jake R.
1LT Krevetski, Andrew D. *
1LT Mello, Matthew D.
1LT Rines, Andrew W. *
2LT Salters, James M. *
1LT Saucedo, Gavin A.
2LT Shultz, Jonathan E. *
CPT Staats, Charles M.
1LT Williams, James W.
1LT Wynters, John W.

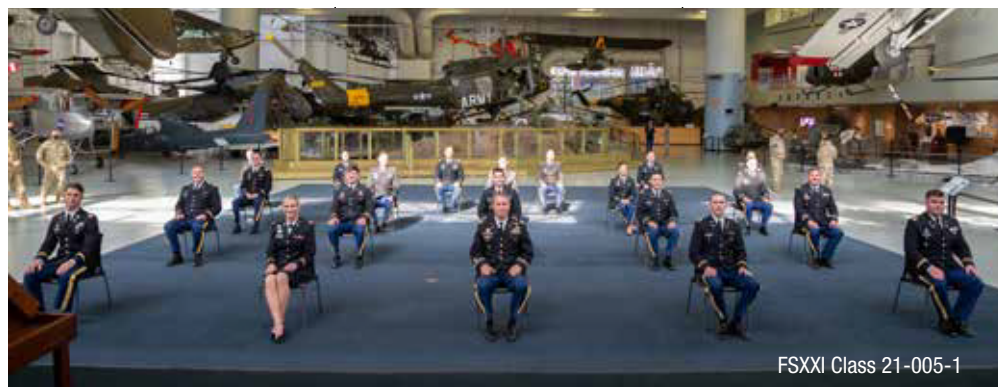
Warrant Officers

WO1 Collins, Zachary J. - DG
WO1 Cameron, Matthew R. - HG
WO1 Gerhardt, Thomas C. - HG
WO1 Lachance, Gabriel A. - HG
WO1 Behrens, Dustin J.
WO1 Clark, Kelly D.
WO1 Herrera, Jonathan F.
WO1 Jameson, Roger J.
WO1 McAfee, Connor J.
WO1 Olmsted, Kyle T.
WO1 Patalano, Francisco J.
WO1 Pivetz, Mychal J.
WO1 Rowland, Jeffrey C.
WO1 Salgado, Daniel R.
WO1 Stehmeier, Nicholas J. *
WO1 Torres, Tamrah M.
WO1 Ulm, Layne W. *
WO1 Veldboom, Garrett J.
WO1 Wilkins, Cody J.

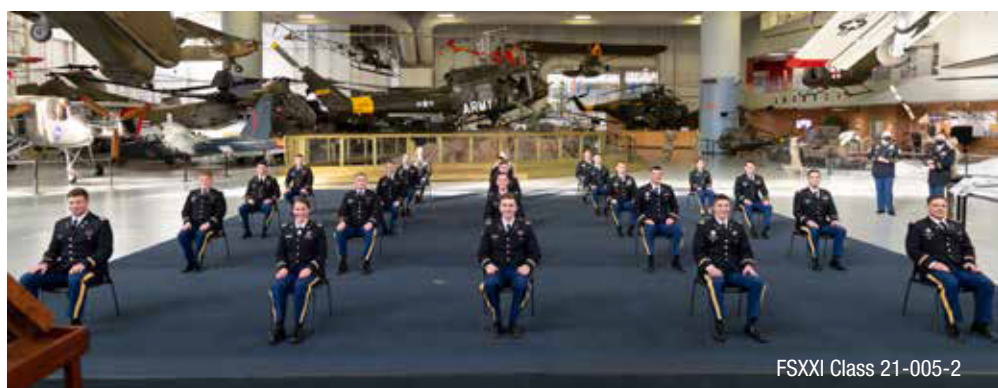
55 Officers January 28, 2021

Commissioned Officers

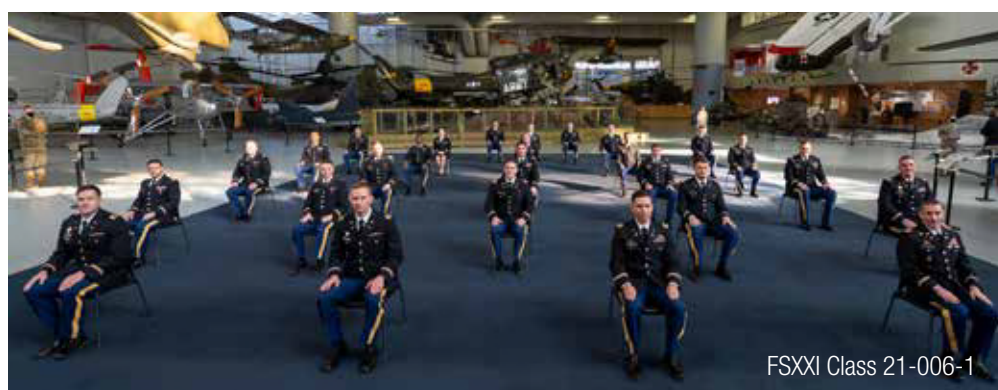
1LT Turner, Nicholas D. * - DG
1LT Pugh, Franklin A., Jr. * - HG
1LT Zuelke, Erich A. - HG
1LT Breedlove, Conner W.
1LT Engel, Ezra M.
2LT Gallant, Alexander J.
2LT Geary, Jordan T. *
2LT McCollum, Adam J. *
2LT Parent, Connor J.
2LT Reeves, Lucas N.
1LT Roth, Caleb J. *
1LT Ryan, Grant J.
1LT Stark, Jeffrey C. *
1LT Wasser, Cameron D. *



FSXXI Class 21-005-1



FSXXI Class 21-005-2



FSXXI Class 21-006-1

2LT Witzleb, Madison K.
Warrant Officers
WO1 Lindquist, Ryan T. - DG
WO1 Allen, Jeffrey M. - HG
WO1 Echevarria, Earl J., Jr. * - HG
WO1 Gudjohnsen, Jonathan E. * - HG
WO1 Hunter, Jeffrey S., Jr. - HG
WO1 Anderson, Jeffrey M.
WO1 Archung, Christopher M. *
WO1 Badura, Brett J. *
WO1 Braud, Jarrod M.
WO1 Cox, Ethon B. *
WO1 Dompke, Brad R.

WO1 Ebrottie, Cedric L. *
WO1 Fairleigh, Denis G.
WO1 Fierro, Austin C. *
WO1 Goeken, Kasey W. *
WO1 Halprin, Kevin B.
WO1 Hamblen, Madison A. *
WO1 Hayfield, John C.
WO1 Hogen, Frederick C. *
WO1 Holt, Travis E. *
WO1 Hunter, Adam R. *
WO1 Kifer, Andrew K. *
WO1 Koppes, Jordan C. *

WO1 Latona, Jonathan A. *
WO1 Ludwig, Reece R. *
WO1 Marconi, Ronald N.
WO1 McKinley, Christopher D.
WO1 Perry, Patrick T. *
WO1 Rankin, Tyler J.
WO1 Ricketts, Alexander I.
WO1 Scanlan, Patrick B.
WO1 Sherman, Scott T., II *
WO1 Smitka, Tyler J.
WO1 Tress, Charles A.
WO1 Turgott, Mikal C.

Continued on next page

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



AAAA

People On The Move



FSXXI Class 21-006-2



FSXXI Class 21-007-1

Flight School Graduates *Continued*

WO1 Vollmar, Thomas N. *
WO1 Walter, Abigail L.
WO1 Walter, Shane A. *
WO1 Zaw, Kaung Myat *

18 Officers February 11, 2021

Commissioned Officers

1LT Tobin, Ronald V. * - DG
1LT Patterson, Gunner B. * - HG
1LT Alcantar, Luis J. *
1LT Conger, Hailey E. *
1LT Fernquist, Joshua M. *
1LT Higgins, Tipper W. *
1LT McCormick, Genevieve E. *
1LT Pontius, Megan J. *
1LT Young, Andrew S. *

Warrant Officers

WO1 Enderle, Matthew E. - DG
WO1 Haines, Michael P. * - HG
WO1 Barnes, Jeffery, III *
WO1 Blades, Alyssa D.
WO1 Brickle, Austin J.
WO1 Christensen, Trent P.
WO1 Justet, Tyler K. *
WO1 Kelly, Tyler B.
WO1 Landon, William W.

-DG: Distinguished Graduate

-HG: Honor Graduate

* = AAAA Member

+ = Life Member

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)

Class 049-20
PFC McKenzie Pepper * - DG
PV2 William Ades
PV2 Timothy Sutton
PV2 Austin Theriot
PV2 Paigelyn Lacombe
PV2 Tristan Angles
PV2 Kody Arsenaault
PV2 Garrett Downey
PV2 Samuel Karas
PV2 Jesus Diazcoplin
Class 050-20
PFC Zachary Dotson * - DG
SPC Robin Bruce
SPC Jesse Cardenas
PV2 Michael Leigh, III
PV2 Jonathon Requejo
PV2 Isaiah Saenzfiero

CH-47 Medium Helicopter Repairer (15U)

Class 045-20
PV2 Jacob Richard Nunez * - DG
PFC Trey Alan Best
PV2 Garret Jackson Brewer
PV2 Corey Brandon Cavin
PV2 Edgar Alejandro Compean
PFC Kristin Rebecca Filson

PV2 Ryan James Murphy
PV2 Kelsey Mai Nevin
SGT Vincenzo Pizzimenti
PFC Justin Tyler Stancampiano
PFC Charissa Lynne Stevens
PV2 Bradley Jordan Thomas

UH-60 Helicopter Repairer (15T)

Class 095-20
AB Trevor Darwin . Hester * - DG
AB Dylan Scott Guidry
SSGT Kory Gordon Krause
AB William Anthony Manko
AB Jaime Antonio Pantoja
AB Wisam Rida Ramadan
AB Nathaniel Orion Schmidt
AB Braddock Chance Whistler
Amn Knicholai Krisham Yamraj
Class 096-20
PV2 Jonathan D. Forhan * - DG
PFC Jacob Bryant Dilday
SPC Kenneth Brent Douglas
PFC Austin Douglas Goodman
SPC Cole William Gullett
PFC Andrew Dean Kalac
PFC Damien Joseph Lopez
PFC Austin Thomas Mauller
PV2 Levi Daniel Price
PV2 Lee McKay Punchard, II
PV2 Logan Skyler Speakman

Class 097-20
PFC Elijah B. Crosby * - DG
PFC Robert Dean Bucklin
PV2 Christian Micheal Carey
PFC Thomas Jacob Casto
PFC Jason Guy Dilick
PV2 Jan Albertus Drdla
PFC Martin Nolanloth Jesion
PV2 Sean Francis Kimball
PFC Martin Michael Perez
PFC Tyler Martin Thompson
PV2 Jose Alberto Torres

Aircraft Powertrain Repairer (15D)

Class 11-20
PFC Ethan B. Kincaid * - DG
SGT Hammad Ayidh F. Al Anazi
PV2 David John Barksdale
PV2 Darrien James Carrillo
PV2 Jacob Scott Carson
SPC Kendrick Jay Frost
PV2 Anthony Dale White

Aircraft Electrician (15F)

Class 26-20
PFC Xavier Dakota Norwood * - DG
SSG Mashan Saud H. Al Shammari
PFC Matthew Allen Caviness
PV2 Keegan Anthony Rogers

PV2 Devin Thomas Cummins
SPC Caitlin Christin Garretson
PV2 Chase Dillion Martell
Class 27-20
PFC Colten Joseph Contreras * - DG
PV2 Collin Michael Fishel
PFC Joshua Edward Garcia
PV2 Steele Carl Schiddel
PFC Cory Michael Hartman
PV2 Zachary Eric Hyatt
SPC Randy Jerome Quintanilla
SGT Jesse Loren Sandoz

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

Class 023-20
PV2 Rami Alghouli
PFC Christopher Cerny
PV2 Tanner Palmer
PV2 Kenan Rencher
Class 024-20
PFC Adolfo Velezcosome * - DG
PV2 Jeffery Gunter, Jr
PV2 Victor Rios
PV2 Cody Serna

- DG: Distinguished Graduate

- HG: Honor Graduate

* = AAAA Member

+ = Life Member

People On The Move

Unmanned Aircraft Systems (UAS) Graduations

UAS REPAIRER

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

Grey Eagle UAS Repairer Course

19 Graduates, 16 December 2020

SSG Hugo Galvanvaladez
SGT Peter T. Waldeck Jr
SPC Nathan C. Cochell
SPC Daisy M. Delgado
SPC Kristian A. Milke *
SPC Joseph M. Rape
PV2 Eredin Chairez
PV2 Spence A. Fields
PV2 Randy J. Wallace Jr
PVT Logan W. Hutchins
PVT William E. Oaks
PVT Blake M. Michael
PVT Chase V. Benjamin
PVT Samuel T. Howell
PVT Brandon A. Cortez
PVT Jarod H. Bubier
PVT Hunter F. Fellin
PVT Hunter E. Thomas
PVT Alekzander J. Goodman

Shadow UAS Repairer Course

7 Graduates, 19 Feb 2021
PV2 Ruben M. Lopez-HG
PFC Adam Alvarez

PV2 Martin Armstrong
PV2 Travis W. Gray
PFC Leonel Osoriosantamaria
PFC William G. Sipple
PV2 Alex J. Trautwein

UAS OPERATOR

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

Shadow UAS Operator Course

7 Graduates, 29 Jan 2021

SPC Kevin Aranguren
SPC Jonathan Lanthrip
PFC Lakeisha Gills
PFC Austin Sommer
PV2 Collin Dwyer
PV2 Seth Miller
PVT Sirissa Casady
8 Graduates, 5 Feb 2021
SPC Pedro Bonilla-HG
PVT Andrea Tello
SPC Anthony Fulmer
PVT Matthew Valentine
PVT Dylan Rojas
PFC Ashley Sierra
PVT Tyler Smith
PVT Christopher Delagarza
13 Graduates, 18 Feb 2021
SPC Winnifred Actie

PV2 Sergio X. Delatorre
PFC Harrison J. Delfs
PFC Trey N. Devillier
PFC Osama M. Elkassih
PV2 Tyler R. Ingalls
PFC Dylan M. Mandel
PV2 Bruce Neill III
PFC Nathan W. Stovall
SPC Joshua A. Swartz
PV2 William J. Swavely Jr
PV2 Cody L. Thatcher
PV2 Richard Yin
11 Graduates, 18 Feb 2021
PV2 Emma Springer-DG
PFC Connor Colbert-HG
PFC Sebastian Basralian
PVT Jana Beachler
PVT Brady Calvert
PFC Oscar Chavarria
PV2 Aaron Nice
PV2 Halea Sherman
SGT Derreck Kinney
SGT Eric Stephens
PVT Judah Koebel

Grey Eagle UAS Operator Course

35 Graduates, 26 Jan 2021
SPC Bianna K Garcia
PV2 Dakota J Miller
PVT Austyn B Schwass
PV2 Francisco M Uribe
PVT Haley E Clark

PVT Chad C Cortez
PVT Justin C Davis
PVT Richard A Diggs
PVT Christian O Foster
PVT Ahnna M Fraser
PV2 Nifellie Knights
PFC Joshua S Gordon
PFC Nicholas J Guernon
PVT Julian A Guevara
PV2 Ajay T Hutton
SPC Adam P King
PFC Alan S Lee
SPC Arnaldo Lopez
PFC Jesus Lopez
PVT Branden D Malloy
PV2 Robert A Meixsell
PV2 Bryan S Mena Tapia
PVT Collin Z Nason
PFC Armando U Navarro
PV2 David J Neff
PVT Nicolas Ortega
PVT Matthew A Ramadan
PV2 Francis J Ramos
SPC Dustin Rednour
PVT Louan Sanchez
SPC Landon N Sattazahn

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

AAAAA AIR ASSAULT CHAPTER



2021

Golf Tournament

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

WHEN: Tuesday, April 20, 2021; Shotgun start 0730 (morning) and 1315 (afternoon)

COST: \$115 per player, total 144 golfers for morning and 144 golfers for afternoon. Cost covers green fees, cart with GPS system, breakfast, lunch, hors d'oeuvres and all standard golf amenities including range balls, club cleaning and bag handling. Accepting team and individual registration (including handicap), first paid 288 responses accepted on a first come, first filled basis. Rental clubs available. Paid registration due by April 9, 2021. All cards accepted, except American Express.

FORMAT: 4 Person Scramble

REGISTRATION: Visit <http://2021aaaagolftournament.ezregister.com> to register as an individual golfer, a foursome, or select a sponsorship level

TUE | APRIL 20th

<http://2021aaaagolftournament.ezregister.com>



CFC

Please contribute to the
AAAAA through the
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(CFC) program.

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

Contribute to #10516. See your unit
CFC representative for details on
participating in the CFC Program.



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



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.

Tester Takes Over Defense Appropriations



U.S. SENATE PHOTO

Montana Democratic Senator Jon Tester will chair the Senate Appropriations Defense Subcommittee. Tester, a political moderate and chairman of the Senate Veterans' Affairs Committee, has served in the Senate since 2007. He took over as chairman of the Senate Veterans' Affairs Committee earlier this year and has been an influential figure on veterans' policy issues for the last decade.

Honeywell In-Flight M-Code EGI Tests Successful



HONEYWELL GRAPHIC

Honeywell announced on Feb. 8 it has successfully flight-tested new technologies designed to enable alternative navigation offerings, including its Embedded GPS Inertial Navigation System (EGI) supporting M-code, the new standard GPS signal used by militaries around the world. These tests, which involved equipping a Honeywell test aircraft with alternative navigation technologies, demonstrate a major milestone in providing continued navigation solutions in GPS-denied environments. This was also the first time an airborne M-code receiver was flown on an aircraft in an EGI, demonstrating the effectiveness of M-code in a live, airborne environment.

Tompkins Tapped for DARPA Director



DARPA SCREENSHOT

The Biden administration is reportedly tapping Stefanie Tompkins to run the Defense Advanced Research Projects Agency. Tompkins, a former acting deputy director who left in 2018 after nearly 11 years, most recently worked at the Colorado School of Mines as vice president for research and technology transfer, according to her LinkedIn page. She is an advisor to X – The Moonshot Factory in Silicon Valley, and an advisory board member at Mines' Payne Institute for Public Policy. Dr. Peter Highnam has been the current acting director since Jan. 21, 2021.

Vannoy Joins Strata-G Solutions



STRATA-G SOLUTIONS GRAPHIC PHOTO

Army COL (Ret.) John Vannoy has joined the Strata-G Solutions, LLC executive management team as their chief operating officer (COO). Vannoy brings over 31-years of experience in military and federal contracting, with specialized focus on Army Aviation rotary wing platforms and project execution. Prior to joining Strata-G he recently served as the Multi-National Aviation Special Project Office (MASPO) Project Manager for PEO Aviation on Redstone Arsenal, Alabama, and as the Military Deputy to the Acquisition Executive for Special Operation Forces Acquisition, Technology & Logistics in Tampa, Florida.

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

Armtec Countermeasures Co., Coachella, CA, was awarded a \$24,953,504 firm-fixed-price contract for Flare Aircraft Countermeasure M206 and Flare Aircraft Countermeasure MJU-7A/B; work will be performed in Camden, AR, with an estimated completion date of Dec. 31, 2026.

DynCorp International LLC, Fort Worth, TX, was awarded a \$42,000,000 modification to contract W58RGZ-19-C-0025 for aviation maintenance services; work will be performed in Afghanistan and Iraq, with an estimated completion date of Aug. 31, 2021.

Kilgore Flares Co. LLC, Toone, TN, was awarded a \$29,089,992 firm-fixed-price contract for Flare Aircraft Countermeasure M206 and Flare Aircraft Countermeasure MJU-7A/B; work will be performed in Toone, with an estimated completion date of Dec. 31, 2026.

Sigmattech Inc., Huntsville, AL, was awarded a \$9,299,848 time-and-materials contract for technical support for the Unmanned Aircraft Systems Project Manager's Office; work will be performed in Huntsville, with an estimated completion date of Feb. 21, 2022.

Sikorsky Aircraft Corp., Stratford, CT, was awarded a \$53,869,392 modification to contract W58RGZ-17-C-0009 for four UH-60M aircraft; work will be performed in Stratford, with an estimated completion date of June 30, 2022.

The Boeing Co., Mesa, AZ, was awarded a \$25,343,186 modification to contract W58RGZ-16-C-0023 to improve the quality of the Apache Attack Helicopter (AH)-64E and lessen the associated post-production maintenance burden; work will be performed in Mesa, with an estimated completion date of Dec. 31, 2024.

Advertisers Index

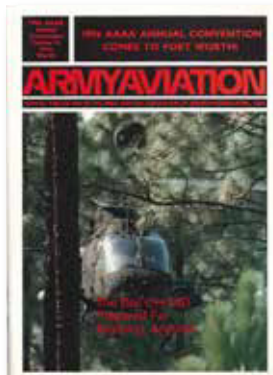
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Art's Attic

By Mark Albertson



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



25 Years Ago March, 1996

Briefings

The Military Traffic Management Command (MTMC) historical office is on the hunt for memorabilia, to put on display at the Army's Transportation Museum at Fort Eustis, Virginia. Items such as photos, patches, badges, coins, letters, flyers, posters, documents,

whether for loan or donation, are desired and welcomed . . . anything that will help tell and preserve the history of MTMC, from 1965 to the present. To take part, please contact: Commander, MTMC, ATTN: History Office (MTMC-H), 5611 Columbia Pike, Falls Church, Virginia, 22041-5050. For further inquiries, contact Mr. Mason Schaefer, command historian, Comm: 703-681-9336/DSN: 761-9336.

Briefings

The Otter-Caribou Association will hold its Annual Reunion. This eleventh get-together will be convened in San Antonio, Texas, August 21-25, 1996. The non-profit association is open to all who served or supported Army Otter or Caribou units. For more information, call Mr. Bruce Silvey, 800-626-8194.



A Warning

Mr. Paul Bogosian, acting PEO Aviation, in St. Louis, warned of budget shortfalls for Army Aviation: "I am disturbed about the Army's weak position relative to other services in the allocation of funds for modernization. For the last ten years, the Army's investment account (research, development, and acquisition dollars) has been in a 'free fall,' declining by over 66% (aviation's allocation has fallen by 73%). The free fall is putting our most critical modernization programs at risk."



50 Years Ago March, 1971

Fort Rucker

USAAVNC personnel get a first-hand view of a YO-3A reconnaissance aircraft being used in Vietnam, during a recent demonstration at Cairns AAF. A product of Lockheed Aircraft, the YO-3A achieves near soundless flight with an

effective fuselage design that is bolstered by a muffler system which helps to suppress engine noise. The YO-3A is utilized for nocturnal reconnaissance missions in an "effort to take away the night from Charlie."



Controller of the Year

Specialist 5 Wilbur W. Compton holds his "Golden Mike" award. He was selected as "Air Traffic Controller of the Year" for 1970, at Fort Rucker's Hanchey AAF. Cited by his 25 co-workers for the second year running, Compton not only got a trophy, but a three-day pass.

Pakistan Relief Mission

Last November, "a cyclone and accompanying tidal waves 30 feet high struck coastal islands and southern shores of East Pakistan yesterday with such force some islands were reported wiped off the map." Under the command of Major William A. Hall, III, eight UH-1Hs from the 182nd Aviation Company (Assault Company) from Fort Bragg, represented the Army Aviation participation in disaster relief. 1,239 sorties were flown in 30 days. Airlifted was 1,111,295 pounds of blankets, food, clothing and medical supplies. In addition, 17,300 beleaguered Pakistanis were rescued.

Army Aviators worked seven days each week during the thirty day commitment; which, too, acknowledgement must be extended to the maintenance crews who kept the Hueys aloft.* United Press International Archives, November 14, 1970.





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 2022 induction is June 1, 2021

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

Major General Patrick H. Brady



*Army Aviation Hall of Fame 1990
Induction - Fort Rucker, AL*

Major (later Major General) Patrick H. Brady, U.S. Army, Medical Service Corps, 54th Medical Detachment, 67th Medical Group, 44th Medical Brigade. Place and Date: Near Chu Lai, Republic of Vietnam, 6 January 1968. Entered service at: Seattle, WA. Born: 1 October 1936, Philip, SD.



For conspicuous gallantry and intrepidity in action at the risk of his life above and beyond the call of duty. Major Brady distinguished himself while serving in the Republic of Vietnam commanding a UH-1H ambulance helicopter, by volunteering to rescue wounded men from a site in enemy held territory which was reported to be heavily defended and to be blanketed by fog. To reach the site, he descended through heavy fog and smoke and hovered slowly along the valley trail, turning his ship sideward to blow away the fog with the backwash from his rotor blades.

Despite the unchallenged, close range enemy fire, he found the dangerously small site, where he successfully landed and evacuated two badly wounded South Vietnamese soldiers. He was then called to another area completely covered by dense fog where American casualties lay only 50 meters from the enemy. Two aircraft had previously been shot down and others had made unsuccessful attempts to reach this site earlier in the day.

With unmatched skill and extraordinary courage, Major Brady made four flights to this embattled landing zone and successfully rescued all wounded.

On his third mission of the day Major Brady again landed at a site surrounded by the enemy. The friendly ground force, pinned down by enemy fire, had been unable to reach and secure the landing zone. Although his aircraft had been badly damaged and his controls partially shot away during his initial entry into this area, he returned minutes later and rescued the remaining injured. Shortly thereafter, obtaining a replacement aircraft, Major Brady was requested to land in an enemy minefield where a platoon of American soldiers was trapped. A mine detonated near his helicopter, wounding two crew members and damaging his ship. In spite of this, he managed to fly six severely injured patients to medical aid. Throughout that day Major Brady utilized three helicopters to evacuate a total of 51 seriously wounded men, many of whom would have perished without prompt medical treatment.

Major Brady's bravery was in the highest traditions of the military service and reflects great credit upon himself and the U.S. Army.

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