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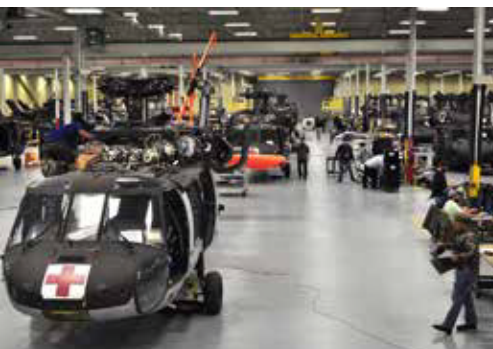
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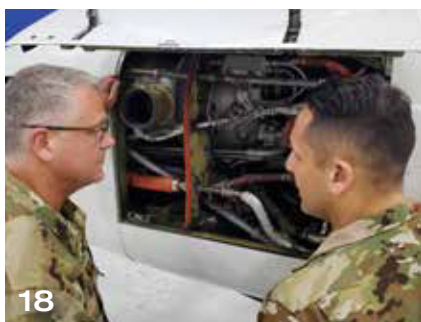
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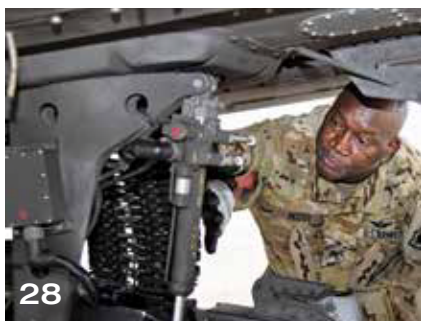
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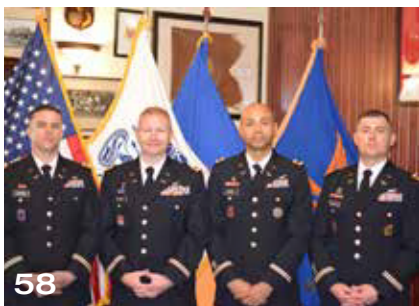
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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect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

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On The Cover

PAID ADVERTISEMENT: Airbus has delivered more than 450 UH-72A Lakotas – all on time and on cost – from its production line in Columbus, Mississippi, where 40% of the workforce are U.S. military veterans. Airbus photo by James Darcy.
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Briefings ▶ Late Breaking News - Announcements

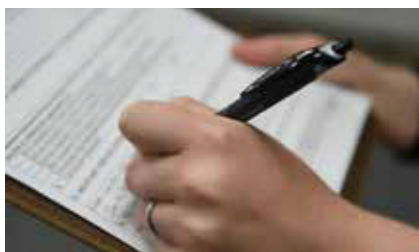
First Enlistment Ceremony From Space



For the first time ever a service branch conducted an enlistment ceremony from space. Over 800 soldiers-to-be from across the country raised their right hands on Feb. 26

and took an oath administered by Army colonel and current International Space Station tenant, Andrew Morgan. The ceremony is the result of a partnership between NASA and U.S. Army Recruiting Command. Morgan followed up the enlistment oath by fielding select enlistee questions on a 20-minute video call from his workspace on the ISS, which is currently orbiting the Earth. Morgan is a graduate of the U.S. Military Academy at West Point, and earned a doctorate in medicine from the Uniformed Services University of the Health Sciences, Bethesda, Maryland. He has experience as an emergency physician and flight surgeon for the Army Special Operations Command, and completed a sports medicine fellowship through Virginia Commonwealth University in Fairfax, Virginia. He made his first flight into space in July 2019. Watch a video of the Future Soldier Swearing In Ceremony at <https://www.youtube.com/watch?v=-k0t5QYzKdM>.

Bipartisan Guard and Reserve Hazard Duty Pay Equity Act Introduced



On Feb. 13, Congressman Andy Kim (D-NJ-03)(sponsor), Congressman Tom Cole (R-OK-04), Congressman Trent Kelly (R-

MS-01), Congressman Steven Palazzo (D-MS-04), Congressman Tim Ryan (D-OH-13), and Congresswoman Elissa Slotkin (D-MI-08) introduced H.R. 5887, the Guard and Reserve Hazard Duty Pay Equity Act, which would create pay equity on hazard duty incentive pay for all Guard and Reserve service members. Currently, Guard and Reserve service members receive 1/30th hazard-duty incentive pay of their active duty counterparts. Since 2006, AAAA has been on the record through a National Executive Board Resolution to support the abolishment of the 1/30 rule for Compo 2 and 3 aviators.

V Corps Reactivated in Europe

The Army has re-activated V Corps headquarters consisting presently of 635 soldiers located at Fort Knox, Kentucky, and another 200 at



an operational command post in Europe on a rotational basis. The headquarters is expected to be operational by the fall, though a location for V Corps' European presence has not yet been determined. "The activation of an additional Corps headquarters provides the needed level of command and control focused on synchronizing U.S. Army, allied, and partner nation tactical formations operating in Europe," said Army Chief of Staff GEN James McConville in a prepared statement. "It will enhance U.S. Army Europe and U.S. European Command as they work alongside allies and partners to promote regional stability and security." In 2014, the U.S. military stepped up its rotational presence to Europe in an effort to reassure NATO allies. There are three types of rotations to the region – armored, aviation and logistical – that serve nine-month missions as part of Operation Atlantic Resolve with roughly 6,000 U.S. soldiers participating in the mission at any given time.

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See page 21 for more information.

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Supporting the Total Force

Army Aviation is a Total Force enterprise, as Army Aviation Center of Excellence commander and Aviation Branch Chief, MG Dave Francis makes clear in this issue's lead off article. As he writes:

"The Reserve and Guard (Compos 2 and 3) comprise 51% of Army Aviation's fleet, and there is no operational or physical way that the Active Duty forces (Compo 1) could fight and win a Large Scale Combat Operation on their own."

To highlight the Army Reserve and National Guard's contribution to our Army and Army Aviation, LTG Charles Luckey, Chief, Army Reserve, and Director of the Army National Guard LTG Dan Hokanson, give us personal overviews of their respective components. They are followed by in-depth articles about the specific Army Reserve and National Guard missions and endeavors within Army Aviation by BG Jami Shawley and BG Ray Davis. Next are "deep dives" into the National Guard training sites as well as critical issues impacting the readiness and availability of our reserve and guard aviators and maintainers, including a piece by our new DCG at Fort Rucker, BG Stan Budraitis.

These articles will clearly appeal to our citizen soldier readers and members, but I encourage all our Compo 1 soldiers to read them too. As the commanding general of the 101st Airborne Division in combat in Afghanistan, it was abundantly clear to me that we are manned, trained, and equipped to fight as a total force team of teams, and that success on the battlefield demands just that. I am proud to have served with multiple Army Reserve and National Guard units and Soldiers over my 34 years in uniform!



SGT Johnathan Kessel, an aviation component repairer (right) and SPC James Chaffins, an aviation electrician both with the Kentucky Army National Guard's 2nd Battalion, 147th Aviation Regiment, assigned to D Company, 8th Battalion, 229th Aviation Regiment, 244th Expeditionary Combat Aviation Brigade (USAR), troubleshoot a suspected malfunctioning UH-60 Black Hawk helicopter warning light, June 26, 2019, at Camp Buehring, Kuwait.

Last month I noted it would be an exciting Spring, with the release of the President's budget as well as down-selects in late March for the Future Armed Reconnaissance Aircraft and Future Long Range Assault Aircraft (two selectees per category at this phase). So far we have the budget, and with it will come numerous budget hearings and briefs by our senior Army leadership on Capitol Hill. About 30 days from today as I write this article we should know what platforms the Army Aviation enterprise wants to further develop, which should be exciting to every one of us, but especially our younger members, who will actually operate and maintain these aircraft in the next decade.

That said, I will echo MG Francis in his article – conflict requires a force to be ready now, and you go to war with what you currently have fielded, so we must ensure our fleets stay modernized as we design, fly and test the next generation fleets. The fielding of the UH-60V is just one means to that end, and we at AAAA applaud the PEO and the initial first units to be equipped. What a great capability!

At AAAA National, we are laser focused on our Mission Solutions

Summit in Nashville April 22-24. We continue to work closely with our Branch Chief MG Francis and his staff to make this the best and biggest summit in our history. Please go to the AAAA web site and download the agenda: our Chief of Staff and fellow Army Aviator GEN Jim McConville will present our keynote address, and almost every senior Army Aviation leader is speaking. This is going to be a rewarding and FUN event!

And finally – we achieved our goal of 20,000 AAAA members in 2020 this month! All of us at AAAA congratulate our National Vice President of Membership, CW4 Becki Chambers, on this superb achievement! We also thank the team at National – Laura Arena and Chelsea Jarvis – who supported this drive, as well as all our Chapter Membership officers who made it possible.

2020 is off to a great start for our Army and Army Aviation, and 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
jeff.schloesser@quad-a.org

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▶ Army Aviation Branch Chief's Corner

One Team

By MG David J. Francis



MISSISSIPPI NATIONAL GUARD PHOTO BY SGT SHAWN KEETON

It is amazing what you can accomplish if you do not care who gets the credit.

— Harry S. Truman, 33rd President of the United States

I would like to start by thanking MG Todd Hunt for the spectacular job he has done in his tenure as the Deputy Commanding General (DCG) of the Army National Guard here at the US Army Aviation Center of Excellence, while simultaneously serving as the Commander, Land Component Command, North Carolina National Guard Joint Force Headquarters. We all wish him the best of luck as he assumes his duties as The Adjutant General (TAG) of the North Carolina National Guard. I would like to welcome BG Stan Budraitis from the Mississippi National Guard to the team as the new DCG. Furthermore, I would like to bid farewell to our Army Reserve Deputy Assistant Commandant, COL William “Will” Wynn, who recently retired, and welcome his replacement COL Josh Hegar.

As Army Aviation transforms to align with the concepts of Multi-Domain Operations (MDO) and the doctrine of Large Scale Combat Operations (LSCO), it is important to remember that Large Scale Combat Operations do not discriminate between any of the Army’s three components (COMPOs). The Reserve and the Guard (COMPOs 2 and 3) comprise 51% of Army Aviation’s fleet, and there is no operational or physical way that the Active Duty forces (COMPO 1) could fight and win a Large Scale Combat Operation on their own. That’s why we refer to the combined capabilities of all three COMPOs as the Total Force.

Today, that Total Force is 83% committed around the globe.

UH-60 Black Hawks from 1st Battalion, 185th Aviation Regiment take off after dropping soldiers at the landing zone during exercise Arctic Anvil October 6th, 2019 at Camp Shelby Joint Forces Training Center.

What that statistic means to our Soldiers and their families is that there is a high OPTEMPO and a low dwell time across all the COMPOs. While my hat’s off to all our hard charging Soldiers and families, they need to know that as a branch we are continually accessing both the internal and external variables that effect OPTEMPO and are systematically working to reduce the frictions that contribute to it. Have no doubt, people are our number one priority.

Keeping that in mind, we must remember that combat is inherently a come-as-you-are endeavor. Even with the current timeline for the fielding of our Future Vertical Lift platforms, our enduring fleet will comprise the majority of our Total Fleet for many years to come. This means that we must remain focused on our enduring fleet in order to provide the appropriate targeted upgrades so that it can continue to be a viable force in LSCO.

As we have historically done, we have to ensure that we build, field and train a Total Fleet that communicates, integrates, and fights as one. Because in a fight there is no difference in COMPOs, you either stand shoulder-to-shoulder as a team and win, or you don’t – and Winning Matters.

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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► This Is Your Army!

This Is America's Army Reserve

By LTG Charles D. Luckey

Augmenting Soldier-skills with civilian-acquired expertise – as well as advanced education and degrees – provides the Army with a distinct edge in operations at home and while deployed. Comprising nearly half of the Army's maneuver support capabilities and nearly 80% of its sustainment heft, the structure and Soldiers of Army Reserve lends technical and tactical readiness right out of the chute – bringing the brains and brawn of the nation to bear for the Army and the Joint Warfighter.



U.S. ARMY PHOTO BY RENEE RHODES, FT. KNOX VISUAL INFORMATION

Task Force Warhawk

Army Reserve Aviation is among the highly-specialized occupations corresponding to core military capabilities in high-demand fields. The scope of expertise is exemplified by the 244th Expeditionary Combat Aviation Brigade, Joint

Flight crews from the 8-229th Assault Helicopter Battalion conduct operations with elements from the 1-163 Field Artillery Regiment of the Indiana National Guard.

Base McGuire-Dix-Lakehurst, New Jersey. Professional and technical experts – including pilots, aircraft mechanics,

air traffic controllers and logistics specialists – left their families and civilian occupations to serve as the senior aviation headquarters in U.S. Central Command's area of operation, with more than 2,000 Army Reserve, National Guard and active component Soldiers supporting the theater with rotary-wing assets, support for unmanned aerial systems and fixed wing transportation.

The crews and support teams of Task Force Warhawk – which returned in January following a nine-month deployment in support of Operation Spartan Shield, in Kuwait, and Operation Inherent Resolve, in Iraq and Syria – were vital to the Combined Joint Task Force and Operation Freedom's Sentinel in Afghanistan. Throughout their operational deployment, which included tours to Kuwait, Afghanistan, Iraq, Jordan, Saudi Arabia, and Syria, Task Force Warhawk flew more than 38,000 combat hours, transporting 54,000 troops, moving over 4 million pounds of cargo, pumping in excess of 7 million gallons



U.S. ARMY RESERVE PHOTO BY ANGEL MICHEL SAURET

CW2 Brandon Harbaugh left 18-plus years of active duty to become a commercial airline pilot and continues to serve in the Army Reserve by flying the C-12s from Pope Army Airfield. Harbaugh is a former drill sergeant and infantryman with two ground combat deployments and one aviation combat deployment.

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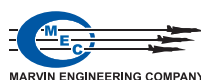
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U.S. ARMY PHOTO BY MASTER SGT MARCOE WALKER

Through a partnership with National Park Service Rangers at Mount Rainier, WA, F Company, 2-135 General Support Aviation Battalion has leveraged their skillsets to perform search-and-rescue operations at high altitudes.

of fuel and executing 452 MEDEVAC missions. They also completed more than 700 air weapons team launches, including 46 Hellfire engagements – all with zero flight-related injuries.

The deployment included approximately 1,000 Army Reserve Soldiers from units in New Jersey, Florida, Virginia, Kentucky and Washington, nearly 600 National Guard Soldiers, from Indiana, Ohio, Massachusetts, Arkansas, Louisiana, Kentucky and California and some 500 active component Soldiers. This marks the first time an Army Reserve aviation brigade headquarters and headquarters company has mobilized and deployed along with the majority of its multi-component aviation task force elements.



Reserve Aviation Command

The 244th ECAB and the 11th Expeditionary Combat Aviation Brigade, Fort Carson, Colorado are both elements of the Army Reserve Aviation Command. The ARAC, headquartered at Fort Knox, Kentucky, provides command and control for all Army Reserve aviation assets, including approximately 40% of the Army's fixed wing operational support airlift fleet, which provides transportation for senior military

officers across components and services, allowing combatant commanders to rapidly transport critical equipment, supplies, parts and personnel across vast distances both inter and intra-theater.

With more than 4,500 Soldiers and 230 aircraft in 12 states, the ARAC provides air traffic services, airfield management, aeromedical evacuation, combat aviation brigade reinforcement, theater aviation support and coordination of aviation staging and onward movement in order to support Army or joint operations. Additionally, the command supports all FEMA regions within the United States to assist in emergency response.

Defense Support to Civil Authorities

It is the Army Reserve's inherent agility and flexibility that allows these critical capabilities to react at speed and at scale while deployed and at home. When operating under Defense Support to Civil Authorities, the ARAC supports all FEMA regions and the National Guard, and is ready to assist local first responders during natural disasters or emergencies.

An example is the partnership with National Park Service Rangers at Mount Rainier, Washington. Army Reserve F Company, part of the multi-compo 2-135 General Support Aviation Battalion, has leveraged their unique skillsets to perform search-and-rescue operations at high altitudes. For more

When 2017's record-breaking hurricane season left thousands without shelter, water, food or electricity, Army Reserve Soldiers were among the military service members and federal civilian personnel to provide critical response capabilities in the aftermath of Hurricane Harvey, including search and rescue, aviation, engineer, transportation, medical and communications support. Within five days of their mission, Army Reserve Soldiers executed more than 28 vehicle and aviation missions, rescuing more than 4,900 civilians – including children and elderly – and more than 390 pets.

than two decades, the pilots and crews of F Company have been providing essential emergency operations, nearly 100 to date, throughout the warm-weather climbing season – leveraging Chinook helicopters to search for and evacuate lost, sick or injured climbers.

The Army Reserve's fixed wing fleet supports multiple high priority needs, such as blood resupply runs to medical sites and travel into disaster relief sites as needed. With Soldiers, facilities and capabilities in more than a thousand communities across the nation, America's Army Reserve is well-postured to respond quickly when fellow Americans are in their time of greatest need.

America's Army Reserve is the largest Federal Reserve force in the U.S. military – operating in all 50 states, five U.S. territories and over two dozen countries – a footprint spanning the globe with more than 200,000 Soldiers and civilian employees, and 2,000+ units in twenty different time zones.

LTG Charles D. Luckey is the Chief, Army Reserve at the Pentagon and commanding general of U.S. Army Reserve Command headquartered at Fort Bragg, NC.



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► This Is Your Army!

Army National Guard Aviation Today

By LTG Daniel R. Hokanson



U.S. ARMY NATIONAL GUARD PHOTO BY MISSY PALLWADE

Army National Guard Aviation is an integral part of the Total Army now more than ever. Over the past year, the Army National Guard (ARNG) deployed more than 2,000 aviation Soldiers and nearly 120 aircraft around the world.

This included 47% of the aircraft and 55% of the personnel in support of Operations Spartan Shield, Inherent Resolve and Freedom's Sentinel. In FY 20, the ARNG's 34th and 28th Expeditionary Combat Aviation Brigades (ECABs) will deploy over 4,000 aviation Soldiers to Afghanistan, Kuwait, Iraq, Jordan, Kosovo, the Horn of Africa, and Central and South America.

In addition to combat and overseas deployments, ARNG aviation continues its missions here in the Homeland. Last year, our aircrews responded to communities facing devastating hurricanes, floods, and wildfires; conducted numerous search and rescue missions; flew nearly 8,000 hours in support of Operation Guardian Support along the Southwest Border; and flew over 13,000 hours assisting law enforcement efforts that contributed to the seizure of more than \$1.6 billion in illicit drugs, weapons, property and currency. Yes, you could say Army National Guard aviation has been active.

California Army and Air National Guard helicopter pilots from the 1st and 3rd Battalions of the 140th Aviation Regiment, based out of Los Alamitos, Stockton and Mather, and the 129th Rescue Wing, out of Mountain View, fly their UH-60 Black Hawks and HH-60 Pave Hawks, Aug. 29, 2013, to the dip site at the Cherry Lake dam just west of Yosemite National Park to various bucket drop sites nearby. The aircraft rotated from dropping to dunking, sometimes with other civilian choppers and could drop as many as 20 buckets before having to refuel. The pilots move in, directed by Cal Fire managers, who spot U.S. Forest Service fire fighters on the ground or follow other guidance on where best to lay the line of water. CW3s Adrian Steyn and Joe McNamara, and crew chief, SGT David Harris are onboard.

Increased Competition

In light of our current operational tempo, ARNG aviation end strength remains exceptional. This metric however is just one of many used to accurately assess the readiness of ARNG aviation. Like both the active Army and Army Reserve (USAR), we are facing a potential shortage of experienced pilots. There are numerous reasons contributing to these shortages. A few include the lasting effects of sequestration cuts to Initial Entry Rotary Wing Training seats from FY14-20, a high operational tempo, a strong economy, and a high demand from the commercial aviation industry. The sum of these, and other reasons, are creating a deficit of experienced pilots in mid-grade positions (aviators in the 6-12 year group) across all Army components.

Like the other Services, Army aviation faces increased competition from the commercial aviation industry. This is highlighted by Aviator attrition for our 6-12 year group. From FY14 to FY18 the attrition rate per year was generally in the

10% to 12% range. The airlines will likely start hiring more in the next few years which will increase competition which in turn may affect our retention rates.

The loss of our tracked warrant officers and pilots in command (PCs) is profound: By FY 25, the ARNG alone could lose the equivalent of two additional battalions of PCs annually. The active Army loses approximately 550 Aviators each year when they become eligible for separation. Although there are numerous reasons for this, a booming economy and commercial aviation industry promises of two weeks off per month, higher earnings potential, and family stability paint an enticing picture.

The grass is not always so green however. Many Veterans realize quickly some of these promises actually mean they are away from their family for two or more weeks a month, health-care and other benefits the military offers are expensive, and the higher earnings are sometimes years away.

A Total Force Solution

The ARNG offers an opportunity to help balance these concerns for those who make the decision to leave the active Army. The ARNG can help by providing a secondary income for monthly drills, aviation flight training periods, and annual training, which equates annually to around \$12,800 for an E5, \$23,900 for a W2, and \$31,600 for a Captain.

ARNG Soldiers can also earn a retirement after serving 20 years of qualifying service. Although this retirement starts at age 60, the date can be reduced by 90 days for every 90 days of qualifying active service. In general terms, assuming 20 years as a traditional (part-time) Soldier with a one-year deployment, this equates to roughly \$635 per month for a Soldier that retires as an E7, \$1,061 per month for a W4, and \$1,259 per month for a LTC.

ARNG (and USAR) Soldiers are also eligible for Tri-Care Reserve-Select (TCRS) insurance. The current rates for TCRS are \$44.17 per month for a single Soldier, and \$228.27 per month for the Soldier and all their dependents. In comparison, unsubsidized premiums average \$321 per month for individuals and \$833 per month for a family of four.

Educational benefits are also available in all 50 states. Although all states provide some level of educational benefits, thirty-three provide 100% undergraduate tuition reimbursement at state colleges and universities, and sixteen cover all the way through a doctoral degree. In Pennsylvania, if you re-enlist for 6 years, you can transfer that benefit to a family member!

If you or someone you know is considering leaving active duty, it does not have to be a loss to the Army and our Nation. There are Reserve Component Transition teams located at 44 installations worldwide that have nearly 200 Reserve Component Career Counselors focused on preserving the overall strength of the Total Army by transferring highly qualified Soldiers into the reserve components. Last year, our career counselors potentially saved the American taxpayer more than \$320 million by retaining 70 Aviators leaving the active Army in the ARNG and USAR.

Looking to the Future

We are closely analyzing the impending pilot and maintainer shortage in the ARNG and are developing strategies to mitigate these shortfalls. A strong and vibrant ARNG aviation force is essential to the Total Army to meet our Nation's war-time and homeland missions.

Recently, ARNG Recruiting and Retention teamed up



CW3 Austin Randolph stands for a portrait with his wife Lisa, son Royan, and daughter Elliana before taking off for a deployment in support of Operation Freedom's Sentinel in Afghanistan on Joint Base McGuire-Dix-Lakehurst, N.J., Jan. 3, 2019. Randolph, from Brick, N.J., is a UH-60L Black Hawk helicopter pilot with the New Jersey National Guard's Det. 2, Charlie Company, 1-171st General Support Aviation Battalion (MEDEVAC).

with ARNG aviation to resource a full time Aviation Strength Manager to focus on pilot and aircrew retention. We are also coordinating with our state aviation officers across the 54 states, territories and the District of Columbia to brief active Army Combat Aviation Brigades on ARNG aviation and our role in the Total Army.

Currently, there is no ARNG aviator bonus. However, we are looking at ways to incentivize retention through initiatives like parity in flight pay where aviators receive flight pay for the entire month, not a prorated amount for the days they perform duty. Our analysts are also looking to see if there is a correlation between states with commercial aviation hubs and their projected shortages to see if we can regionalize incentives.

The introduction of the Integrated Pay and Personnel System-Army (IPPS-A) may also facilitate the ability of Soldiers to move more freely between components. As an example, if a Soldier leaves the active Army to care for a family member and joins a reserve component unit, there could be the possibility for that Soldier to return to the active Army at a later date based on the needs of the Army. It could also allow ARNG or USAR Soldiers to serve a tour on active duty and later return to their reserve component.

As Director of the Army National Guard and a fellow aviator, I have seen first-hand the challenges facing Army aviation and I am living proof there is a future for aviators in every component of the Army. As we continue to invest in recruiting and retention across the ARNG, we must be competitive by providing our aviators and maintainers working in the commercial aviation industry, and other civilian professions, the opportunity to serve their state and nation, while balancing their civilian careers and their family.

Always Ready, Always There!

LTG Daniel R. Hokanson is the Director of the Army National Guard.



► USAACE DCG-ARNG Update

The ARNG Aviation Training Sites (AATS)

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

The ARNG AATS provide USAACE with surge capacity to meet excess demand at Fort Rucker, AL and assistance with training enduring (legacy) aircraft systems.

On 14 January, MG David Francis, USAACE Commanding General, hosted a workshop with the AATS commanders. This provided the AATS commanders the opportunity to receive guidance, coordinate training requirements, and synchronize future training plans. Each of the AATS commanders provided a briefing to the CG discussing their capabilities and unique role in support to USAACE training efforts. During this workshop, MG Francis expressed his appreciation for the AATS contribution to the USAACE training mission. The four AATS facilities; the Eastern, Western, Fixed Wing, and High Altitude AATS were originally established in the 1980s and 90s to provide USAACE with the flexibility to complement and supplement institutional training at Ft. Rucker.

Eastern ARNG Aviation Training Site (EAATS)



UH-60M Maintenance Test Pilot (MTP) course instruction at the EAATS.

Established in 1981, the EAATS is located in central Pennsylvania at Ft. Indiantown Gap, Muir Army Airfield. EAATS's location provides the ability



FWAATS IP, CW3 Dan Ramirez explains engine bleed air systems flow to C-12U Fixed Wing Qualification Course student, WO1 Brett Sides, of the Louisiana ARNG.

to conduct training in nearly all environmental conditions, as well as access to over 1,100 square miles of tactical training area. Annually EAATS averages about 1,100 students with a portfolio of 28 programs of instruction (POI). Last year, EAATS executed over 3,900 flight and 13,600 simulator hours in support of aviation enterprise training requirements. The EAATS trains Soldiers from all three Army Components with a focus on utility (UH-60 A/L/M) and cargo aircraft (CH-47F) graduate level training, enlisted aviation flight training, enlisted maintenance training, and NCOES. EAATS cadre supervise, develop and conduct POI as directed by NGB and USAACE, including courses specifically designed to support unique ARNG requirements. Additionally, EAATS serves as regional simulation and aero-medical hub for all components of the Army.

Western ARNG Aviation Training Site (WAATS)

Established in 1986, the WAATS is located in Red Rock, Arizona. Their staff instructor pilots are highly qualified with an average of 3200 flight hours. The WAATS enhances Army Aviation readiness through basic and graduate level pilot training, regional simulation sup-

port, noncommissioned officer professional development, and MOS qualification courses. WAATS flight training is focused on the UH-60 Black Hawk and the UH-72 Lakota. Aviation training conducted at WAATS is performed in an area that is ideal for military aviation operations where weather rarely hinders flight training and mirrors the climate and conditions in areas of the world with military conflict. The sparsely populated low level and tactical training areas are located within Class G airspace and encompass over 12,000 square miles. Their aircraft simulators (UH-60/UH-72A) and maintenance training devices (including state of the art virtual maintenance training) are available for both institutional and unit training.

Fixed Wing ARNG Aviation Training Site (FWAATS)

The FWAATS was established in 1996 and is located at the North Central West Virginia Regional Airport in Bridgeport, WV. It provides Army-wide FW flight evaluation support; and conducts aviator and enlisted aircrew instruction and qualification courses in the C-12U, C-12R, and C-26E airframes. Drawing an average of 100 students annually across all Components,

its POIs include C-12 and C-26 AQC, IPC, Instrument Flight Examiner (IFE), and MTP qualification courses. The FWAATS is also a critical force-multiplier for non-standard FW operations; including the Communications Electronic Attack Surveillance and Reconnaissance (CEASAR) and Task Force Observe, Detect, Identify & Neutralize (TF ODIN) airframes, in support of U.S. Army Intelligence & Security Command (INSCOM) requirements worldwide. The FWAATS provides USAACE a proven, professional, and reliable training resource and unrivaled surge capacity to meet the Army's dynamic FW training requirements here (CONUS) and abroad (OCONUS).

High Altitude ARNG Aviation Training Site (HAATS)

Located in Gypsum, CO, the HAATS is the US Army's premier schoolhouse for training helicopter pilots to fly at high altitudes, in hot environments, and with a heavy payload. The HAATS trains all three Army Components, sister Services, and foreign military aviators. Their roots go back to 1985 when Colorado ARNG Vietnam-era aviators identified the need to share lessons learned and train newer aircrews on power management



Advanced Leaders Course (ALC) classroom training at the WAATS.

techniques to safely fly in mountainous terrain or other extreme environmental conditions. The HAATS became an official schoolhouse in 1995 and was accredited in the Total Army School System in 2017. HAATS trains 325 to 350 aviators and approximately 200 non-rated crewmembers annually. The school has executed 173% of the allocated quotas by utilizing the 'bring your own helicopter program' and by carefully managing HAATS limited personnel, ensuring the maximum number of instructors were available to train aircrews throughout the year. HAATS trains pilots in the UH-60, CH-47, and UH-72 airframes.

As the Army transitions to a focus on large scale combat operations (LSCO)



HAATS training at Pyramid Peak, Colorado.

and Multi-Domain Operations (MDO), demand for institutional training will increase. Leveraging the Army National Guard Aviation Training Sites offers USAACE a multi-component solution to meeting rapidly expanding demands for Aviation training when resources at Fort Rucker are limited.

Above the Best!

BG Stanley Budraitis is the USAACE Deputy Commanding General - ARNG and COL Brett Criqui serves as the Chief of Staff to the DCG-ARNG at Fort Rucker, AL. The AATS commanders are: LTC Keith Graham (EAATS), LTC Steve Sawyer (WAATS), LTC Wade Johnson (FWAATS), and LTC Britt Reed (HAATS).

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► Chief Warrant Officer of the Branch Update

As this issue focuses on our Reserve component aviation formations, I felt it was important for you to hear from the reserve Command Chief Warrant Officer, CW5 Mike Siedler, and CW5 Jeff Warfield who is the National Guard Senior Warrant Officer here at Fort Rucker. Thank you all for your dedication to duty by serving our country as aviation Soldiers. Above the Best!

Reserve Warrant Officers - Perseverance for Change

By CW5 Michael Siedler and CW5 Jeffrey Warfield

Reserve Components, COMPOs 2 and 3, are combining efforts to outline a few changes applicable to the Reserve Aviation Warrant Officer Corps.

At this year's Aviation Senior Leaders Forum (28-30 January 2020) it was reported that COMPOs 2 and 3 comprise about 52% of the Army's Aviation Force. Fiscal year 2020 (FY20) is infused with changes to our Warrant Officer ranks. These changes are implemented, in part, because of the evolution of time, while others serve to combat the increasing attrition rate experienced by all three COMPOs.

Reserve Component Soldiers meet the challenges of change within the Army structures, simply through perseverance. Our Soldiers continue to meet these challenges while balancing family, civilian employment, and commitment to military readiness. Holistically, change can be viewed positively and/or negatively, as it is rarely implemented in a vacuum and should always be balanced with the Soldier's best interest in mind. That said, here are some changes each Reserve Component Aviation Warrant Officer should know for FY20 and the coming years.

Promotion Requirements

For Army National Guard Warrant Officers, a re-alignment of the Warrant Officer Professional Military Education (PME) requirements for promotion took effect November 2019. Personnel Policy Operational Memorandum (PPOM) 19-042, dated 22 November 2019 re-



North Carolina Army National Guard Chief Warrant Officer 4 Ed Sanderlin, left, prepares for a mission in 2019. Sanderlin, who retired in 2019, served state and nation for over 27 years on three continents and continues as a civilian AH-64 Apache Longbow Crew Trainer operator.

vised the minimum Warrant Officer PME requirements for promotion. This PPOM outlines the following:

receive, even though flight requirements between all COMPOs remain the same. House Resolution 2953,

Promotion

W01 to CW2
CW2 to CW3
CW3 to CW4
CW4 to CW5

Minimum PME Required

Warrant Officer Basic Course
Warrant Officer Basic Course
Warrant Officer Advance Course
Warrant Officer Intermediate Level Education and
Warrant Officer Senior Service Education

Aviation Incentive Pay (AvIP)

Effective 1 January 2020, after over 20 years, Aviation Warrant Officers have seen an adjustment in AvIP, formerly Aviation Career Incentive Pay (ACIP). A memorandum from the Office of the Deputy Chief of Staff G-1, dated 1 January 2020, outlines the new incentive tables. All other policies remain the same.

Reserve Component aviation personnel currently receive only 1/30th of the AvIP their active duty counterparts

the Aviation Incentive Pay Parity Act, would remedy this discrepancy by authorizing incentive pay equivalent to the regular component, thus imparting "Equal pay for equal requirements."

Revised AWOAC

Although not finalized, the revision of the Aviation Warrant Officer Advance Course rounds out our list of changes. With efforts of all three COMPOs, this course has been redesigned in content and structure. As published by

Directorate of Training and Doctrine (DOTD), "The AWOAC receives frequent updates with lessons learned, new doctrine, and other enhancements ensuring maximum lethality of our aviation warfighters." The revision has been staffed and is currently awaiting approval from the Training General Office Steering Committee (TGOSC). The revision implements a two phased structure for course completion. For the Reserve Components, phase 1 may be completed by either attending a four week residency or a 150 hour distance learning (DL) module. The content of the first phase is geared to the common core approach. Phase 2 may only be completed by attending residency at Ft. Rucker for four weeks and five days. Unique to this phase are breakouts focusing on track specific instruction. Once approved, implementation of the redesign will be scheduled for FY22. As mentioned above, the AWOAC is required to be promoted to CW4, so it may be most beneficial for the Reserve Component Warrant Officer to attend the current structure in the current and upcoming FY.

Active Component Officers have

always been accepted, welcomed and needed to continue to serve in a Reserve status. Continued service allows access to benefits ranging from potential retirement growth, to cost effective Medical and Insurance coverage. However, as personnel transition, we recommend reviewing options from a social and financial standpoint; try to avoid emotional decisions that may affect the rest of your life, "Don't burn that bridge." Making up 52 percent of the Aviation force, Reserve Component needs and appreciates your continued service.

Although changes are here and more are coming, the Reserve Component Warrant Officer will continue to persevere and meet challenges head on. Fly Safe and Fly Strong.

CW5 Michael G. Siedler is the Command Chief Warrant Officer Army Reserve Proponent Advisor, Aviation Warrant Officers, Army Reserve Aviation Command (ARAC) at Ft. Knox, KY; and CW5 Jeffrey Warfield is the National Guard Senior Warrant Officer Advisor at the U.S. Army Aviation Center of Excellence at Ft. Rucker, AL.



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▶ Senior Enlisted Advisor to the USAACE DCG-ARNG

Change

By SGM Charles E. Hancock, Jr.

Change is inevitable. We face personal and professional changes throughout our lives. Most often it is small and goes unnoticed; however, significant and sudden changes often cause stress.



Our responses, and the accompanying stress, defines us personally and professionally and influence how our peers and subordinates perceive us.

Recently, a lot of change has taken place across the Aviation Enterprise, and the Army, and there is even more on the horizon. For example, the Advance Leader Course (ALC) redesign, Aviation Maintenance Training Program (AMTP), Future Vertical Lift (FVL), Army Combat Fitness Test (ACFT), Large Scale Combat Operations (LSCO), Multi-domain Operations (MDO), and all of the new tactics, techniques, and procedures (TTPs) that accompany these changes. Additionally, many will face changes with their families, the office, schedules, careers, life responsibilities, and pending deployments. This 'perfect storm' of increased stress levels can reduce morale and discourage reenlistments.

Everyone handles these stresses differently, and issues that bother some people do not seem to affect others. Many senior personnel do not adapt to changes as quickly as younger generations; we appreciate consistency. Our reactions affect our perception of it, and it influences how those around us accept it. Often, it is not the change that is negative, but the way we convey it to others. If we look at this as negative, we will deliver a negative message that can

discourage its acceptance, despite the potential to reduce workload or improve quality of life. Embracing change is necessary to have a healthy outlook on its effectiveness for us and for others.

Before I decided to make the Army my profession, I worked for a well-known insurance company. The company was about to implement some major operational initiatives. One of the Regional Vice Presidents (RVP) came to our office to explain the changes and provided a strategy to face change and be successful, and I will never forget the points he made that day.

First, stay away from narrow-minded people and those that bring you down. Keep good company; "Bad company corrupts good character" (*1 Corinthians 15:33*).

Second, always have a vision and remain focused, regardless of the obstacles before you, and you will succeed.

Third, never rely on your past success, and keep looking for new frontiers to conquer. Leave your past where it belongs, in the past. Stale information does not provide new insights. Update yourself regularly with new information from reliable sources; read professionally and be involved in your professional organizations.

Fourth, we can use the storms of life to rise to greater heights in our

professional career. The proverbial storm clouds arise in everyone's life. Successful people do not fear the winds of change; rather, they use these winds to rise to greater heights. Let challenges become a source of refinement and growth, use them profitably, and see these challenges as opportunities not problems.

Fifth, learn to leave your comfort zone. We occasionally need to shed off old habits, no matter how difficult. Things that do not add value to our lives burden us and we must learn to rid ourselves of them.

Finally, there is a need for rest. You need time to recuperate and strengthen yourself in a positive way. This can add years to your personal and professional life and make you more pleasurable for those around you.

When facing change and the stress builds, reflect on these six things that a wise RVP shared with a group of insurance agents. We need to learn to embrace change and look at it with a positive attitude. Lou Holtz said it best, "You were not born a winner, and you were not born a loser. You are what you make yourself be."

SGM Charles Hancock serves as the senior enlisted advisor to the DCG-ARNG, USAACE at Fort Rucker, AL.

► Enlisted Aviation Soldier Spotlight

Each month we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2019 National winners will be featured in the April/May AAAA Annual Summit issue.

Army Aviation DUSTOFF Flight Medic of the Year, 2014

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SGT Derek A. Polite

*Company C, 7th
Battalion, 101st
Aviation Regiment
159th Combat Aviation
Brigade
Fort Campbell,
Kentucky*



AAPI FILE PHOTO

SGT Derek A. Polite acted with the utmost courage and selfless service while evacuating wounded U.S. Soldiers under heavy enemy fire on multiple medical evacuation (MEDEVAC) missions during OPERATION ENDURING FREEDOM.

On the morning of 13 May 2014, with an ongoing firefight from multiple enemy positions, SGT Polite willingly risked his life in a hot helicopter landing zone (HLZ) to rescue a critically wounded U.S. Soldier. A post-mission medical assessment revealed that SGT Polite's heroic actions literally saved the patient's life, narrowly preventing the Soldier from bleeding to death.

The next morning, SGT Polite was once again notified of an urgent patient needing immediate medical evacuation from a highly kinetic point of injury. While inbound to the HLZ, enemy forces initiated a complex attack on SGT Polite's aircraft. Despite seeing multiple enemy personnel charging his aircraft and trying to kill him, he maintained his composure and focused on the mission – saving yet another U.S. Soldier.

SGT Polite's composure under fire and willingness to risk his life for the sake of another serve as a heroic example of the ongoing DUSTOFF legacy and identify him as the 2014 Army Aviation Association of America DUSTOFF Flight Medic of the Year.

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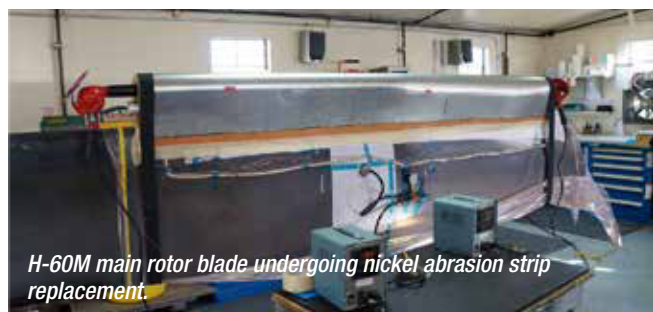
Aviation Liaison Engineers: Support in the Field

By Geoff Conklin and CW5 Dale Miller, U.S. Army Retired

Army Aviation Liaison Engineers (LE) are most associated with development and authorization of non-standard repairs, deviations, special inspections, and facilitating review of Retirement Change or Time between Overhaul extension requests.

While those actions can greatly reduce cost and improve readiness the LE can do much more. Due to their education, experience, background, and familiarization with their customer's capabilities, LEs are adept at finding solutions to complex aircraft repair problems involving technical data, equipment, facilities, and training. Two recent cases stand as examples that had significant impact on both cost savings and readiness for Army Aviation.

Savings and Readiness



H-60M main rotor blade undergoing nickel abrasion strip replacement.

In one case, the absence of field maintenance procedures to replace a worn or damaged nickel abrasion strip on a UH-60M composite main rotor blade resulted in numerous blades being replaced with serviceable blades from supply. The on-site LE at Fort Bragg, NC worked with local AMCOM Logistics Readiness Center (LRC) personnel to generate and validate procedures for replacing the nickel abrasion strip. The LE assisted in the development of key steps in the replacement process, recommendations for good shop practices, additional testing, and changes in the procedures based on firsthand observations. The results demonstrated that the nickel abrasion strip can be replaced in the field by AMCOM LRC sites and Theater Aviation Sustainment Maintenance Groups (TASMG) that have trained and qualified personnel, the required tooling and facilities, and an on-site LE to evaluate the requirement and approve the procedure. Nickel abrasion strips have been replaced on over 70 UH-60M main rotor blades in the field

resulting in a Value Engineering savings of over 8 million dollars. The impact to readiness varies but can be significant based on supply availability of main rotor blades.

Depot Level Repair in the Field



CH-47F donor section positioned and attached.

The second case involved a CH-47F aircraft from FT Rucker found with cracking in the aft fuselage crown frame. Due to the extensive damage and criticality of the frame, the decision was made to replace the entire aft section of the aircraft. Work of this nature would normally be performed at a depot type maintenance facility, but due to workload and other logistical issues, that was not an option. The 1108th TASMG in Gulfport, MS was selected as a source of repair due to their skills, facilities, and the presence of an on-site LE who would provide day to day technical support. The LE assisted in the development of procedures to replace the damaged aft end section with a donor section at the airframe station 440 factory splice. He worked with the Original Equipment Manufacturer and unit to specify and acquire special tooling, interpret technical data, and reach back for support as necessary when further technical expertise was required. This repair and replacement is a first for Army Aviation field maintenance. The efforts of the LE and TASMG resulted in returning the aircraft to the owning unit in record time while providing a substantial savings to include up to the cost of total airframe replacement.

The onsite LE is a tremendous asset to Army Aviation and the units they support in not only routine day to day engineering matters, but also in larger more complex projects. They are an engineering force multiplier that provides hands on customer focused solutions and when necessary draws from other engineering resources to meet customer, mission and airworthiness requirements.

Geoff Conklin is a liaison engineer stationed at Fort Carson, CO and CW5 (Ret.) Dale Miller is a liaison engineer stationed with the 1108th TASMG in Gulfport, MS.

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► Ask the Flight Surgeon

Aeromedical Considerations for Deployment to AFRICOM

By CPT(P) Christopher Grace, M.D.

Q. I am a CH-47 flight engineer that will deploy as part of a medical relief mission to Africa. I have heard a lot about people getting sick when they travel to this region. What do I need to know before I leave?

FS: Assignment to the United States Africa Command (USAFRICOM) poses a unique set of medical concerns for military members with aviators being no exception. All aviators should discuss the preventative medicine requirements for travel to USAFRICOM and their aeromedical impact with their aeromedical provider.

Requirements

Entry into Africa has specific medical requirements set forth by the AFRICOM Surgeon that may differ from the Army Standards of Medical Fitness (AR 40-501) and Aeromedical Policy Letters. A specific medical screening is required before travel to Africa. Be sure to allow for plenty of time prior to departure to meet with your aeromedical provider to review medical requirements and obtain any necessary labs, immunizations and medications.

Aviators bound for Africa will need to be up to date on routine vaccinations as well as **yellow fever** (administered at least 10 days prior to departure) and, under certain circumstances, a **rabies** series may be required as well. Also, do not forget your annual flu-shot. Immunizations require a temporary restriction from flying duty for a minimum of 12 hours. If you need a series of vaccines prior to travel, this may impact your flight duties leading up to your trip, so plan accordingly.

Disease Prevention

Infectious diseases spread by the bites of flies, fleas, mites, ticks and mosquitoes are of concern. Be sure to use Permethrin treated uniforms and clothing at all times. If your uniforms are not pre-treated, there

are kits available for easy self-treatment. Apply DEET bug repellent liberally to any exposed skin and be sure to reapply throughout the day. Always sleep with Permethrin treated bed netting to stop pests from biting you at night. The application of these chemicals to your clothes and skin should pose very minimal aeromedical concerns. However, be sure to monitor for rare skin sensitivities.

Malaria is an infection of the blood that is transmitted by the bite of a mosquito and is a major concern in Africa. Luckily, it can be prevented by taking certain medications. Malarone® (Atovaquone-Proguanil) is the medication of choice for the prevention of malaria in Africa and is required by USAFRICOM. It is imperative to take this medication as directed by your aeromedical provider including the time prior to departure, during your stay and 7 days after leaving. Obtain a large enough supply before leaving to cover your entire trip as it is unlikely you can rely on obtaining more in country. Certain areas within Africa such as Djibouti, Somalia and Ethiopia require further malaria prevention medication called Primaquine. This medication is also used upon return from Africa to completely remove all forms of the malaria parasite from the body. All aviators traveling to Africa should have on record their G6PD deficiency blood test results. Those with a G6PD deficiency can have severe reactions to Primaquine and need to wear red medical alert tags.

Note that travelers to Africa are more likely to receive medical treatment for common illnesses rather than the exotic ones discussed above. Diarrhea, vomit-

ing, colds and allergies are common and can be treated with medications prescribed by your aeromedical provider as well as over-the-counter (OTC) medications. As always, consult your aeromedical provider before taking any OTC medication. If they are not immediately available, only Class-1 medications, as outlined in AR 40-8, are approved for temporary use by aircrew members. All other medications not explicitly classified as a Class-1 in the OTC Medication APL are temporarily disqualifying until you are seen and evaluated by your aeromedical provider.

Austerity

Africa remains one of the most austere operational environments for Soldiers and aviators. Be sure to consider logistical requirements for any regular medical treatment that you require. Obstructive Sleep Apnea (OSA), for instance, can often be effectively treated in an aviator with CPAP. However, treatment with CPAP requires a power source as well as a supply of masks, hoses and cleaning equipment for effective use. Failure to comply with treatment can cause fatigue in an aviator and be a risk to safety in flight. Be sure to bring adequate supplies for any medical device to ensure its continued operation over the duration of your trip.

Homecoming

When you return from your trip to Africa it is important to monitor your health and report any changes for the next 12 months. Remember to report your recent travel to USAFRICOM to your health provider as it may be important in the diagnosis and treatment of your condition. Fly Safe!

Questions?

If you have a question you would like addressed, email it to AskFS@quad-a.org; we'll try to address it in the future. See your unit flight surgeon for your personal health issues. The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated

CPT(P)(Dr.) Christopher Grace is a flight surgeon at the United States Army School of Aviation Medicine, Ft. Rucker, AL.



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The State of Army National Guard (ARNG) Aviation

By BG J. Ray Davis

With the turn of the New Year and the 2020s now upon us, I want to share with the greater aviation community some clarity on the things we are doing to support the total Army Aviation Enterprise and where we see ourselves in the future. We are further refining, developing and implementing innovative approaches, practices and plans that will allow us to remain a significant aviation force provider and an indispensable asset to the Army as well as the Governors. We take our role within the Aviation Enterprise seriously as a team player and a contributing factor to Army Aviation Success!

2017-2020

Over the past three years, the Army National Guard (ARNG) Aviation Force evolved to better support the Army

SGT Tim McCoy (left), 1-151th Attack Reconnaissance Battalion South Carolina ARNG, and SSG Jacob Dehart, 1-130th ARB, North Carolina ARNG performing systems maintenance on an AH-64D aircraft.

and our nation's needs. The ARNG has an active attack reconnaissance battalion (ARB) force available to support current worldwide missions and an AH-64E modernization plan that provides the Army supplemental attack reconnaissance capability. The ARNG's plan is aggressive and it is on an effective glide path to meet near term deployment and AH-64E fielding timelines. Significant steps were taken to set the conditions for success. I will elaborate on just two of those steps.

The first is the **AH-64D qualification training** the ARNG is conducting at Ft. Rucker, AL. This ARNG Aviation Training Site supplements the Aviation Center's courses by providing

the units AH-64D qualified aviators to build individual and crew readiness. The units are subsequently postured for collective training events to fulfill mission essential tasks through the mobilization process resulting in a successful deployment.

A second important step underway is to **reallocate AH-64 Aviation Intermediate Maintenance (AVIM)** capability and authorizations to better support an ARB. The result is each of the four ARBs will have a dedicated, co-located AH-64 AVIM element detached from the parent AVIM Bravo Company. This detachment will be streamlined for AH-64 AVIM and is better postured to mobilize and deploy

with the ARB in the future. The Army demand for attack reconnaissance assets remains high and as many of you know it is highlighted in the capability gap for future Multi-Domain Operations (MDO), now referred to as Joint All Domain Operations (JADO). These two efforts, along with others, will provide stability for enduring ARB support to the Army and postures the ARNG ARBs for future JADO needs.

The ARNG organized *two additional assault helicopter battalions (AHB)* from inactivating ARBs and the air cavalry squadron. The ARNG now possesses sixteen AHBs that are either equipped with M Model aircraft, scheduled for M Model or the new V Model fielding. These AHBs are split stationed and although the modernization activities cause some disruption, our units and soldiers are seizing the opportunities with new aircraft, building readiness and deploying to meet all Army missions.

The *UH-60V* will be the next aircraft introduced into the Army fleet. The first V model aircraft will be fielded to the ARNG within the next two years. We believe the V model will be a great asset. We are eagerly awaiting more definitive training instructions from the Army to allow for appropriate programming and funding of the crew training. In addition to the AHBs, the ARNG will also equip MEDEVAC Companies with the V Model aircraft and associated medical mission equipment. The V Model possesses cockpit commonality to the M model and rounds out a significant portion of the ARNG's utility helicopter fleet modernization requirements. Our expectation is that the Army employs V Model and M Model H-60 units interchangeably in theaters of operation.

The ARNG's aviation support to the Governors and Adjutants General remains steadfast. The state army aviation officers are at the tip of the spear delicately managing the enduring sourcing demands overseas and orchestrating the civil support operations within their respective States, Territories and the District. The ARNG, as with other rotary wing aircraft, will operationalize the V Model to meet Army missions and fulfill civil support requirements. In a plan to bolster civil support capability, the ARNG is working with the Army to further optimize and better sustain our UH-72A fleet. This effort will provide a better mix of light utility helicopter capability and allocate UH-72A main-

tenance authorizations into the *theater aviation sustainment groups (TASMG)*. The TASMGs will provide UH-72A regional sustainment to the ARNG's Aviation support facilities (AASF) and the security and support aviation battalions.

aircraft Phase induction, the RAPSC receives a Phase Kit that provides the parts to conduct all tasks associated with the aircraft phase. The AASFs and units are the focal point for phase maintenance, as well as unit level

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The TASMGs are in the early stages of developing Regional Aviation Phase Support Centers (RAPSC). The approach is to have a regional RAPSC to supplement unit aircraft phase maintenance and more importantly support the elevated Crew Hour per Month Flying Hour Program. Upon

maintenance. The availability to fund and man an RAPSC will pay dividends and improve aircraft readiness across the ARNG aviation formations.

The entire ARNG remains committed to meeting the Army's world-wide aviation demands. The greatest stress remains on Cargo and MEDEVAC



U.S. ARMY NATIONAL GUARD PHOTO

Soldiers across the ARNG supporting the ARNG's AH-64D qualification training at Hanchey Army Heliport, Ft. Rucker, AL.

units. The reliance on the ARNG is as expected given our proportion of the total Army aviation force. It goes with the territory and we wholeheartedly accept that role.

ARNG aviation cannot accomplish the mission without Safety, Risk Management and Standardization remaining at the forefront. We have a holistic ap-

proach to instill good risk management practices, avoid indiscipline and encourage openness to reporting near misses, thus minimizing or avoiding future mishaps. ARNG Standardization Officers are collaborating with Ft. Rucker and the Aviation Center of Excellence to finalize an Army One Aviation Standard Operating Procedure (SOP). The One

SOP is on short final and will baseline how all Army Aviation units operate.

2021 and Beyond

The ARNG has a long history of answering the call for the nation, something we are proud of and will continue to do to maintain trust and confidence. We will continue to seek innovation, efficiencies and cost savings given the uncertainty of future budgets. We are positioned and eager to move forward with impending transitions to the Army Aviation JADO / 2028 Force. Future Vertical Lift (FVL) is nearing reality and the ARNG Aviation Enterprise will continue to be an active participant in the integration of FVL capabilities into the Army. The Army modernization priorities and the Aviation elements supporting the future JADO force necessitates having the right soldiers and leaders possessing the right skills and education at the right time. The ARNG is postured to meet these future demands.

BG J. Ray Davis is the Army National Guard Assistant Director for Aviation and Information Warfare.

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Army Reserve Aviation - A Proven Partner Preparing for the Future

By BG Jamelle C. Shawley and COL Andrew D. Cecil



U.S. ARMY PHOTOS BY CPT JIMBERLY FARMER MENDEZ, PAC ARAC

Winning matters. Winning matters today in the Counter Insurgency (COIN) and stability operations fight. Winning matters tomorrow in great power competition. How we prepare to win matters – the way we train and the way we care for and develop our Soldiers.

Army Reserve Aviation Command (ARAC) units participated in three major multi-component missions/collective training events over the last year: the 244th Expeditionary Combat Aviation Brigade (ECAB) deployment in support of (ISO) Operation Spartan Shield (OSS) and Operation Inherent Resolve (OIR); the 11th ECAB's participation in the Northern Strike 19 Exercise at Camp Grayling, MI; and the 11th ECAB's contribution to the Joint Aviation Multi-ship Integrated Air Defense Systems (IADS) Survivability Validation (JAMSV) Quick Reaction Test (QRT).

The 244th ECAB deployment in support of OSS/OIR involved over 850 Army Reserve Soldiers joined by over 500 Army National Guard

and 400 Active Component Soldiers. The 244th ECAB leadership, under COL Allan Cutchin, integrated this multi-component team and excelled in theater – winning in every category. The excellent aviation Soldiers of our Total Army are the reason for the success of this first ever AR ECAB deployment. National Guard Soldiers from the Indiana, Kentucky, Ohio, Arkansas, Massachusetts, and Louisiana Army National Guard all deployed as part of the team. Active Duty Soldiers from 1-1 Attack Reconnaissance Battalion (ARB) and 1-227 ARB provided attack assets to the mission. The 244th ECAB leadership also contributed to the success of the mission. The fact that the 244th ECAB did not suffer any injury or loss of life due to accidents is testament to both the leadership and discipline of the formation.

The ARAC joined multi-component and multi-national partners in exercise Northern Strike (NS) 19. This exercise involved the 11th ECAB conducting command and control for three

The 244th Expeditionary Combat Aviation Brigade in formation prior to deployment in February 2019.

Aviation Battalions – two organic and one Army National Guard – and over 750 Soldiers. The Brigade provided 24/7 real world MEDEVAC coverage, flew 557 hours, conducted 3 air assaults, and executed 25 MEDEVAC scenarios over the three week exercise. The learning curve was steep but will pay dividends during NS 20 and a planned FY22 deployment ISO OSS/OIR.

The Brigade also conducted Aircraft Survivability Training lanes during NS19. The Aircraft Survivability Lanes provided crews with hands on training in fighting their aircraft against near peer air defense threat simulators. This training helped the Brigade prepare for their participation in the JAMSV-QRT. The QRT concept focused on developing and validating rotary wing multi-ship tactics, techniques and procedures (TTPs) utilizing Large Scale Combat Operations (LSCO) missions and pro-

files against Anti-Access/Area Denial (A2AD) threats. Using the data collected during the JAMSV-QRT, the Army will continue to develop new modeling and simulations. The focus is on preparing for the future, lethal battlefields.

Taking care of people is key to winning the future fight. A key Army Aviation Enterprise level issue that remains at the top of the ARAC list is

Battalions or General Support Aviation Battalions (GSABs) the ARAC's desire is to remain as closely aligned as possible to COMPO 1 structure. It is critical that the Army decide on Army Reserve formation structure as soon as possible to facilitate the planning and execution of any changes prior to 2028.

As the Army transforms over the next decade, the Army Reserve Aviation



The 11th ECAB conducting sling load operations during Northern Strike 19, summer of 2019.

eliminating the 1/30th rule for nonrated crewmembers (NRCMs) as well as Aviators. As an Army, we must add NRCM HDIP to the priority of ending pro-rated pay under House Resolution (H.R.) 2953 – titled “Aviation Incentive Pay Parity Act.” H.R. 2953 currently addresses rated crewmembers only. As an Army, we must apply the same logic to NRCMs. AR NRCMs are not 1/30th the NRCM of their Active Component counterpart. AR NRCMs do not have the option of only knowing 1/30th of the required information or flying 1/30th of FAC1 RL1 flight minimums. The standard is the standard – period. The Army must rise to the occasion and ensure our NRCM's incentive pay is unchained from the 1/30th rule in the same manner as our Rated Crewmembers.

The next decade promises some exciting and potentially monumental changes to Army Aviation. The introduction of new aircraft, formations, missions, and TTPs are just a few. As the Army considers force structure changes to specific formations such as Assault

Command remains committed to deploying the most capable, combat-ready, and lethal Federal Reserve Aviation force in history. This involves tough, realistic training with all components. We will continue to care for and leverage our Citizen Soldiers' professionalism, train to be as ready as required, optimize our force structure, modernize our equipment, and remain as flexible as possible. Army Reserve Aviation is transforming into a force capable of executing multi-domain operations in large scale ground combat against near-peer adversaries to ensure we have the capability and posture to win the first fight!

Rise Above!

BG Jamelle “Jami” Shawley is the commanding general and COL Andrew D. Cecil the deputy commanding officer of the U.S. Army Reserve Aviation Command, headquartered at Fort Knox, KY.

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Looking Forward – Reversing the 4th Quarter Aviation Safety Trend



By BG Andrew C. Hilmes



U.S. ARMY PHOTO BY SPC DOMINIC TULLO. 115TH MOBILE PAD

The Army closed fiscal year (FY) 2019 with the fewest manned flight fatalities on record, a reflection of the Aviation Branch's tenacious approach to safety and commitment to continuous improvement.

Overall, aviation Class A-C mishaps continued a downward trend during FY19, with a nearly 40 percent reduction from FY18. Class A-C flight mishaps (58) and rates (5.54 per 100k flying hours) were the lowest in the past 10 years. Due to Army-wide emphasis, ground taxi mishaps fell from four Class As in FY18 to zero. Most importantly, aviation mishap fatalities decreased from six in FY18 to two. These achievements conclude the safest five-year period in Army Aviation history and place us on a solid foundation as we begin the new decade.

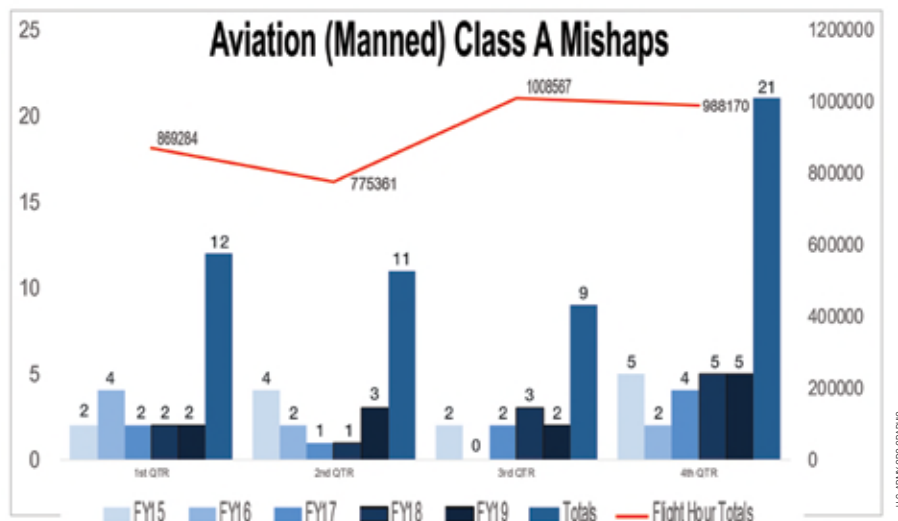
However, we still have work to do. In the first quarter of FY20 alone, the Army experienced four Class A mishaps with five resulting fatalities. This figure exceeds the total number recorded in FY19, and Class A mishaps are on track to surpass each of the past five years. This difficult start to the new year reminds us how

quickly our environment can change and the need for continuous, ruthless adherence to risk management protocols at all echelons of our formations.

The U.S. Army Combat Readiness Center remains steadfast in its role of leading Army-wide loss prevention efforts and serving as your enduring "back-side" support. We continue to disseminate the latest mishap summaries, trend analysis,

A UH-60 Black Hawk with the Nebraska Army National Guard, Golf Company, 2-104th General Support Aviation Battalion, takes off from the 145th Brigade Support Battalion, 116th Cavalry Brigade Combat Team's support area June 5, 2019, at the National Training Center in Fort Irwin, CA.

Figure 1.



U.S. ARMY CRC GRAPHIC

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An Alaska Army National Guard 1st Battalion, 207th Aviation aircrew practices fire suppression support training using a Bambi water bucket in a CH-47 Chinook helicopter near Joint Base Elmendorf-Richardson, July 16, 2019. The Chinooks – a new aircraft to the 207th AVN inventory this year – provided wildfire suppression support for the first time ever July 8, 2019, at the Swan Lake Fire in the Kenai National Wildlife Refuge near Sterling, AK.

aviation near miss brief and other safety materials to your safety officers, as well as placing them on our website (<https://safety.army.mil>). Our goal remains the same — to get in front of mishaps through predictive analysis and drive them to zero.

Class A Mishaps

With that in mind, I ask each of you to begin turning your focus to an alarming trend in Army Aviation that has, unfortunately, proven reliably consistent. The graph at Figure 1 depicts Class A mishaps relative to flight hours, by quarter, for each of the past five years.

As you can see, Class A mishaps have almost doubled during the fourth quarter of each fiscal year (with the exception of one) since FY15. In other words, we are experiencing nearly 50 percent of our Class A mishaps during the fourth quarter of every fiscal year. The graph also shows that flight hours for the fourth quarter remain relatively consistent with the other three quarters, so it is difficult to attribute this trend to increased OPTEMPO during the fourth quarter or end-of-year execution of unit flight hour programs.

The USACRC continues to analyze this problem from multiple perspectives. While fourth quarter mishap data from the past five years does not reveal any appreciable trends, this time period is ripe with risk factors that, when aggregated, present

a complex situation increasing the chance for mishaps. We are looking closely at the impact of environmental and training factors, along with the summer permanent change of station and leader change of command cycles to see if personnel and leadership turbulence, usually more pronounced later in the third quarter, has a residual safety effect in the fourth quarter.

We know from history and our own experience that risk increases significantly during transitions, whether it be the transition between distinct operations and phases or the transition from one leader to another. Seasoned Army leaders understand that establishing relationships and a shared understanding with supporting and supported units decreases confusion, misinformation and mishaps. Thus, we tend to be very deliberate in planning the transitions between commanders, ensuring sufficient time for onboarding briefings, touch points with certain staff functions, and even equipment inventories. But how deliberate are we with aviation safety officer (ASO) transition plans? Some recent feedback from the field indicates a lack of face-to-face handoff and, even worse, no continuity files for incoming ASOs. Personnel turbulence is nothing new in the Army, so we must anticipate and plan for it. If commanders emphasize, receive back-briefs on and make

modifications to ASO transition plans, not only will the quality of those hand-offs improve, so will the unit risk profile.

Leader Transitions

As we think about leader transitions, particularly during periods of high personnel turbulence, consider that new leaders in positions of risk acceptance might be initially unable to holistically assess hazards in their new unit, installation or mission role. Limiting their risk acceptance authority the first several weeks as expectations are set and relationships built is one measure to ease the transition. Established ASOs and instructor pilots (IPs) can typically help the commander make good crew mix decisions, but those new to the unit will be unaware of numerous, potentially harmful, factors. In concert with the higher headquarters commander, it makes good sense for senior aviation officers, ASOs and IPs to limit new personnel as mission briefers and/or mission approval authorities for a pre-determined onboarding time and for scenario-based mission approval training, as programmed into the unit standing operating procedure. This will allow leaders to train the force on how to identify, assess and mitigate risk and ensure standardization of the mission approval process across the breadth of a formation.

Finally, new commanders might consider implementing tactical and training imperatives, deliberate mission briefings and rehearsals at their level for a set amount of time to assess and appreciate the level of rigor within existing mission planning and risk management processes.

I hope these recommendations are the start of an engaging dialogue within your formations about how we prepare for success in the fourth quarter. We know the challenge is coming: We have a clear, established trend the past five years. However, the collective critical thinking, discussion and sharing of best practices within our community will allow us to reverse this trend.

Winning matters!

Readiness Through Safety!



BG Andrew C. Hilmes is the director of Army Safety and commanding general of the U.S. Army Combat Readiness Center at Fort Rucker, AL.

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MEDEVAC in LSCO – Advancing to Meet the Challenge



By COL Stephen A. Barnes and Mr. Rick Stockhausen

Our Army will be challenged in unique ways by armed conflict in the Future Operational Environment, or FOE. Large-scale combat operations, or LSCO, against peer or near-peer adversaries, will present problems not encountered in recent operations. We expect LSCO to be more dangerous and difficult for the medical evacuation, or MEDEVAC force to operate—but it will not be impossible.

To operate effectively, we must have a well-grounded understanding of LSCO, a sound grasp of the inherent risks, and take a clear-eyed approach

to mission analysis and execution. Perhaps the most critical adaptation required is one of mind-set. We have become habituated to a risk calculus that accepts relatively little risk in operations. We have become so reliant on our dominance of air and ground lines of communication that some believe we cannot operate without it. We have become so used to relying almost exclusively on aeromedical evacuation that many have forgotten the ground component to MEDEVAC. To an extent, we have forgotten how to plan, coordinate, and execute in

dynamic environments at the tactical, operational, and strategic levels. To be successful in the future, we must overcome the thinking we have cultivated in recent operations and expand our mind-set to match the demands and dynamics of LSCO.

Lethality of LSCO

We can accept that LSCO in the FOE will present us with more lethal environments. We cannot accept this increased lethality precludes our ability to conduct MEDEVAC. Some believe that, because the risk to MEDEVAC



Evolving Combat Casualty Care

The scope, scale, and tempo of casualties during LSCO will present distinct challenges to the MEDEVAC force—but will also make MEDEVAC an imperative. Failing to evacuate will jeopardize the medical mission and the operational mission. Failing to evacuate will jeopardize the medical mission by risking culmination of forward medical treatment facilities through overwhelming the capacity of medical care or through consumption of medical supplies faster than they can be replenished. Failing to evacuate will jeopardize the operational mission through the drain on combat power required to secure/protect the accumulating casualties and through the drag effect these accumulated casualties will have on movement and maneuver. Not evacuating in LSCO will not be an option.

The scope, scale, and tempo of casualties in LSCO will require the full commitment of the MEDEVAC force—air and ground. Adversary lethality and reach will require MEDEVAC assets to be arrayed through the entire breadth and depth of a theater of operations. The scheme of evacuation must carefully position ambulance assets—and dynamically reposition them to anticipate casualty flows and react to contingencies. Despite the evacuation capacity that MEDEVAC assets bring to the Force, there will likely be times when this capacity is exceeded. Accordingly, commanders must complement MEDEVAC with casualty evacuation, or CASEVAC, assets and condition the Force to provide lift of opportunity when required with the least impact to their primary mission/task.

In LSCO, we must expect our adversaries to have the ability to interdict lines of communication, or LOCs, thereby impeding battlefield access to MEDEVAC assets. However, an adversary's ability to interdict our LOCs will not be uniform across space and time. An adversary's ability to interdict LOCs will be greatest where he can mass effects. Simplistically, the adversarial effects will diminish with distance from the physical location of his assets. We can expect the greatest interdiction of LOCs in the vicinity of brigade combat teams in contact

Members of the 39th Infantry Brigade Combat Team and a MEDEVAC UH-60 Black Hawk from Co. C, 3d Bn., 82d Avn. Regt.

U.S. ARMY PHOTO BY PFC ZACHARY PERKINS

assets will be greater than what we consider acceptable risk in our current operations, we will cease to conduct MEDEVAC. We must understand that future battlefields will be more dangerous for the entire force, not just for MEDEVAC. As articulated in the Multi-Domain Operations (MDO) concepts, our forces intend to operate on these more lethal battlefields and so will MEDEVAC. We must accept the threshold for acceptable risk in LSCO will be significantly different than today.

As we look to potential LSCO in the FOE, some only consider the

capabilities adversaries bring to the fight. They assess the unopposed impact these adversaries could have—and draw a number of flawed conclusions. They fail to acknowledge that the U.S. military—and our allies and partners—will bring significant opposition to battle. An assessment of the opposed impact of adversary capabilities provides a much different picture. It acknowledges the challenges, but also highlights the opportunities. While operations in LSCO in the FOE against a peer/near-peer adversary will be difficult, they will not be impossible.



U.S. ARMY PHOTO BY MAJ RICHARD FOOTE

and to diminish, in terms of effects or duration of effects, through the depths of the division and rearward. We can also expect an adversary's ability to interdict LOCs to be greatest at, or near, the outset of a campaign and to be diminished over time, assuming

a degree of success by U.S. forces, as U.S. forces penetrate and disintegrate adversary capabilities and exploit opportunities for movement and maneuver. The key throughout is to get our MEDEVAC assets as close as prudently possible to the patient

127th Airborne Engineer Battalion & C/3-82d Avn.

needing evacuation. We cannot afford to cede any advantage to the enemy that he has not actually taken from us.

What this means is that the MEDEVAC force will have the battlefield access it requires to evacuate patients over much of a theater of operations. In these areas, achieving the 1-hour evacuation standard for urgent and urgent-surgical casualties should be doable. Based on the reach and lethal capabilities of adversaries, we should expect wounded throughout the depth of the theater of operations. Evacuation from points of injury, or POI, will be possible in some areas. Where units are in contact with enemy formations, however, our ability to achieve the 1-hour evacuation standard will likely be challenged. Wherever evacuation is delayed, our prolonged field care



U.S. ARMY PHOTO BY CPT THOMAS CIESLIK

1st Brigade Combat Team, 82nd ABN & C/3-82d Avn.

capabilities will be used to mitigate the risk to patients—buying time until evacuation can be conducted.

Balancing Evacuation Capabilities

The scope, scale, and tempo of casualties in LSCO will require the effective and efficient employment of MEDEVAC assets. It will require a mission command structure that can achieve unity of effort/purpose in highly dynamic situations. This begins with the theater medical command deployment support, or MEDCOM-DS, providing top-down guidance and direction—for the overarching scheme of MEDEVAC and reaches down through medical brigades and medical battalions and through corps, division, and brigade headquarters for bottom-up refinement. These elements must be able to dynamically plan, coordinate, and execute MEDEVAC operations that are integrated into and synchronized with schemes of maneuver.

Not evacuating our sick and wounded in LSCO is not an option. Failing to evacuate may cause us to lose today's battle—as the backlog of casualties/

patients cause a cascade of medical and operational culmination on the battlefield. Failing to evacuate often enough—with its impact on Soldier morale and national will—may cause us to lose the next battle, the next campaign, and the next war. While MEDEVAC will be difficult in future LSCO—it will not be impossible.

We must adapt our mindset to the operational environment in LSCO. Without a mindset that understands the challenges and refuses to cede any advantage to an adversary that the adversary has not actually taken away—we cannot be successful. Cultivating and inculcating such a mindset must be a high-priority effort moving forward.

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); and Mr. Rick Stockhausen is his former deputy – both located at Fort Rucker, AL.



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Aviation Logistics in the Pacific

By MAJ Mark Yore and CPT James Westmoreland

In 2016 I published an article for this publication titled “Aviation – The Branch of Logistical Professionals.” Since returning to the Aviation community as the 25th Combat Aviation Brigade (CAB) Support Operations Officer (SPO) and serving as the 25th Infantry Division (25ID) Transportation Officer (DTO) I validate and double down on my previous claim. Overseeing the movement of an entire Division, from tactical to strategic, provided an appreciation of the complexity and minimal margin of error CABs face, specifically in the Pacific, for every mission. The variety of assigned missions, training locations required to meet Aviation training objectives, and the correlating multimodal transportation requirements enable the 25th CAB to be among the best at preparing, deploying, and maintaining Aviation Equipment.

Assigned Missions

25ID's assignment to United States Army Pacific (USARPAC) and America's First Corps (I Corps) brings with it multiple lines of effort and opportunities to train with our Allied partners in the United States Indo-Pacific Command (USINDOPACOM) area of responsibility, and at the Army's Combined Training Centers (CTC). Inherent to these missions are the requirements to conduct all associated deployment tasks utilizing ground, air, and sea assets. Units in the 25th CAB have become accustomed to executing vessel loading operations, as well as preparing equipment to meet various country-specific customs requirements across the Pacific. Opportunities such as working with the Australian Department of Agriculture and Water Resources (DAWR) and the Royal Thai

Navy to ensure entry standards are met, compels 25th CAB Soldiers to become flexible and strengthens their knowledge on deploying equipment and personnel across the Pacific.

Unique Opportunities

Like all Army divisions, 25th ID conducts multiple Command Post Exercises per fiscal year. What sets 25ID and the 25th CAB apart is the opportunity to apply concepts practiced in these exercises in a live, virtual, and constructive environment while executing Multi-Domain Operations (MDO). Exercises such as 25ID's Lightning Strike, a combined fire & MDO exercise conducted on the big island of Hawaii's Pōhakuloa Training Area (PTA), offers unique logistical challenges that require detailed and advanced planning. 25th CAB,



U.S. ARMY PHOTO BY SFC JON WELCH

SGT Kevin Sanchez, who serves as crew chief with Charlie Company, 3rd General Support Aviation Battalion, 25th Combat Aviation Brigade, studies terrain aboard a UH-60 Black Hawk aircraft as part of a flight survey during Exercise Balikatan 2019 near Mount Pinatubo, Fort Magsaysay, Philippines, April 1, 2019.

along with 25th Division Artillery (DIVARTY), plans and executes multiple ground, sea, and air movements by leveraging transportation assets such as the 8th Theater Sustainment Command's (TSC) Logistic Support Vessels (LSV), fixed wing assets from the Air Force, and rotary wing lift internal to the 25th CAB. The planning process begins early and involves synchronizing efforts from multiple organizations. These training events provide staff, at echelon, multiple repetitions of the Military Decision-Making Process and deployment operations. These "local" deployments replicate all the planning and preparatory tasks a unit would face to deploy in the Pacific. The multiple repetitions gained through this training truly represents the "train as you fight" mentality Army units strive to achieve in every training event.

Unique Challenges

25th CAB must synchronize training with I Corps and USARPAC deployment requirements to limit the loss of training time when personnel and aircraft are in transit. Every day that a helicopter is on a vessel enroute means one less day it is in use training pilots or in maintenance training maintainers. Vessel movements also increase the corrosion risk to aircraft and ground vehicles. All Army equipment is susceptible to corrosion, but 25th CAB equipment deploying across the sea often has a higher risk. The depot-level of maintenance manages corrosion prevention programs stateside and is often free for units. Hawaii does not have the depot-level maintenance program and thus corrosion prevention is costly through the Army Field Support Battalion. Furthermore, the Army supplied corrosion prevention kits for level one and two corrosion, but these increase labor time per vehicle to manage corrosion and increase the repair parts spending at the unit level. Overall, deploying 25th CAB for training puts a strain on maintaining equipment readiness as the requirements and costs for 25th CAB are significantly higher than other units. However, the realistic challenges our maintainers face, mirror those we will face when deploying to combat, and better prepare the team to dynamically maintain our equipment.

Ready CAB

While planning and aiding unit deployments as the DTO, it became apparent the 25th CAB is always on the move. The brigade combat teams consistently train hard but rotate Pacific Pathways and CTC requirements every year. Conversely, the 25th CAB con-

tinuously sends task forces to support every operation. Although the training and condensed deployment timelines are tough, it builds resilience and readiness in our ability to deploy, and when called upon, fight our nation's wars. Units must keep blade fold teams, unit movement officers, container control officers, hazardous material Soldiers, air load planners, and maintainers always trained and proficient. These requirements are closely monitored and operationalized in 25ID through the Commander's Deployment Discipline Program to ensure we remain postured for deployment.

Conclusion

Having been assigned to both 1st and 25th CABs in command and staff positions, it is ever apparent that logistics is at the forefront of every Aviation operation. From air and ground maintenance to air assault planning, logisticians – side by side – with operations and executive officers meticulously plan and anticipate sustainment requirements. The 209th Aviation Support Battalion Commander, LTC Mathew Elliott, said it best when he stated to his staff, "We must anticipate the needs of our flight battalions, so they do not fail due to logistics." Logisticians assigned to CABs will receive every opportunity to test their planning abilities and must bring their "A" game every day to ensure our Aviators can execute their missions, or as we say as in the 25th CAB, "We fly for the troops!"

MAJ Mark A. Yore is the 25th CAB Support Operations Officer and CPT James Westmoreland serves as the deputy support operations officer at Schofield Barrack, HI.



U.S. NAVY PHOTO BY PFC DANIEL BARKER (USNWP 410 1)

A UH-60 Black Hawk helicopter, from the 25th Combat Aviation Brigade, approaches the flight deck of the amphibious assault ship USS Wasp (LHD 1) during Exercise Balikatan 2019.

Aviation Prepares For A Critical Maneuver Role In The Future

By Ms. Kelly P. Morris

More than 150 U.S. Army Aviation leaders gathered at the Home of Army Aviation for the Annual Aviation Senior Leader Forum Jan. 28-30. This was an opportunity to recognize the AAAA functional award winners at the Museum of Army Aviation during the ASLF dinner.

MG David J. Francis, commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker welcomed current and legacy leaders, and provided an Aviation branch update. “There is not a more exciting time to be part of Army Aviation, as we start to move toward large scale combat operations, and as we go after a modernization strategy that is probably more aggressive than we have since we brought on the ‘Big Five,’” he said. Francis explained the Army provides Combined Arms Maneuver (movement and fires) to the Joint force, and Aviation is a critical component of maneuver.

The National Defense Strategy drives the Army’s concept of Multi-Domain Operations, in preparation to address the problem set of “standoff” –including political, strategic positioning and capability standoff in the future.

“First we have to be able to compete, and we’ve got to compete well,” Francis said. “We also have to build capability. If deterrence fails and we must go to armed conflict, we must be able to penetrate (anti-access, area-denial) integrated air defenses and integrated fires complexes. Once we’ve dis-integrated those defenses, we have to be able to exploit that capability and then return to competition on terms more favorable to the U.S.”

Aviation Leadership’s Role In Retention

Francis said multiple initiatives are in the works to address the challenging attrition rate. “Starting 1 January of this year you saw the first increase in Aviation career incentive pay that we’ve had in 20 years. So, we got that across the finish line,” he said. He stated that quality leadership is key. “People want to be on a winning team. People want to be in an organization that prides itself on excellence. People want to be in a cohesive unit. And they will follow you to the ends of the earth when that happens.”

According to Francis a high OPTEMPO, with multiple rotational requirements around the globe and combat training center requirements, and aircraft modernization, are challenging for the force. “On any given day, 20 of our battalions in Army Aviation are undergoing some sort of modernization. That means an aircraft is taken offline and is unavailable because we’re doing a modification to it.” The Army is resourcing for an increase in throughput. “By the end of this year we will be back up to production the way we need to at Ft. Rucker to fill your cockpits out there,” Francis said.

Leader Development Is Crucial, Going Forward

“We have to develop leaders who are fundamentally sound in doctrine, fundamentally sound aviators, fundamentally



Army Aviation Branch Chief and USAACE Commanding General, MG Dave Francis, addresses attendees at the 2020 annual Army Aviation Senior Leaders Forum.

Editor’s Note:

Full citations and photos of the AAAA Functional awardees were published in the January 2020 issue of ARMYAVIATION.

sound in every aspect of our profession,” he said, and lauded the great efforts across Army Aviation. “It is a testament to your professionalism, it’s a testament to the faith and trust that our ground force commanders have in you that was built on the legacy that is sitting in this room today. And I’ll tell you, it’s impressive.”

MG Gary M. Brito, commanding general of the U.S. Army Maneuver Center of Excellence at Fort Benning, GA spoke about Soldier lethality in multi-domain maneuver. “I do not think any maneuver force will survive in this environment without the continued support of ... what our Aviation team is going

to continue to give us,” Brito said.

The three-day event focused on current and future operations, training and leader development, and also included speakers from U.S. Army Aviation and Missile Command, Headquarters Department of the Army, Army Special Operations Aviation Command, Program Executive Office for Aviation, the U.S. Army Combat Readiness Center, as well as various other subject matter experts. In addition, multiple units and individuals were recognized for their accomplishments in 2019 with the AAAA National Functional Awards and the Army’s LTG Ellis D. Parker Aviation Awards.

Ms. Kelly Morris is the public affairs officer for the U.S. Army Aviation Center of Excellence at Fort Rucker, AL.

NEWS SPOTLIGHT

Climb for the Army Aviation Museum Foundation Raises 10K



Army Aviation Museum Foundation board member, James Bullinger takes a photo with his guide Estalin Suarez at the top of the volcano Cotopaxi, Ecuador's second highest peak at 19,347 feet on Feb. 16, 2020. The pair climbed Cotopaxi to help raise funds for the Army Aviation Museum Foundation.

Inspired by the AAAA Tennessee Valley Chapter Climb for the Soldier last August (see February issue of this magazine), the retired Army Aviator and former ARMY AVIATION magazine editor, set a goal to raise \$9,500 for the restoration of the YH-41A Seneca helicopter that has been in storage for about 50 years and is the last Army YH-41A. The foundation wants to display the aircraft at the new Training Support Facility under construction at Fort Rucker, AL in 2021. Not only did the 62-year old reach the summit of Cotopaxi (a personal best for him), but the AAMF was able to exceed the goal and raise a total of \$10,220 from 46 pledges. Textron Aviation (parent of Cessna Aircraft Co.) also pledged \$5,000 to the AAMF effort.

For more information, go to <http://www.armyaviationmuseum.org/army-aviation-museum-foundation/climbforthemuseum/>



PHOTO BY JAMES BULLINGER



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"Firsts!"

By Mark Albertson

From the April 30, 1970 issue:
"Have you personally – or your crew, unit, agency, or firm – ever participated in establishing a "first" in Army Aviation?"

...in '45? ...in '57? ... Last year? Get it on the record! Submit it for publication to ARMY AVIATION MAGAZINE, 1 Crestwood Road, Westport, Conn., 06880. We'll publish them in the order they are received."

First use of Army Aviation on a tactical exercise above the Arctic Circle: 90th Aviation Company (H-37 Mojave) in Exercise Winter Express in northern Norway during March-April 1966. Submitted by CWO David C. Sorricki.

First graduates of an OV-1 Mohawk Maintenance Test Pilot Course: Major Donald A. Couvillon and Captain Richard C. Swinehagen, U.S. Army Transportation School, graduation on February 9, 1970.

First member of Women's Army Corps (WAC) to receive a U.S. Army Air Medal: Major Gloria Olson, Headquarters, First U.S. Army, Fort Meade, Maryland, for 127 Republic of Vietnam air missions totaling 198 hours, while serving as Deputy Chief of Command Information in MACV.

First unit in Army Aviation to receive the Presidential Citation for Vietnam Service: 197th Aviation Company (Armed Helicopter) for period, April 1, 1963 through April 3, 1965.

First Army Aviator to log 10,000 first pilot hours: Major Raymond J. Kangas, December 1965.

First Army Aviator to fly 1,000 evacuation hours in USARV: First Lieutenant Ernest J. Silvester during 1964-1965 with the 57th and 82nd Medical Detachments (Hel Amb).

First Army primary flight training facility to graduate 10,000 Students: U.S. Army Primary Helicopter Center with the graduation of WOC Robert Wright, number 10,000, on May 11, 1966.

First Army Aviators to graduate from the USAF Experimental Test Pilot School at Edwards, AFB, CA: Major John C. Geary, Captain Paul A. Curry, Captain John A. Johnston, Captain Lavern R. Reisterer, Captain Emil E. Kluever, CWO Joseph C. Watts and CWO Emery E. Nelson. The group undertook the eight-month course during late 1960.

First advertisement to appear in Army Aviation: Full page message signed by Don R. Berlin, President, Piasecki Helicopter, on corporate letterhead, describing the company's in-plant and field corrections of minor discrepancies found in the H-21C Work Horse helicopter, March 1955.² (The mentioned letter appears on page two of the March 1955 issue.)

First Army Aviator to complete 1,000 first pilot hours in the U.S. Army H-37 Mojave: CWO Ralph M. Fitch, Jr., 1st Aviation Company, Fort Benning, Georgia, January 1961.

First aerial refueling of Army OV-1 aircraft: February 1966, at Cherry Point, NC., utilizing Marine Corps KC-130F aircraft tankers.



The first Army Aviator to fly 2,000 hours in the CH-54 Flying Crane, CW4 Robert R. Marsh (right), an IP in the Dept. of RW Training, USAAVNS, is shown accepting a plaque from E.E. "Tug" Gustafson, Marketing Manager, Air Transportation Systems, Sikorsky Aircraft Division.

First Army Aviators to complete flight training on the Army CH-54A: Captain T.S. Clark, Captain D.M. Vosel, CWO A.L. Gajan (now deceased), CWO J.R. Oden and CWO C.A. McVey, all assigned to the 10th Air Transport Brigade (Test), Fort Benning, Georgia, who completed a company-conducted course at Stratford, Connecticut during September, 1964.

First civilian government employee to attain the rating of Master Aviator: Malcolm F. Landrum, U.S. Army Aviation School.

First airmobile division: 1st Cavalry Division (Airmobile), activated by Secretary of Defense Robert S. McNamara on June 16, 1965, with Major General Harry W.O. Kinnard as its initial Commanding General.

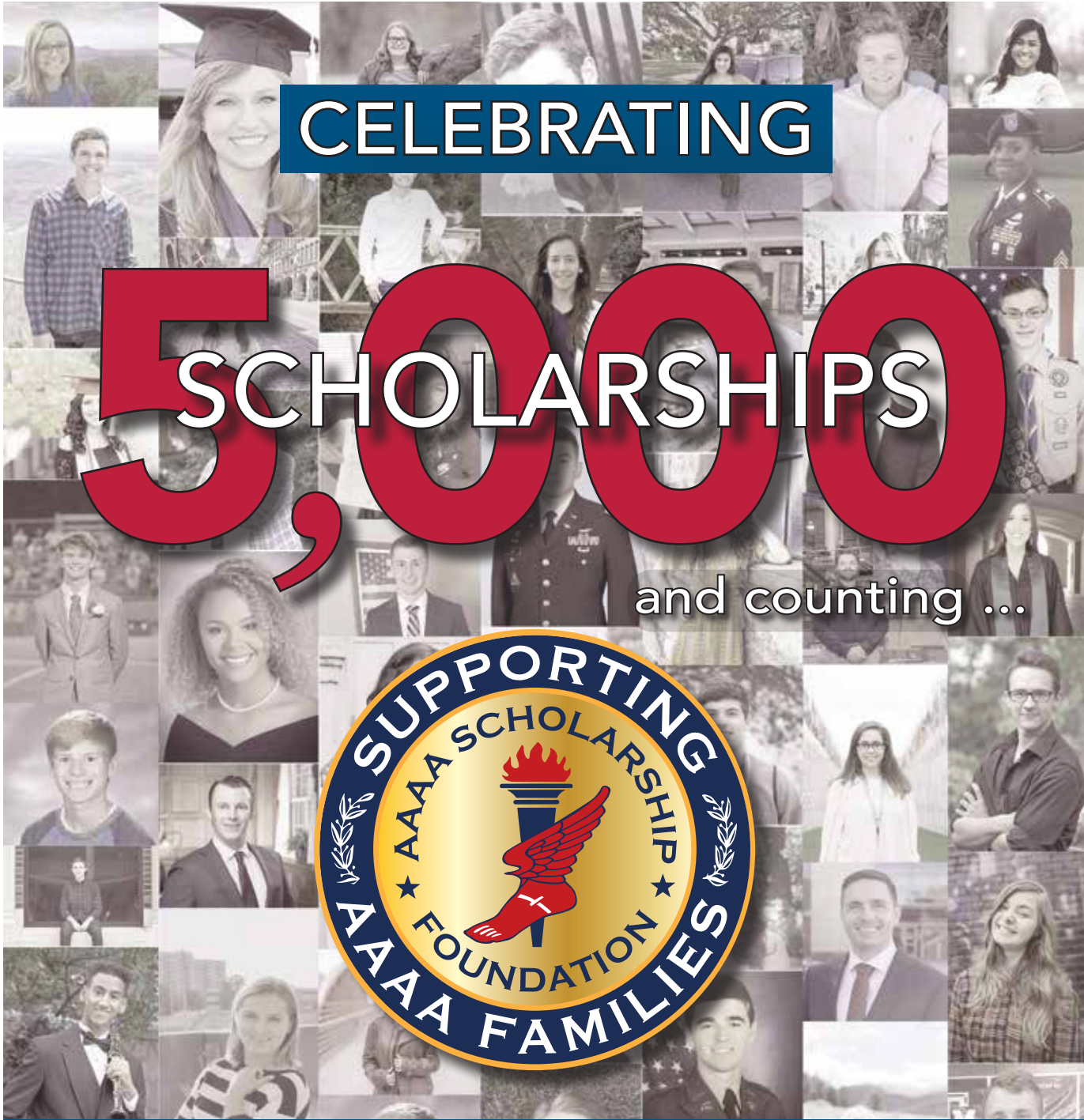
First flight of the U.S. Army CH-47 Chinook helicopter: October 19, 1961, at Philadelphia International Airport, PA.

First fixed wing aviation company: 14th Army Aviation Company (Fixed Wing-Tactical Transport), activated on May 31, 1955, at Fort Riley, Kansas. The 105-man unit (45 officers, two WOs, 58 EM), was equipped with 21 De Havilland aircraft, 14-passenger U-1As.³

Notes:

1. See page 26, "Firsts!" Army Aviation, April 30, 1970
2. Clarification is called for here. In reviewing previous issues, prior to March 1955, two earlier ads appear: 1) February 1955 issue, a page-long ad on page 3 is devoted to a book, The Reservist's Guide and Record, with an order form to Army Aviation. But it is not a paid ad as in the generally accepted idea of same. And 2) page 10, Army Aviation, October 1954, Vol. 2, No. 10, there appeared a page-long ad for Eastern Air Lines, boasting a disclaimer in small print, "Not a paid advertisement." As opposed to the Piasecki ad in the March 1955 issue, marked "Advertisement." Also checked the issues of Army Aviator, January, February, March, April, June, July; the overlap with the publishing of Army Aviation, May, June 1954, etc. Did not find what can be construed as being ads.
3. For further information on this "First," see page 8, Army Aviation, Vol. 3, No. 7, July 1955 issue. Also note here the publication city is Westport, CT, not New York City; but note here, too, no mention of Army Aviation Publications, Inc. At this point, it seems, the maturation process of Army Aviation is proceeding with the development of Army Aviation itself.

Mark Albertson is the award winning historian for Army Aviation Publications.



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quad-a.org/scholarship



AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from Col Rich Melnyk, the Black Knights Chapter President and to Maj Steven Hoak and LTC (Ret) Erik Kober, VP's Chapter Membership/Enrollment for authorizing and sharing this information to our membership.

The Black Knights Chapter, West Point



"Hangar Night" group photo, Feb. 6, 2020.

CHAPTER COURTESY PHOTO



West Point, New York has been the home to the United States Military Academy since President Jefferson designated the strategic site along the Hudson River such in 1802.

It is also home to 62 members of the Black Knights Chapter of AAAA, and as of 13 November 2019, 110 of the newest Aviators preparing to graduate from the Academy and make the trek to Fort Rucker to begin their career.

Aviation Focus

The Black Knights Chapter is one of several Aviation-centric entities at the Academy supporting cadet academic, military and extracurricular outcomes. Stationed at nearby Stewart International Airport, the 2nd Aviation Detachment fills the skies with its UH-72 Lakotas supporting many of the Academy's functions and programs. In addition, the Department of Civil and Mechanical Engineering's flight program provides interested cadets with an aeronautical engineering curriculum and hands on flight-laboratory experience with two Cessna 182s. As a great compliment, the Chapter serves as a support network for its members and strives to support the Academy by being the prime facilitators of mentoring

and coaching outside of the classroom for cadets desiring to and eventually branching Aviation.

While other Chapters focus their time and efforts supporting the surrounding communities and providing scholarship programs, the Black Knights Chapter has the great honor of supporting the Academy in its mission to produce a portion of the next generation of Lieutenants. Black Knight members are highly involved in planning and executing the Branch celebration where First-Class cadets are welcomed into the branch. In place of getting to select their upcoming post, "Hangar Night" gives cadets a chance to learn from and socialize with Aviation Officers, NCOs and Soldiers. The Chapter also assists the Academy in organizing and executing the farewell send-off prior to graduation and various "right-arm" night functions throughout the academic year.

Chapter Outreach

There is great movement in the Black Knights Chapter. Its membership has

been steadily growing over the past several years with more aviator staff and faculty joining due to increased outreach and emphasis. Not counting those from the class of 2020 who are preparing to commission into Army Aviation this May, the Black Knights Chapter has 62 members as of December 2019. AAAA National has welcomed cadets with open arms, offering the new aviators of 2020 a free one-year AAAA membership. The Black Knights Chapter has made a great effort educating these new Aviation focused cadets on the importance of taking the profession seriously and becoming involved in the community from the start, and with this, a fair majority of the class of 2020 has signed up. The Chapter is pleased to have great support from 12 retired senior aviators working as staff and faculty and those living in the greater New York City area. As the branch is so closely linked to industry partners, we also consider ourselves blessed to have four industry partners who play a crucial role in cadets understanding that special partnership prior to arriving to the flight line.

The Black Knights Chapter, arguably the most visible and forward leaning branch-related professional society at the Academy continues to look for innovative ways to provide even more fulfilling Aviation experiences to the Corps of Cadets. It is no secret that Aviation is the most popu-



AAAA Chapter News

Minuteman Chapter Golf Tourney



CHAPTER COURTESY PHOTO

On Monday, 7 October 2019, the Minuteman Chapter hosted their annual golf tournament at Highfields Golf and Country Club in Grafton, MA. The event was attended by

lar branch at the academy, and subsequently one of the hardest branches to get selected as a career branch. Even with that being the case, the Black Knights Chapter is committed to help the Academy attract the best suited cadets into Aviation ranks generating the best return on investment for the branch, the Army, and our Nation. As Black Knight Aviators go forth and populate the various other Chapters worldwide, may they serve with honor and distinction, and beat Navy!

Summary

The Black Knights Chapter is a unique Chapter with high military standards. It is good to see the Chapter helping our future aviators start their Aviation careers supporting AAAA values and the comradeship that is prevalent in our professional organization. These new aviators are truly "Above the Best" of our new breed of Soldiers.

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. I look forward to working with you and supporting AAAA.

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

86 active and retired members of the Army Aviation Association of America. This event allowed the chapter to raise money to support three scholarships in memory of three fallen aviators, CW5 Phil Reeves, CW3 Terry Knight, and CW3 Scotty Landis. At the event this past fall the organization raised over \$12,000 that will be used to support Soldiers and their families during the 2020 scholarship season. Pictured is the winning team: (l to r) Emily Lyons, Nick MacSwain, Danny MacSwain, Kristen MacSwain and host Dan Quinn.

Prairie Soldier Chapter Safety Day



CHAPTER COURTESY PHOTO

The Prairie Soldier Chapter helped host the 2020 Nebraska Army National Guard Aviation and Ground Safety Day at the Holthus Convention Center in York, NE on Feb. 7, 2020. Chapter members set the stage for all aviation and ground safety awards. Over 150 attended and listened as VP of Membership CW5 Jeffery Caniglia briefed AAAA National initiatives and local chapter initiatives and

the chapter provided lunch to help offset the cost to the Soldiers and recognize their dedication to aviation and ground safety efforts throughout the year.

Prairie Soldier Chapter Hosts 1-376th Aviation Ball



CHAPTER COURTESY PHOTO

Over 225 guests attended the 2019 1st Battalion, 376th Aviation Regiment Ball on Dec. 14, 2019 at the Holiday Inn in Grand Island, NE. The Prairie Soldier Chapter was a large part of the Ball supporting Soldiers and family recognition with subsidization by AAAA National. Chapter President LTC Dustin Wilkie spoke at the dinner to speak about AAAA and inducted **MSG David Godoy** as a Knight of the Honorable Order of Saint Michael. Pictured are (l to r): COL Thaddeus Fineran (State Army Aviation Officer), LTC Dustin Wilkie (Chapter President), MSG Godoy, CW5 Jeffery Caniglia (VP, Membership), and BG Lynn Heng (Land Component Commander).

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AAAA **Membership Update** By CW4 Becki Chambers

The Membership Corner

I had the pleasure of meeting the Bonilla family at Fort Rucker, AL, while our sons participated in Cub Scouts together. I was impressed that, without having any scouting experience, Stephanie stepped up to lead her son's Den and did a phenomenal job.

Stephanie grew up in Indiana, dividing her time between her father's farm in Sheridan, and her mother's house in Noblesville. She had no thoughts of joining the military until an event happened while she was living in South Korea. She was riding a bus one day and a female US Army Soldier boarded it. Stephanie knew immediately that she wanted to join the Army and wear that uniform. She joined the Indiana National Guard as a 92A Logistics Specialist, serving for 4 years.

Born in Cali, Colombia, Ferney emigrated to the U.S. at age 21, living with his father in Miami, FL. His desire to provide for his family in Colombia drove his decision to join the U.S. Army. He joined as a 92G, food service specialist but did not enjoy that at first. However, he worked hard and started exploring the culinary arts side of the MOS. Ferney was an integral part of the team that won the Connelly Award in 2012 and was Chef of the Year in 2015 for Fort Bragg. In 2017 he competed in the 41st Joint Culinary Training Exercise, winning a Silver and a Bronze medal.

Even after all those accomplishments, he wanted something more, which was to become an Aviator. As a kid, he took a helicopter ride in Colombia and knew that that was what he wanted to do one day. He applied for Warrant Officer flight training in 2017, was accepted and is now a CH-47 pilot with B Co, 2/227th at Fort Hood, Texas. He credits CW4 Elias Andrades with pushing him to do better, and 1SG James Gillem for always believing in him.

It was during Basic Training in 2009 that Ferney and Stephanie met. They became great friends during AIT and started dating. After graduation, Stephanie went home to Indiana and Ferney went to Airborne school. Four weeks after his Airborne graduation they were married in the Noblesville town square Court House. As Stephanie said, "Two young adults crazy in love, Ferney was 23 and I was 20. We've been married now for 10 years."

Together they have a beautiful blended family. Ferney's son Johan, 14, joined them from Colombia. They also share Vincenzo, 9, Alek, 8, and Jocelyn, 5. They travel to Colombia as often as they can to visit Ferney's family, and Stephanie's mother has lived with them for 10 years now.

It's a good thing they have a strong family support system,



Left to right: Alek, Johan, Ferney, Vincenzo, Stephanie, and Jocelyn Bonilla

as Stephanie is back on active duty. Stephanie had previously separated due to her pregnancy, but really missed being in the military. She reenlisted last year as a 92F Petroleum Specialist, but because of the length of her separation, she had to reattend Basic Training. She was away from her family for 6 months for training but is now stationed with 69th ADA at Fort Hood, TX. Her plan is to become an officer and she is currently working on her bachelor's degree.

I asked them why they believe it's important to join AAAA. Stephanie believes it's important to join an organization such as AAAA, as both a spouse and a Soldier, to keep up with what's going on in the community, and to learn about future advances. Ferney believes it's important because it supports the development of professional Aviators, gives us a voice and common interest to share with those within the profession, and also provides insight to those who might not be in Aviation as to what we do and who we are.

CW4 Becki Chambers
AAAA Vice President for Membership



New AAAA Lifetime Members

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SGM Lloyd S. Ankrum
2LT Craig MacDonald
CW4 Dennis McNamara
Battle Born Chapter
CW2 Chuck Johnson
Cedar Rapids Chapter
CAPT Michael Gutttau
Gold Standard Chapter
CAPT Dane Nash
Grizzly Chapter
CW2 Duane Oberquell
Jack H. Dibrell/Alamo Chapter
CW5 John Hickman
Jimmy Doolittle Chapter
CW3 Lee Beahm
Morning Calm Chapter
MSG Paul Bush
LTC Richard P. Tucker
Mount Rainier Chapter
LTC Warren Griffith II Ret.
North Star Chapter
Pat McCready
Northern Lights Chapter
CW3 Gerald Rapp
Pikes Peak Chapter
CW4 Keith Kraus
CW4 Gregory McMahon
Prairie Soldier Chapter
MAJ Patrick Linehan
Tennessee Valley Chapter
Linda D. Feres
Volunteer Chapter
LTC William E. Whitworth Sr., Ret.
Washington-Potomac Chapter
COL Erik G. Rude
Wright Brothers Chapter
CW2 Charles Canfield Jr. Ret.
LTC Scott Humphrys
Ronald p. Marshall

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PV2 Nathaniel A. Shade
Arizona Chapter
Chris Thomson
Aviation Center Chapter
2LT Luis Alcantar
2LT Christopher Banga
WO1 Jeffery Barnes
2LT Steven Bartlett
2LT Hayden Blankenship
WO1 Ethon Cox
Lela Deaton
2LT Evan Delvaux
CW2 Jeremy Doggett
2LT Joe Ellison
2LT Matt Galea
2LT Jordan Geary
WO1 Ashley Gibbs
2LT Bradley Hawn
SGT Findley H. Kyle

WO1 Josef Larareo
WO1 Jacob Lesniak
2LT Alex McDonald
2LT Maxwell Meuller
1LT Knight, P III Roddy
WO1 Donald Saldana
1LT James Salters
2LT Zach Sowatzke
2LT Monica Sowinski
2LT Ronald V. Tobin
WO1 Levaal Tualii
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PFC Tyler Keaton Jones
Big Sky Chapter
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CW4 Bradley Frank
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PVT Cole Alexander Darrow
Keystone Chapter
Ned Schantz
Lindbergh Chapter
Brian Decker
David Etter
Lonestar Chapter
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Tom Climer
John Strangie
Mohawk Chapter
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Mount Rainier Chapter
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SPC Camron S. Callantine
SSG Matthew J. Carpenter
SGT Jaime M. Castro
SPC Elbert K. Chan

SPC Kleinn B. Chavez
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2LT Nicholas R. Krone
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SPC Balin W. Le Huquet
SPC David O. Little
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MAJ Rebecca Martinazzi
SPC Sydni M. McLeod
SFC Darin W. McMahan
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SPC Vincent P. Rumiche
2LT Daisy Salvalsa Mann
Rob Schales
SPC Jessica J. Shields
Heidi Specht
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SPC Nathan E. Stangeland
SSG Charles D. Stanley
SPC David M. Stinar
2LT Zuleyka Thomas Lopez
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CW4 Lynn F. Kile, Ret.
Oregon Trail Chapter
SFC Elijah M. Svendsen
Phantom Corps Chapter
Megan Bridgeman
Savannah Chapter
PFC Cody A. Bentley
SSG Williamson Calixte
SPC Joshua D. Garza
PFC Clinton A. Herndon
SPC Melanie M. Johnson
CPT James C. King III
SGT Joshua L. Leitzke
CPT Elizabeth A. O'Donnell
SGT Travis L. Pegram
SGT Anthony J. St. Cyr
SGT John R. Watson
Southern California Chapter
Craig Grubb
David Jedynak
Tennessee Valley Chapter
Corinne Bowden
PVT Alec Scott Gallimore
C. Brad Mason
Bill McCandless
Paul Phillabaum
CW2 Ledley Symmes
Thunderbird Chapter
SFC Willard Otis Bigelow III
Voodoo Chapter
PV2 Dakota James Cook
Washington-Potomac Chapter
Vicki Cody
Chris Craig
Jason DeChiaro
Eddie Duran
Scott English
Lucy Hearn
Rick Hearn
Jim Ryan
Wright Brothers Chapter
SPC John M. Caskey
Howard Creek
WO1 Steven P. Purtell
James E. Smith
Scott Williams
No Chapter Affiliation
SPC Charlotte Cecille
Deniese Bossy
Val Chrysostomou
PV2 Christopher Brian Clift
WO1 Christopher M. Collins
TJ Curry
Jordan Freed
John Gevedon
SFC Ryan Hara
Paul Hart
PFC Edgar Marinsalas
Charlie McGillis
Michael Moyer
SPC Josue Najera
CPT Allan Newman
Chloe Rayer
SSG Jesse Rickwartz
1LT Lars Robinson
Kevin Rooney
PV2 Charles C. Simpson
PV2 Samantha L. Varman
WO1 Anthony J. Weaver
SPC Brittany Y. Wilson

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Order of St. Michael Inductees

Aviation Center Chapter



U.S. ARMY PHOTO BY FT. RUCKER VISUAL INFORMATION OFFICE

CSM (Ret.) James H. Thomson is inducted into the Gold Honorable Order of St. Michael by (l to r) AAAA National President MG (Ret.) Jeff Schloesser; U.S. Army Aviation Center of Excellence Commanding General MG David Francis; and CSM Brian Hauke, USAACE CSM on Jan. 30, at Ft. Rucker, AL during the Army Aviation Senior Leaders Forum. Thomson, who served as the Aviation Branch command sergeant major from March 2012-2014 and is currently serving as the deputy director of the Future Vertical Lift Cross-Functional Team, was recognized for his innovation which affected hundreds of thousands of Soldiers throughout his 30 years of military service and his strategic vision and leadership which remains eminent still today and will for years to come.

Colonial Virginia Chapter



CHAPTER PHOTO BY MR. JOSE MEJIA RETNAQUART

CPT Michael I. McAlister is inducted into the Bronze Honorable Order of St. Michael by COL Todd E. Buhr, Project Manager, Technology Applications Program Office (TAPO) on Jan. 29, 2020 at Joint Base Langley-Eustis, VA. McAlister was recognized for his support of the Army Aviation Enterprise by suc-

cessfully training over 2,500 15T10 Soldiers while serving as the assistant S-3, 128th Avn. Bde. and a company commander within the brigade. He changes duty and assumes the responsibilities as deputy assistant project manager for the TAPO.

North Country Chapter



CHAPTER COURTESY PHOTO

CW4 Don-Carlos Moniz is inducted into the Bronze Honorable Order of St. Michael by LTC John Miller, commander of Task Force Phoenix, 10th Combat Aviation Brigade at Bagram, Afghanistan. Moniz was recognized for serving over 21 years in Aviation with a career culminating as the Aviation Maintenance Officer for the task force.

Tennessee Valley Chapter



CHAPTER PHOTO BY SHANNON KEMPATRICK

COL Tal Sheppard, Project Manager, Apache Attack Helicopter, inducts **Mr. Robert "Bob" Frazier Jr.** into the Bronze Honorable Order of St. Michael on Jan. 15, 2020 at Redstone Arsenal, AL. Frazier was recognized for his contributions to Army Aviation over 47 years as a Veteran, Master Army Aviator, Com-

mercial Military Rotary Wing pilot, and leader within the Apache PMO Technical Division. He is retiring and will work part time for International Apache at Redstone Arsenal.



Order of St. Michael Inductees

Gold

CSM (R) James H. Tomson
CW5 Douglas M. Englen

Silver

LTC Matthew B. Hill
COL William T. Breeze
CSM Kirk R. Coley
CW5 Chadwick D. Ford
CSM Gregory W. Harvey
CW5 Nathaniel C. Johncour
COL Mark A. Vandyke
Walter David Widney

Bronze

CPT Clayton J. Hancock
SFC David T. Bibb III
1SG Shannon J. Bullock
CW4 Alton G. Chapman
CW3 Charles B. Dawson
CW3 Christopher D. Denson
CPT Meagan E. Doucette
CW3 Robert E. Hedrick
CPT Jareth M. Huber
CPT Aaron C. Olson
CW3 Matthew W. Pierson
CW3 Daniel Reinhardt
CW4 Lawrence Bayne Walker
SFC Ted J. Williams Jr.
CW4 (R) Cathy Williams
CW3 Joel J. Woosley
SSG (R) Ronald L. Benavidez

CPT Steven K. Broker
SFC (R) Dennis Cahill
CW4 Paul H. Connors
1SG Jason P. DeNote
1SG Ruy H. Diaz
CPT Kevin T. Filip
COL Kathleen M. Flocke
CPT Gregory S. Griffith
CW4 William E. Hatley
CW4 Maciek M. Mankowski
CW3 Lloyd S. Mills
LTC Matthew L. Parker
CW4 Charles W. Roth
CW5 James B. Skillman Jr.
CPT Cody D. Sneed
CW4 Randall J. Steffens
CW2 John D. Teckenbrock
CW4 Andreas C. Turner
LTC Patrick R. Wilde
CW3 Thomas R. Young



Knight Inductees

COL Brandon Meno
COL Steven T. Barry
CPT Jermaine R. Jordan



Lady of Loreto Inductees

Bridget Ludwig
Christy DeNote
Wendy Hackman
Mandi Harris
Ann Leach
Julie L. Mundell



Thank You to Our Scholarship Fund Donors!



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from July 2019 through February 2020. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Donors marked with an * are partially or totally donating to the newly established Families of the Fallen Scholarship. **Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs** (minus investment brokerage fees).

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AAAA Hall of Fame Inductions

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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 Scholarship Foundation Awards

Applications Due: May 1

Scholarships Awarded to Aviation Soldiers, AAAA Members and their families.

Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available on our website: quad-a.org.



AAAA Family Forum

I truly appreciate the Spouses of 2916th Aviation BN for sharing their perspectives of life at Fort Irwin, CA.



PHOTO BY EMILY SANTOS

Raptor Engagement

By Janelle L. Bradford, Ed.D.

Spouses from the 2916th Aviation Battalion gather for a January social. Raptor gatherings serve as a valuable opportunity to welcome new spouses to the unit and Fort Irwin community.

The sun rises and sets across the Mojave Desert, as UH-72 Lakotas, UH-60 Blackhawks and MQ-1C Gray Eagle UAVs dot the sky, completing missions across the majestic and wild expanse.

Fort Irwin, CA is home to approximately 25,000 Soldiers, civilians, contractors and family members who support the mission of the National Training Center (NTC). NTC receives an average of 10 Rotational Training Units (RTUs) each year. The RTUs descend on the desert to conduct tough and realistic operations designed to ensure combat readiness of Brigade Combat Teams (BCTs) and other enabler units.

Capabilities of the 2916th Aviation BN

An essential asset to the premiere training environment is the 2916th Aviation Battalion (BN). The 2916th supports air movement, air assault, aeromedical evacuation, aerial attack and reconnaissance. Raptor assets are allocated across five crucial companies, each with

a unique identity and purpose. A and B Company maintain UH-60 and UH-72 aircraft at Barstow Daggett Airfield more than 30 miles from Fort Irwin. C Co and HHC oversee MEDEVAC and administrative resources in the Fort Irwin footprint. B/229 is an MQ-1C Gray Eagle company operating at Goldstone Airfield. As highlighted by Natasha Perry, spouse of MAJ Perry, Commander of C Co, "From ferrying VIPs to remote locations, battle simulations and support and MEDEVAC", the Raptor team relentlessly provides exceptional aerial coverage.

Raptor Families Support Each Other and Their Community

The Raptor family is engaged and valued throughout the Fort Irwin com-

munity. Despite the physical separation between some Soldiers and family members living and operating from Barstow / Daggett, and others tucked away at Fort Irwin, the unit facilitates a cohesive identity and fosters mutual support amongst families. Spouses serve in the civilian and active duty workforce, volunteer in the schools, contribute to local organizations, coach youth sports, pursue education goals, serve on committees, support religious services, organize fundraisers, participate in Soldier and Family Readiness Group activities, and seek opportunities to improve the quality of life at NTC and MCLB. Olivia Templeton, spouse of 1SG Templeton of B/229, stated the 2916th "is special because of its diversity among the units... the way they are all integrated makes this place extremely unique."

Cultivating a Positive Perspective

Living at the National Training Center affords special adventures and novel challenges. When prompted to share positive aspects of living in the Fort Irwin community, one spouse stated, "the very di-



verse set of spouse-owned small businesses...has been a lifesaver". From professional photography, to balloon and flower arrangements, to gourmet food and desserts, talented Fort Irwin spouses deliver! Raptor spouses agree, the short commute time, predictable rotational schedule, and close-knit community enhances the desert experience. Family members express appreciation that children have safe places to play and explore, and the varied on-post extracurricular activities benefit young children and families.

When asked about the NTC battle rhythm, unit missions and impact on families, 2916th spouses offer valuable insights. Natasha Perry indicated despite the initial adjustment to a demanding mission schedule; the predictability has been great. CPT Perry states, "it's good to know when we can see family or take road trips". While spouses agree the high op-tempo can be stressful and feel unrelenting at times, the predictable schedule offers families something to look forward to. Olivia Templeton explains, "Fort Irwin is within 2-3 hours of great destinations like Las Vegas, Disneyland, Knott's Berry Farm, Six Flags and Universal Studios, and Sea World...Families can make the most of four-day and other free weekends".

As Soldiers and spouses gear up for another series of rotations at NTC, one seasoned 2916th spouse acknowledged that despite challenges associated with the isolated location, "It's a great community of people who care". Olivia Templeton offers further encouragement to Soldiers and families headed to the Mojave, "Fort Irwin can truly be an awesome experience if you are open to it."

Janelle offers her appreciation to the many spouses (named and unnamed) who contributed to this article as well as to Bethany Moreshead and Jenny Santos the 2916th Avn. Bn. Senior Advisors.

Janelle Bradford has an Ed.D. in Educational Leadership, an MA in Counseling Psychology and is the spouse of COL Kenneth Bradford, Cdr., 916th Support Brigade, NTC and their SFRG Advisor; she offers her appreciation to the many spouses (named and unnamed) who contributed to this article as well as to Bethany Moreshead and Jenny Santos the 2916th Avn. Bn. Senior Advisors.

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



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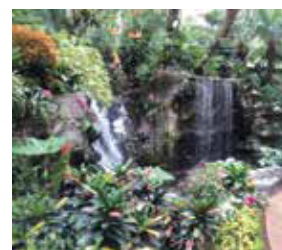
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Industry News *Announcements Related to Army Aviation Matters*

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

Aviation and Missile Technology Consortium



U.S. ARMY PHOTO BY JULE WILLIAMS



Barry Pike, director of the U.S. Army Combat Capabilities Development Command Aviation & Missile Center Technology Development Directorate,

speaks at the Aviation & Missile Technology Consortium® Collaboration event at the Von Braun Center in Huntsville, AL, Feb. 11. The AMTC has established an Other Transaction Agreement (OTA) to engage industry and academia to develop and mature guided missile technologies, to develop and transition U.S. Army aviation and missile manufacturing technologies, and integrate advanced technologies, techniques and processes into future effective weapon systems in support of U.S. Army and DOD weapon systems. Companies that are part of the U.S. Defense Industrial base as well as new and emerging non-traditional defense contractors are encouraged to join AMTC to access business and research opportunities focused on advancing aviation and guided weapons system research projects and participate in Federally-funded R&D projects. For more information, go to the website at <https://www.amtcenterprise.org/>.

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

L3Harris Technologies Inc., Clifton, NJ, was awarded a \$48,715,001 modification on an indefinite-delivery/indefinite-quantity, firm-fixed-price, cost-plus-incentive-fee, and cost reimbursable contract for the Suite of Integrated Radio Frequency Countermeasures (SIRFC) program for U.S. Special Operations Command (USSOCOM). This modification for program management, contractor logistics support, field service representatives and travel raises the contract ceiling to \$50,000,000; the majority of the work will be performed in Clifton.

The Boeing Co., Ridley Park, PA, was awarded an \$18,186,000 firm-fixed-price type delivery order under basic ordering agreement W91215-16-G-0001 to procure the long lead components and parts

in support of MH-47G rotary wing aircraft; contract funds will not expire at the end of the current fiscal year; the majority of the work will be performed in Ridley Park.

TSAY/Ferguson-Williams,* San Juan Pueblo, NM, was awarded an \$8,903,544 cost-plus-award-fee contract for base operations and maintenance services at Fort Stewart and Hunter Army Airfield. Bids were solicited via the internet with one received. Work will be performed at Fort Stewart, Georgia, with an estimated completion date of July 31, 2020. Fiscal 2020 operations and maintenance, Army funds in the amount of \$8,903,544 were obligated at the time of the award.

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UPCOMING EVENTS

APRIL 2020

22-24 AAAA Army Aviation Mission Solutions Summit, Nashville, TN

MAY 2020

4-7 AUVSI's XPONENTIAL 2020 – Boston, MA

19-21 AHS International 76th Annual Forum and Technology Display – Montréal, Québec, Canada

20-24 VHPA 37th Annual National Reunion – Denver, CO



AAAA Legislative Report

By LTC Kevin Cochie, Retired
AAAA Representative to the Military Coalition (TMC)

kevin.cochie@quad-a.org

FY21 Budget Cycle In Work

The FY21 budget cycle is off to a good start with an on-time delivery of the President's budget request (PBR) to Congress early this February. In some past years, the PBR has been delayed in getting to Capitol Hill which inevitably causes an uncomfortable timeline crunch for our four defense committee members and staff. Fortunately this year's on-time delivery of the PBR allows each of the committees ample time to make their additions and cuts before the House and Senate meet to conference (a.k.a. compromise) which will result in the final passage of this year's National Defense Authorization Act (NDAA) by the House and Senate Armed Services Committees (HASC/SASC) and the Defense Appropriations act by the House and Senate Appropriations-Defense Committees (HAC-D/SAC-D).

What's In It For Army Aviation?

Dating back to FY17-19, Army Aviation fared very well with generous operations and maintenance funding to repair readiness and FY20 provided increased funding for procurement and research and development for modernization efforts. The President's FY21 defense budget request is once again generous in its requests for Army Aviation funding. The DoD's total funding request is \$705B. The Army's request is \$178B which is a slight decrease from the \$182B in FY20. Included in the \$178B is \$3.5 billion for aviation procurement, to include 36 UH-60M Black Hawks, 50 AH-64E Apaches, and various modernization and upgrade programs. The Army's request also includes over \$36B for research and development which includes funding for our future vertical lift programs.

Let The Parades Begin!

So now what? Leading up to Congress's receipt of the PBR, the Army worked for over a year to develop the budget request which they sent to OSD and was then sent to the White House (OMB). The Congressional committees now decide what items to accept, reject, and

possibly add. They are the ones that get the final vote on each year's authorizations and funding before the President signs anything into law. Congress has never accepted the budget request in its original form, so thus begins the slow editing process by which they make changes to what we asked for. This process is called Congressional mark up and it begins with a sort of parade of various stakeholders presenting their cases, but it's no Mardi Gras.

After the budget is delivered to the four defense committees, they convene meetings with the Army staff called DASC parades. DASC is short for Department of the Army System Coordinator. Each weapon system has a program management (PM) office of which most of ours are located at Redstone Arsenal. Each program manager has a representative in the Pentagon called a DASC. This lucky acquisition officer represents the PM on the Army staff and works closely with Army Aviation Legislative Liaisons to ensure we maintain a coordinated message between the PM offices, Pentagon, and Capitol Hill. So, the first event in the Congressional markup period starts with long drawn out meetings (DASC parades) by which the PMs, Army G3 and G8, and legislative affairs review each item in the President's budget request with Congressional Professional Staff Members (PSMs). This is a very important part of the process because it's our opportunity to justify what we are asking for and convincing the PSMs where the money needs to go. In parallel, industry deploys their platoons of lobbyists into Congressional offices to assert to the same staffers why the Army's request is/is not aligned with their individual business strategies. As the DASC parades are being conducted with PSMs, the four defense committees also hold a series of hearings where our Army Aviation general officers and senior executives testify on behalf of the budget request. This is another way we justify what we are asking for and a medium by which industry will try to insert questions through Members of Congress in hopes that they can influence changes to the budget request that will benefit their interests.

Needless to say, it's a high stakes game of cat and mouse starting in mid-February

and continuing through the summer months. Timing is everything when it comes to all these stakeholders getting their face time with Congressional staff and Members. The good news for Army Aviation is that we have a strong bench of general officers that have deep relationships with political staff and Members of Congress. BG McCurry (G3 Director of Aviation) has more time in the Pentagon in Army G3 and G8 than most aviators have on flight status. GEN McConville (Chief of Staff, Army) is the most senior aviator in the Army and once served as the 1-star responsible for Army Legislative Affairs. These gentlemen are just a few that have deeply developed and trusting relationships with our politicians, so we are in good hands... no pressure gentlemen!

And Pay Too!

President Trump continued with his commitment to provide competitive pay to military personnel so a 3% pay increase is included in the budget request as well as \$8B to support a host of programs for families.

ARMYAVIATION

Upcoming Special Focus




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Special Operations Aviation
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Contact:
Bob Lachowski or **Erika Burgess**
AAAAindustry@quad-a.org
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People On The Move

Aviation General Officer Promotions/Assignments

Gabram Assumes Command of IMCOM



U.S. ARMY PHOTO BY MS. BRITANY NEASON/IMCOM

LTG Douglas M. Gabram assumed command of U.S. Army Installation Management Command Jan. 22 at Joint Base San Antonio-Fort Sam Houston. GEN Gus Perna (right), commanding general of Army Materiel Command, promoted Gabram in a private ceremony prior to the assumption of command. Gabram assumed command from MG Timothy McGuire who has served as acting commanding general since August 2019 and remains as deputy commanding general.

Changes of Command/Responsibility

Iron Eagles Welcome Whittenberg



U.S. ARMY PHOTO BY SGT. ASHTON HOFMEISTER

Incoming 1st Armored Division Combat Aviation Brigade commander, **COL Geoffrey Whittenberg**, receives the brigade colors during a change of command ceremony Jan. 15, 2020 at Fort Bliss, Texas. Outgoing commander, COL John Hopkins, said, "I am extremely proud of each and every one of you for remaining resilient and adapting to the mission at hand. Whether you deployed in support of Operation Atlantic Resolve, Hurricane Harvey Support, Hurricane Maria Support, or most recently in support of Operation Freedom's Sentinel, you did so in a professional manner and without hesitation."

Gallagher Takes Command of 1-501st ARB



U.S. ARMY PHOTO BY SGT. ASHTON HOFMEISTER

Incoming commander, **LTC Cameron Gallagher**, receives the 1st Battalion, 501st Aviation Regiment "Iron Dragons" colors from COL Jay Hopkins, Commander, Combat Aviation Brigade, 1st Armored Division, during a change of command ceremony on Jan. 8, 2020 at Biggs Army Airfield, Ft. Bliss, Texas. Also pictured are LTC Dan Artino (right), outgoing commander and 1-501 ARB CSM Archie Deese.

Reunions

2020 OCS Reunion and Hall of Fame Inductions



The United States Army Officer Candidate Schools Alumni Association has announced the 2020 Annual Reunion and Hall of Fame Inductions May 2-4, 2020, at the Marriott Hotel, Columbus, GA. Registration is now open. Go to <https://ocsalumni.org/> for the schedule of events, administrative details, points of contact, and updates; or contact Dan Johnson, 402-981-1072 VP-Admin@ocsalumni.org.

NRWO Graduates



U.S. ARMY PHOTO

AAAA congratulates the following officers graduating from the Aviation Maintenance Warrant Officer Basic course at the U.S. Army Aviation Logistics School, Joint Base Langley-Eustis, VA.

4 Officers January 30, 2020

WO1 Josef A. Larareo * – DG
 WO1 Randie J. Bobb
 DG - Distinguished Graduate

WO1 Cody A. Campbell
 WO1 Shane A. Strong
 * = AAAA 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.

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



FSXXI CLASS 20-006

60 Officers January 30, 2020

Commissioned Officers

2LT Richards, Grant W. * - DG
1LT Byers, Justin G. - HG
1LT Colvin, Austin R. - HG
2LT Dimaio, Joseph V. - HG
1LT Riehl, Matthew R. - HG
CPT Armstrong, William A.
1LT Bellew, James T.
2LT Blanchard, Luis B.
2LT Bogertey, Sean P.
1LT Camp, Alexander S.
2LT Clancy, John C.
2LT Cox, David J. *
1LT Erickson, Andrew J.
1LT Feigenbaum, Christopher L.
2LT French, Miles T.
2LT Garner, Zackary A.
2LT Greif, Ryan P.
2LT Haggett, Brittany M.
2LT Hernandez, Xavier C.
1LT Hinson, Colten L.
2LT Iriarte, Andres A.
1LT Isnardi, Matthew J.
1LT Lake, Nicholas M.
1LT Larabee, John R.
1LT Lee, Brandon M.
2LT McBride, Logan B.
1LT McCarty, Kristen L.
2LT McLaughlin, Kelli M.
1LT Na, Hevin

1LT O'Brien, John
1LT Park, Jong Woong
2LT Schimmel, Brennan J.
2LT Smith, Thomas B. (CL)
1LT Snowden, Thomas E.
1LT Tala, Carlos A.
Warrant Officers
CW2 Ting, Patrick C. - DG
WO1 Ashbrook, James M. -HG
WO1 Dalotto, Gianpaul M. -HG
WO1 Deegan, Sean P. - HG
CW2 Gordon, Benjamin D. -HG
WO1 Bartolo, Scott A.
WO1 Buehring, Gregory J. *
WO1 Dang, Ryan L.
WO1 Eastman, Seth J.
WO1 Feast, Daniel N.
WO1 Ferner, Robert J. *
WO1 High, David M.
WO1 Jester, Toni M.
WO1 Karr, Devin B. *
WO1 Manning, James W. *
WO1 Marut, Destiny L.
WO1 Napodano, Mario J. *
WO1 Neal, Brandon M.
WO1 Park, Eugene A. *
WO1 Raby, Andrew D.
WO1 Reitmann, John K. *
WO1 Rivera, Marc A.
WO1 Shoener, Dennis J.
WO1 Skinner, Jerry P. *
WO1 Workman, James E.



FSXXI CLASS 20-007

26 Officers February 13, 2020

Commissioned Officers

2LT Hill, Cody R. - DG
2LT Smith, Alec J. - HG
2LT Alcantar, Emma L.
2LT French, Trevor M.
2LT Lancette, Summer S.
CPT Rant, Michael J.
2LT Smith, Katherine R.
2LT Townsend, Austin T.
2LT Woerner, Weston J.

Warrant Officers

WO1 Reid, Thomas J. Jr. - DG
WO1 Hastings, Taylor D. *-HG
WO1 Vandiepenhuisen, Frans -HG
WO1 Brickheimer, Alex J.
WO1 Calhoun, Michael J.
WO1 Dalmada, Samuel P.
WO1 Gaskins, Ryan R.
WO1 Giordano, Nicholas A.
WO1 Harvey, Robert K.
WO1 Long, Brian P.
WO1 Mckeone, Miles H.

WO1 Satrom, Jonathan P.
WO1 Scheets, Sierra C.
WO1 Sisson, Jacob K.
WO1 Smith, Jason D.
WO1 Trower, Thomas L.
WO1 Wills, Jacob A.

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



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)

Class 047-19

PVT Alec Gallimore-DG*
PVT Josiah Brown
PVT William Coburn
PV2 Michael Elmore
PVT Bryce Hayter
PVT Mason Julian
PFC Eddy Matosmarte
PVT Adan Montalvo

PVT Donte Samuels

PVT Justin Shaw

Class 048-19

PV2 Tyler Arirama
PVT Nicholas Chavez
PV2 Terry Daniel
PVT Vincenzo Dragotta
PVT Hunter Escue
PV2 Arnold Hernandez
PVT Klay Keller
PV2 Emanuel Kizer
PV2 Anthony Nobles
PV2 Gregorio Simpson
PVT Sebastian Zuercher

CH-47 Medium Helicopter Repairer (15U)

Class 039-19

PV2 Nathaniel A. Shade - DG*
PFC Stephen M. Wade Cargill
PV2 Christian Jay Carr
PV2 Jacob Riley Moore
PV2 Terry William Peterman
PV2 Cesar Rivera
PV2 Juan Jeudy Salazar
PV2 Brett Michael Walton
PV2 Randy David Whirlow, II
PV2 Blaine Michael Wiltgen

Class 040-19

SPC Josue Najera - DG*
PV2 Chad L. Duane Clemons
PFC Zachary Gene Collins
PV2 Tyler Dean Cutchins
PV2 Makiah Alan Harding
PFC Trevor Allen Hollister
PV2 Jadon Dale Meeker
PV2 Cooper Thomas Norrod
PV2 Colson Jeremiah Scott
PV2 Robert Cassh Valentine

Class 041-19

PFC Elijah M. Svendsen - DG*
PV2 Michael Joel Acostaturbi
PFC Anthony Jose Ayala
PV2 Kyle Robert L. Falkenberg
PFC Logan Matthew Hendrix
PV2 Clayton Matthew Oliver
PV2 Tajay Decorduva Sankey
PV2 Clayton Thomas Smith
PFC Luis Alberto Sosa, II
PV2 Justin Scott Taylor

UH-60 Helicopter Repairer (15T)

Class 093-19

PV2 Christopher B. Clift - DG*
PV2 Maisey Ruth Clair
PFC Colton James Epperson

PV2 Luke Reginald Fellows
SPC David Michael Gort
SPC Lucas Angelo Harberts
SPC Nikolai V. Kochegin
PV2 Steven Gene Parks
PFC Samantha E. Starbuck
PV2 Hayden Alexander Wade
PV2 Jacob Carl Wilcher
PV2 Eldon Wilson

Class 094-19

PV2 Charles C. Simpson - DG*
PV2 Kevin G. A. Fontanez
PV2 Albert James Frank
PV2 Justin James Goodman
PFC Issak Guerrero-Acosta
PV2 Ean Ryan Lahr
PFC Carson Matthew Mills
PV2 Ian Horace Ramirez
PFC Seth Diamond Strite
PV2 Marcus Devin Trujillo
PV2 Justin Zuniga

Class 095-19

SPC Charlotte C.D. Bossy - DG*
PV2 Rachael M. Crowder
PV2 Damion Savon Lewis
PV2 Jenna Rose Ohneck
PV2 Daniel Michael Olvera
PV2 Evan Joseph Phillips
PV2 Izzabele A. Pittman

PV2 Travis Cole Post
PV2 Marcos Ramirez
PV2 Emilee Marie Sidbeck
PV2 Shyann Angelique Torres
PV2 Rylie Nicole Trinca

Class 096-19

PFC Tyler Keaton Jones - DG*
PV2 Zachary R. Anderson
Pv1 Caleb Robert Evans
Pv1 Harrison Ray Holcomb
PV2 Austin Chase Kinney
PV2 Zachary Moore
PV2 Owen Elliott Mueller
PV2 Tyler Donovan Rowland
PFC Thomas Alan Shields
Pv1 Darrin P. Steinman Jr
PV2 Carlos Anthony Walter Jr
PV2 William Vincent White

Class 097-19

PV2 Samantha L. Varman - DG*
PV2 Thomas J. Arotzarena
PV2 David Wesley Bartels
PV2 Colyn James Blum
PV2 Jacob James Buffington
PFC Faith Leigh Calloway
PFC Jessie Lee Dixon
PV2 Beau Hutton Euliss
PV2 Malik D. A. George
PV2 Brandon Francis Hughes

AAAA AIR ASSAULT CHAPTER



2020 Golf Tournament

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

WHEN: Tuesday, April 21, 2020; Shotgun start 0730 (morning) and 1315 (afternoon)

FORMAT: 4 Person Scramble

COST: \$115 per player, total 144 golfers for morning and 144 golfers for afternoon. Cost covers green fees, cart with GPS system, breakfast, lunch, hors d'oeuvres and all standard golf amenities including range balls, club cleaning and bag handling. Accepting team and individual registration (including handicap), first paid 288 responses accepted on a first come, first filled basis. Rental clubs available. Paid registration due by April 10, 2020. All cards accepted, except American Express.

REGISTRATION: Visit <http://2020aaaagolftournament.ezregister.com> to register as an individual golfer, a foursome, or select a sponsorship level

TUE | **APRIL**
21st

**0730 Flight
Now Filled!**

<http://2020aaaagolftournament.ezregister.com>



People On The Move

SPC Kody Ryan Keppler
SPC Celestino Mainardi II
Class 098-19
PFC Jakob Gryffin Masterson
PV2 Jacob Dylan Richards
PFC Sean P.H. Sadler
PFC Nathan Duane Sanders
PV2 Kyle Reed Shafer
PV2 Timothy Jon Utter
PV2 Glen Jahu West

Aircraft Powerplant Repairer (15B)

Class 016-19
PVT Eric Steven Bandel- DG*
PVT Anthony Patrick Bentley
PV2 Jarrett Allen Blair
PV2 Brandon Scott Boggs
PV2 Chancellor Alec-Zander Case
PVT William Lee Cooper IV
PVT Myles Jacob Craft
PFC Daniel C. Deaver
PVT Emilio David Guerra
PVT Jarrett Edward Jeung
PVT Sungtae Kim
PVT Jastine K.R. Pulido
PVT Kody James Van Horn
PV2 Ashlee Lee Johnson

Aircraft Electrician (15F)

Class 021-19
PV2 Dakota J. Cook - DG*
PV2 Nicholas James Canter
PV2 Patrick Dale Carman Jr
PV2 Ryan Benjamin Dempsey
PV2 Brock A.M. Hodges
PV2 Kyler Michael Housing
PFC Nashawn Isreal Joseph
Class 023-19
PV2 Jeremiah Issiah Aguero
PV2 Sean Timothy Lugar
SPC Bryan Scott May
PVT James A. T. McPherson
PV2 Jesse Edwin Rice
SPC Daniel Anonuevo Soto
PFC Hugo L. Vargassalvador*
Class 024-19
PV2 Felix E. Guembes -DG*
PV2 Taylor Jason Brady
PV2 Andrew Lee Lemonds
PV2 Carlos Erick Linan
SPC Zachary Scott Price

Aircraft Pnedraulics Repairer (15H)

Class 001-20
PFC Cameron Ryan Cloutier
PVT Cole A. Darrow -DG*
SPC Kelly Jamile Eaglin
PV2 Joseph P. C. Galvez
PV2 Logan Lane Peters

PV2 Jesse Jacoby Prins
PV2 Isaiah Joseph Samano
PV2 Aaron Michael Setinsek
PV2 Bradley John Siefken
PVT Alexander Thomas Vaughn
PVT Jessica Velero

Aircraft Structural Aviation Operations Specialist (15P)

Class 20-005
PFC Claudia Munoz
PV2 Reanna Delong Solano
PV2 Diamond Gill
PV2 Tamia Graham
PV2 Nikolas Houston
PV2 Isaiah Lyons
PV2 Christopher McKenzie
PV2 Abraham Otchere
PV2 Evelin Villalobos Flores
PV2 Abby Wise
PVT Jacob Schaffer
Class 20-007
PFC Zoe Duncan
PFC Antawn Frazier
PVT Joseph Awong
PVT Krystal Beldo
PVT Lana Debakey
PVT Idali Delgado-Rodriguez
PVT Isabella Fistler
PVT Sebastian Lugo

Air Traffic Control Operator Course (15Q)

Class 19-032
SGT Kenneth Kutschera
SPC Sterling Graves
PV2 Robert Bullock
PV2 Daniel Canizalez
PV2 Kareem Gray
PV2 Jay Nance
PV2 Kamrin Washington
Class 19-033
PV2 Jordan Nutter - Dg
PFC Jesse Runge
PV2 Colin Arabi
PV2 Leobardo Gallegos
PV2 Nicolas Hartwell
PV2 Clayton Nelson
PV2 Chase Pattison
PV2 Kristian Poy
PV2 Austin Swanson
PVT Samantha Middleton

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

Class 021-19
PVT James Dupre -DG*
CPL Abdali Khalid

CPL Maseer Almutairi
PV2 Hector Acosta
PV2 Cole Anderson
PV2 Joshua Dodson
PVT Danny Goss
Class 022-19
PVT Jashieus Maddox
PV2 Dashun McDaniel
PVT Nathaniel Miller
PVT Spencer Molina
PVT Manasseh Pierre
PFC Brandon Shafer
SPC Michale Simons
PFC Nichlos Synder
Class 505-19
PFC Edgar Marinsalas - DG*
PVT Stuart Heagy
PVT Chase Jackson
PVT Noah Jacobson
PVT David Soto
PVT Davis Smith
PVT Austin Stromberg
PFC Kevin Welch

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

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.

Shadow UAS Repairer Course

14 Graduates, 09 Jan 2020
PV2 Layton M. Abbott - HG
SSG Kalien-Michael R. Lujan
SPC Fernando Skinner
PFC Fielding P. Bryant
PV2 David P. Blanchard
PV2 Daniel M. Cooper
PV2 Ian C. Emerton
PV2 Sebastian O. Fry
PV2 Sheldon A. Hess
PV2 Bailey J. Mahan
PV2 Julian A. Matus

PV2 Thomas S. Mandiola
PVT Connor A. Phillips
PVT Matthew S. Shubert

Gray Eagle UAS Repairer Course

15 Graduates, 10 Jan 2020
PV2 Gabriel R. Sanchez - DHG
SPC Ksena L. Wadsworth - HG
SPC Jonathan M. Hamilton
PFC John N. Deleon
PFC Jared E. Lee-Crawford
PFC Trey E. Massey
PV2 Dillion C. Cook
PV2 Kyler H. Dickson
PV2 Matthew L. Dinger
PV2 Matthew A. Gobin
PV2 Colton J. Hicks
PV2 Enrico Irizarry
PV2 Travis M. Morel
PV2 Cameron L. Peterson
PV2 Paul M. Rodriguez

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

VIETNAM/KOREAN VETERAN & FAMILY APPRECIATION RECEPTION

Friday, April 24, 2020 – 5:30 - 6:30 PM



If you are a Vietnam or Korean War veteran, you and your family are invited to a special reception in your honor with AAAA National President, MG (Ret.) Jeff Schloesser, and other members of the National Executive Group just before the dinner/concert on the final day of the Summit.



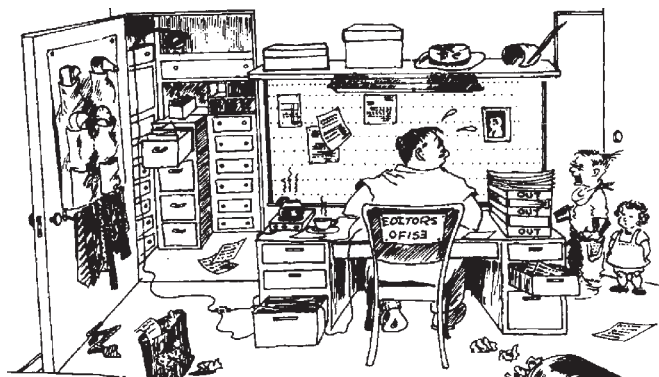
2020★SUMMIT
ARMY AVIATION MISSION SOLUTIONS SUMMIT

April 22-24 | Nashville, TN | quad-a.org/20Summit

Art's Attic

By Mark Albertson

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



25 Years Ago March-April, 1995

Briefings

CSM Fredy Finch, Jr., U.S. Army Aviation Center and Aviation Branch Command Sergeant

Major, is planning to retire, August 1995. His replacement, CSM Marvin E. Horne, will arrive at Fort Rucker, Alabama, and assume the duties of Branch Command Sergeant upon the retirement of CSM Finch.

1995 Army Aviation Hall of Fame Inductees

At the Annual Convention, Atlanta, Georgia, March 29-April 1, 1995, seven candidates will be inducted into the Army Aviation Hall of Fame: Bertram Kelley; BG Charles E. Canedy; LTG Ellis D. Parker; CW4 Raymond A. Frank; SFC Randall D. Shughart; MSG Gary I. Gordon (see photo) and CW4 Clifton P. Wolcott.



INDUCTEE
MSG Gary I.
Gordon

AAAA National Award Winners

Aviator of the Year: CW2 Victoria A. Welch, A Company (AVIM), 3rd Battalion, 501st Aviation Regiment, APO AP

Soldier of the Year: SSG Donald L. Wilson, 3rd Battalion, 25th AVN Regiment, 10th Aviation Brigade, 10th Mountain Division (Light), Fort Drum, NY.

Joseph E. Cribbins DAC of the Year: Rodney J. Schulz, Deputy Assist. Command and Senior Log Mgt. Specialist, USAALS, Fort Eustis, Virginia.



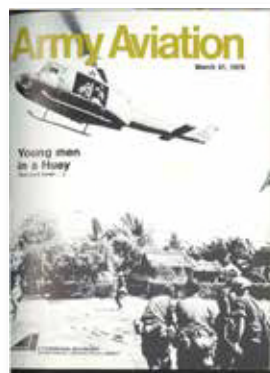
**AVIATOR
OF THE YEAR**
CW2 Victoria A. Welch
A Company (AVIM), 3rd Battalion
501st Aviation Regiment
APO AP



**SOLDIER
OF THE YEAR**
SSG Donald L. Wilson
3d Battalion, 25th Avn Regt
10th Aviation Brigade
10th Mountain Division (Light)
Ft. Drum, NY



**JOSEPH E. CRIBBINS
DAC OF THE YEAR**
Rodney J. Schulz
Deputy Assistant Commandant
and Senior Log Mgt Specialist
USAALS
Ft. Eustis, VA



50 Years Ago March, 1970

From the President

President
Richard
M. Nixon

pins Master Army Aviator wings on CW4 Leroy Brendle, at ceremonies held in San Clemente, California. CW4 Brendle is a 23 year veteran with more than 15 years flying experience. He is assigned to the Army Aviation Support Det., Homestead AFB, Florida.



An Army Aviation First



First acceptance of a twin-rotor aircraft by the Army, August 20, 1954. Major General Paul E. Yount, Chief of the Transportation Corps, accepted the first U.S. Army H-21C helicopter from the Piasecki Helicopter Company plant in Morton, Pennsylvania.

February Visit to Fort Wolters

Secretary of the Army, Mr. Stanley R. Resor, (left) and Brigadier General Robert N. Mackinon, CG of the USAPHC, are pictured prior to lifting off for a flight tour of Fort Wolters. The secretary's visit was an inspection of the Fort Wolter facility. The U.S. Army Bell Plant Activity supplied the Huey and the crew for the excursion round the base.





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 2021 induction is June 1, 2020.

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

Army Aviation Hall of Fame

Chief Warrant Officer Four Cleveland Valrey

*Army Aviation Hall of Fame 2001 Induction -
Charlotte, NC*



CW4 Valrey's career in aviation began at age 16 in the Army Air Forces. After three years he switched to the Army in 1949. He entered flight school as a master sergeant with 11 years of service, including combat in Korea with the all black 2nd Ranger Company. He was wounded, hospitalized in Japan and returned to duty in Korea. For service in the Korean War he received the Bronze Star Medal with Valor device, Army Commendation Medal, Purple Heart, Korean Service Medal with six Battle Stars and Arrowhead, and the Combat Infantry Badge.

After flight school he served in H-21, H-34 and H-37 companies in the U.S. and Germany. Following fixed-wing training in 1964 he was assigned to special forces, which included a stint in the Dominican Republic. He served two distinguished tours in Vietnam, totaling 32 months. He flew with the 228th of the 1st Cavalry Division, the 5th Special Forces Group and the 205th Assault Support Helicopter Company. He was also selected to fly the CG, 1st Aviation Brigade, and the deputy CG of U.S. Army, Vietnam. During his Vietnam service he was awarded four Distinguished Flying Crosses; two Bronze Star Medals; 50 Air Medals, one with Valor Device; four Army Commendation Medals; one with Valor Device; second award of the Combat Infantry Badge and the Vietnam Service Medal with nine Battle Stars.

His final assignment was in the Warrant Officer Branch, Office of Personnel Operations. For his post-Vietnam service he received three Meritorious Service Medals. He had acquired more than 10,500 flight hours, including over 2,100 combat hours, and 4,200 as instructor pilot and instrument examiner.

This truly outstanding master Army aviator and soldier was a role model during more than 30 years of service.

UNTIL EVERY LIFE IS SAVED



A rescue hoist that doesn't quit

Our Goodrich® hoists have saved countless lives across the globe. Trusted by crews aboard the major international airborne platforms, the hoists have built a legacy of unmatched reliability and safety – holding the most EASA and FAA certifications in the industry. Our rescue hoists operate non-stop until every life is saved.

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- Translating drum technology to reduce cable stress



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