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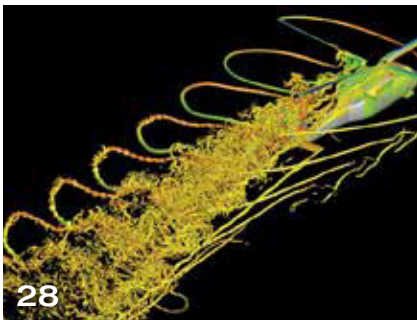
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On The Cover

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LaPlante Sworn In as USD(A&S)



DOB PHOTO

Dr. William A. LaPlante was sworn in as Under Secretary of Defense for Acquisition and Sustainment (USD(A&S)) on April 7, 2022. He is responsible for all matters pertaining to acquisition; contract administration; logistics and materiel readiness; installations and environment; operational energy; chemical and biological defense; the acquisition workforce; and the defense industrial base. Prior to this appointment, he served as the Senate-confirmed Assistant Secretary of the Air Force for Acquisition, Technology, and Logistics from 2014 to 2017.

Army Aviation Senior Leadership Changes

The Chief of Staff of the Army announced the following Aviation General Officer assignments:



U.S. ARMY PHOTO

MG William D. Taylor to Director of Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7, United States Army, Washington, DC. Taylor is currently serving as Deputy Director for Regional Operations and Force Management, J-3, Joint Staff, Washington, DC. He replaces BG Clair A. Gill who moves to Deputy Director for Regional Operations and Force Management, J-3, Joint Staff, Washington, DC.



U.S. ARMY PHOTO

BG Michael C. McCurry II to Commanding General, United States Army Aviation Center of Excellence and Fort Rucker, Fort Rucker, AL and Army Aviation Branch Chief. McCurry is currently serving as Director, Force Development, G-8, United States Army, Washington, DC. He replaces MG David J. Francis, who will take over as Director, J-3 Operations/Cyber, United States Africa Command, Germany.



U.S. ARMY PHOTO

BG Thomas W. O'Connor, Jr. to Commanding General, United States Army Aviation and Missile Command, Redstone Arsenal, AL. O'Connor is currently serving as Deputy Commanding General (Operations), Eighth Army, Republic of Korea.

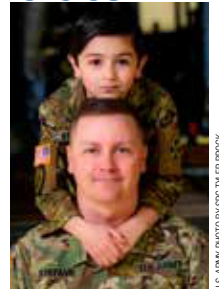
See page 72 for other Aviation General Officer changes.

DoD Authorizes Shipment of Breast Milk as a Travel Accommodation

The Department of Defense announced that effective April 7, 2022, the Joint Travel Regulations (JTR) allows nursing service members and civilian employees to be reimbursed for shipment of breast milk when on official travel for more than three days. The Joint Travel Regulations were revised to specify that the cost of shipping breast milk may be reimbursed as a travel accommodation for a special need during temporary duty (TDY) travel. Authorized expenses may include reasonable commercial shipping fees, excess baggage, disposable storage bags or non-durable containers, cold shipping packages, refrigeration, and transport.

Army Overhauls Parenthood Policies

Signed April 19, 2022 by Army Secretary Christine Wormuth, AD 2022-06, Parenthood, Pregnancy, and Postpartum, updated or reiterated six existing parenthood policies and established six new ones. Some of the biggest changes include establishing clear miscarriage leave guidance that offers leave to non-birth parents, duty station stabilization for fertility treatment, and paid parental leave for reserve component soldiers. Pregnant soldiers will now also be able to attend officer professional military education courses, and reserve component troops can accept many temporary active duty tours that previously required negative pregnancy tests. Many of the policies also apply to troops who become parents through adoption or surrogacy. Other tweaks include updates to postpartum body composition and fitness testing rules, pregnancy uniform regulations, deployment and training deferments, lactation policies, and family care plans.



U.S. ARMY PHOTO BY SPC TYLER BRACK

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2022 Summit – The Best Ever!

I hope everyone has recovered from last month's Summit in Nashville. If you could not make it, you missed our largest and what many are declaring our best AAAA Summit ever.

It may have taken us three years to get there, but the 2022 AAAA Annual Summit by all metrics was a huge success. You could just feel the energy throughout the briefings, down on the floor and at the social events. Navigating the last six months leading up to the Summit were high adventure indeed as COVID cases rose and fell and rose and fell, but at the end of the day our timing was just right.

From the ribbon cutting on Sunday, April 3, 2022, with the Chief, GEN McConville, Chief of National Guard, GEN Hokanson and the Six-Pack Plus one, to the final Soldier Appreciation Concert on Wednesday night, the event could not have gone better. Finally getting together again in real time, with real people, in a real place was a real pleasure and was enabled by YOUR AAAA team. From record attendance at 8,000, to all-time high exhibit revenue, the 2022 Summit was an outstanding event, focused on our AAAA Pillars.

That said, the 2022 Summit literally would not have happened if it was not for the strong and sustained support of our Branch Chief, MG Dave Francis and his team. The encouragement and particularly the expertise and professionalism they displayed in getting the Administrative Assistant to the Secretary of the Army's questions answered and securing the final approval for military attendance at the Summit on March 10, 2022 was off the charts. During our semi-annual meeting, the National Executive Board (NEB) recognized Branch Command Surgeon,



Many displays of Army Aviation's capabilities were seen throughout the 280,000 plus square feet of exhibit hall space at the Gaylord Opryland Hotel and Convention Center, Nashville, TN.

COL (Doctor) Nicole Powell-Dunford with a Silver Order of St. Michael and an AAAA lifetime membership. Nicole is the one that shepherded us through the wickets to a low-risk health assessment by Health Command on March 4, 2022 that helped pave the way for the AASA's decision.

Combined with our event cancellation insurance from the last two years, our Association has emerged from the pandemic at an all-time financial strength in terms of both assets and net earnings, and this 2022 Summit has only improved on that. Membership is also surging with almost 19,000 members, a recent record.

Special thanks to all our industry Corporate Members who stuck with us through two cancelled Summits, many of them simply rolling the money paid for their exhibits from year to year. Our industry partners are key members of our association; we could not be successful without them. As many of you know, AAAA has not raised its individual membership dues since 1998. Exhibit sales at the Summit each year makes this possible by offsetting the deficit in dues. Thank you industry partners!

Make sure you flip back to the full photo review of the Summit starting

on page 42 to get a real feel for the event. If you were not able to join us this year, put it on the calendar for next year April 26-28, 2023. You won't be disappointed!

As I continue my trek around to all our 79 chapters, (I have visited 36 so far), my purpose is to emphasize that chapters and their members are what we are all about. The chapters provide the most relevant personal experience to our members on a month-to-month basis. I challenge you and encourage you to gather frequently offering professional development, networking, comraderie, and yes, just plain fun. What a great opportunity for leaders to mentor and embrace their aviation teams. We at AAAA National are here to help you facilitate your chapter activities.

After seeing all the Soldiers, civilians, and industry members, the technology, and the energetic spirit at the AAAA Annual Summit a few weeks ago, I have to say there is no doubt that together AAAA and the Army Aviation Branch are truly... Above the Best!

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



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POWER TO PROTECT



The National Guard and Reserve Army Aviation Team

By MG David J. Francis



U.S. ARMY RESERVE PHOTO BY SSGT CHRISTOPHER HERNANDEZ

I am extremely proud of our National Guard and Reserve Army Aviation team. The last two years have placed an unprecedented demand on them, from natural disasters and civil unrest to continued Title 10 deployments.

Our compo 2 and 3 Aviation Soldiers answered the call without hesitation and continue to be a vital force for our Army.

With four large Army Aviation Training Sites (AATS) in Fort Indiantown Gap, PA; Marana, AZ; Gypsum, CO; and Bridgeport, WV the National Guard augments support to Fort Rucker training operations by providing aircraft qualification courses in the CH-47, UH-60, and UH-72, high altitude flight training, and fixed wing instructor pilot training. The National Guard also plays a large role in sustaining Army Aviation with component repairs and depot level maintenance in each of its four Theater Aviation Support Maintenance Group (TASM-G) facilities in Connecticut, Mississippi, Missouri, and California. The Army Reserve provides

A group of U.S. Army Reserve Soldiers move in unison to board a CH-47 Chinook to transport them for waterborne operations during the 2021 U.S. Army Reserve Best Warrior/Best Squad Competition at Fort McCoy, WI, May 26. Approximately 80 Soldiers from across the nation travelled to Fort McCoy to compete in the annually-recurring event running May 19-28. It brings in the best Soldiers and squads from across the U.S. Army Reserve to earn the title of "Best Warrior" and "Best Squad" among their peers.

qualification training to all Army jet pilots in Dobbins, GA.

On a daily basis, National Guard and Reserve Aviators expertly balance the Wartime readiness requirements of Army Aviation with the obligations to Homeland Defense and Domestic Response missions with 10 National Guard Aviation brigades and two Reserve Aviation brigades. These brigades fulfill overseas rotational requirements in locations such as Kosovo, OAR, OIR, and the IRF, to name a few.

Securing the Homeland

Today's National Guard plays a vital role in the security of our Nation. On an average day approximately 30,000 members of the National Guard carry out Federal missions around

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the world, and an additional 10,000 National Guard Soldiers conduct State and Federal missions within the United States and its territories. Army National Guard is part of an operational force nearly 336,000 strong providing strategic depth to our nation's Army. The National Guard brings unique relationships, authorities, and flexibility to the Joint Force. Due to the complex global security environment marked by rapid technological change, these attributes are instrumental in implementing the National Defense Strategy (NDS). The National Guard and Reserve directly support three tenets of the NDS: building a lethal force ready for any fight, strengthening alliances and seeking new partnerships, and reforming to improve performance and affordability. The National Guard and Reserve are the primary combat reserve of the Army. The National Guard serves a dual State and Federal role within our borders. Guard members can be found in nearly every county of the United States, and this proximity allows us to respond quickly to any threat that endangers our homeland.

The United States strives to never let the fight reach our borders. However, the

reality of today's security environment makes clear our homeland is no longer a sanctuary. Army National Guard Aviation elements are continually in demand. The last two years were some of the busiest in terms of wildfires, tornados and civil unrest, all missions supported by the National Guard. Two California National Guard helicopter crews were awarded the Distinguished Flying Cross for bravery by President Trump after saving over 200 stranded residents from the Creek Fire. During a visit to Minnesota members of the 34th CAB ASB were walking the streets supporting the population in Minneapolis.

USAR Aviation C2

The Army Reserve Aviation Command based in Fort Knox, Kentucky, provides command and control for all Army Reserve aviation. 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. With more than 4,400 Soldiers, approximately 600

civilians and 230 aircraft in 12 states, the Army Reserve Aviation Command is one-of-a-kind, providing command and control for all Army Reserve aviation, air assault, air movement, aeromedical evacuation, and inter- and intra-theater transportation. Our ARAC rotary-wing aircraft include UH-60s, HH-60s and CH-47s, while C-12s and UC-35s account for two of our four fixed wing battalions.

The Army is about people, and every member of aviation, from pilots and crew chiefs to maintainers, flight operations, and fuelers, is vital to accomplishing our mission and deserves the best possible training and equipment for their dangerous and important mission. The Active component, National Guard and the Army Reserve aviation teams work together seamlessly to provide support to the Ground Force Commander and our American Families.

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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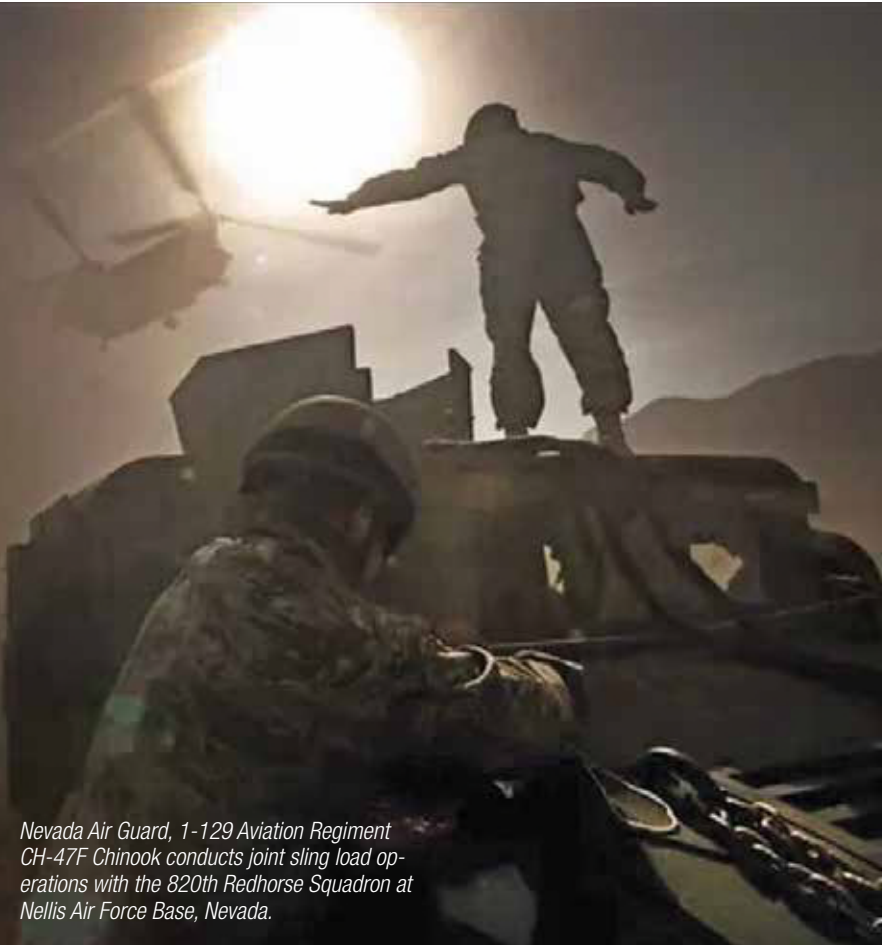


► This Is Your Army!

The National Guard and the National Defense Strategy: A Look to the Future

BY GEN Daniel R. Hokanson

As I write this, the world is watching Russia's invasion of Ukraine, and we cannot foretell the ultimate outcome. It is a sobering reminder that, after 20 years of conflict against insurgent forces in Iraq and Afghanistan, we are facing a new age of strategic competition against nation-states that are better organized and more technologically capable, with wider reach and influence.



Nevada Air Guard, 1-129 Aviation Regiment CH-47F Chinook conducts joint sling load operations with the 820th Redhorse Squadron at Nellis Air Force Base, Nevada.

U.S. AIR FORCE PHOTO BY TSPT MICHAEL HULLWORTH

It brings our purpose into sharp focus: The National Guard exists to fight and win our nation's wars.

The National Guard substantially augments our nation's Joint Force and Army Aviation capabilities. With more than 441,500 Soldiers and Airmen, the National Guard is only second in size to the U.S. Army, and we comprise approximately 20 percent of the Joint Force at only four percent of the defense budget. Our units are found in every state, three territories, and the District of Columbia. Our traditional part-time structure allows us to both grow personnel internally and provide an opportunity for separating service members to continue or reenter service.

In 2020, the Army National Guard implemented "Division Alignment for Training" which aligned our combat formations under our eight-division headquarters, creating 18 divisions in the Total Army. Each division is organized like their active-duty counterparts. This includes Combat Aviation Brigades, and our 1,427 aircraft make up 44 percent of the Army's Aviation combat power. Because of our structure and personnel, the National Guard can quickly and forcefully respond when our nation needs us.

As our entire defense enterprise adapts to this era of strategic competition, and the 2022 National Defense Strategy looks to drive new priorities in this dynamic security environ-

ment, the National Guard will play a unique and substantial role in implementing this strategy. Our personnel, training, and equipment are battle-proven; we are an operational force, ready to participate in all global operations, providing strategic depth and helping maintain America's competitive edge. The National Guard is not only the combat reserve of the Army and the Air Force – it also provides strategic depth in a time of strategic significance, with specific skills that enable homeland defense. Through the State Partnership Program, and our space and cyber capabilities, the National Guard is poised for our national defense.

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The State Partnership Program

The National Defense Strategy is clear: Alliances and partnerships are a national security priority, and the State Partnership Program (SPP) is one of the most valuable security cooperation activities available. The SPP pairs a state's National Guard with a partner nation. Together, the state National Guard and their partners train, deploy, exchange subject matter expertise, and form enduring relationships of strategic significance.

What began almost 30 years ago with 13 former Soviet or Warsaw Pact countries has expanded to include 45 percent of the world's nations, including those in the critical INDOCOM and EU-COM areas of responsibility. Not only does this provide our Soldiers and airmen with opportunities to become more aware of the global environment in which they operate, it also helps ensure the Joint Force has capable, trusted, and interoperable partners at our side.

The SPP is the National Guard's highest Congressional priority. As the National Guard engages key leaders across the federal government, it is increasingly apparent these relationships hold unfathomable importance for global relationship-building. It is the quintessential example of a comprehensive and sustainable outreach tool.

The benefits of these enduring relationships can be seen in the long-standing partnership between Ukraine and the California National Guard. Ukraine was among the first SPP partner nations in 1993, and for nearly 30 years the Ukrainian military and the California National Guard have worked, trained, and deployed together. Since the Russian invasion, the California National Guard has maintained close communications and provided unwavering support to its partners in Ukraine, and the impact of their training and exchanges is clear today.

Space Capabilities

Space is a vital warfighting domain. Our success on the battlefield and the security of our nation relies heavily on space-based capabilities and technology for GPS navigation, over the horizon communications, intelligence, and advance missile warning capabilities. As such, the space domain is increasingly significant and contested.

The National Guard has carried out space missions since 1995. Today, seventeen units in seven states provide the only unit-equipped reserve compo-

nent space assets and make up fifteen percent of the Department of the Air Force's space professionals. In addition to decades of operational experience, the unique citizen-Soldier and citizen-airman nature of National Guard members contributes to our military's efforts in space. Many Guard members have aerospace-related careers in their civilian lives or are looking to transition from active-duty space careers while continuing to serve their country. This makes the National Guard a vital asset to the Joint Force in the space domain.



Idaho Army National Guard, UH-60M Black Hawk conducts joint CSAR operations with an A-10 Thunderbolt II from the 124th Fighter Wing, Idaho Air National Guard.

U.S. ARMY PHOTO BY MSgt BECKY WANSUR

For the past four years, our Space Electronic Warfare (SEW) units have been on near-continuous deployments in support of numerous operations. Because of our ability to rapidly mobilize, our SEW units are currently providing additional capacity for the global crisis in Ukraine.

Cyber Capabilities

The National Guard maintains the knowledge, skills, and abilities to play a critical role in the Joint Force cyber enterprise. Today, there are nearly 4,000 National Guard cyber operators across 40 states and territories. Many of our Guardsmen have cyber-related civilian jobs at leading technology companies, and they are able to combine their industry experience and military acumen in the service of our nation. In addition, the National Guard has emerged as a trusted and valuable resource in helping our local, state, federal, and international partners defend and mitigate critical networks against

cyber-attacks. The National Guard is positioned to be leaders in the digital domain and enhance our nation's cyber capabilities in combat and in the homeland.

In addition, the National Guard is exploring workforce innovations to further develop our capabilities in these domains. These include accelerated onboarding of Guardsmen with unique skills in the space and cyber realm or creating categorized employment and standards that encourage the recruitment and retention of space and cyber personnel.

These cyber personnel help counter real-world cyber adversaries. In 2021, the Maryland Air National Guard's 175th Cyber Operations Group supported a task force under the U.S. Cyber Command's Cyber National Mission Force. The task force successfully delivered its first offensive cyber effect operation against real-life cyber threats, projecting power in this pivotal domain.

Looking to the Future

The future will bring new challenges, but also new opportunities for the National Guard to bring our experience and expertise to issues at the forefront of our new National Defense Strategy. With these critical areas of focus in mind and our unique capabilities within them, the National Guard will continue to play a critical role in our nation's defense and fulfill our promise to America:

Always Ready, Always There!

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

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▶ This Is Your Army!

Army Reserve Aviation Shaping Tomorrow... By LTG Jody J. Daniels



U.S. ARMY PHOTO BY SSG SHERIDAN SHERRELL

Creating cohesive teams with the talent, skills and expertise to support the full spectrum of military operations takes leadership and energy – and the ability to look beyond the way we typically define readiness.

SPC Sam Craney, a medic with Charlie Company, 5-159th General Support Aviation Battalion, 244th Expeditionary Combat Aviation Brigade, Kentucky looks for injured troops from a UH-60 Black Hawk helicopter during exercise Global Medic at Fort McCoy, WI, August 15, 2021.

In one of the largest deployment missions in Army Reserve Aviation to date, more than 1,200 Army Reserve aviation crew members are ready, currently providing heavy-lift capabilities, personnel movement and air traffic control support to Operation Spartan Shield in Kuwait, Jordan, Syria and Iraq. Our Aviators also played a significant role in providing life-saving support to the longest sustained homeland response in our Nation's history during the pandemic.

To continue to meet these and other operational demands well into the future, recruiting and retaining the best talent is key, particularly in highly technical fields such as aviation. It is crucial that we create a culture that brings about the kind of rewarding experiences that encourage our Soldiers to continue to serve – and become our next generation of great leaders.

For example, in Army Reserve aviation, we need more flight medics and air traffic controllers. We are also facing critical shortages in Chinook and Black Hawk repairers. Yet, in FY21 the Army Reserve achieved the highest operational readiness rate in three years, with Black Hawks reaching 85% readiness and Chinooks attaining an unprecedented 97%.

U.S. Army Reserve cadre watch as a competitor helocasts off a CH-47 Chinook during the 2021 U.S. Army Reserve Best Warrior/Best Squad Competition at Fort McCoy, WI, May 26.



U.S. ARMY RESERVE PHOTO BY PFC KENNETH RODRIGUEZ

In order to maintain these levels of excellence, in aviation and across the Army Reserve, we must change our mindsets and take a hard look at how we are investing every moment we have with our Soldiers.

The time available to maintain readiness amounts to around 39 days a year between battle assemblies and annual training. In that time, Soldiers must maintain the same Aircrew Training Program standards as their active-duty counterparts – many perform up to 72 additional flight training periods throughout the year, while also maintaining personnel and unit readiness – not to mention civilian careers.

The good news is that time spent flying is a great example of the meaningful experiences we are trying hard to prioritize across the force. The more interesting and fulfilling the service experience is, the more likely it is that the Soldier will continue to serve and to lead. Soldiers will show up and be committed to the unit, its leaders, and its mission.

Future-Focused

To optimize the time available, leaders need to focus on planning and executing mission-relevant training. Adopt a flexible framework for understanding the readiness of their unit. Operation Shaping Tomorrow is my recently published operations order establishing the guidelines for implementing the cultural changes that will help Soldiers and leaders grow and retain a first-class Army Reserve that can support global operations. This includes sponsorship programs that help new Soldiers feel like valued members of the team. By ensuring they are enrolled in the appropriate schools and given roles of increasing responsibilities, leaders will help their Soldiers master their tasks, build proficiency and lead to a better experience.

Obvious leadership responsibilities like guiding Soldiers through promotion processes, monitoring medical readiness and physical fitness levels, family and financial readiness – and more – creates a better environment for retention. It also sets the foundation for sharing those experiences with those looking to join that team.

The Way Ahead

The responsibilities outlined in the Shaping Tomorrow OPOD also direct leaders to take a hard look at training requirements. The point is to not obsess over administrative metrics, but to understand the dynamics of your unit and set the command climate and priorities to achieve your mission.

In towns and cities across America, we need to build that momentum and share the Army Reserve “brand.” Everyone reading this has a story to tell about how the Army has changed their life for the better. Share those stories.

I personally challenge our leaders to actively participate in getting to know their Soldiers and create positive, memorable experiences that will ultimately intensify our retention numbers and increase mid and senior grade strength.

The Army Reserve continues to bring indispensable capabilities to the Army and the Nation – in complex missions around the world and in the homeland. Our pilots and crew members are part of a team that is pivotal to readiness, to the Army Reserve, the Army and the Joint Force. We must make a culture change to increased training in order to retain our people and bring in more of those amazing, qualified individuals from our communities.

Shaping tomorrow...

LTG Jody J. Daniels is Chief of Army Reserve and commanding general of U.S. Army Reserve Command, Fort Bragg, NC.

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▶ USAACE DCG-ARNG Update



Total Army

By BG Stanley E. Budraitis

Soldiers assigned to the 1-151st Attack Reconnaissance Battalion, South Carolina ARNG working on an AH-64D.

72, and advanced aircraft flight training in each of our go-to-war helicopters. Additionally, there are ARNG and USAR professionals throughout nearly every directorate – Directorate of Evaluation and Standards, Directorate of Training and Doctrine, and the Organization & Personnel Force Development Directorate. Without this multi-COMPO approach, USAACE could not meet the training, mission, and readiness demands of the Army and States.

These Soldiers bring an immeasurable level of experience to USAACE. Their influence often reaches beyond Army and joint requirements and influences other U.S. Government agencies. CW5 Eitel H. “Ben” Hahn, TX ARNG, proved key in developing a program called **Zero to Helo (Z2H)**. Z2H is an initiative of Navy CAPT G. Reed Wiseman and LTC Anne McLean from NASA. Their mission is to accomplish NASA’s goal to return to the moon by 2025. CAPT Wiseman’s review of Apollo 11 and Apollo 15 AAR notes identified crew control difficulty with lunar lander vertical flight descent. LTC McLean, a former OH-58D pilot, suggested flying helicopters in different modes might be the best way to train lunar lander crews. Z2H trains students in NASA’s astronaut training program for three weeks in basic helicopter flight techniques and maneuvers. The pilots complete classroom instruction, 10 simulator flight hours, and 7.5 hours of UH-72 flight time. USAACE’s Total Army approach is impacting the flight line, our units, and soon will extend into space.

The ARNG and USAR engagement has a global impact and not limited to the

Thanks to your hard work and dedication, Army Aviation continues to far surpass domestic and global requirements.

The entire Army is transitioning from two decades of counter insurgency (COIN) operations, focusing on large scale combat operations (LSCO), setting the conditions for multi-domain operations (MDO). MG Francis’ vision to transition the branch from COIN to LSCO requires engagement from all three Army Components (COMPOS) – Active, ARNG, and USAR. USAACE also requires support from all three COMPOS to assist here at the Army Aviation Center of Excellence.

As the branch updates Professional Military Education (PME), we continue to receive input from the ARNG and USAR Aviation Soldiers. The Aviation Warfighting Skills (AWS) course was beta tested and received student feedback from each COMPO as is the implementation of the Aviation Maintenance Training Program (AMTP), requiring focused leadership from ev-

eryone to ensure mission success for our maintainers. Throughout USAACE, Soldiers and Aviators from all three COMPOS collaborate daily to ensure USAACE meets the training requirements of our Army.

A team of ARNG and USAR Soldiers and Aviators provide additional capacity here at Fort Rucker to meet the IERW throughput requirement of 1,379 Aviators for both FY21 and FY22. These Aviators augment the active duty and civilian instructor pilots helping to train the increased student throughput. USAACE trains over 16,500 total students each year – from E-1 to O-6 – in 127 separate programs of instruction, while flying over 220,000 flight hours annually. There are ARNG and USAR Soldiers imbedded throughout USAACE to ensure mission success, performing missions such as teaching AIT courses, common core flight training in the UH-

SCARNE COURTESY PHOTO

USAACE but actively includes Army Aviation operations around the world. The Reserve component is no stranger to the K-FOR mission in Kosovo. For two decades, this mission continues to be resourced with an assault battalion (-) for each rotation. Additionally, the Reserve Component has consistently been and continues to support Operation Spartan Shield/Operation Inherited Resolve across the Middle East with a combat aviation brigade (-). Recently, the Secretary of Defense re-assigned the TF Sinai Aviation Company (+) deployment mission to the ARNG. ARNG's first TF Sinai rotation is scheduled for some time in FY22. Here on the home front, the ARNG in FY21 flew over 11,000 manned flight hours and 1,700 UAS flight hours in support of Operation Guardian Support on the Southwest Border assisting in 30,657 apprehensions, while completing an additional 1,589 Defense Security Cooperation Agency (DSCA) missions and 3,320 flight hours supporting States and local communities. These DSCA missions oftentimes provide immediate lifesaving support to local communities

and add resiliency to our States and Nation, at the point of need.

The Reserve Component Aviation force supports the Total Army. We rely on your leadership, experience and drive to keep Army Aviation at the forefront of innovation, change, and dominance in the dynamic operational environment.

If you are interested in joining the USAACE ARNG and USAR team through Contingency Operation for Active Duty Operational Support (COADOS) orders, particularly UH-72 and AH-64 Instructor Pilots, contact ARNG COL John Dzieciolowski john.w.dzieciolowski.mil@army.mil or COL Josh Hegar joshua.r.hegar.mil@army.mil. We are also looking for a few 15T AIT instructors at Joint Base Langley-Eustis, VA and a 15T crew chief at Ft. Rucker along with officers and warrant officers with a strong intel and electronic warfare background.

Above the Best!

BG Stanley Budraitis is the USAACE Deputy Commanding General at Fort Rucker and is also member of the Mississippi ARNG.



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▶ Chief Warrant Officer of the Branch Update

Editor's Note: The Army National Guard Chief of Aviation Standardization and Senior Warrant Officer Advisor, CW5 John Kennedy, is providing the chief warrant officer of the branch's article for this reserve components special focus issue.

ARNG Aviation – Always Ready, Always There!

By CW5 John R. Kennedy



When I joined the Army National Guard (ARNG) back in 1988, the National Guard was much different than it is today.

The Guard has always been much more than one weekend a month with 2 weeks in the summer, but back then, the primary focus seemed to be more on the in-State mission. There were deployments and activations, mostly voluntary, with many opportunities to learn and train, but much of the focus revolved around what was happening CONUS and responding to our Stateside mission. That has all changed in the last 20 years.

Today, thanks to our training, experience, and frequent deployments, ARNG Aviation provides capable and seamless support in defending our Nation as part of the Total Army through overseas deployments and combat missions. As General Hokanson, Chief, National Guard Bureau has said, "The National Guard's primary mission is supporting the overseas warfight – those skills, training and abilities make the Guard highly capable and effective when responding to emergencies at home." Those emergencies include, but are not limited to, hurricanes, wildfires, floods and security along our southern border. We also conduct counterdrug missions as well as provide additional support to federal, state and local law enforcement and emergency services personnel. We train to fight but we also train to protect the citizens of the States we serve. The Guard will always adapt to a changing

Comprised of Army National Guard units from Illinois, Indiana, Iowa, Kentucky, Missouri, Nebraska and Virginia, 1st Battalion, 376th Aviation Regiment completes a variety of aviation missions utilizing the Lakota UH-72A at home and abroad.

environment at home and abroad. This blends well given the current global situation and the Army's vision.

As the Army transitions from counterinsurgency (COIN) to large scale combat operations (LSCO), the Total Army Aviation force will be required to accomplish more training at home station rather than attending courses at the Army's training centers and traditional schoolhouse environments. One example of this training will be the Unit Trainer/Evaluator (UT/E) program. For the Guard and Reserves with a part-time, Man Day (M-Day) force, this could prove to be a challenge, but with continued participation in the Directorate of Evaluations and Standardization (DES) UT/E Jump-Start program, these challenges can be addressed and solutions can be identified.

DES has conducted the UT/E Jump-Start at a few ARNG Army Aviation Support Facilities (AASFs) with great success, but only with full time personnel. As with any program, the greater the participation, the better the data provided. It is imperative that the National Guard increase participation in the Jump-Start program and continue to develop and refine how we train M-Day pilots on UT/E. Once Guard specific equities and concerns are addressed and included in the Training Support Package (TSP), the Guard will execute this

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program with great success.

The last 2 years have been a trying time for the National Guard. Between COVID-19, responding to riots, hurricanes, floods, wildfires and supporting the U.S. southern border, along with ARMS evaluations and SOP implementations, ARNG aviation has continued to remain tactically and technically proficient in everything we do. With the introduction of new airframes into our formations, we will only get better at what we do. Last year, for 2022, the National Guard posture statement proclaimed it was “The Year of the Guard”. From where I sit, every year is the year of the Guard! I see the missions you accomplish day in and day out, the training you conduct, the lives you save and the countless other lives you touch with your assistance during tragedies. I see the deployments and hear the success stories while you are overseas and upon your return. What General Hokanson said is true, “we have become the most capable, professional, ready, and combat-proven National Guard in the history of the United States.” I am proud to say I am one of you.

Always Ready, Always There!

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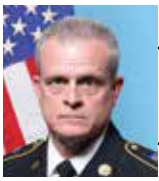
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SDVOSB



Mentorship Through Your Misfortunes

By SGM Charles E. Hancock Jr.



PHOTO FROM PIREBAY

Misfortune is a fact of life, not the misfortune of bad decisions we sometimes make, but the misfortunes of life.

Life happens, and it's going to bring misfortune to all of us in one form or another. How we handle and learn from these misfortunes helps define who we are. Then the question arises, what are we doing with the knowledge gained from these experiences?

Chief Justice of the U.S. Supreme Court John Roberts gave a commencement speech to a ninth-grade graduating class at his son's high school. Commencement speakers typically offer well wishes and extend good luck to the recipients. But Chief Justice Roberts didn't do this; instead, he wished them some misfortune. He said,

"From time to time in the years to come, I hope you will be treated unfairly so that you will come to know the value of justice. I hope you will suffer betrayal from someone you trusted because that will teach you the importance of loyalty. Sorry to say, but I hope you will be lonely

from time to time so that you don't take friends for granted. Again, I wish you bad luck from time to time so that you will be conscious of the role of chance in life and understand that your success is not completely deserved, and that the failure of others is not completely deserved either. And when you lose, as you will from time to time, I hope every now and then, your opponent will gloat over your failure. It is a way for you to understand the importance of sportsmanship. I hope you'll be ignored, so you know the importance of listening to others, and I hope you will have just enough pain to learn compassion. Whether I wish these things or not, they're going to happen. And whether you benefit from them or not will depend upon your ability to see the message in your misfortunes."

As we go through these misfortunes, or to put it another way, storms of life, we develop scars from our experiences. These scars can be considered badges of

courage. As we have adversity, we get wounded, and these wounds develop into scars. Therefore, a scar is a wound that has healed. You can then testify to others that they can overcome their circumstances just as you have when they see your scars. Storms of life can come in physical, mental, or emotional forms. It can also be a combination of all the above, but they will come. And usually when we least expect it.

We need to examine our lives and remember everything we have experienced. The Greek philosopher Socrates said, "The unexamined life is not worth living." The things we experience also help form our values. A sure way to forget and lose our values is frankly not to think about them at all. Then after careful examination, we need to set out to impart some of our lessons learned to others going through similar circumstances. I can't think of any more incredible feeling than making a difference in someone else's life. Commit yourself to becoming a mentor to someone.

Army leadership doctrine defines mentoring as "the voluntary developmental relationship that exists between a person of greater experience and a per-

► Enlisted Aviation Soldier Spotlight

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



AFPHOTO BY REINE BRIZZ

Army Aviation DUSTOFF Flight Medic of The Year, 2019

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SSG Steven C. Gillis

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

SSG Steven Gillis exemplifies the qualities possessed by the best of Army Flight Medics; intellect, unwavering dedication to patient care, and tenacity for results. As a Fully Mission Qualified medic with the 160th Special Operations Aviation Regiment (Airborne), he exceeds the expectations of a flight medic by continuing to save lives during combat operations, improving his and his teammate's skillsets, and working seamlessly with other medical assets for planning and coordinating care for operations. In 2019, SSG Gillis completed more than 27 combat missions, over 250 flight hours (primarily in combat), and was awarded the Silver Star and is currently pending a second Silver Star for his heroic actions while deployed to Afghanistan. He distinguished himself through an unprecedented act and directly saved the lives of over 16 casualties, both American and Partner Forces, during multiple combat missions during Operation Freedom's Sentinel in support of the Resolute Support Mission. SSG Gillis's dedication to aircrew, Soldiers and partner forces, implacable focus on realistic training, and his relentless dedication to the Army Aviation Community are the epitome of the ongoing Dedicated Unhesitating Service To Our Fighting Forces (DUSTOFF) legacy and identify him as the 2019 Army Aviation Association of America DUSTOFF Flight Medic of the Year.

son of lesser experience that is characterized by mutual trust and respect." So, a mentor could be defined as a trusted counselor. Therefore, a mentor would be someone who has gone through the storms of life and now imparts his experiences to someone else. Being a mentor to someone can be a most rewarding experience and an experience we should all strive to have. Marine Lt. (Ret.) Clebe McClary stated, "In this world of give and take, there are so few people willing to give what it takes."

If you think you will get out of this life unscared, you're not going to do it. There's no fine print in the contract. But what you do with your scars can make all the difference in somebody else's life. Please don't live in a "me" world; live in a "we" world. The great writer Stephen King once said, "All that lasts is what you pass on." Oh, how true, and stay humble. "As iron sharpens iron, so one man sharpens another" (Proverbs 27:17).

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

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► 128th Aviation Brigade Update

Accomplished Aviator Continues Service at the 128th Aviation Brigade

By CPT Benjamin Fertich

Few Army Aviators tell their story quite like Bob Tamplet. Surrounded by various plaques, pictures (including one with Sergei Sikorsky) and memorabilia from his 34 years of service, Mr. Tamplet reflects on his time as an Aviator, leader, and agent of change in the U.S. Army National Guard.

Today, Tamplet continues his contributions to Army Aviation by focusing on training the next generation as the Deputy to the Commander at the 128th Aviation Brigade at Fort Eustis, VA.

Ironically, Bob never intended to be an Aviator: “I wanted to go the medical route. My degree was in biology,” Tamplet said. After a 4-year enlistment, he attended Officer Candidate School (OCS), aiming to be a Medical Services officer. However, the Army had other plans, then Lieutenant Tamplet was branched into Field Artillery. As an Artilleryman, he had the opportunity to ride in a UH-1 Huey. Reflecting, he said, “It was the first time I experienced nap of the earth flight and realized I wanted to fly, so I applied to flight school and was accepted,” he shared.

After arriving at his National Guard Unit in Richmond, VA, Tamplet was identified as a quick learner. Before long, was hired as a full time Military Technician with the Virginia Army National Guard. “I was hired on the assumption that I was already a trained and skilled aviator (paid as a civilian) and I was able to continue my military career. It was a really good deal!” Tamplet said.

As a Technician, Mr. Tamplet had the opportunity to advance quickly, becoming qualified as an Instructor

Pilot and maintenance test pilot in the UH-60, the OH-58, and would also become qualified in the C-12D/U. He relishes the opportunity to solve complex problems. “I loved spark chasing: getting in the aircraft and pulling breakers and pressing buttons;” a theme that he says carried him to success outside the cockpit as well.

In 2005, Tamplet was selected by the Adjutant General of the State of Virginia to be the State Army Aviation Officer (SAAO). As the SAAO, “I ensured Aviators across the state had the proper funding, material, equipment and parts,” Tamplet said. From his SAAO role, Mr. Tamplet was propelled into a position at the National Guard Bureau Aviation Directorate in Arlington, VA, serving as the Program and Services Branch Chief in Aviation and Safety from 2014–2018, while continuing his military career in the National Guard: “It was the best of both worlds; I was able to live both the civilian and military life.”

Transitioning from the National Guard, the 128th Aviation Brigade was a natural fit for his next step. In 2018, Tamplet was selected to be the Deputy to the Brigade Commander, a job that keeps him busy. He regularly assists in the oversight of students in Advanced Individual Training, advises on training modernization efforts, and manages



Bob Tamplet

U.S. ARMY 128TH AB PHOTO

the DA Civilians. “All of my previous positions have left indelible marks on my learning and experience but being the Deputy to the Commander at an Aviation Center of Excellence has been my greatest impact on Army Aviation,” said Tamplet.

The 128th Aviation Brigade graduates nearly 5,000 AIT students per year. Training students is not without its challenges, with the COVID-19 Pandemic highlighted by Mr. Tamplet as a particularly trying time. “Industries, businesses, even parts of the military were shutting down, but at this job, we couldn’t shutdown. We had to innovate,” he said. Mr. Tamplet has left an irreplaceable imprint on the 128th Aviation Brigade and Army Aviation as a whole. Out of all his immense contributions to Army Aviation, the capstone of his legacy will undoubtedly be the thousands of Aviation maintainers that he has sent out from AIT, ready to join the force.

Born Under Fire!

CPT Benjamin Fertich is the commander of, B Co., 1-210th Aviation Regiment, 128th Aviation Brigade at Joint Base Langley-Eustis, VA.

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Wind Tunnels and Computers: We Need Both

By Dr. Thomas L. Thompson

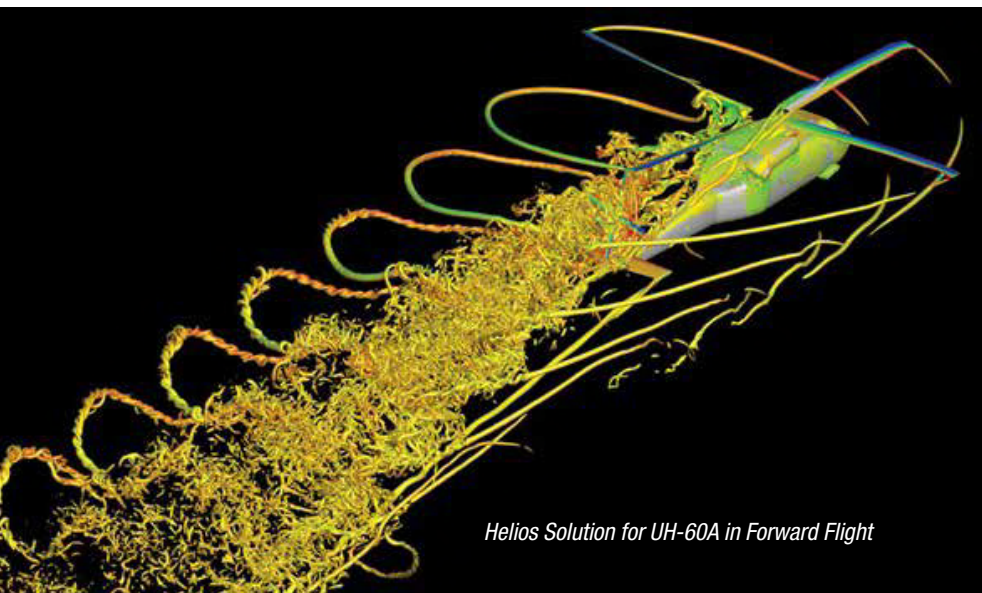


National Full-Scale Aerodynamics Complex

In the late 1970s, as digital computers became more powerful and more widely available, some engineers and scientists in industry and government believed that wind tunnels would soon be replaced by computers.

They argued that computers, programmed to solve the fluid dynamic equations that govern the flow of air over aircraft, wings, tail surfaces and bodies, could provide the same type of data obtained in wind tunnels. Significant cost savings and quicker turnaround of results would also be achieved, they claimed, as computers became faster and less expensive. While this prediction has proven true to a certain extent (increased use of computational methods led to closure of some wind tunnels in the last 40 years), wind tunnels still play a significant part in developing, refining, and validating our designs. This article will discuss the historical and ongoing need for wind tunnel testing, the rapid growth and improvement in accuracy of computational methods, and the need to use both tools to develop an aircraft that meets performance, cost, and schedule requirements.

The pioneers of aeronautics quickly realized they needed a way to understand and measure the effects of the air that flowed around the flying machines they were attempting to design and build. The Wright Brothers, using equipment in their bicycle shop, built a small wind tunnel using a wooden box, opened on both ends, and a fan belted to a one-horsepower engine. The fan produced an airflow of about 30 mph through the box,



Helios Solution for UH-60A in Forward Flight

which included a small window for the brothers to observe their designs during testing. The Wrights also built balances to measure the lift and drag forces acting on the different models they tested. The data acquired from these tests was used to solve problems found in earlier concepts and to support the design of the Wright Flyer, which made its historic first flight in December 1903.

Use of wind tunnels increased in the United States and abroad as the discipline of aeronautical engineering became more established and the demand for commercial and military aircraft grew. Large facilities constructed at Langley Research Center (VA), Ames Research Center (CA), Wright Field (OH) and Paris, France were used to test full-scale aircraft during the World War II years at speeds more than 200 mph. The Ames facility, now called the National Full-Scale Aerodynamics Complex, has two test sections – one measuring 40-foot x 80-feet that is capable of testing models up to 300 knots, and a second, the largest in the world, which measures 80-feet by 120-feet with test speeds up to 100 knots. Several military aircraft and rotorcraft have been tested at Ames, including the AH-56 Cheyenne, F-18

Hornet, F-35 Lightning, UH-60 Black Hawk and V-22 Osprey.

Declining military budgets in the 1990s discouraged construction of additional facilities in the United States and resulted in closures of several government and industry wind tunnels. In addition, computational fluid dynamics (CFD) methods were showing increasing success at predicting the aerodynamic characteristics of an aircraft and reducing the amount of wind tunnel and flight test time required to identify and fix design problems. These successes encouraged further investment to exploit the always-increasing power of high-speed computers by solving the fluid dynamic equations of motion with fewer approximations and with higher-resolution grids to better define aircraft geometries. For example, CREATE Air Vehicles is an element of the DoD High Performance Computing Modernization Program that has received continuous funding since 2008 to support development and application of physics-based computational models that enable the detection of design flaws and performance anomalies early in aircraft development. Figure 2 shows a flow solution from the CREATE suite of tools.

The increasing popularity of computational methods often placed its proponents at odds with the experimental community, particularly as budgets declined and there was undue pressure to choose one approach or the other. In recent years, however, subject matter experts in both camps have grown to better appreciate what each approach can offer a development program. For example, early in a program the application of computational methods can be used in combination with small-scale wind tunnel testing to calibrate predictive methods and provide greater assurance that the design will meet its flight performance, stability, and control requirements. As the design matures, computational methods are used to identify critical test points for conducting large-scale wind tunnel tests and prototype flight tests. For Future Vertical Lift (FVL), it is widely accepted that both approaches are needed to develop and qualify our FARA and FLRAA aircraft.

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

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Irritable Bowel Syndrome

By MAJ (Dr.) Jelaun Newsome

Q. Over the past year I have had re-current stomach pain with alternating diarrhea and constipation ever since returning from deployment. I was told this could be Irritable Bowel Syndrome. Will this prevent me from flying?

FS: From your description, it does sound like irritable bowel syndrome (IBS) could be the culprit. IBS should be suspected in persons with changes in their bowel habits and abdominal pain associated with defecation. It is the most diagnosed gastrointestinal condition and an estimated 10 to 20 percent of people in the general population experience symptoms of IBS. The cause is not definitively known, however there are several theories. Some theories include food sensitivity or allergy, a heightened sensitivity of the intestines, or development after a gastrointestinal infection. Another theory is that IBS is caused by abnormal contractions of the intestines. Finally, stress and anxiety are known to affect the intestines, and can worsen symptoms. However, it must be noted that IBS is nearly a diagnosis of exclusion, with no lab or imaging findings to clearly diagnose it. The good news is that there are symptomatic criteria that can lead to the diagnosis.

Diagnosis

As always, you should let your physician know about your symptoms so that they can perform the necessary evaluation and provide treatment. Evaluation for suspected IBS should include a history and physical exam. The history will focus on your bowel habits (consistency, frequency, and duration of symptoms), and other items such as rectal bleeding, symptoms at night, weight loss, age of onset and family history. The physical exam will often be normal. Afterwards, the physician may elect to perform further tests. The diagnosis of IBS is typically based on the Rome criteria (in the absence of other disease) which is: recurrent abdominal pain, on average, at least one day per week for the last three months (symptoms starting at least 6 months ago), associated with two or more of the following criteria:

- Improved with defecation
- Associated with a change in stool frequency
- Associated with a change in stool appearance

The three types of IBS include IBS with predominant constipation (IBS-C), IBS with predominant diarrhea (IBS-D), and IBS with mixed bowel habits (IBS-M).

Treatment

Treatment of IBS is primarily focused on symptom relief and quality of life. Overall, diet modification and exercise are the mainstays of treatment. Various sources recommend having a regular meal pattern, avoiding large meals, and reducing intake of fat, caffeine, and gas-producing foods. Additionally, studies

have shown that increased physical activity decreases severity of IBS symptoms. If these conservative measures do not help, you may attempt different medications based on the specific type of IBS you have been diagnosed with (IBS-C or IBS-D). Persons with IBS-C may benefit from a trial of regular soluble fiber such as psyllium, or osmotic laxatives such as polyethylene glycol. Persons with IBS-D may benefit from a trial of an antidiarrheal agent such as loperamide. There are other medications and treatments available, however are typically not approved for safe Aviation operations.

Aeromedical Disposition

Now to answer your question about whether you can fly. As with everything in the life, the answer is *it depends*. We will look at this from two different points of view: U.S. Army and FAA.

Army: According to US Army Aeromedical Activity (USAA-MA), if you are diagnosed with IBS but are minimally symptomatic, requiring no medications, and not requiring frequent interventions, lost duty time, or deployment limitations, no waiver is required. Alternatively, if you don't meet those criteria, a waiver may be obtained as long as the symptoms can be controlled, the evaluation is negative for other underlying physical or psychological issues as cause of the symptoms. Per the Aeromedical Policy Letter concerning IBS, close follow-up by the local flight surgeon is required annually after granting of the waiver. If symptoms were not controlled, further evaluation would be required.

FAA: According to the Federal Aviation Administration (FAA), this condition will require a special issuance. The good news is that after initial approval, your local Aviation medical examiner (AME) can re-issue the medical certificate under the provisions of an Authorization, if the applicant provides the following:

- An Authorization granted by the FAA
- Statements regarding the extent of disease and frequency of exacerbation
- The name and dosage of medication(s) used for treatment and/or prevention with comment regarding side effects.

However, the AME must defer issuing a certificate if there is a current exacerbation of the illness, the applicant is taking certain disqualifying medications, the pattern of exacerbations is increasing in frequency or severity, or the applicant underwent surgical intervention.

In summary, irritable bowel syndrome is a common condition that affects over 10% of the world's population. The primary treatment is by focused on alleviating symptoms and improving quality of life. A waiver (or special issuance) is possible if certain conditions are met. If you feel that you are exhibiting symptoms that may be caused by IBS, seek care from your local flight surgeon for a thorough evaluation and treatment, and so they can mitigate any aeromedical risk.

Fly Safe!

MAJ (Dr.) Jelaun Newsome is assigned to the School of Army Aviation Medicine at Fort Rucker, AL.

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The State of Army National Guard Aviation-Posturing for Enduring Capability

BG David Hall



U.S. ARMY PHOTO

After one year in my current position, I continue to be amazed at all Army Aviation can accomplish in supporting our Army. The Army Aviation Enterprise remains committed to balancing Aviation needs across all three components, not an easy task. The Aviation Soldiers and leaders out in the units powered through the persistent COVID issues and countless domestic operations, while operating, training, maintaining and deploying safely. As we progress through 2022, there are some exciting efforts as well as challenges ARNG Aviation is undergoing or will undergo that I would like to highlight.

Division Alignment

For the Army National Guard (ARNG), Division Alignment remains at the forefront of our efforts to ensure our Divisions enhance their lethality for large scale combat operations (LSCO). As the Active combat aviation brigades (CABs) are aligned to parent divisions, the ARNG's Expeditionary CABs will also be aligned to ARNG Divisions as a crucial and enabling maneuver and support element. This is more than just alignment of training for units, but also talent management – providing command and key developmental assignments across State lines, ensuring our Commands have the right leaders in the right place, with the right talent, at

the right time. It is about building lethal combat aviation brigade formations in support of our Divisions.

As Army Aviation marches towards 2030 designs to support the future force, the ARNG as well seeks to appropriately adapt to not only a divisionally aligned CAB construct but also adjust our Aviation forces at echelons above the division. Our engagements with the United States Army Aviation Capability Development Integration Directorate (CDID) are well underway to develop the best options going forward. The ARNG looks to strike a balance that achieves the best interests of Army Aviation as well as the ARNG.

Critical to this alignment, is the modernization, growth, and integration of **attack Aviation assets** in our combat aviation brigades. 1-151 Attack Reconnaissance Battalion (ARB), South Carolina Army National Guard (SCARNG) is first in the hopper for the AH-64E fielding. The SCARNG Aviation Team provided insights on this significant event in the February 2022 edition of AAAA Magazine. 1-151 ARB (SCARNG) will lay the markers for our other three ARBs scheduled for AH-64E fielding over the next few years. The ARNG's ARBs, after completing AH-64E fielding and appropriate training progressions, will cycle into a readiness and availability process to provide

COL Ronald Ells, Deputy Commander, U.S. Army Combat Readiness Center, Ft. Rucker, AL providing a presentation on Army Safety Posture and Trends to the attendees of 2021 National ARNG Safety and Aviation Standardization Conference. The conference brought together over 300 stakeholders, for the first time since 2019, in a hybrid in-person and virtual format from across the ARNG's aviation formations.

attack / reconnaissance sourcing needs for Army Aviation.

Alongside the AH-64E modernization for the ARNG, **UH-60V integration** is underway. The Eastern Army Aviation Training Site has been training students for approximately six months for the first unit equipped, 1-106th Assault Helicopter Battalion (IL/GA). We anticipate a successful Initial Operational Test & Evaluation that will allow for the UH-60V fielding to continue moving forward as planned to ARNG Assault Helicopter Battalions and MEDEVAC companies. The UH-60V will supplement the H-60M fielding, accelerating the ARNG's modernization of the entire H-60 utility helicopter fleet.

Although near term Aviation modernization supports our Army, we must be cognizant of the need to look further out in terms of operational capabilities. **Future Attack Reconnaissance Aircraft** and **Future Long Range Assault Aircraft**

operating and coexisting with contemporary rotary wing capabilities are critical capabilities for our Army and the Army National Guard. The family of advanced capabilities on the horizon, both manned and unmanned, will generate a drive for new tactics, techniques, and procedures to integrate existing systems with the new advanced capabilities. The Army National Guard is posturing for these new capabilities and stands ready to be a partner in these efforts.

Our *Theater Aviation Sustainment Maintenance Groups (TASMG)* are further expanding the number of Regionally Aligned Phase Support Centers (RAPSCs) across the states to provide dedicated phase maintenance sites within respective TASMG regions. The ARNG relies on a cadre of full-time personnel for maintaining aircraft at Aviation support facilities as well as creative approaches to maintenance like the RAPSC to improve aircraft availability and ultimately aircraft crew proficiencies. The RAPSCs impact will be marked over time with improved aircraft availability rates. Additionally, the TASMGs and NGB are building a partnership with Corpus Christi Army Depot (CCAD) with the intent of developing a support relationship. The relationship will facilitate TASMG personnel (artisans) to support CCAD's UH-60V production line in areas such as sheet metal and electronics.

Mobilizations

Mobilizations, for ARNG Aviation, continue at a steady pace. The ARNG is preparing to mobilize approximately 2200 Soldiers and 111 aircraft to meet foreseeable Army mission requirements. As many readers are likely aware, beyond the traditional deployments to the Middle East, eastern Europe, and Homeland Defense Missions, ARNG Aviation is assuming the Multinational Force and Observers -Sinai (MFO- Sinai) Aviation mission. We are very proud to have taken the controls for this visible and important mission. The ARNG is well suited and organized to perform the MFO-Sinai Aviation mission. In tandem with ARNG ground forces, ARNG Aviation can seamlessly plan, integrate and orchestrate MFO-Sinai mission requirements. Barring unplanned events, this is the vision for at least the next several years. It is predictive and provides ARNG Aviation Soldiers some level of stability to balance civilian occupational demands, *civilian in peace* with the demands of the military profession, *Soldier in war*.

Collaboration

With the further influx of advanced Aviation systems and platforms that will operate in more complex environments, as well as perpetual use of ARNG Aviation, comes the increasing challenges to conduct safe operations within standardized practices. In recognition of these realities ARNG Aviation conducted a *nation-wide safety and standardization conference* to focus on a synergy of efforts. Efforts to synthesize and account for common factors and influences that impact ARNG Aviation across the 54 disparate Aviation programs and plans of action or understanding on how to mitigate risks for Aviation units. For continued success, ARNG Aviation must collaborate and assist one another to meet the challenges today and in the future.

Further recognition of the need to collaborate includes ARNGs monthly *"KEG Calls"* and *Maintenance Readiness Updates* with the State Army Aviation Officers; a participative and transparent team approach, with the goal of collectively solving problems and improving ARNG Aviation readiness. This supports ARNG Aviation operational demands, where resourcing and funding is fluid and often negates a one size fits all methodology. The ARNG Aviation team is approaching the difficult tasks to seek the best options for ARNG Aviation at large.

In recognition that in today's day and age, there are opportunities everywhere. The Army National Guard Aviation team remains committed to finding teammates: whether transitioning Active Component Soldiers, civilian corporations, and other entities. To facilitate communication, the sharing of stories, and partnership with other entities, you can find us on LinkedIn at www.linkedin.com/company/flyArmyguard/

The State of ARNG Aviation remains strong, because of Guardsmen across the 54 States, Territories and the District that take pride in the role the ARNG fulfills in the Army Aviation mission. Working with our Aviation Enterprise partners we anticipate the ARNG will be well postured for the future as we move our way towards new force designs and capabilities during the upcoming decade.

ARNG Aviation - Warfighting Capable, Governor Responsive!



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

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Expanding Opportunities to Become an Army Reserve Aviation Warrant Officer



By COL Michael Bean and CPT Chase Chatterton



U.S. ARMY RESERVE PHOTO BY COWKEVIN LOWMEY

“Warrant Officers are innovative integrators of emerging technologies, dynamic teachers, confident warfighters, and developers of specialized teams of Soldiers” (DA PAM 600-3). Our Army Reserve Aviation Warrant Officers embody all these attributes. They are the backbone of the Army Aviation community, plain and simple. Unfortu-

nately, for the past 14 years the United States Army Reserve has limited its pool of potential warrant officer applicants to only prior-service individuals seeking to become one of these tactical and technical experts. We are rectifying this self-imposed restriction by providing pathways for both service members and civilians to become Army Reserve Aviation Warrant Officers.

WO1 Kang Ko, a former Motor Transport Operator (88M) and Military Police Officer (31B), prepares to continue her UH-60L MEDEVAC progression with Golf Company, 7-158th GSAB at Joint Training Base Los Alamitos, CA.

tion maintainers, our ability to assess a smaller population began shifting the burden of filling vacant Warrant Officer positions to back-filling vacant crew chiefs. This process was not all negative though. We saw a high success rate of developing successful warrant officers with unlimited personal and professional growth when our candidates were prior service. The key was to find the right balance between building combat power and manning the force.

Inquiries from civilians looking to become Army Reserve Aviation Warrant Officers have not dwindled over the last 14 years. Many of these individuals have been airline pilots, public servants, and corporate professionals looking for a way to serve their country. With a population of willing applicants and a known operational demand that continues to increase, we must expand initial entry opportunities.



U.S. ARMY RESERVE PHOTO BY MSG CHRISTOPHER DANIEL

WO1 Johnnie Esmond has his Aviator Wings pinned by his wife Aimee upon graduating flight school 24 MAR 22. WO1 Esmond was a Staff Sergeant and CH-47F Flight Instructor prior to transitioning to warrant officer.

“Street-to-Seat” Program

In 2008, the USARC Aviation Directorate suspended the non-prior service Warrant Officer Flight Training (WOFT) pathway. Our decision re-focused recruiting initiatives towards prior service individuals with the underlying assumption that units could identify and develop potential warrant officer candidates based on demonstrated competence and potential experience within the Aviation community. As a result of this shift in recruitment initiatives, we began to see a reduction in 15-series enlisted service members with critical operational experience within our units. While recruitment initiatives were not focused solely on crew chiefs and Avia-

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United States Army Recruiting Command (USAREC) in coordination with USARC will begin accepting applications for qualified non-prior service Aviation Warrant Officers during the 4th QTR of FY22 or the 1st QTR FY23. The preliminary reactivation of the non-prior service WOFT program will be focused on manning our two assault helicopter battalions (AHB), 8-229th AHB in Fort Knox, KY and 1-158th AHB in Conroe, TX. The recruiting battalions responsible for staffing these two battalions will each be given three WOFT positions to fill. Their ability to staff these positions will validate our belief that there are willing and eager applicants in the local population. Their success will open opportunities to expand this program to all Army Reserve Aviation units putting the Army Reserve in-line with Active Duty and National Guard programs.

Individuals interested in pursuing one of these vacancies will need to contact their local Army recruiter. Recruiters will evaluate the applicant on the basic qualifications already established by USAREC. Once the applicant meets the basic qualifications for enlistment, recruiters will work to schedule the ap-

plicant's Selection Instrument for Flight Training (SIFT) exam and initial flight physical. With a passing SIFT score and a qualifying flight physical, an applicant can then be boarded for consideration.

Finding the Balance

One key difference between Aviators in the Active Duty vs. Reserve and National Guard is that our Soldiers balance civilian careers alongside their military service. Army Reserve Aviators are expected to participate in Additional Flight Training Periods (AFTPs) about once per week to meet semi-annual flight hour minimums. However, consideration must be taken to evaluate the commuting requirements to the unit for these WOFT applicants. In order to mitigate these considerations, the complete accession packet will be evaluated by the AHB staff, taking into consideration the unique aspects of being a Reserve Aviator, to develop their Order of Merit List (OML). Each OML will be used by USAREC to send the most qualified applicants to the Human Resource Command (HRC) Warrant Officer Accessions Board. Candidates selected by HRC will be scheduled by USARC

G-1 for basic training, Warrant Officer Candidate School (WOCS), Warrant Officer Basic Course (WOBC), and flight school.

We hope by opening this pathway, we can tap into a population eager to serve and excel within the Army Aviation Enterprise. Whether they translate their skills as a civilian pilot or leverage their leadership experience from their office, we want dedicated individuals to fill the gaps in our formations. Demonstrating the Army Reserve motto of "Twice the Citizen," we afford these individuals the ability to maintain a civilian career while standing ready to serve in the most powerful and sophisticated military force in the world. The "Street-to-Seat" WOFT program helps achieve the Army Reserve's manning requirements, places the Army Reserve in-line with the other Components, and sets the foundation for stronger recruiting initiatives in the future.

COL Michael R. Bean is the current USARC Aviation Director and CPT Chase Chatterton is the Army Reserve Aviation Accessions Officer for the U.S. Army Reserve Command, headquartered at Fort Bragg, NC.

Risk Management

By BG Andrew Hilmes



Soldiers assigned to 2-2 Assault Helicopter Battalion search for wildfires on a UH-60 Blackhawk helicopter near the city of Daegu.

U.S. ARMY PHOTO BY OPTFRANK SPAT

Aviation Leads the Way

As a non-Aviator, I will begrudgingly admit that nobody in the Army operationalizes risk management better than Army Aviation. You should be proud! You are well resourced to manage risk, as uniformed risk management officers/aviators are documented on the MTOE at every echelon of Army Aviation. We proudly train them at the USACRC, and they enable the success of Aviation operations, and it shows. For the second straight year, Army Aviation remained below the once-thought-unachievable rate of one Class A flight mishap per 100,000 flying hours.

This overall rate is the remarkable result of two years of single-digit Class A mishaps and three straight years of single-digit mishaps attributable to human factors. In FY21, the manned Class A flight mishap rate was 0.87 per 100,000 flying hours, the fourth time in the last six years it was below the 1.0 mark and below the five-year rate of 0.95. There were eight Class A mishaps (seven flight, one aircraft ground) reported in FY21 with approximately 806,000 hours flown.

The “secret sauce” enabling the above accomplishments is the safety culture within Army Aviation formations. The *Army Readiness Assessment Program (ARAP)* is the Army’s mandated, survey-based measurement tool of battalion-level formations’ safety culture. Twenty plus years of ARAP data tells us it is a powerful predictor of a unit’s likelihood to suffer a Class A mishap, as units scoring in the bottom 25% account for more than 50% of the Army’s Class A mishaps. The USACRC recently aggregated ARAP scores by brigade as part of a larger study. Aviation units represented eight of the top 10 ARAP scores in the Army.

Another useful benchmark for safety culture is *mishap reporting* itself. By further examining those units with high ARAP scores, we’ve determined they report five times as many Class C and Class D mishaps than units with the lowest scores. This shouldn’t surprise anyone. Units with a strong safety culture not only have a functional safety program, but also, a culture of accountability. The message is clear: If you’re in a unit with a low ARAP score and very low mishap reporting, then you do not have

As my time serving at the U.S. Army Combat Readiness Center comes to close, I’d like to share my thoughts on what I’ve learned about safety – particularly Aviation safety – and where the Army is headed with regard to risk management.

To be fully transparent, I believe “Safety” is negative term for warfighters! When we announce we are a safety officer or it’s time to discuss the safety plan, I think we risk losing the audience we are trying to influence. For many in the profession of arms, “safety” is a rearward-looking term. It conjures images of someone following you around, with a clipboard, telling you what you can and cannot do, or chasing you down to complete a report. I prefer to speak in terms of risk management, which is both a term and doctrinal process warfighters and commanders understand. Army leaders manage risk every day. Risk management is embedded in

Troop Leading Procedures (TLPs) and the Military Decision-Making Process (MDMP). Army Training Publication 5-19, Risk Management, includes a graphic with a crosswalk showing which steps of the risk management process are represented in corresponding steps of the TLPs and MDMP. When we conduct the TLPs and MDMP correctly, we are also conducting risk management and will be successful in mission accomplishment. Risk management will be “baked” into the operations order! Commanders and leaders at all echelons understand and think in terms of risk management. To be successful as a community, we need to speak the same vernacular as operators and talk in terms of risk management. No more *Safety Professionals*. Let’s become *Risk Management Experts*, help our commanders visualize and understand their real-time and anticipated risk environment, and make risk-informed decisions.

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U.S. ARMY PHOTO BY ILT JASON PALANCKAS

Aviators from B Co, 2nd Battalion, 25th Aviation Regiment "Knighthawks" conduct an Air Assault exercise with Soldiers from 3rd Battalion (Airborne), 509th Infantry Regiment, 4th BCT (Airborne), 25th Infantry Division, Feb. 28, 2022, as part of Exercise Cobra Gold 2022 in Thailand.

a culture of safety and are unknowingly accepting unmitigated risk in your formation every day. ARAP scores for battalions can easily change for the better or worse and reflect a battalion command team's priorities. The challenge for Army Aviation is to sustain this culture of safety in the coming years, as we continue our preparation to operate in a LSCO environment, integrate new equipment, and manage operational requirements along with their associated stressors.

Projecting Risk

My final thought on Army Aviation safety is to project where the risk is. Mishaps continue to be overwhelmingly due to human error, hovering about 85% the past several years. Our equipment is extremely well- designed, routinely over performs, and protects us very well during mishap sequences. In broad terms, our No. 1 human error enemy is failure to follow established procedures. Almost every manned Aviation Class A mishap the USACRC investigated over the past 2.5 years was the result of an aviator knowingly or unknowingly failing to execute a flight procedure correctly. The causes of these omissions are varied: complacency, overconfidence, pressing for time and task saturation are the most frequently cited. These mishaps almost exclusively occurred during single-ship missions. We've also observed that 12 of 15 recent Class A mishaps occurred during missions with one or more standardization, instructor, or maintenance test pilot present. While these highly skilled aviators tend to fly more hours than others, thereby increasing their risk exposure, it is also a reminder that professional courtesy has its limitations. We cannot afford to make assumptions in the cockpit and must always remain hyper vigilant during Aviation operations.

Risk Threats

Lastly, personnel turbulence is a significant threat to our success. While originating far from the flight line, it follows us into the sky with serious ramifications if left unmitigated. Previous articles in this publication have highlighted our successful 4th-Quarter Aviation Spike campaigns the past two fiscal years. Unless the fiscal year calendar miraculously changes or the summer is no longer "PCS season," we will continue to fly our greatest volume of hours during August and September, when we are most vulnerable to the bulk personnel and leader changes that occur across every formation during the preceding months. Crewmember and leader transitions must be managed carefully, with thoughtful and deliberate risk-mitigating measures employed. Understand and communicate when your risk environment changes, then act appropriately. Army Avia-

tion has proven it is up for the challenge the past two fiscal years, the safest in Army Aviation's history.

Off-Duty Mishaps

The Army lost 104 Soldiers in mishaps during FY21, 86 of those in off-duty mishaps. Statistically, our fatality rates on and off duty are much lower than those of the U.S. workforce and general population. Our goal is zero fatal mishaps, which is lofty, but we will always endeavor to achieve. The USACRC has developed a plethora of loss-prevention tools and best practices we perpetually deliver to the force through a variety of mediums. A positive byproduct of declining on-duty mishaps is the repurposing of our mishap investigators to deliver face-to-face loss prevention instruction. They have visited almost 50 Army installations the past 18 months, leading risk management discussions for nearly 20,000 Soldiers. We are most effective, and relevant, when we are in front of Soldiers in person, sharing what we've learned and preventing mishaps. Contact me or the USACRC to request this training for your unit.

SOHAC

My parting challenge to the Army is to step up its game in the conduct of Safety and Occupational Health Advisory Councils (SOHACs), or whatever name a unit or activity has given them. Although required, I see many commands not conducting them. Those that do are not necessarily looking at the right metrics. I recommend getting away from solely focusing on mishap statistics, which describe our history but do not allow us to look into the future and anticipate windows of risk. The Army makes the same mistakes on and off duty during the same windows of time every year, as evidenced by the "fourth-quarter spike." We have 40 years of data to support this. As we anticipate those windows of elevated risk, let's use the SOHAC to lay out our loss prevention "tool kit" and see where our organization stands. An example is the month of March, when we experience a sharp spike in motorcycle rider fatalities. This is primarily due to warming weather after a period of relative rider inactivity. As I write this, sharply rising gas prices are elevating the aggregate risk.

A purposeful SOHAC can be leveraged during the preceding months to review the status of Motorcycle Mentorship Programs, numbers of identified riders, the status of their equipment, completion of mandated training, and perhaps schedule a unit-led mentorship ride to demonstrate effective and safe riding habits. This is the risk management process in action. I encourage each of you to leverage the same approach to other emerging trends across the force during your SOHACs. Risk management is part of the operations process. Safety is just one of several outputs from that process. Reviewing safety statistics only tells you how you arrived where you are now. If we review and discuss our operational processes during safety councils (i.e., aircrew waivers, crew mix, risk acceptance authorities, driver training programs, and facilities status, to name a few) the output will be risk-informed decisions that result in safety. Let's strive to be forward-thinking risk management experts as opposed to more reactive "safety officers." We best honor those we've lost to mishaps through the quality of our service and through our resolve to not let the mistakes of the past occur once more.



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



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A World of Difference

Aeromedical Evacuation in LSCO – More Challenging, Not Impossible

By COL Samuel L. Fricks and COL James A. Watts



Bell v-280 Valor



Sikorsky-Boeing SB-1 Defiant

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

- LTG R. Scott Dingle, The Surgeon General, U.S. Army

Aeromedical Evacuation Historical Perspective

Preparing to conduct large-scale combat operations (LSCO) is not a novel task for the U.S. Army. Since the dawn of modern warfare in the early 20th century, the lethal character of war has placed a substantial workload on our medical evacuation (MEDEVAC) assets. In Vietnam thousands of pilots and crew members flew unarmed air ambulances, often into heavy fire, to medically evacuate over 100,000 severely wounded Soldiers. In October, 1969, CW4 Michael Novosel earned the Congressional Medal of Honor when he flew his Huey into harm's way to extract South Vietnamese casualties. Six times heavy and intense enemy fire forced him back, but he continued, ultimately successfully performing 15 extractions, saving 29 soldiers. Novosel piloted his helicopter backward into enemy fire to reach the casualties and was even wounded himself during the rescue.

Aeromedical Evacuation in LSCO

In future military conflict between peer adversaries, casualty numbers will be greater than during our recent experiences in the Middle East. In addition, evacuation corridors will be extended and more challenging to secure. Historical experience and contemporary casualty simulations suggest this high casualty load could result in premature culmination. The aeromedical evacuation plan will require precise synchronization with the maneuver, sustainment, and protection plan to prevent this outcome. Advances in medical treatment emphasizing prolonged care closer to the point of injury will serve as an essential adjunct in delivering lifesaving medical interventions; however, they will not relieve the medical force of the fundamental requirement to clear the battlefield. Two characteristics of modern warfare will challenge medical planners as they construct a comprehensive medical evacuation plan: accelerated operational tempo and extended battlefield depth.

Although defensive operations inherently provide more strength, commanders can only achieve a decisive outcome through the skilled application of offensive combat power. When examining the characteristics of offensive operations, they are all predicated on the assumption that the commander has freedom of maneuver. However, if a brigade medical company cannot retrograde wounded Soldiers secondary to evacuation system congestion, the brigade commander loses a degree of freedom concerning their brigade support area mobility. Loss of freedom can decrease an offensive operation tempo by effectively robbing the maneuver commanders of momentum. Additionally, inability to clear the Role II casualty places a significant demand on the combat trains.

Critically wounded Soldiers require substantial Class VIII medical supplies to maintain clinical stability. This additional requirement competes with other supply classes for the sustainment community's transportation assets.

Future Operating Environment

Additive manufacturing, long-range precision fires, and unmanned aerial vehicles enables our adversaries to strike deep within our battlespace. Given their economic strategic depth, our rival powers will have the means to contest multiple



domains simultaneously. Maneuver commanders will need a force employment model that maximizes dispersion to improve survivability. While dispersion is known to reduce absolute casualty numbers, the increase in sustainment nodal distance adds a layer of complexity to medical evacuation system design. Extended distances may exceed our current fleets' capabilities. The greater the distances, the more critical speed and range become, particularly for intra-theater aeromedical evacuation. This is especially true in the Pacific theater, where the ability to transit across the island chains during military operations may exceed the range of the H-60. The threat will severely limit our evacuation options to specific time and space windows, not to mention stress the capabilities of our current air evacuation platforms.

Failure to Evacuate

Failure to evacuate speeds the culmination of medical treatment assets, diverts combat power from operations, increasingly restricts movement and maneuver options, and ultimately leads to operational culmination. Recent experimentation through simulation supports this conclusion. Failure to execute planned medical evacuation forces casualty evacuation (CASEVAC) upon other platforms, tying up valuable combat power and forcing congestion in multiple domains.

Three critical factors challenge the MEDEVAC force (air and ground) capacity and its ability to bring that capacity to bear.

- Scope – Combat casualties will occur through entire breadth and depth of the theater
- Scale – total numbers of combat casualties, as well as 'spikes' and 'peaks'

- Tempo – higher speed and duration of combat casualty occurrence coupled with rapid surges.

Successful application of multi-domain operation concepts will reduce adversary interdiction capability and capacity and increasingly return "battlefield access" to the force – including the MEDEVAC force. 'Battlefield Access' for the MEDEVAC force varies over space and time. Throughout the duration, air and ground ambulances will press as close to points of need as is prudent, considering the full balance of risk.

The Army has an unwavering commitment to provide care for the ill, injured and wounded on the battlefield. Failure to provide care during LSCO and not evacuate these Soldiers as soon as possible is not an option.

The Promise of Future Vertical Lift

The Army has embarked on an aggressive modernization campaign to address these challenges, essentially pressing the acquisition process to fill critical capability gaps. One specific effort centers on the Future Vertical Lift (FVL) family of systems, specifically the Future Long-Range Assault Aircraft (FLRAA). With its promise of significantly improved speed, range, and endurance, the FLRAA will be essential to the aeromedical evacuation mission. Equipped with a MEDEVAC mission equipment package (MEP), the FLRAA air ambulance will provide the reach to operate from locations of reduced risk while still evacuating casualties across dispersed battlefields to provide the casualty clearing and patient movement 'velocity' to match the tempo of LSCO. The FLRAA effort is on track to deliver platforms in the early 2030s. In order to leverage this critical asset to conserve the fighting force, the MEDEVAC MEP must be developed in lock-step with the aircraft.

Speed extends the Golden Hour radius as a critical factor in how quickly casualties receive combat lifesaving care. A well-designed and functional Mission Equipment Package (MEP), with the latest in life-saving technologies and treatment space will give our injured Soldiers the best chance.

To be ready with the First Unit Equipped (FUE) FLRAA assault versions, the FLRAA AEC, with a MEDEVAC MEP, must be developed in lock-step with the assault aircraft, including developmental funding and testing at all key decision points, to ensure that we have the speed and reach to evacuate Soldiers in harm's way.

It is irresponsible to send our Soldiers, Airmen, Sailors, or Marines into harm's way without the ability to evacuate our wounded.

- LTG Dingle

COL Samuel L. Fricks is the division chief of the Medical Evacuation Concepts & Capabilities Division (formerly MEDEVAC Proponency), Medical Capabilities Development Integration Directorate (CDID), Futures and Concepts Center (FCC), Army Futures Command (AFC) located at Fort Rucker, AL; and COL James A. Watts is the command surgeon for the Combined Arms Center (CAC) Mission Command Training Program (MCTP) located at Ft. Leavenworth, KS.



AAA PHOTOS BY KEVIN BEYER, ALBERT CANALES, MICHAEL O'LEARY





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01 – Over 8,000 participants took the opportunity to renew old acquaintances and make new ones during the two days of professional sessions and social events.
 02 – AAAA instituted procedures to ensure the health and safety of all participants in this first Summit since the COVID-19 pandemic.
 03 – Army Chief of Staff, GEN James McConville (center left) and Chief, National Guard Bureau, GEN Daniel Hokanson (center right), officially open the Exhibit Hall with the assistance of (l to r) CW4 Becki Chambers, AAAA VP Membership; BG (Ret.) Tim Edens,

AAAA Secretary; MG David Francis, Aviation Branch Chief and U.S. Army Aviation Center of Excellence commanding general; MG (Ret.) Wally Golden (partially hidden), AAAA Treasurer; LTC (Ret.) Jan Drabczuk (partially hidden), AAAA VP Chapters; AAAA President, MG (Ret.) Tim Crosby; Mr. Cole Hedden, AAAA VP Industry Affairs; and Mr. Ray Sellers, AAAA VP Civilian Affairs.
 04 – The ten AAAA National Awards were presented on the first day.
 05 – MG (Ret.) Tim Crosby opens the professional sessions in a greatly expanded

session room.
 06 – Many Department of the Army agencies were among the 360 Summit exhibitor booths.
 07 – Attendees were able to experience, firsthand, some of the most cutting edge technologies.
 08 – Many exhibitors provided Soldiers and other attendees a hands-on experience of their products.
 09 – Just shy of 2,800 exhibitor staff were available to explain their company/agencies displays.



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10 – AAAA President, MG (Ret.) Crosby, meets with all National awardees and Hall of Fame inductees and their families prior to the opening day of the Summit.

11 – BG Dave Hall, National Guard Assistant for Army National Guard Aviation, introduces AAAA President, MG (Ret.) Crosby, at the Army National Guard Aviation Senior Leader gathering held in conjunction with the Summit.

12 – AAAA President, MG (Ret.) Crosby visits with many of the 19 chapter-sponsored Soldiers. Each chapter was afforded the opportunity to send a Soldier to the Summit subsidized by AAAA.

13 – The 101st Combat Aviation Brigade

honor guard presents the colors at the Summit opening ceremony.

14 – Chief of the National Guard Bureau, GEN Daniel Hokanson, himself a Master Army Aviator, provides the second day keynote; the first time a CNGB has presented at an AAAA Summit.

15 – GEN James McConville, Army Chief of Staff, provides the keynote for the opening day professional sessions.

16 – AAAA President, MG (Ret.) Tim Crosby, welcomes attendees to the AAAA-sponsored 2022 Army Aviation Mission Solutions Summit at the Opryland Hotel in Nashville, TN.

17 – CW5 (Ret.) Jeffrey Wagner accepts the 2021 Joseph P. Cribbins Department of

the Army Civilian of the Year Award flanked by (right to left), GEN James McConville, Chief of Staff Army; MG David Francis, Army Aviation Branch Chief; CSM James Wilson, Army Aviation Branch CSM; and CW5 Myke Lewis, Command Chief Warrant Officer of the Aviation Branch.

18 – CW3 Christopher Perkins, Company B, 3rd Battalion, 2nd Aviation Regiment, is presented the 2021 James H. McClellan Safety Award.

19 – SPC Andrew Wells, Company F, 2nd Battalion, 160th Special Operations Aviation Regiment (Airborne), is awarded the 2021 AAAA Gary G. Wetzel Soldier of the Year Award.





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20 – The 2021 AAAA Rodney J.T. Yano NCO of the Year is 1SG Francisco Rodriguez, Jr., 4th Battalion, 3rd Aviation Regiment.
 21 – CW5 Jason W. Hyer, Company D, 1st Battalion, 160th Special Operations Aviation Regiment (Airborne) is the 2021 AAAA Michael J. Novosel Army Aviator of the Year.
 22 – The 2021 AAAA Henry Q. Dunn Crew Chief of the Year Award is presented to SSG Sy Z. Ogden, Company C, 2nd Battalion, 160th Special Operations Aviation Regiment (Airborne).

23 – 3rd Battalion, 82nd Aviation Regiment, Task Force Talon is the 2021 Active Aviation Unit of the Year. Accepting the award for the unit is its commander, LTC Phillip J. Ewell, Senior NCO, CSM Garvin P. George and CW4 Sid Hartsell.
 24 – The 2021 Robert M. Leich award winner is 4th Battalion, 160th Special Operations Aviation Regiment (Airborne). Accepting the award for the unit is its commander, LTC Robert K. Beale and CW5 Paul Dulfer.
 25 – The 2021 John J. Stanko Army National

Guard Unit of the Year is 1st Battalion, 168th Aviation Regiment, Task Force Raptor. Receiving the award are LTC Tyler F. Smentek, commander, and senior NCO, CSM Michael S. Twaddell. Also congratulating the unit are GEN Daniel Hokanson, Chief of the National Guard Bureau (immediate left of LTC Smentek) and BG David Hall, National Guard Assistant for Army National Guard Aviation (left of Hokanson).
 26 – The 40th Expeditionary Combat Aviation Brigade, Task Force Phoenix, California Army



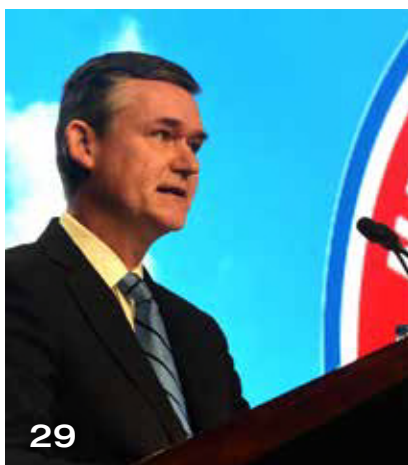
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National Guard, Fresno is the 2021 AAAA Outstanding Army Aviation Unit of the Year. Accepting the award are the commander, COL Alan R. Gronewold, Command Chief Warrant Officer, CW5 Richard W. Huber, and CSM Refugio Rosas, the Senior NCO.
 27 – Two 40th ECAB crews were presented the AAAA President’s Award and the 2021 Air-Sea Rescue Award for their daring and heroic efforts while saving 242 civilians from Mammoth Pool Reservoir during the Creek Fire near Fresno, CA in September

2020. Accepting both awards for the two crews are CW5 Joseph A. Rosamond, CW3 Brady Hlebain, and CW2 Irvin Hernandez.
 28 – LTG R. Scott Dingle, the Surgeon General of the Army and commanding general of U.S. Army Medical Command, together with his senior enlisted advisor, CSM Diamond Hough (not pictured) address the attendees during opening day sessions. Another Summit first.
 29 – The Honorable Douglas Bush, Assistant Secretary of the Army for Acquisition, Logis-

tics and Technology, addresses attendees during the first day opening professional sessions.
 30 – U.S. Army Futures Command Deputy Commanding General for Acquisition and Systems Management, LTG Thomas Todd, provides an update to the opening session attendees.
 31 – Ms. Maria McConville, wife of Army Chief of Staff GEN James McConville, provided one of the two spouse professional sessions at this year’s Summit.



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32 – Members of the Army Aviation Heritage Foundation pause for the Kodak moment in front of their iconic Vietnam era UH-1 “Huey” helicopter display.

33 – Current and former combat aviation brigade and other key billet command sergeants major surround Aviation Branch CSM James Wilson (center rear) as they pause for a Kodak moment on 5 April following the Command Sergeant Major Breakout Session and closed session working lunch.

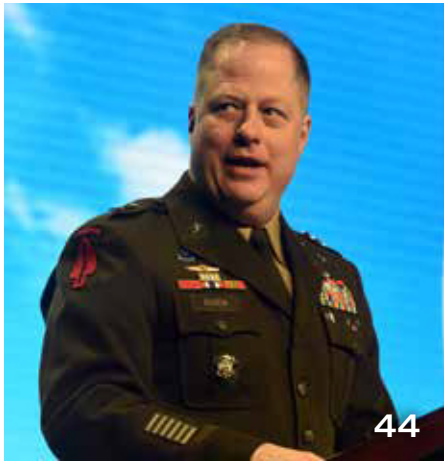
34 – Aviation Senior Leader Q&A sessions like pictured here with MG (Ret.) Les Eisner, AAAAA



VP for Guard and Reserve Affairs, with senior industry partners allowed for lively interaction.
 35 – MG Stephen Jobson (left) Commander, Australian Army Aviation Command, and Brigadier Mark JD Ackrill, Commander, 1st Aviation Brigade Combat Team and Deputy Commander Joint Helicopter Command, United Kingdom field questions.
 36 – GEN (Ret.) Doug Brown (right), former commanding general of U.S. Special Operations Command, receives the AAAA President’s award from past president, MG (Ret.) Jeff Schloesser; the presentation was delayed because of the cancellation of the 2021 Summit due to pandemic concerns.
 37 – Members of the Helicopter International Service Working Group pause for a photo

op with MG Walter Rugen (center), director of the Future Vertical Lift Cross-Functional Team. HISWG conducts a meeting in conjunction with the Summit annually.
 38 – A group of spouses heads off on one of the many activities set up just for them.
 39 – Mrs. Karen Slanker (behind portrait to the right) celebrates with family and friends her late father, MG Edward M. Browne’s induction into the Army Aviation Hall of Fame. The Induction Banquet was held April 4th, during the Summit.
 40 – Outgoing Chairman of the Army Aviation Hall of Fame Board of Trustees, CW5 (Ret.) Randy Jones, is recognized by MG (Ret.) Crosby for his stewardship of the Board and Hall since 2017.
 41 – Former Chairman of the Board of

Governors of the Army Aviation Hall of Fame, Dr. (COL, Ret.) Hal Kushner and his wife, Gayle, enjoy the pre-banquet reception. Hal also serves as the AAAA Vice President for Member and Family Wellness, providing invaluable guidance to the Association during the pandemic.
 42 – CW5 (Ret.) Michael R. Gwinn, wife, Kelly, son, Michael T. Gwinn and brother, Geoff Gwinn pose with his portrait following his induction into the Army Aviation Hall of Fame.
 43 – Ms. Kathleen Hamilton (left of photo) celebrates the induction of her late husband, CW5 Jack H. Dotterer, into the Army Aviation Hall of Fame with (l to r) her Hall of Fame escort, BG (Ret.) Rod Wolfe; her sister, Margaret Bedosky; and their grandson, Zachary Adams.



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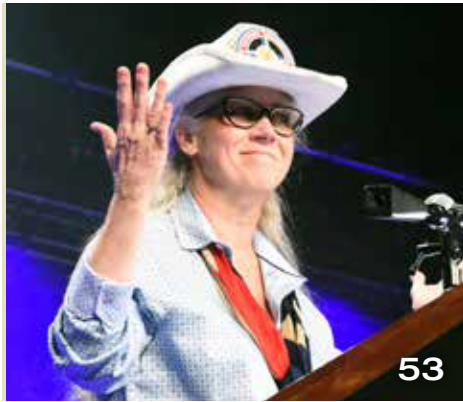
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44 – Director of the Future Vertical Lift Cross-Functional Team, MG Walter Rugen, provides an update on the second day of professional sessions at the Summit.
 45 – Dr. Tim Hoyt, deputy director for force resiliency in the Office of the Under Secretary of Defense for Personnel and Readiness, presented Strategies for Living with Multiple Deployments, a spouse professional session on the second day of the Summit.
 46 – Mr. Don Nitti, deputy to the commanding general, Aviation and Missile Command, presents on behalf of MG Todd Royer, who was unable to attend.
 47 – MG David Francis makes a point as (l to r) BG (Ret.) Steve Mundt (moderator), MG Walter Rugen; BG Phil Ryan, CG U.S. Army Special Operations Aviation Command; and COL Bernard Harrington, deputy commander, 101st Airborne Division (Air Assault), listen during one of the many Senior Army Aviation Leaders question and answer sessions.
 48 – AAAA brought back the popular Soldier Café again this year where all Active Duty, Guard and Reserve currently serving Soldiers and family members could relax and purchase discounted food and beverages.
 49 – COL (Ret.) Charles F. Densford, Jr., a director of the Order of the Daedalians, is inducted into the Silver Honorable Order of St. Michael by AAAA President, MG (Ret.) Crosby (right) and AAAA Past President and Daedalians Vice Commander, MG (Ret.) R.K.

Andy Andreson. The Daedalians honor the legacy of American military aviation spanning more than 100 years and into the future.
 50 – BG (Ret.) Mike Flowers, current AAAA Scholarship Foundation Inc. President and SGM (Ret.) Kenneth Rich, a Foundation Governor and Army Aviation Hall of Fame member, man the AAAASF booth.
 51 – Members of the 227th Assault Helicopter Battalion, 1st Cavalry Division, in Vietnam once again held their reunion in conjunction with the Summit.
 52 – LTG (Ret.) William “Bud” Forster, Army Aviation Hall of Fame member, receives the AAAA President’s Award from MG (Ret.) Crosby for his countless outstanding contributions to Army Aviation and AAAA. He is one of only 14 recipients in AAAA’s 65-year history.
 53 – AAAA VP for Membership, CW4 Becki Chambers, challenges the membership during her Annual Meeting report.
 54 – The 2021 Top Chapters in each category were recognized by MG (Ret.) Crosby: (l to r) Top AAAA Chapter – Cowboy Chapter represented by chapter president, COL Steven J. Atencio, and two other chapter members; the Top Senior Chapter – Savannah Chapter, represented by Chapter Senior Vice President, LTC Joseph A. McCarthy; the Top Master Chapter – Phantom Corps Chapter, represented by Chapter Senior VP, CW5 Jeff Wagner; and the Top Super Chapter – Tennessee Valley

Chapter, represented by LTC (Ret.) Steve Bolton, Chapter VP for Retired/Civilian Affairs.
 55 – Mr. Greg Principato (second from left), President of the National Aeronautic Association, presents their Bruce Whitman Trophy to the Army Golden Knights Parachute Team during the AAAA Annual Meeting. He was assisted by Army Aviation Hall of Famer and former Golden Knight himself, CW5 (Ret.) Dan Jollota (left).
 56 – Past AAAA President BG (Ret.) Rod Wolfe is presented the AAAA Art and Dotty Kesten Founders Award by MG (Ret.) Crosby during the Annual Meeting dinner/concert.
 57 – Country music’s Justin Moore provided the entertainment at the Soldier Appreciation Concert on Tuesday night.



Training For How We Will Fight: Aviation Tactics Instructor Course

By LTC Brian Silva

Our peer adversaries currently employ complex area denial systems and tactics, techniques, and procedures (TTP) to create multi-layered standoff capabilities. In some cases, these capabilities exceed our ability to operate freely across all domains and provide a stark contrast from any threat we have faced in thirty years. Considering the heightened challenges we now face against our adversaries, Army Aviation must overhaul its tactical instruction programs to be ready to fight and win on the modern battlefield.

Overhauling Army Aviation Tactics Instruction

For more than two decades Army Aviation focused almost exclusively on Counterinsurgency (COIN) operations, and rightly so. Demand for Aviation support throughout operations in Iraq, Afghanistan, and other locations remained high as we provided asymmetric advantages to tactical commanders. Our sacred bond with Soldiers on the ground mandated that we prioritize COIN-centric TTPs above preparing for any possible engagement with a peer adversary. However, when we consider the most urgent challenges now facing the United States and our Army, it is evident that Army Aviation must change its training and leader development programs. Now that we have shifted focus to Large Scale Combat Operations (LSCO), we must reevaluate the assumptions we hold about our role on the combined arms team, how we train, and how we evaluate combat readiness.

Current Aviation Tactics Instruction

Army Aviation's current approach to tactical instruction for our primary warfighters, our Warrant Officers, has created two distinct populations responsible for training crewmembers: Aviation Mission Survivability Officers (AMSOs) and Instructor Pilots (IPs). In our AMSOs, we have created a specialized population with the technical knowledge to analyze threats, but without any authority or formal training to



The primary goal transitioning to ATIC is to develop Tactics Instructors who are ready to train crewmembers for tactical employment at the crew, section, and platoon levels.

instruct others in the unit. Conversely, we have developed skilled IPs who are versed in many aspects of helicopter flight, but with minimal preparation for training others on tactical employment. Our IPs must capitalize on opportunities at gunnery exercises, combat training center rotations, etc. Further, while IPs are often the most capable Aviators in each unit, we frequently overburden them with quite basic instruction and evaluations requirements. Our IPs therefore hand off combat-oriented training missions to other pilots, despite potentially being better suited for

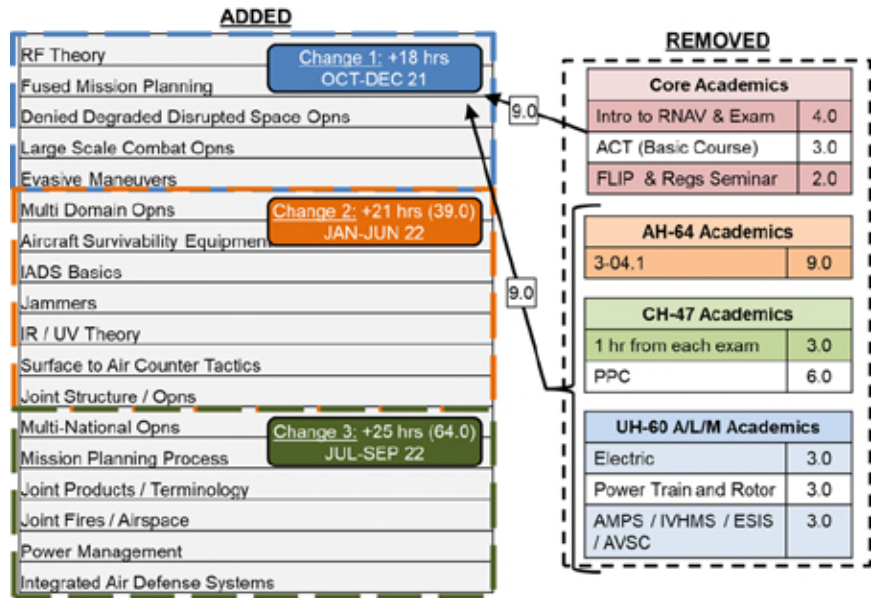
the task. Our AMSO and IP tracks have stove-piped tactical operations and flight instruction into two separate focus areas. The net result of this is a mismatch between tactical tasks and Aviation talent, and overall degradation of our units' abilities to achieve the highest possible levels of tactical readiness. We can do better.

Aviation Tactics Instructor Course

We must ensure we are ready to fight and win as part of the Joint Force on any battlefield and against any threat. Therefore, over the next several years

the U.S. Army Aviation Center of Excellence (USAACE) will transform the current AH-64, CH-47, and UH-60 Instructor Pilot Courses into tactics-focused programs that will develop instructors focused on collective employment. As a central component of the USAACE Aviation Tactics Transformation initiative, the Aviation Tactics Instructor Course (ATIC) will infuse more combat proficiency into our IP population. It will provide commanders with school-trained tactical employment advisors who turn intent into combat readiness. Graduates of the ATIC will train, instruct, and evaluate their pilots on the planning, briefing, and execution of section- and platoon-level Aviation missions on a multi-domain modern battlefield. They will receive instruction on developing scenario-based training for their units and advising their commanders on achieving unit tactical readiness goals. The transition to ATIC will happen over three phases between now and Fiscal Year 2025 (FY25).

ATIC Phase 1



Phase I: Academic Transformation

Phase I, which is already in progress at Fort Rucker, is a transformation of the academic topics presented to IP candidates. Over three course updates during FY22, USAACE will remove most legacy IP Course classroom content, which is also provided to flight students during initial flight training. These redundant classes, which include aircraft systems, Army Aviation regulations and publications, and aerodynamics, will be replaced by new tactical-focused classroom academics. This transformation aligns with the establishment of the UT/E program, as many of the legacy IP Course lessons are now available through the UT/E

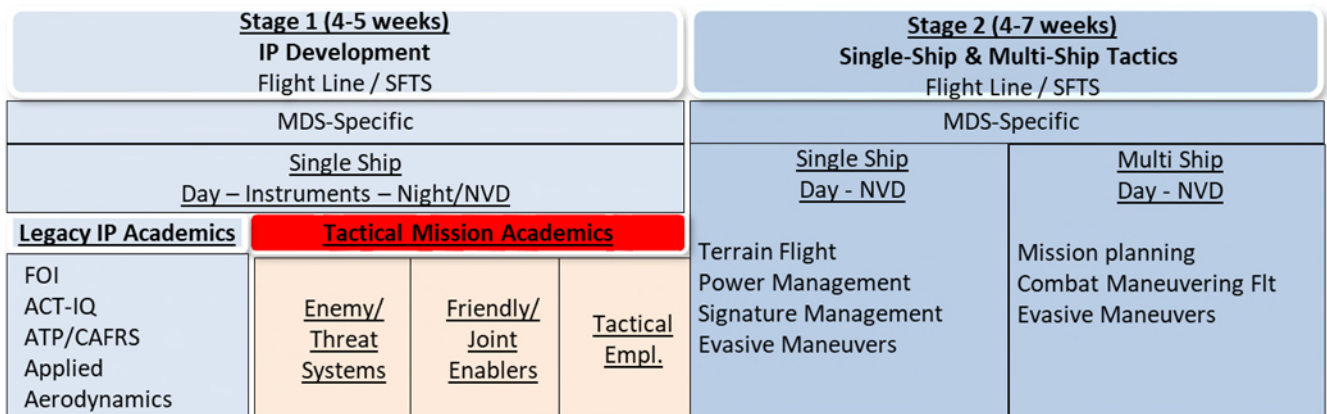
Blackboard site. Over the next several months, USAACE will gradually increase the tactical content until a total of 64 tactical academic hours are in the curriculum. The updated curriculum will provide IP candidates with a completely new classroom focus and arm them with valuable information they can bring home to their units. During the FY22 academic transition, there is no change to the flight hour or Pilot-in-Command requirements to attend the course. However, IP candidates are encouraged to enroll in the distance learning UT/E lessons to refresh basic knowledge before attending the course.

Phase II: Tactics Phase-In

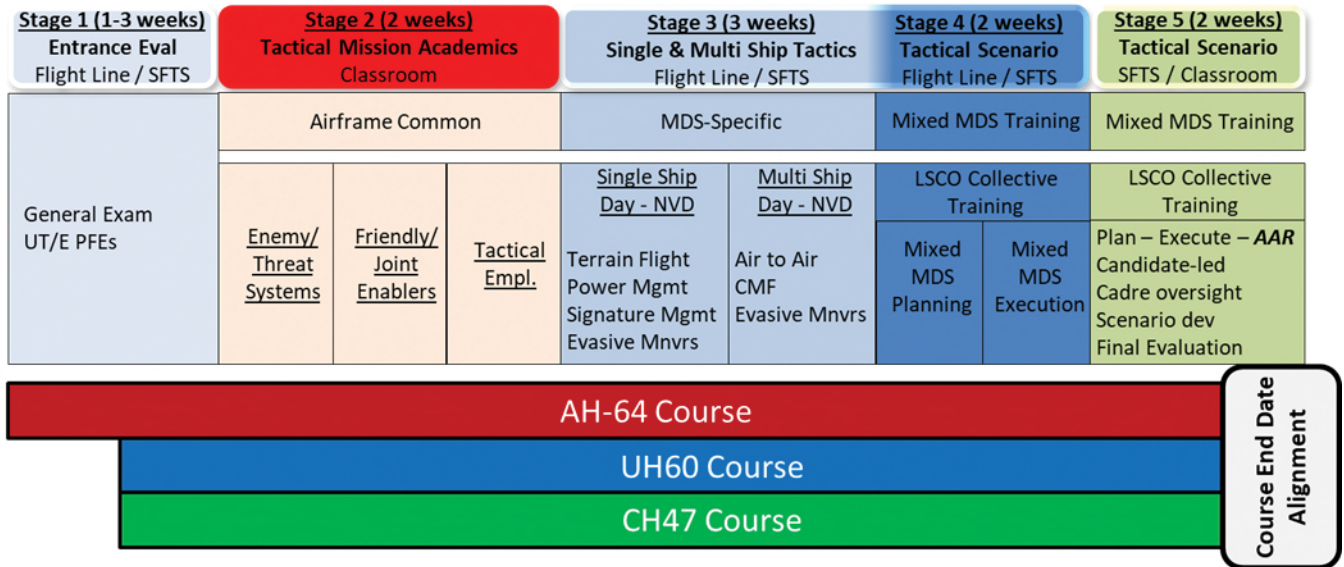
Phase II of the transformation will occur between FY23-24. This phase will feature an incremental adjustment

to current IP Course flight instruction, with emphasis on foundational IP development while enabling greater focus on tactical employment. During this timeframe, IP candidates will first focus training on delivering flight instruction in a controlled environment, such as the traffic pattern. This is critical for all new instructors, as many pilots will arrive at the course having only recently achieved Pilot-in-Command status. However, after IP candidates cement the early fundamentals of being an instructor they will progress into tactical scenarios where they will continue to hone their IP skills with a more combat-oriented focus. The later stages of the IP Course will include more sorties away from the traffic pattern and tactical scenarios with enemy threats and multi-ship employment requirements.

ATIC Phase 2



ATIC Phase 3



In addition to learning the basics of administering aircraft standardization evaluation flights, IP candidates will also receive instruction on how to train and evaluate crewmembers on tactical and mission tasks. During Phase II, IP candidates may be required to complete some preliminary elements of the UT/E Training Support Package before attending the course. This will enable the course to maximize focus on tactical training without sacrificing some basic aspects of being a flight instructor.

Phase III: Full Implementation

In Phase III, currently planned for FY25, the legacy IP Course will transition away while the ATIC phases in a completely new model for combat helicopter instructor training. ATIC candidates will be required to arrive at the course with a minimum of 50 hours of UT/E flight time. ATIC will align course graduation dates across all three airframes to bring students from different platforms together during several stages of training. After an initial series of evaluations to verify basic instruction and evaluation proficiency as a UT/E (Stage One), ATIC students will begin the course in earnest with 80 hours of tactical-focused classroom instruction (Stage Two). Students from all airframes will attend the same academic instruction in a shared setting, which will enable cross-pollination of ideas and discussion about the various topics. In Stage Three, students will move

to the flight line to receive instruction on single- and multi-ship employment in the Fort Rucker local flying area. The emphasis during this stage of training is hands-on performance to demonstrate aircraft capabilities and build confidence in the candidate's capabilities.

After completing approximately three weeks of flight training in Stage Three, ATIC students from the other airframes will come back together to execute a series of collective tactical missions in live (Stage Four) and virtual simulation (Stage Five) events. Both stages will follow a LSCO-oriented scenario, exposing students to varying levels of risk, theater maturity, and threat capabilities. Along the way, candidates will plan, prepare, and execute their missions with their assigned instructors participating more as mentors and coaches than as traditional check pilots. Stage Five will capitalize on the arrival of the Reconfigurable Virtual Collective Trainer – Aviation (RVCT-A) at Fort Rucker. The RVCT-A will allow ATIC students to plan and execute missions against high threat enemy systems in a range of environments, making them uniquely suited to serve as tactical employment trainers in their formations upon return to home station. In addition to teaching students how to operate in LSCO, ATIC will also provide students with instruction on how to develop tactical training scenarios for their units using the RVCT-A. This means future Tactics Instructors will provide a capability to organize and evaluate training for their units in sup-

port of the commander's intent and prepare the entire formation for combat.

Conclusion

The primary goal of the transition to ATIC is to develop Tactics Instructors who are ready to train crewmembers for tactical employment at the crew, section, and platoon levels. ATIC will re-focus our instructors on what it means to be a leader and trainer in a combat Aviation formation. We must provide our commanders with school-trained instructors to teach, advise, and evaluate our crews on the most important aspect of their profession - warfighting. We recognize that AMSOs can't provide tactical instruction to the entire formation on their own. Similarly, we must grow the tactical foundation we provide to our IPs. ATIC will allow future instructors to train and standardize tactical Aviation operations for their commanders, rather than focusing on the basic Aviation tasks currently emphasized in the IP course.

In future Aviation formations, Tactics Instructors will work together with AMSOs to provide their commanders with a complete picture of not only who the enemy is, but how to maneuver against him. AMSOs will bring a wealth of knowledge on enemy capabilities and mission planning and will apply their critical training to ensure survival against the threat. In conjunction, Tactics Instructors will combine information from the AMSO with their own training to develop maneu-

ver plans for the commander. Whereas AMSOs will coordinate with intelligence planners to enhance survivability, Tactics Instructors will coordinate with maneuver and fires planners to focus on offensive action against the enemy.

Army Aviation serves to enable the tactical commander on the ground, and the battlefield around us has changed. While we were hyper-focused on perfecting our core competencies in COIN our adversaries developed technologies and tactics specifically aimed at countering our strengths. We must adapt to this new environment to be ready to fight and win for the ground commander. ATIC will keep our formations relevant for LSCO and allow us to continue to serve

Above the Best!

The views expressed in this article are those of the author and do not necessarily reflect the official policy or position of Department of the Army, DoD, or U.S. Government.

LTC Brian Silva is the operations officer for the 110th Aviation Brigade at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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SPECIAL FEATURE:

80th Anniversary of
Army Aviation

From Balloons to Air Mobility: The Early Years of Struggle, 1942-1954

By Lieutenant General Robert R. Williams, U.S. Army Retired



APR FILE PHOTO

Editor's Note: In celebration of the 80th Anniversary of Army Aviation, we will be reprinting a series of articles from the December 1992 50th Anniversary issue of ARMYAVIATION Magazine penned by many of the original pioneers in each of the remaining issues this year.

The roots of Army Aviation can be traced back to the Civil War in 1861 with the formation of the Balloon Corps, which pioneered the missions of reconnaissance and artillery spotting. These two basic missions were accomplished in World War I by the Army Air Service using fixed-wing aircraft, plus a few balloons.

Between World War I and World War II, while the Army Air Corps was concentrating on increasing capabilities, for what had become its primary missions—namely bombing, close air support, and air-to-air combat—the Artillery was experimenting with smaller, unsophisticated aircraft for adjustment of artillery fire.

On 6 June 1942, the War Department authorized the Artillery to have as organic two “Cub” type aircraft in each Artillery Battalion. These were flown and maintained by artillery personnel completely separate from the Army Air Force, accomplishing the same mission as the Balloon Corps in the Civil War. These were the roots of Army Aviation from 1861 to 1942.

The Army Air Force was charged with the higher echelon maintenance, supply, and procurement of aircraft for the Field

Artillery. This made the Air Force the technical service supporting artillery aircraft in a role parallel to that of the Ordnance and Quartermaster Corps.

The concept of aircraft as organic to artillery units was neither applauded nor generally accepted. A senior Army Air Force staff officer wrote in a restricted memorandum, “Let the Ground Forces have aircraft and they will soon learn their lesson and be glad to give them back to us.” The Army Air Force did not actively oppose organic Field Artillery aviation; instead, they organized Air Force liaison squadrons equipped with L-5 type aircraft to be based at Corps level to compete with Field Artillery aviation for the same basic missions. Aircraft based back at Corps level under control of the Air Force flown by sergeant pilots with no knowledge of artillery were no competition for the highly responsive organic artillery aircraft operating as part of the artillery units and flown by well-qualified commissioned officers.

Since the Field Artillery did not enthusiastically welcome the addition of aircraft, the first group of aircraft shipped to England went to storage and the pilots to a replacement depot for assignment. Artillery battalion commanders complained that when committed to combat, the light planes would be a problem and a nuisance. A big question was, what was the burden vis-a-vis the benefit?

Viability

Prior to actual combat experience, it was generally believed that the small,

LTG (Ret.) Robert R. Williams was with the famous “Class Before One” and helped to validate the need for light aircraft in the artillery adjustment role. The first Master Army Aviator, he was Director of Army Aviation during 1966-1967, followed by a combat tour in Vietnam as CG, 1st Avn. Bde. He is considered the “Father of Army Aviation.”

fabric covered, unarmed Cubs would be highly vulnerable. Their employment was planned for very short duration low altitude, behind the lines missions to adjust artillery fire. Surprisingly, combat quickly demonstrated the high survivability of light aircraft when operated in close coordination with our anti-aircraft weapons and artillery. The enemy soon learned that the defenseless appearing Cub was actually armed with a full battalion of field artillery and that it was much healthier to hide from the Cub than to try and shoot it down, proving the adage that fewer ducks would be shot if ducks could shoot back. This point, demonstrated in World War II and again in later conflicts, is that, like the infantryman, aircraft can survive and fight in the most hostile environment if properly integrated into the combined arms team.

With proven survivability the Cub became the primary, not the emergency, means of fire adjustment. The missions for Cubs expanded and included reconnaissance, column control, medical evacuation, wire laying, and transport of commanders and staff officers. Some success was reached with wholly unorthodox anti-tank missions using bazookas fastened on the wing struts.

In January 1944, in a lengthy memorandum to the Chief of Staff, the Commanding General Army Air Forces, GEN H.H. Arnold, objected to the Field Artillery employing its organic aircraft for any missions other than fire adjustment and contended that the Ground Forces request for 185 hp L-5's went beyond the approval of "Cub" type aircraft. GEN Arnold recommended that "organic air observation for field artillery be discontinued" and that "all Air Corps property now in organic air observation for field artillery be returned to the Army Air Forces: The use of the term Air Corps property instead of aircraft is significant. It illustrated a basic tenet of all Air Forces that everything that flies in the military is really inherent to the Air Force and that Army, Navy, Marine, and Coast Guard aviation are aberrations.

In February 1944, LTG L.J. McNair, Commanding General Army Ground Forces, in a memorandum to the Chief of Staff, responded to GEN Arnold's memorandum as follows: "The main issue is satisfactory air observation for field artillery. The present system is outstandingly successful—one of the remarkable developments in connection with effective artillery support which is being given the infantry in all theaters.

On the other hand, field artillery air observation by the Air Force has been unsatisfactory since the advent of military aviation. There is abundant reason to doubt that the results would be otherwise if this task were returned to the Air Force." The recommendation of the Commanding General Army Air Forces was not approved.

In May 1945, the Commanding General Army Ground Forces recommended to the Chief of Staff that aircraft be made organic to additional Ground Force units. GEN Marshall, Chief of Staff of the Army, suppressed Air Force opposition by sending a memorandum to the Commanding General Army Air Forces observing that he had studied the matter and strongly suggested the AAF "go along with this wholeheartedly and not reluctantly". The War Department approved six light planes to be assigned to each infantry, airborne, and mountain division, nine to each armor division, seven to each cavalry division, two to each cavalry squadron and separate tank battalion, one to each separate engineer battalion, and two to each cavalry group and tank destroyer group. Organic aviation now belonged to almost

every branch of the Ground Forces.

In July of 1947, the U.S. Military underwent a major reorganization. The Department of Defense was created and absorbed the War and Navy Departments. The three major elements became the Army, Navy, and Air Force. The Army, like the Navy and Marines, retained its aviation.

The Struggle

During the next 10 years, the Air Force strove in a series of agreements and memorandums of understanding to limit the growth of Army Aviation by obtaining aircraft weight and mission limitations and retaining responsibility for logistical support of Army aircraft. The most frustrating behavior of the Air Force was in carrying out its responsibility for development and procurement.

The Air Force chose to play the role of "Godfather" rather than sticking to its legal responsibility of being the Army's technical servant. The Air Force's conduct in this area is best reflected in an incident reported by GEN Jim Gavin, one of the truly great proponents of Army Aviation.

In his capacity as president of the Army Airborne Panel in 1948, GEN Gavin attempted to convince the Air Force director of requirements of the Army's need for more and larger helicopters. Finally, exasperated by GEN Gavin's persistence, the Air Force general replied, "I am the director of requirements, and I will determine what is needed and what is not. The helicopter is aerodynamically unsound. It is like lifting oneself by one's boot straps. It is no good as an air vehicle, and I am not going to procure any. No matter what the Army says, I know that it does not need any."

With this kind of official antagonism, the Army was unfortunately unable to make significant progress in fulfilling its helicopter requirements before the beginning of the Korean Conflict. As of 30 June 1950, the Army had only 56 utility/observation helicopters, and no cargo helicopters in its inventory. The Army's inability to obtain adequate quantities of the types of helicopters it required contributed significantly to the growing sentiment within some circles that the Army should obtain total control over its own aircraft development and procurement, and that it should become more involved in the tactical air support of the ground forces.

In 1949, the Army foresaw the future of the cargo helicopter in logistical sup-

port and established an experimental program with five transportation companies. A procurement program through the Air Force of H-19, H-21, and H-25 type helicopters to equip these companies was initiated. The Warrant Officer pilot program was established to fly the cargo helicopters.

In 1952, the Secretary of the Army recognized that the Army Aviation Program had become so important, expensive and controversial that there should be a focal point on the Army Staff. He directed that an office be established in G-3 responsible for "the overall supervision and coordination of the Army Aviation program". The Army Aviation Branch with three officers was established to carry out the responsibilities. This office was expanded and elevated to Directorate level in 1955.

Korea

The Korean conflict did for helicopters what World War II did for light aircraft; it proved their utility, supportability, and survivability. Prior to Korea there was a general agreement that the helicopter had capabilities that qualified it for Army employment for some purposes; however, it faced the same doubts as the Cub experienced before World War II. The critics and the Naysayers chorused that the helicopter could not survive in combat—it was too fragile and too complicated. A frequent statement heard in the Pentagon and Congress was, "You can bring the helicopter down by hitting it with a rock." Again, like the Cub, actual combat proved the helicopter's value when properly employed. It had proven survivability. Its performance in the front line casualty evacuation mission established one of its most important roles, convincing many Army leaders that larger helicopters as programmed by the Transportation Corps could make great contributions in both tactical and logistical airlift. Two companies of the Army's first cargo helicopters – the H-19 – were employed in Korea near the end of the conflict.

More Controversy

The most publicized and successful mission of helicopters in Korea was medical evacuation. The mission was performed by both Army and Air Force helicopters. That situation ignited a new controversy between the Army and Air Force at the Washington level over which service had responsibility for the

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Class Before One, Part II – Truth or Consequences

By Mark Albertson

Editor's Note: This is the second article in a four part series. Parts III and IV will be published in June and July respectively in ARMYAVIATION Magazine.com.

Following the disaster at Pearl Harbor, Major William Wallace Ford was ordered to Washington to begin planning for the Air Observation Post concept. Ford was joined by Major Gordon J. Wolf, an attorney in corporate law who at one time represented the interests of the Aeronca Aircraft Corporation. Major Rex Chandler, a radio/communications expert whose talents with same would prove a boon to Army Aviation, a ground officer who believed in the Air OP concept. And Colonel Rex Beasley out of the Office of the Chief of the Field Artillery, who rounded out the planning group.

Major Ford became Lieutenant Colonel Ford and was named Director of Air Training. As such, Ford ran the Air Training Detachment. Lieutenant Robert R. Williams was appointed to run operations and logistics. Captain Robert M. Leich became engineering officer and Lieutenant Delbert L. Bristol became adjutant.

"The Chief of the Army Air Corps had turned over Post Field, Fort Sill, for use in the project; had furnished 24 Piper Cub airplanes and associated equipment; and supplied 80-Octane aviation fuel"¹

However, Ford rented Swain Field, a commercial site to accept any overflow necessary. Swain Field eventually became the Air Training Detachment's training field.²

The Office of the Chief of the Field



ARMADA-1942

THE TIE-DOWN LINE AT THE DEPARTMENT OF AIR TRAINING, POST FIELD, FORT SILL, OKLA., SEPTEMBER, 1942. THE L-4'S SHOWN WERE BUT A PART OF THE FLEET EMPLOYED IN THE TRAINING OF LIAISON PILOTS AT FORT SILL. NOTE THE COMPLETE ABSENCE OF CONCRETE & ASPHALT TAXIWAYS.

Artillery forwarded circulars to the Army's Field Artillery units, "inviting applications for participation in the test from officers and enlisted men having civilian pilot licenses with private pilot or high grade. "Fourteen officers and 19 enlisted men were thus selected, and they reported to Fort Sill for training."³

The Curriculum and Execution

Ford huddled with his civilian instructors to draw up a curriculum for training. Chief Flight Instructor was Richard Alley with Stanford J. Stelle as Maintenance Supervisor. Both were from the Civil Aeronautics Administration (CAA). In addition, seven other flight instructors were attached to Ford's command as well. The Maintenance Section saw Forrest I. Nearing from Piper Aircraft and Chester Hammond from Continental.⁴

0730 hours, January 15, 1942, training commenced for the Class Before One; and their training was rigorous.

"Lieutenant Robert R. Williams, Dick Alley, Tony Piper, Henry Wann and Ted Shirmacher set up the curriculum and directed short field precision and low

acrobatic flight instruction. "The training program . . . used by the air training department for the next three years."⁵

Student pilots, who perhaps learned as civilian fliers to land and takeoff from prepared strips, had to adapt to operations off unprepared fields in a variety of conditions. Extreme maneuvers, foreign to civilian aviation and even considered downright dangerous, became a prerequisite for the Air OP aviator. Shirmacher included the power stall approach to landing.

To better ensure the survival of plane and pilot, flying low and slow was the order of the day. As William Ford observed, "We began practicing this new style of flying under conditions where the dangers were only simulated. We began on practice fields and strips as large as smooth as many small airports. We put up, at the approach end of the landing strip, two bamboo poles about twenty feet high, with a string bearing short streamers stretched between their tips. The pilot's job was to come in over this simulated obstruction in a delicately controlled power-stall approach and land as short as possible, braking hard as necessary. If he overshot, being too high or too fast, there was still plenty of field on which to make a landing. If he came in too low the only damage was to the string and streamers; if too slow, he might 'stall out' and have a hard landing, possibly washing out the landing gear but nothing more. Actually, not a landing gear was lost."⁶

When the student pilots had attained a proficiency necessary, landings were attempted on small fields and crowded roads. Aviators had to learn to deal with

DISCUSSION

COLONEL (THEN CAPT.) ROBERT M. LEICH, LT. PAGET W. THORNTON, AND BRIG. GEN. (THEN LT.) ROBERT R. WILLIAMS ARE SHOWN DISCUSSING A PROBLEM DURING AIR OP TESTS CONDUCTED AT FORT SAM HOUSTON, TEX., DURING MARCH AND APRIL, 1942. (ALL PHOTOGRAPHS BY BRYCE WILSON).



real obstructions – hills, fences, trees, phone poles and wires.

Mission Training

Training for artillery spotting saw the use of pilot-observer teams. Usually, the observer was another pilot. But in combat, the observer would be a junior officer from the unit the aircraft was operating with; an officer who was already trained in Field Artillery operations.

Following a briefing, a pilot/observer team would lift off and head for the target area. Once the target was sighted, gunners were ordered to commence firing. The pilot/observer team then rendered their coordinates to home in the battery fire. Once this was done, the pilot/observer team returned to their field. The average time between takeoff and landing per training missions was nine minutes. Proficient teams, however, were able to get this down to six minutes.⁷

Training concluded by February 28, 1942. Of fourteen officers and 19 enlisted who started, 11 officers and 9 enlisted remained. As Lieutenant Colonel Ford observed, “Probably there would have been fewer failures had the course been not so condensed. The average flying time at the beginning of the course was, for officers, 187 hours; for enlisted men, 70. This explains the disparity between the two groups. The average hours flown during the course by students completing same was 39. Enlisted pilots completing the course were immediately promoted to staff sergeant.”⁸ “There were no accidents! Well, no serious accidents!”⁹

Next test for Ford’s fliers, Army exercises in Florida and Texas. Flight “A” was sent to Fort Bragg to work with the 13th Field Artillery Brigade, with Flight “B” sent to Fort Sam Houston in Texas for exercises with the 2nd Infantry Division. Flight “A” however, will accompany the 13th Field Artillery Brigade to Camp Blanding, Florida.¹⁰

It was now Truth or Consequences for the Class Before One; for on their shoulders rode the fortunes of the Air Observation Post Concept, as well as prove the rudiments of the 1919 Hero Board findings and their commander’s treatise for the aerial direction of artillery fire, “Wings for Santa Barbara.”

ENDNOTES:

1 – See page 2, Part 3, “History of Army Aviation: Grasshopper,” by Brigadier General William W. Ford.

2 – See page 67, chapter 2, “The Field Artillery Acquires Its Own Aircraft,” Eyes of Artillery: The Origins of Modern U.S.

Army Aviation in World War II, by Edgar F. Raines, Jr.

3 – See page 2, part 3, Brigadier General William Wallace Ford.

4 – See page 121, chapter VIII, “Wings For Santa Barbara,” Wagon Soldier, by William Wallace Ford.

5 – See page 22. “The Army Aviation Story,” Part I, United States Army Aviation Digest, by Richard K. Tierney.

6 – See pages 122-123, Wagon Soldier, by William Wallace Ford.

7 – See page 124, Ford.

8 – See pages 1 and 2, Part 5, “History of Army Aviation: Grasshoppers,” United States Army Aviation Museum, by

Brigadier General William W. Ford.

9 – See page 3, Part 5, “History of Army Aviation: Grasshoppers,” by Brigadier General William W. Ford. However, on page 125, chapter VIII, “Wings for Santa Barbara,” Wagon Soldier, Ford writes, “There were no accidents!”

10 – See page 128, Chapter VIII, “Wings for Santa Barbara,” Wagon Soldier, by William Wallace Ford.

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

80th Anniversary of Army Aviation

Continued from page 57

medical evacuation mission. The controversy came to a quick climax, not over actions in Korea, but as a result of an incident at Ft. Bragg, NC.

During a training exercise, an Army man was injured. An Army helicopter arrived at the scene of the accident and the injured man was loaded on the helicopter for transport to the hospital. Before the Army helicopter could depart, an Air Force major flying an Air Force UH-12 arrived and ordered the injured man to be unloaded from the Army helicopter and loaded into the Air Force helicopter.

The press got the story, and so did the Secretary of Defense. The Secretary of Defense called in the Secretaries and Chiefs of Staff of the Army and Air Force. In two lengthy sessions totaling over eight hours and with no staff officers present, the five men hammered out the roles and missions questions concerning Army Aviation.

The results were promulgated in the November 1952 Memorandum of Understanding. The key points were that the Army was given the mission of medical evacuation and airlift of small units. The Air Force’s reaction to the document was expressed by an Air Force general when someone referred to it as a “Memorandum of Agreement”. The general said, “It is not an agreement. We would never agree to that. It is an understanding of what the Secretary of Defense directed. In addition, you should understand that the Air Force considers a small unit as being one man.”

Army Aviation Unshackled

The 1952 Memorandum of Understanding removed many of the fetters

from Army Aviation. In early 1953, the Army Aviation program was reviewed in depth by the Army Materiel Requirements Review Panel and based on that review; the original five experimental transportation cargo helicopter companies program was expanded to a 12 battalion program. The 12 battalion program was approved by the Joint Chiefs of Staff without controversy. Additional CH-21, CH-34, and CH-37 aircraft were procured to equip the new battalions.

A small part of the Air Force responsibility for supply of Army aircraft was transferred to the Ordnance Corps in 1949.

Experience had proven that if the greatly enlarged Army Aviation program was to succeed, the Air Force’s strangle hold through control of supply, procurement, and development must be broken. In 1953, the Transportation Corps established the Army Aviation Field Service Office in St. Louis. This office, the predecessor of today’s U.S. Army Aviation and Troop Support Command, took on the responsibility for logistical support for Army Aviation from the Air Force.

In 1954, the Army Aviation School moved from Ft. Sill, OK to Ft. Rucker, AL, and the Army Aviation Center was established. In 1955, the Army Aviation Board was activated at Ft. Rucker. The organization was in place, and the climate was ripe for Army Aviation to really move into Air Mobility.

LTG Williams was with the famous “Class Before One” and helped to validate the need for light aircraft in the artillery adjustment role. The first Master Army Aviator, he was Director of Army Aviation during 1966–1967, followed by a combat tour in Vietnam as CG, 1st Avn Bde. He is considered the “Father of Army Aviation.”



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk



AAAA is Back!

Over the past few years, COVID has slowed down a lot of organizations. It did take its toll on Chapter activities and our planned AAAA summit.

AAAA is back. Those of you that had the opportunity to attend the AAAA 2022 Summit in Nashville could feel the energy in AAAA. It was the largest AAAA Summit to date with just shy of 8,000 people and over 400 industry exhibitor firms attending this great networking event! At the summit, the association rose over \$40K for scholarships, recognized 10 outstanding individuals and units through the National Awards Program and inducted three people into the AAAA Hall of Fame at the AAAA Hall of Fame Induction Banquet. Seventy-Six of our Chapters had Chapter members that attended the Summit. Our Chapters also sponsored 18 Soldiers to attend the event at no cost! Best AAAA Summit ever! The bar has been set for 2023.

Attendance At Our Chapter Workshop

Our Chapter workshop continues to get the attention of our Chapter officers. All AAAA Chapters were invited to attend the workshop, with AAAA National providing financial assistance for Chapters to attend. We had over 60 Chapter officers in attendance. As in past years, individual Chapter discussions were quite robust and informative. The half day workshop focused on how to improve the quality of programs and National Support to our membership. The sessions included highlights on Metrics, Chapter of the Year Selection, National Office Support, Fiscal Operations, Local and National Award Procedures, Scholarship Procedures, Membership Engagements, and our new TLC Program. Workshop read-ahead and briefing slides can be found under the *Chapter* tab on the AAAA website.

As a reminder, AAAA funds travel and housing for one Chapter officer to attend. Would be great to see more Chapters attending in 2023.

Chapter Highlights

We presently have 79 Active Chapters in 4 categories. Sixty five of our Chapters were very active, holding 258 events in 2021. These Chapters received \$49,529 in refunds to support their local events. On top of quarterly refunds, the NEG directly funded an additional \$134,783 to support 89 events for 49 Chapters. Events have been the driving force for growth, with over 70 percent maintaining or gaining membership. We continue to recognize our members. Last year 52 Chapters submitted 739 OSM/Knight/LOL awards. Additionally, 54 Chapters helped keep our scholarship program alive and well. Their support helped AAAA achieve a record year awarding \$595,500 to 347 scholarship National Awardees.

Top Chapters Recognized

Four of our Chapters were recognized at the Summit Soldier Appreciation Concert. Chapters achieving Top Chapter of the Year status for 2021 were the Tennessee Valley as the Top Super Chapter (over 500 members), the Phantom Corps as the Top Master Chapter (175-499 members), the Savannah Chapter as the Top Senior Chapter (75-174 members) and the Cowboy Chapter as the Top AAAA Chapter (74 members and below). Competition continues to be tight as we look for the best Chapters. We have developed more metrics to track the health of the Chapter. Based on the Chapter Metrics, Master, Senior and AAAA Chapters that had neutral to

positive membership, had a full slate of officers, submitted the Annual Chapter Report and had at least 4- meetings in the year were considered qualified to be considered for Chapter of the year. All Super Chapters regardless of membership statistics are considered qualified to be looked at for Chapter of the year. The NEG reviewed the nominations and final selections were made by the AAAA Awards Board. We are glad to recognize our *Above the Best* Chapters. Get out there and make your Chapter a 2022 Top Chapter Winner!

2022 Chapter Improvement Focus Areas

You continue to make AAAA the best professional organization to support Army Aviation, it's Soldiers and Families. This goal takes a lot of leadership and motivation. As we focus into 2022 and beyond, AAAA has established five improvement focus areas. The first one is **Continued Chapter Growth** focusing in on membership in our local Chapters and the establishment of new Chapters. Second area is **Improved Chapter Meetings** which included tracking Chapter activities and providing financial assistance to Chapter from the National Office. This includes quarterly Chapter refunds and additional National funding. Third is **Recognition**. We continue to recognize the best Chapters of the year as well as improving Chapter membership in local/national awards boards and supporting the National Executive Board. Fourth is National Support and Reports. This area includes a better two-way communication between Chapters and the National office. Programs like our annual Chapter workshops, National Executive Group visits, updated election of office results, yearly Chapter activity

**UPCOMING
AAAA EVENTS**

JUNE 2022

- 1 Submission Deadline – Hall of Fame Nominations
- 15 Award submission deadline- Donald F. Luce Depot Maintenance Artisan Award

JULY 2022

- 1 Submission Deadline – ASE, AMSO, Avionics Awards
- 21 Blue Book Updates Submission Deadline
- 25-31 EAA AirVenture, Oshkosh, WI

and financial reports and better email integration with members and officers helps us track our success. Lastly, *Marketing Outreach* by both Chapters and the National office on the AAAA website, social media, and monthly Chapter articles in the AAAA magazine.

We presently plan to continue holding a series of Chapter webinars in 2022 to push more information and ideas to our Chapter leadership. The purpose of these meetings is to inform Chapters of AAAA policies and support, interact with AAAA Executive Leadership, provide Chapters a forum to discuss their activities with other Chapter officers and discuss AAAA membership growth. More AAAA program updates will follow in our monthly newsletters.

Next year we are back in Nashville, 26-28 April, starting on a Wednesday. Hope everyone will plan early to attend.

Chapter Support

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. Also, I would like to hear from any members that feel they need their Chapter revitalized or who would like to start a new Chapter. Chapters are the backbone of AAAA. If you are not having Fun in AAAA then that needs to change. 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

AAAA Chapter News

Badger Chapter Army Aviation Ball



CHAPTER COURTESY PHOTO

The Badger Chapter hosted their 5th Annual Wisconsin Army Aviation Ball on January 22, 2022 at the Experimental Aircraft Association Museum in Oshkosh with more than 230 attending the gala. A number of individuals/organizations contributed to the event which was partially subsidized by AAAA National Headquarters. These funds helped offset the cost associated with the event, to include allowing for junior enlisted Soldiers to attend at no cost.

Black Knights Chapter Aircraft Dedication at West Point



CHAPTER PHOTO BY CHRISTOPHER HEINEN

The Black Knights Chapter hosted a dedication ceremony of two Cessna 206 aircraft to the Civil and Mechanical Engineering Department of the U.S. Military Academy at West Point on March 23, 2022. Also attended by AAAA National Secretary, MG (Ret.) Wally Golden (not pictured), BG Robert Barrie (right), Program Executive Officer Aviation, cut the ribbon assisted by chapter president and director of the USMA

Academic Flight Program, COL Rich Melnyk. The aircraft replace two training aircraft that had been in service more than 30 years.

Southern California Chapter Meeting



CHAPTER COURTESY PHOTO

The Southern California chapter held their first quarter 2022 meeting on March 19 at Building 19, Fiddlers Green Pub, Los Alamitos Army Airfield, Joint Forces Training Base, Los Alamitos, CA. More than 70 members and guest attended the meeting during which CW3 Maichael Nobriga, HHC, 1-140th AHB, was inducted into the Bronze Honorable Order of St. Michael. Attendees included a group

of retired Master Army Aviators (l to r) CW4 John Harris, LTC Tom Lasser, COL Russ Chung, CW4 Sven Akesson, and LTC John Hendrickson.

ORDER OF ST. MICHAEL INDUCTEES

AAAA National

NATO PHOTO BY SENIOR CORPORAL (SPANISH ARMY) ANTONIO D. PEREZ



Greek Army **Brigadier General Dimitrios Soultanidis** (left), deputy chief of staff for operations, NATO Rapid Deployable Corps-Spain, Bétera, Spain, is inducted as a Knight of the Honorable Order of St. Michael by U.S. Army COL Jerzy S. Zubr, U.S. Senior National Representative to the NRDC-ESP, during a Greece National Day celebration Mar. 25, 2022 at the NRDC headquarters. Soultanidis will become Deputy Chief of Staff for Communications, NRDC-Greece, in Thessaloniki, Greece.

Aviation Center Chapter

CHAPTER PHOTO BY KELLY MORRIS



CSM James T. Hall, commandant of Fort Rucker's Noncommissioned Officer Academy, stands with CSM James D. Wilson, command sergeant major of the aviation branch; MG David J. Francis, U.S. Army Aviation Center of Excellence and Fort Rucker commander, and retired MG Tim Crosby, president of the Army Aviation Association of America following his induction into the Gold Honorable Order of St. Michael. He was recognized for his outstanding contributions to the Army aviation community in a ceremony at the USAACE headquarters building Feb. 9, 2022.

Iron Mike Chapter

CHAPTER PHOTO BY MRS. XOMEGA MARIE-AGRAM



Mr. Kinch P. Gaede, aviation maintenance team chief, FORSCOM G-4, is inducted into

the Silver Honorable Order of St. Michael by Mr. Jack O. Parkhurst, Acting Chief, FORSCOM Aviation, during a Jan. 31, 2022 ceremony at Ft. Bragg, NC. Gaede was recognized for his more than 35 years of outstanding support of Army Aviation.

Lindbergh Chapter



MSG (Ret.) Ernie F. Bradow is inducted into the Silver Honorable Order of St. Michael by Lindbergh Chapter president, David Weller, on Mar. 16, 2022 during the Chapter Spring Happy Hour at the Rock & Brews Restaurant in Chesterfield, MO. Bradow was recognized for his 23 year Army Aviation maintenance service career. His wife, **Janet**, was also inducted into the Honorable Order of Our Lady of Loreto for her continuous support to her husband throughout his career.

Mount Rainier Chapter



COL Daniel Brewer (right), commander 96th Troop Command, is inducted into the Silver Honorable Order of St. Michael by BG Dan Dent, Assistant Adjutant General, Washington National Guard on Feb 5, 2022 at Joint Base Lewis McChord, WA. Brewer was recognized for his efforts in support of Army Aviation on the occasion of his change of duty to Chief of the Joint Staff, WA National Guard.



CW5 Jeff Burkhardt was inducted into the Silver Honorable Order of St. Michael by COL Mitch Sieglock (not shown), commander of

96th Avn. Troop Cmd., Washington National Guard, on Mar. 5, 2022 at the Army Aviation Support Facility #1, Joint Base Lewis-McChord, WA. Burkhardt, was recognized for more than 41 years of service to Army Aviation culminating as the Avn. Maintenance Officer for 96th Avn. Trp. Cmd.



Ms. Melinda McLean is inducted into the Honorable Order of Our Lady of Loreto by LTC Phil Ewell (right), 3-82nd Aviation Regiment commander and 1SG Garfield Bailey (left), D/3-82, with her husband, SSG Laughlin McLean, during a Feb. 17, 2022 ceremony at Ft. Bragg, NC. She was recognized for her dedicated support of Soldiers and families in the Army Aviation community as a member of the FRG leadership team over 10 years.

Savannah Chapter



1SG Christopher J. Cashell is inducted into the Silver Honorable Order of St. Michael by COL (Ret.) Michael S. McFadden on Mar. 4, 2022 at Hunter Army Airfield, GA. A life member of AAAA, Cashell was recognized for his outstanding support of Army Aviation throughout his career, culminating with his current position as the operations NCO for 3rd Cbt. Avn. Bde.

Southern California Chapter



1SG Emmanuel Marquez, B/1-140th Avn. Regt., and SFC (Ret.) Rodrigo Andaya, were inducted into the Bronze Honorable Order of St.

Michael by Chapter president, John Hendrickson (not pictured) during a chapter 4th Quarter 2021 recognition ceremony at the Army Aviation Support Facility, Los Alamitos, CA. Both were recognized for their multiple contributions to the 1-140th Assault Helicopter Battalion.

Tennessee Valley Chapter



CHAPTER PHOTO BY BEJANICA BARNETT

LTC Matthew Peterson, Program Executive Office Aviation, Apache Development and Modernization (DevMod) Product Manager, was inducted into the Bronze Honorable Order of Saint Michael in Huntsville on February 24 by COL Jay Maher, chapter senior vice president. Peterson was recognized for his support of Army Aviation throughout his 20-year career to include finalizing the transition of the development of the AH-64E Version 6 capabilities to the production floor, integrated the Army's current version of a Long Range Precision Munition on the Apache, and spearheading the AH-64E Version 6X Operational Flight Program (OFP) software effort.



CHAPTER PHOTO BY SHANNON MURPHY

Mr. Bob Leonard, center, was inducted as a Knight of the Honorable Order of St. Michael by AAAA National President MG (Ret.) Tim Crosby (right) and chapter president Mr. Gary Nenninger at his retirement dinner Feb. 24, 2022 at Yellowhammer Brewery in Huntsville, AL.

Thunderbird Chapter



CHAPTER PHOTO BY CATHY SIE

The Thunderbird Chapter inducted 6 members into the Bronze Honorable Order

of St. Michael on Feb. 12, 2022 during the 2022 St. Michael's Ball held at the Osage Casino in Tulsa, OK. Recognized for their outstanding support of Army Aviation are (l to r): **LTC Brad Dean**, 2-245 Avn. Regt. commander and chapter president; **CW5 Mike McGill**, State Standardization Pilot; **CW4 Richard Jason Harris**, ATC Officer/Platoon leader, F/3-238th Avn. Regt.; **CW4 (Ret.) Brian Wright**, flight instructor for Customs and Border Protection; **CW3 Tyrie Haught**, Avn. Safety Officer, B/2-149th Avn. Regt.; and **SFC Ron Hartleroad**, platoon sergeant, 2-245th Avn. Regt..

Washington Potomac Chapter



CHAPTER COURTESY PHOTO

From left to right, **CW5 (Ret.) Britt T. Klupenger**, **COL (Ret.) Thomas R. Faupel**, **LTC (Ret.) James St. Amour**, and **MAJ Dustin Griffin** were inducted into the Bronze Honorable Order of St. Michael by COL Lance Van Zandt (far left), Division Chief of the HQDA G-8 Aviation Force Development Division (FDV), and COL (Ret.) Ron Lukow (far right), President Washington-Potomac Chapter, on March 11th, during a FDV recognition luncheon at Mattie and Eddie's Irish Bar and Restaurant in Crystal City, VA. Klupenger is the FDV Financial Advisor, Faupel and St. Amour are FDV Synchronization Staff Officers (SSO's), and Griffin is the FDV's Operations Officer. All are responsible for managing many programs critical to Army Aviation.



CHAPTER COURTESY PHOTO

CW5 William (Billy) D. Kilgore Jr. was inducted into the Bronze Honorable Order of St. Michael by BG Clair A. Gill (left), Director of Army Aviation, Office of the Deputy Chief of Staff, G-3/5/7 and COL (Ret.) Ron Lukow, President Washington-Potomac Chapter, on Feb. 25, 2022 during the chapter's monthly "Final Friday" event at the Crystal City Sports Pub, Arlington, VA. Kilgore was recognized

for his outstanding support of Army Aviation while serving as the Aircraft Survivability Equipment staff officer in DAMO-AV.



CHAPTER COURTESY PHOTO

CW5 Scott J. Nalley was inducted into the Bronze Honorable Order of St. Michael by COL Win Adkins (left), Commander of The U.S. Army Aviation Brigade (TAAB) and COL (Ret.) Ron Lukow, President Washington-Potomac Chapter, on Feb. 25, 2022, during the chapter's monthly "Final Friday" event at the Crystal City Sports Pub, Arlington, VA. Nalley was recognized for his selfless service and support to Army Aviation while serving in a variety of positions to include his current service as the TAAB Command Chief Warrant Officer.



CHAPTER COURTESY PHOTO

Ms. Kori M. Beale was inducted as a Knight of the Honorable Order of St. Michael by COL Lance Van Zandt (left), Division Chief of the HQDA G-8 Aviation Force Development Division (FDV), and COL (Ret.) Ron Lukow (right), President Washington-Potomac Chapter, on March 11th, during a FDV recognition luncheon at Mattie and Eddie's Irish Bar and Restaurant in Crystal City, VA. Beale serves as a FDV Staff Synchronization Officer (SSO) and was recognized for her selfless service and dedicated management of critical Air Traffic Control (ATC) programs having current and lasting impacts on Army Aviation Soldiers, Warrant Officers, Officers, and Civilians.

AAAA Salutes the Following Departed...

COL Richard B. Kirchhoff, Ret.
Life Member

LTC Phillip D. Pittman, Ret.
Life Member



AAAA Membership Update By CW4 Becki Chambers

The Membership Corner

During Summit, the members of the National Executive Group are tasked with various duties throughout the event. One of my duties each year that I especially look forward to is hosting the Golden Eagles Reception.

Golden Eagles are individuals that have been members of Quad A for over 50 years. Greg and I always have so much fun meeting the attendees and hearing their stories. This year, we had the chance to meet with Thomas Anderson, Albert Apel, Steve Bolton, Glenn Carr, Davis Clark, Joe Crawford, Charlie Densford, Bobby Freeman, Paul Gale, Curt Herrick, John Thomas, Rodney Wolfe, and William Wolfinger. I can't share too much of what was discussed, after all, what happens at the Golden Eagles, stays at the Golden Eagles. However, there was one very interesting story told about charms, and something about a mouse.

One thing they are proud to show off is their membership pins, and to brag about how long they've been members. We now have approximately 54 members that are eligible for 65-year pins! One of them, of course, is Dottie Kesten. Arthur and Dottie Kesten were the founders of the Army Aviation Association of America. Another member is CW4 (Ret.) Richard Sparks. I had the privilege of meeting Dick during a Zoom meeting the Mount Rainier Chapter held in February. He proudly showed us his 65-year pin, and the original membership book/magazine that he has kept all these years. I asked Dick to share something about himself for this article, and this is his reply. I've chosen to publish it as written.

"During WWII, Winston Churchill was introduced to a group of well-trained soldiers who were upset because they had not yet been sent to fight, even though ready and willing. He replied to them, 'They also serve who only stand and wait.' That was me, too. After five years AD, I spent another 35 years in the National Guard of various states well-trained and waiting. Never got out

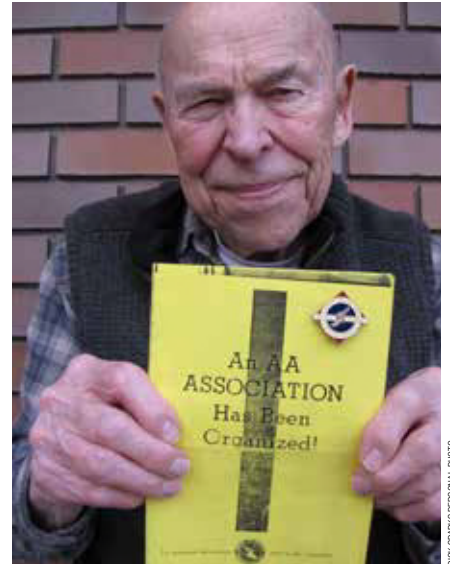
of the states. I started out as a private, graduated flight school as a Warrant, got a direct Commission (I have an MS in Science from Columbia University in New York City), was the initial Commanding Officer of Delta Troop, 1/18th Cav, California National Guard, later XO of an Infantry Battalion, reverted to CWO (At that time, Cal would not promote aviators above O4 if you were not a full time Technician in the Guard and I wanted to keep flying) and served as an Aviation Safety Officer until retiring at age 60 in 1993. Still on flight status, passing class 2 medicals right to the end. I was commended once for having 'The most improved safety program in 6th Army area.' Either because of, or in spite of, my program, my units had 0 class A.B.C.D accidents.

So that is my story as it is recorded in the annals of time. It worked for me and, as Patton once said about war, 'How I love it so.' But to anyone else, boring. To my credit, I will say that I played the game to the best of my ability, and I am satisfied with that as my career obituary. Best wishes, Dick Sparks. class 57-3 AHPTC. By the way, the H-13 I soloed in hangs in the Museum at Mother Rucker to this day."

Are you missing your membership pin? Have you had a break in membership, but know you joined before the current date on file? Please call the Quad A national headquarters at 203-268-2450. We will happily update the year you joined and send you a new pin.

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

CW4 Becki Chambers
AAAA Vice President for Membership



Charter Member, Dick Sparks holds his original AAAA membership pamphlet with 65-Year Membership Pin attached.

New AAAA Life Members

- | | |
|--|---|
| <p>Air Assault Chapter MG Thomas R. Drew Michael Pettit SFC Robert E. Thurston Jr.</p> <p>Aviation Center Chapter David Sheppard</p> <p>Bayou Chapter CPT David Carroll</p> <p>Central Florida Chapter COL Neal Petree</p> <p>Connecticut Chapter CW4 Matthew Harris</p> <p>Delaware Valley Chapter Tim Rickey</p> <p>Frontier Army Chapter Bric A. Lewis</p> <p>Iron Mike Chapter CW4 Jason Werkman</p> <p>Jack H. Dibrell/Alamo Chapter MG Daniel Dire</p> <p>Jimmy Doolittle Chapter CPT Heath Lord</p> <p>Lonestar Chapter SFC Adelaido Rocha III</p> <p>Mount Rainier Chapter COL Peter Holmberg, Ret.</p> <p>Narragansett Bay Chapter LTC Richard Marsolais</p> <p>Phantom Corps Chapter MAJ Brian E. Hernandez</p> <p>Pikes Peak Chapter CW4 Michael Poindexter, Ret.</p> <p>Savannah Chapter CW3 Peter B. Erb</p> <p>Tennessee Valley Chapter CPT Richard Adams, Ret.</p> | <p>Mark Becnel LTC Gilbert Boen, Ret. COL Albert E. Bryant, Ret. CW5 William Butler Daniel P. Dorands Al Lang COL Richard Martin</p> <p>Washington-Potomac Chapter 2LT Justice Bennett MAJ Russell Zayas</p> <p>Wright Brothers Chapter BG Kenneth Robinson, Ret.</p> |
|--|---|

New AAAA Members

- Air Assault Chapter**
SGT Anthony Algarin Negron
CW4 Robert Allgood, Ret.
SFC Adam Baca
Anthony Baker
SSG Ty Banister
Krysta Barraford
CSM Omar Barrett
1SG Brandon Beiermann
SSG Gary Benjamin
SPC Benjamin Biesendorfer
SPC Avery Bingham
MAJ Matt Binkinz
Denver Brewer
Christopher Brumitt
Dana Button
Aaron Chaney
SSG Jeremy Charm
SPC Michael Colthirst
CSM Christopher Cooper
SGT Andrew Cordova
SSG David Crim
CW4 Reginald Crowell
SFC Angel Cuevas
CW3 Judson Culp



New A4A Members
continued

SSG Zac Davis
Kelly Dawson
MSG Jeremy DeKay
CW4 Bryan Duhl
SGT Garrett Duty
SSG Matthew Eason-Bassett
Timothy Ehrhard
SFC Guillermo Elias
CW2 Craig Gable
CPT John Geiger
SFC Dustin Gerhardsen
1LT Cole A. Goodnow
SFC Cameron Gravitt I
Patrick Griffy
Dr. Leslie Herlick
SFC Joshua Hilton
Matthew Hubbard
1SG Robert Hughely
SGT Shelby Ingram
William Johnson
SGT Nicholas Johnston
CW3 Brett King
MAJ Nicole Kruse
CW5 Mark Leach
CPT Zachary Lee
SGT Montana Legrand
SGT Levi Lenhart
SFC Jeremiah Leon Guerrero
SFC Anthony Lewis
LTC Myro Lu
SFC Caleb Maassen
CW3 Philip MacArthur
Antonio Mañosa
Ellen Manosa
T.J. Martin
MAJ Jared Maxwell
SGT Patrick McCann
CW5 Steven McKnight
SFC Ryan McLellan
SGT John-Robert McManus
SGT Paul Miller
CPT Benjamin Minchhoff
SSG Jason Morales
LTC Jonathan R. Mulder
SGT Richard Naranjo
SGT Brandon Nelson
Michael Nolen
CPL Jey Osorio
SPC Alexander Ottinger
Arwendel Ottinger
SFC Erik Parsons
SFC Michael Pearce
CW3 Alexander Pedraza
Douglas Pennington
PFC Cody Douglas Penny
Michael Pettit
SFC Scott Pflieger
SGT Voss Purkey
SFC Feliciano Ramos
SPC Paulis Ramos
SPC Elizabeth Reese
John Rhoades
SPC Caleb Rinderer
COL Daud Sakhi, Ret.
CPT Kurt Schiederemayer
Melinda Schwallie
CW3 Paul C. Smith
SSG Lonnie Somsy
CW4 Aaron Thomas
CW4 Jeffrey Tomaselli
CW4 Ken Trail
PFC Trevor Trump
Daniel H. Tudor
SSG Dakota Upchurch
SPC Brandon Vazquez
CPT Danielle Verderber
SSG Ryan Wahl
SGT Hawke Wheelock
CPL Bradley Whitworth
SGT Marquez Williams
SGM Chris Williamson
CW2 Jason Williamson
Kelly Wirtz
Ralph Wood
SSG Kyle Young
Aloha Chapter
SSG Donnie Dosalua
Kelly Foote
Matthew Joseph Hull
CW3 Theodore McHugh
SFC Anthony Wayne Shively

SFC Scott Young
Arizona Chapter
Hayley Armstrong
Krista Becka
Greg Boerwinkle
Ashley Dunn
Dean Frito
Greg Gilman
Toni McBride
Katrina Miller
Adam Moya
Zachary Reed
Greg Tiedmann
Aviation Center Chapter
2LT Benjamin T. Abbott
W01 James L. Antley
W01 Donald Travis Ballard
W01 Kepler Balthazar
W01 Matthew B. Bell
W01 Michael A. Bilski
1LT Matthew R. Breese
2LT Madeline Briggs
W01 Connor A. Burnes
W01 Nicholas S. Byarski
1LT Andrew T. Caldwell
Michael Clapper
W01 Anthony Costabile
2LT Alex J. Counter
W01 Joseph S. Curcio
W01 Trey N. Devillier
W01 Brendon H. Eaglemon
W01 Lolhe Earnest
SSG Howard Epps
W01 William R. Fields
SFC Tabatha Futch
2LT Ashley G. Gardner
Larry Glick
W01 Nicholas L. Haertner
W01 Nick Hager
W01 Antol E.L. Halmi
W01 Mitchell A. Halverson
LTC John Harris
W01 James E. Harvey
Lesa Hatfield
Mickey Hatfield
2LT Keith L. Heckler
W01 Aaron D. Hickey
W01 Brandon C. Hillsheimer
W01 Matthew D. House
W01 John A. Janczarek
W01 Alan J. Jeanjaquet
2LT Austin M. Jones
W01 Chase A. Jones
W01 Garret T. Jones
W01 Luke A. Keehn
W01 Tanner J. Kemp
2LT Christopher N. Kennedy
W01 Samuel P. Lipinski
Jenny Litherland
Joshua Locke
2LT Derek M. Lothspeich
W01 Corey W. Lugger
SSG Thomas L. Machado
Andrew Mars
SSG stephanie martell
W01 Chase R. Martin
W01 Lucas E. Martinez
2LT Lexington N. McLellan
W01 Phillip N. Mesiner
W01 David J. Miller
W01 Matthew Milton
2LT Luke B. Ming
2LT Joseph S. Minus
W01 Zachary W. Montgomery
W01 Arz Nammour
W01 Carter A. Payne
W01 Alexander L. Penner
W01 Josh R. Petree
Doug Poldrugo
SFC Robert Prugh
W01 Joshua S. Riepma
W01 Steven D. Sampth
2LT Bryce A. Samuel
W01 Scott A. Sastroque
2LT Dakota Serviss
David Sheppard
CW3 Scott Steele
2LT Michael L. Tanney
W01 Kyle A. Thornton
CPT Korey Tighe
SSG Dustin Torrez
W01 Jeffrey K. Utter
W01 Lunden M. VanDyck
W01 Austin J. Vanover
SSG David Jameson Vroman
W01 William E. Webb
W01 Taylor L. Westfall

W01 Parker M. White
1LT Cameron Whiteside
2LT Alexander D. Wiczek
CW3 David Wier
CPT Jonathan G. Wilson
Donald Yarbough
Badger Chapter
Jay Annis
SSG Alex Goehring
LtCol Benjamin Koudelka, Ret.
Leslie Landers
PFC Joseph A. Mueller
PFC David Andrew Olaciregui
PFC Dakota R. Ratzburg
SPC Steele Schiddel
Douglas Sims
Nick Sinopoli
Bret Torgerson
PVT Nathan W. Wood
Battle Born Chapter
Burris Adam
Jeff Bakker
Ayse Caglar
David Chaplin
LtCol John Esch, Ret.
Tina Goudeaux
CW5 David Jones
Joshua Neumann
John Pettibone
COL Terence Sullivan, Ret.
India Tang
Sparrow Tang
Don Williams
Nate Wise
Bavarian Chapter
SFC Philip Solberg
Bayou Chapter
CPT David Carroll
Ken Kleinfelter
Big Sky Chapter
CPT Audrey Morgan Abbott
SSG Ross Cox
Sabrina Ford
CW4 Steven J. McKenzie
SSG Anthony L. Michaelson
SPC Braylee Stone
PV2 Dillon James Wyatt
Black Knights Chapter
2LT Jonathon B. Morales
2LT Mackenzie Burns
2LT Trevor Hunt
2LT Robert Kirkland
2LT Anais Leon-Kelly
2LT Cooper Smith
2LT Matthew Tilk
Central Florida Chapter
Hugh Burrell
Samantha Cooper
Hon. Geoffrey Davis
Juliana DiSalvo
Garrett Drake
Robert Enders
Phil Farrar
SGT Sharilz Natalia Fortier-Rodriguez
Damian Gonzalez
Paul Groppe
Selwyn Henriques
SGT Jorge Hernandez
Tom Hommes
SFC David Lawson
Bayley Masera
Patrick McKiernan
PO2 Kevin Morgan
Charaf Moussa
Jim Mulato
COL Neal Petree
Charles Popper
Robert Puglisi
David Stevenson
Matthew Sutton
Tom Tatro
Tom Taveras
Brad Truesdell
Chad Ulander
PV2 Jasmin G. Velazquez
Marcos Ward
Colonial Virginia Chapter
Donald Babcock
Faith Brent
SSG Joseph Cabrera
2LT Ian Earnhardt
Karin Ewald
Lauren Faal
SSG Jeremiah J. Gieseman
W01 Nathan Haase
Paul Handel

Amber Herman
SFC Matthew Joseph Hyde
Raymond Larkin
Everett Leshner
CW5 David Lumley
Heather Maxham
Darby Moore
SFC Eric Preckl
SSG Javier I. Rodriguez-Torres
Melissa Rogers
SPC William Shockley
1SG Kevin Vineyard
James Waterman
Brook Wolfe
Kris Wolfe
Connecticut Chapter
John Ashton
Peter Barry
CW3 Jonathan Behuniak
Richard Brinley
James B. Coffman
Derek Coppinger
Lynn Disenza
Cole Griffin
Philip Gunn
CW4 Matthew Harris
Jessie Hollings
Paul Kennedy
Michael Krom
Joseph Lancour
Max McIntyre
SPC Grace Nechanicky
Nathan Poling
Mike Proto
CW2 Michael Scholz
Mike J. Sleet
Kennedy Zuzick
Corpus Christi Chapter
Carlos C. Costilla
Joe Dominguez
John M. Garza
Monica M. Garza
Timothy L. Moore, Jr.
Rudy J. Olmos
Ruby Pohlars
Jacob O. Recio
Jim B. Sullivan
Timothy W. Taylor
Cowboy Chapter
Samantha Pasarella
SGT Valentine Pedroza
Delaware Valley Chapter
Brett Anker
Micah Bitz
Ryan Blue
Tom Glover
Tom Lemley
Dan Maltese
Scott Morrell
Bill Pilaud
Robert Ruoff
John Schmalzel
Stacy Sheard
Linda Urban
Megan Ward
Desert Oasis Chapter
SFC Jonathan Tolbert
Embry Riddle Eagle Chapter
SGT Bryan Bohannon
Empire Chapter
PV2 Ryan Fidirko
Tyler Hohman
James Mizerak
SPC Anita Roberts
Flint Hills Chapter
SGT Slade Paul Adkins
SGT Eric Baarson
SSG Dannettia Suzanne Becker
CSM Jose Antonio Cruz-Ortiz
Mark Hembree
John-Paul Hood
SGT Kenneth Ray Monden, III
CW3 Anthony Muschett
Follow Me Chapter
SGT Brandon Covey
SFC Brent Mann
MAJ John Nimmons
Frontier Army Chapter
CW3 Joey Edwards
Scott Frye
Gold Standard Chapter
MAJ Desmond Brazier
CSM Robin Budde
LTC Joshua Lash
CW5 Wayne Lint
CSM Richard McCurdy
Great Lakes Chapter

Leslie Alexander
MAJ Justin Brown
Keeburn Chang
Charles Deraedt
Jeff Ellis
SPC Blake Fialek
PFC Austin Hochstedler
Joe Lee
Ben Marchionna
COL Hugh McLeod, Ret.
PFC Aidan Joseph Okane
CW3 Bryan Zischke
Greater Atlanta Chapter
Kimberly Bean
Kelli Blair
Mark Bowers
Andrew Carter
Michael Clark
Jackie DiGirolamo
Beth Garrish
Joseph Gilroy
James Holmes
Dr. Shad Reed
Angela Romesburg
Daniel Szalkowski
Jay Underwood
Green Mountain Boys Chapter
Kyle Clark
Mark Harvie
Tristan Harvie
Joe Jordan
1LT Aaron Leonard
Jacqueline Miller
Dave Pincince
Jared Schrader
Kelly Whalon
Griffin Chapter
Francois-Xavier Choussy
MAJ Daniel Heumann
PFC Jonathan Alfonso Lopez
Stephen McDonnell
Nicolas Orance
LtCol Andrew Williams
Grizzly Chapter
Jonathan Cory
SSG Jameson Frank Freymond
Idaho Snake River Chapter
Shallece Jacobs
CPT Trevor Seegmiller
Iowa Chapter
Timothy Ahline
CPT Joshua Dunt
Preston Johnson, II
Peter Laird
SSG Amy Olsen
PFC Wyatt Richard Ransom
Stephen Schreiber
Iron Mike Chapter
CW2 Eric Bartenbach
MSG Shannon Blackwell
SGT Andrew C. Charles
PFC Robert C. Harris
Matthew Hunt
SSG Gary Lardie
CW3 Angel Medina
SSG Matthew Middleton
Carrie Smith
CW4 Jason Werkman
Jack H. Dibrell/Alamo Chapter
MAJ Eileen Cassidy
BG Paula C. Lodi
CPT Joshua Petrovic
CW4 Joseph Ruiz, Ret.
CSM John Schmidt
CSM Ronald Stimpert, Ret.
Jersey Chapter
Glenn Nelson
Jimmy Doolittle Chapter
SGT Anthony Camarato
W01 Tanner Hamrick
CPT Heath Lord
Ryan Rhoads
Antwain Shaw
Maria Gabrielle Shaw
Andy Wilson
Keystone Chapter
CPT Brian Becker
2LT Dane Boltz
COL Freeman T. Bonnette
CW4 Richard Jones
CW4 Frank Madeira
MAJ Mark Matella
SSG Noah Mcelroy
1LT Matthew Nieberding
CW3 Richard Wienches

Lindbergh Chapter
Timothy Adams
Frank Ferrante
Jason Hager
Ryan Harbison
Alison Heard
Aaron Lackman
Keith Meeker
Jim Miller
Abraham Richard
Maria Sammul
Sheldon Thompson
Sam White
Lonestar Chapter
PV2 Sebastian Lazar Cocan
MajGen Bobby Floyd
Bill Hanson
Earnest Lloyd
Jennifer Mowery
Scott Mowery
Thomas Richards
SFC Adelaido Rocha III
Andrew Stephenson
Brian Stickler
Tim Watkins
PV2 Asher Weldon Whitten
LTC Randal Wright
MacArthur Chapter
PFC Christopher G.Chun
Nelson Cubano
Michael Cusimano
Daniel Desmond
Warren Halbig
Daniel Jedlicka
Colin Kilmaster
Debarshi Mandal
Kevin McMenemy
CPT Sean Monsees
Dr. Herbert Rubens
Cheikh Webster Lo
Magnolia Chapter
PFC Cameron R. Bell
CW5 Stan Caldwell
PFC Matthew Dean Shumaker
MAJ Christopher Stump
Mid-Atlantic Chapter
Jean Paul Betemps
CPT Rachel Day
Keith Feigenbaum
Joey Friedman
Vern Heyer
Kaaseim Johnson
Michael Macaione
Branden Metzner
Mary Beth O'Neill
CW3 Blair Payton, Ret.
Erica Pettit
Michael Shannon
David White
CW4 Douglas M. Whitmire
Minuteman Chapter
Jay Abendroth
LTC Nathan M. Arnold, USAR
W01 Symon M. Bowen
Mark Bruington
Brian Carter
PFC Andrew James Crumbaker
Sheryl Flannery
Jim Henebery
Laura Hooks
Stephen Kim
Robert Levin
Brian Perry
Brent Salgat
Sandy Schiller
Joe Simonelli
Mitch Stevenson
Robert Wopperer
Monika Zelinski
Morning Calm Chapter
Taehoon Choi
CW2 Peter Davidovitch
MAJ Chris Donnelly
SSG Cody Andrew Grady
SSG Joshua Hasting
Yoon Jae Jo
Byunghoon Kang
MAJ Brandon Phillip Mark
CPT Whitney Marrs
1LT Patrick Menkhaus
Suji Park
SGT Travis Pittman
MAJ Ryan R. Stone
SFC Joshua Threadgill
1LT Nathaniel Vogler
Okcup Yang
Mount Rainer Chapter



AAAA

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AAAA Family Forum By Judy Konitzer

Attending the 2022 AAAA Summit was a real treat after having been postponed for the past 2 years. It was just a good feeling to be around old friends again, attending award ceremonies, and having a professional session for spouses with Maria McConville.

Rosie Did It - We Can Too!



Maria graciously and genuinely represents all military spouses and their families as she travels extensively along with her husband, GEN James McConville, the 40th Chief of Staff of the Army.

Maria McConville (standing immediately in front of the lectern) with many of the attendees at her spouse professional session during the AAAA 2022 Army Aviation Mission Solutions Summit in Nashville, TN.

Her platform is “SAS” Spotighting Army Spouses and the vital role they have played supporting their Soldier and the military community throughout our country’s history. She shared that it was a “privilege and an incredible opportunity” to speak on so many occasions both here and abroad about how “resourceful, educated, creative, resilient, and adaptable our spouses are and how they have always helped each other unconditionally” as they rose and continue to do so with so many challenges.

Maria brings to the table her own illustrious and varied experiences as a military spouse of 35 years. She is an 8- year Active-Duty Reservist, registered Dietician, Certified Personal Fitness Trainer, Corporate Wellness Coach, entrepre-

neur with her Health and Wellness Life Coach company, Resiliency Trainer, Senior Nutrition Health educator, the mother of 3 children and a son-in law all on active duty, and a grandmother. She figured out how to keep her resume packed regardless of the many relocations they encountered. Employment is” nearest and dearest” to her heart and she feels that “spouses should have meaningful work” if they desire and be “compensated appropriately for this,” with this being a retention bonus. There is “not one right way to be an Army spouse” but “being engaged in things that bring out the best in me whether working or not working makes one a better helpmate to not only your own family, but to the Army family.” She praised both military

and industry spouses, who “do not give themselves enough credit for what they have accomplished.”

I found it refreshing and enlightening when Maria highlighted several significant Army spouses. For example, **Martha Washington** was our first Army spouse and led by example. During 8 years of the Revolutionary War. she set the stage for wives who were affectionately called “Camp Followers.” She and other spouses and families went to the camps during the harsh winter months and cooked, cleaned, and although not officially employed, were given some rations while they helped increase their Soldiers morale.

Katherine Tupper Marshall was a retired actress and widowed with 3 chil-



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 CATEGORIES: Manufacturing

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dren when she met LTC George Catlin Marshall also widowed after 25 years of marriage. After they married and enjoyed 29 years together, George credits Katherine for saving him from despair and depression as his confidante. Her autobiography "Together - Annals of an Army Wife" recounts their early military days and after with George as the 15th Chief of Staff of the Army, the Secretary of State, and also Secretary of Defense.

The image of **Rosie the Riveter** was the cultured icon of World War II, and her "We Can Do It" mantra represented the increasing number of women who were crucial to the war effort as they worked in the factories, shipyards, and Aviation industry. Their pay lagged 50% behind their male workers, and the thought was after the war they would just go back to being homemakers. Those that stayed were demoted, but it changed the workplace forever.

Julia Compton Moore beloved wife of LTG Hal Moore Jr. is credited with setting up survivor support networks and casualty notification teams consist-

ing of herself, chaplains, and uniformed Soldiers following the aftermath of the Battle of Ia Drang, Vietnam. Before that, the newly widowed were notified by just a taxi driver. Her efforts to provide comfort are still employed today.

Ruth Bader Ginsburg, Associate Justice of the Supreme Court, had a passion for women's rights and the rights of workers ever since the gender inequality she experienced seeking employment as a talented young wife of Reservist "Marty" Ginsburg at Fort Sill, OK. in 1955.

The McConvilles put people first, and Maria feels if she is to be thanked for anything "it is for her commitment, not her sacrifices along the way." For her, it is truly "a privilege" to continue to travel, work with Army spouses and their families, and "learn about their incredible accomplishments" while being able to advocate for them.

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

New AAAA Members
continued

SGT Giovanni Amatesechaniz
 Jeremy Barskey
 CW4 Rachel Bertrand
 Eric Blankenhorn
 Archana Boyd
 Mike Carpenter
 Christin Casperson
 PO1 Brad Denn, Ret.
 Paul M. Dennison
 WO1 Johnnie Esmond
 Todd Farrington
 CPL Rickey J. Haas
 MSGT Gino Hodges, Ret.
 MAJ Troy Hokanson
 COL Peter Holmberg, Ret.
 CPT Brandon Jennings
 CW3 Steven Jones
 Rich Kelm
 Richard Lewis
 James Little
 SPC Trevor J. McDonald
 PFC Ledger F. Parrish
 Tim Pickering
 SGT John Ramsey
 SGT Chris Read
 Jordan Roberts
 Anne Russell
 Kajal Sapkota
 Steve Siderewicz
 SSG Barrett Steele
 Larry Stefonic
 SSG La Brea Stevens
 SGT Austin L. Stuart
 SPC William C. Wardrip
 Ronald Worley
 CPT Matthew Ziegeler
Narragansett Bay Chapter
 Thomas Dougherty
 LTC Richard Marsolais

No Chapter Affiliation
 Amer Aldaher
 PFC Zane Owen Alexander
 Rapeepan Allen
 CSM Roger Allen, Ret.
 Chris Amponsah
 Shane Anderson
 WO1 Chris Arterburn
 Nicholas Baldwin
 LTC Lee Barolody, Ret.
 Ilker Bayraktar
 Michael Bergeron
 Brock Birdsong
 Cindy Boyd
 Mike Burns
 John Butler
 Max Cain
 Christin Campbell
 Mark Canty
 Geary Chase
 John Ciallella
 Ricardo Cifuentes
 Timothy Daggett
 Laurance Daniel
 SFC Broderick De Armas
 James Dick
 Robert Duda
 Chima Ellis
 MaiGen Yves Fontaine
 COL Jorge Galoffin
 Aaron Gill
 Miguel Gomez
 Ronald Gramza
 Paolo Graziano
 MAJ Donald Gregson, Ret.
 Erik Gunther
 Gidon Hadar
 PFC Emmanuel R. Hansen
Continued on page 68



AAA Awards



Order of St. Michael Inductees

Silver

Air Assault Chapter
CW4 Philip M. Calcese
MSG Daniel R. Maust, Ret.

Aviation Center Chapter
CW4 Jay M. Cooper
1SG Joshua D. Gary
LTC John E. "Doc" Holladay
CW5 Jonathan Miller

Bayou Chapter
CW5 Wiley Nugent

Colonial Virginia Chapter
Wesley R. Easley
CW4 John Zimmerman, Ret.

National Office
COL Nicole C. Powell-Dunford

Rio Grande Chapter
LTC Jonathan D. Guinn

Tennessee Valley Chapter
CW5 Michael D. Cavaco

Thunder Mountain Chapter
CW5 Karl S. McKenzie

Washington-Potomac Chapter
CW5 Charles T. King

Bronze

Air Assault Chapter
CW4 Christopher Abraham
CW3 Gordon B. Burton

Aviation Center Chapter
LTC Jerrod C. Adams
CW4 Dustin L. Case
MSG Victor A. Castillo
Nicholas T. Ciranni, Jr.
CW4 Warren Dickenson
SSG Ricky D. Gibbs
SSG Randy Hamilton
CW4 Christopher P. O'Brien
1SG Eric Pantoja-Torres
John Popovich
CW4 Bryan K. Potter
CW4 Joshua Snow
1SG David A. Villanueva

Badger Chapter
CW4 Robert L. Heitz IV
CW3 Michael Brandon Larson

Bavarian Chapter
CPT Sean Boniface
CPT Cody Hill
CW4 Kevin J. Linken
CW4 Bruce Myrick
CW3 Cody E. Powell
CSM Albert Rodriguez
CPT James Schumacher

Black Knights Chapter
LTC Andrew Bellocchio

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COL Sean P. McKiernan

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North Texas Chapter
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SFC Lucas L. Broxson

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LTC Kenneth Shields

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Jeannette King
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PFC Randy Jerry Lewis
PV2 Thomasz Joseph Lis
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Tony Rosela
Oscar Saenz
CW2 Jason Sandke
Anastasia Shergina
Jeffrey Sherwood
Pete Silva
Joanne Sim

Dustin Skelley
Brian Sorel
Paul Stevenson
CW4 Michael Symmes
Daniel Tautges
William Thurmond
Dr. John S. Tomblin
PV2 Rachael Lynn Toombs
Chris Toro
PFC Dennis Trujillo
Christine Valerie
Britany Warner
Todd Wernli
Morlan Whelan
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David Willems
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PFC Cole Andrew Zatarski
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SSG Joseph Kieba
MAJ Daniel J. Piechocki
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CPT LeeAnn Sagucio
Kaylee Tackett
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North Texas Chapter
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In Suk An
Nir Aouate
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Rachel Caudle
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Casey Dankers
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Christopher Dodson
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Julius Myers
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John Sheeran
PFC Duy Tran
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Jae Glenn
PFC Noah J. Jeremias
Mike Quayle
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Old Tucson Chapter
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John Spilotro

Oregon Trail Chapter
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Jere Bragado
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SPC Michael A. Crawford
Bill Hare
Greg Hrostek
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Danielle Rice
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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 April 2021 through April 2022. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants. Every penny donated to the Scholarship Foundation goes directly towards scholarships as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).

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AAAA Legislative Report

By LTC Kevin Cochie, Retired
AAAA Representative to the Military Coalition (TMC)
kevin.cochie@quad-a.org

Alas, FY22 Defense Legislation Complete

Last month we reported a lot of “No’s” and perhaps we just needed a successful AAAA Summit to get the Administration over the line with the FY22 National Defense Strategy (NDS) and the FY22 Defense Appropriations Bill (funding). After 5 months of reporting about inaction in Congress and continued risk of yearlong Continuing Resolution and damage to readiness and modernization, Congress passed a \$1.5 trillion dollar “omnibus” spending package in March to fund all government agencies for the rest of FY22 (through the end of September). Of this \$1.5T, \$728.5B funds the Department of Defense; a \$32.5B increase over FY21. There are several positive items to report here. First, we are out of continuing resolution that capped spending at levels not to exceed funding levels of FY21. Additionally, the omnibus now allows program offices to move forward with new start programs that were on hold and allows program offices and industry to move forward with delivering modernization programs that were disrupted due to unpredictable funding streams. Second, in our case, it allows Army Aviation to work with our industry partners to develop predictable schedules on delivering modernization capability to our force. So, we should be very excited right? Yes and no, because we are already halfway through the fiscal year so now program offices must scramble to obligate funding, get contracts in place, all while planning their programs with anticipation that Congress will pass the FY23 budget request on time in September. Yes, it’s a good thing that we are out of the continuing resolution situation, but the disruption and workload for everyone that operates in our Army Aviation Enterprise space is not over.

FY22 National Defense Strategy (NDS)

The second “No” from our last report was the lack of strategy that drives the defense budget request. About the same time Congress passed the FY22 defense appropriations bill in March, the Administration also released the FY22 NDS. As we reported the NDS sets policy and priorities by which the country applies resources to address the

global national security situation. Without an NDS (a strategy), it’s difficult for our Army Aviation leaders to conduct budget planning. It would be like trying to budget for your family vacation with no plan on where you are going! The NDS informs our Army Aviation leaders on what size force we must plan to, what technology we need to play our part in the NDS and how much capability is needed. Industry cares about NDS because it informs companies how to spend their internal research and development (IRAD) funds to develop technology that Army Aviation requires to meet the NDS. As you can see there are a lot of dependencies that come out of the NDS that effects the whole Army Aviation enterprise. We encourage our reader base to be familiar with the NDS because it informs all levels within Army Aviation to understand strategic level policy that effects tactical level operations and modernization decisions. The NDS ties the Army Aviation budget request to industry research & development (R&D) priorities and lobbying efforts to Congressional actions.

FY23 Presidents Budget Request

The third “No” from our last report was the absence of an FY23 President’s Budget Request (PBR). Coincidentally, the same day the administration released the top level FY22 NDS, they also released to Congress the FY23 PBR. The request came almost two months late and obviously there has been a lot of coordination over the last year to align the FY23 PBR to the NDS that was being developed at the same time. Many speculated that under this administration defense spending would suffer but the reality is there is strong bi-partisan support for national defense. The FY23 DoD budget request totals \$773B which is \$30B more than what was enacted in the FY22 Omnibus we referenced earlier. It does not matter what side of the aisle you sit on, the threats as outlined in the NDS are real. Countering China and a focus on Indo-PACOM continues to be a top priority along with countering acute threats posed by Russia and persistent threats from Iran and North Korea. Maintaining technology advantage is a priority in this budget request as indicated by prioritizing modernization pri-

orities higher than a larger force structure. The Army’s budget request totals \$178B which they believe will preserve readiness levels while providing flexibility to pursue top modernization priorities of which Future Vertical Lift (FVL) is one of them. Our Army Aviation leaders have done a masterful job at protecting this developmental program while at the same time balancing the need to procure legacy aircraft to include funding 25 more UH-60M Black Hawks and 35 AH-64E Apaches. Aviation is expensive so balancing high dollar developmental programs while keeping our industry partners manufacturing lines warm is just as much an art as it is a strategic planning science. FY22 is in our rear-view mirror and now our Aviation leaders will be spending months on Capitol Hill to defend the funding requested in the PBR. As we stated last month, the new Army Aviation Executive, Mr. Doug Bush is well versed in the Congressional markup process so he and his principal military deputy, a Senior Army Aviator, LTG Bob Marion are well suited to carry the mail this summer for Army Aviation.

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AAAA Civilian Affairs Update By Ray Sellers

New AAAA Vice President for Civilian Affairs

It is a great time to be part of the Army Aviation Community.

I hope you were able to join us at the Mission Solutions Summit in Nashville, TN this year. If not, hope to see you next year at the Summit in Nashville or at the next Cribbins Symposium in Huntsville, AL.

Our Army Aviation Leadership has never been more focused or better aligned. In his opening address, I heard our Army Chief of Staff, GEN James McConville, say we are part of an “American Family Business.” In our AAAA President’s opening remarks, he made it clear that it is all about our people. Having the opportunity to participate in events like the Hall of Fame Induction Ceremony and a reception for our Gold Star Families and Wounded Warriors certainly brought that home.

I firmly believe the commitment and sacrifice of our Soldiers and their families is unmatched anywhere in the world. That commitment and sacrifice makes our Army Aviation Community more than special. Although they didn’t sign up for 24-7, I see a similar level of commitment and sacrifice from our Army Civilians who I represent on your National AAAA Board. With current world events, we all know there are challenges ahead. Our business is a team sport and together, I have no doubt we are ready to face all challenges head on. Walking

around the AAAA floor, it was very clear that our extended military, civilian and contractor family can find a way to overcome any obstacle.

Our Army Civilians play a key role, often behind the scenes, in supporting our Soldiers in the field by developing, delivering, and sustaining our weapon systems. They understand the mission and are responsive and resilient. My job as your VP for Civilian Affairs is to ensure we recognize and support our civilian community to make sure they are equipped and motivated to support the continued development, delivery, and support of our aviation warfighting capability.

As you might imagine, I get the opportunity to work with a lot of Acquisition Professionals who use acronyms like MOSA, DE and MBSE. Hearing those same acronyms used by our Aviation Leaders gives me confidence that we are progressing to a future where we will move at the speed of technology. I believe that paradigm shift will ensure we advance our weapons systems ahead of our adversaries. Much of that work will be enabled by our Army Civilians and their industry counterparts. Army Aviation is an American Family Business, and I am humbled to be a part of this organization.

I look forward to working for you as VP for Civilian Affairs.

Mr. Ray Sellers
AAAA Vice President for Civilian Affairs



AAAA Industry Affairs Update By Cole Hedden

AAAA By-Laws Clarification

During discussions with local Chapters, AAAA staff are constantly looking for potential issues or roadblocks that impede efficient operations.

One of those recently identified is important enough I thought it might be worthwhile to discuss and provide some clarification in hopes that I can ease some of the challenges faced at the local level.

At issue is wording in Section 2.8.1 of the AAAA By-Laws; “The Association maintains a policy of restraint in the solicitation of industry members for exhibits at conventions, symposia, or meetings. This policy is intended to prevent the imposition of financial burdens on industry members and is not to be construed as discouraging industry presentations or voluntary participation of any type. Accordingly, as specified in Section 4.5.3, members will not solicit industry for funds, exhibits, or for any type of support involving the Industry Member’s expenditure of funds without prior approval of the National Executive Board (e.g., flyers, magazines, promotional materials, brochures etc.)”

To provide a little background, this wording was added to the By-Laws after a local Chapter reached out to several corporations that are members of AAAA asking for contributions.

While I applaud these efforts to acquire funding for the Chapter’s efforts, I’m sure you can appreciate what would happen if each of our 79 Chapters followed suit.

As a result, the AAAA Executive Board changed the By-Laws to require local Chapters to request permission prior to soliciting funds from industry members. This is where the confusion lies. It was never the intent of the Executive Board to stop the local Chapters from discussing with local companies their interest in sponsoring local Chapter activities or hindering the local Chapter from engaging with the local industry members in any way beyond requesting financial support. The current interpretation of the By-Laws in question allows local Chapters to request sponsorships from their local industry members as long as it is a nominal amount. A nominal amount is generally assumed to be \$100 or less.

I hope this clarifies things a little. If you have other By-Laws that you feel are hindering the success of your local Chapter or are confusing, please reach out to any of the AAAA staff. If they don’t know the answer, they’ll help you find it.

Mr. Cole Hedden
AAAA Vice President for Industry Affairs
cole.hedden@quad-a.org



People On The Move

Aviation General Officer Promotions/ Assignments



U.S. ARMY PHOTO

The Chief of Staff of the Army announced the following Aviation general officer assignment: BG Lance K. Calvert, Deputy Commanding General (Maneuver), 2d Infantry Division (Combined), Eighth Army, Republic of Korea to Deputy Chief of Staff, G-3/5/7, United States Army Reserve Command, Fort Bragg, NC.

Potts Moves to PEO C3T



U.S. ARMY PHOTO

MG Anthony Potts has been selected to head the Program Executive Office for Command, Control and Communications-Tactical, or PEO C3T, according to announcements shared on social media Feb. 28. Potts will succeed MG Robert Collins who will continue serving until the transition is complete sometime in early summer 2022.

Burkett Takes Over Historic 36th ID



U.S. ARMY PHOTO

BG R. Win Burkett II was selected by MG Tom Suelzer, Adjutant General of Texas, to serve as Commanding General of the Texas National Guard's 36th Infantry Division, effective March 17, 2022. He will also serve as commander of Operation Lone Star, the Texas effort to stem an increase in migrants crossing the Texas-Mexico border.

Awards

Fort Hood Soldier Select for Wylie Award



U.S. ARMY PHOTO BY CPT TAYLOR CRISWELL

CPL Oscar Cantu, 615th Aviation Support Battalion, 1st Air Cavalry Brigade, Ft. Hood, TX has been selected to receive the CW4 Bob Wylie Award for AH-64 Apache Aircraft Maintenance Excellence. The award is named after U.S. Army Chief Warrant Officer 4 (Ret.) Bob Wylie who passed away in 2007. Wylie is widely known

for his contributions and advancements in AH-64 Apache maintenance and logistical operations throughout the Army Aviation community. The award was dedicated soon after his passing and is given to one Army Apache NCO and one Soldier maintainer each year that embody the legacy of Wylie in their work. Cantu received the award at an official ceremony in May at the Boeing AH-64 Plant in Mesa, AZ.

NCOA-Rucker ALC Leadership Award Winner



U.S. ARMY PHOTO BY 1SG JOSHUA GARY

SGT Shariliz N. Fortier-Rodriguez is awarded the United States Army Aviation Center of Excellence and Fort Rucker SFC William T. Butts Non-Commissioned Officer Academy Leadership Award for 15W Advanced Leaders Course #22-002 on 21 March 2022. The AAAA Army Aviation Center Chapter also presented her with a Certificate of Achievement.

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.

59 Officers March 24, 2022

Class 22-010

Commissioned Officers

- 2LT Rohde, Craig R. - DG
- 1LT Kile, Morgan L. - HG
- 1LT Kopp, Adam P. * - HG
- 1LT Lopardo, Jacob F. * - HG
- 1LT Noonan, Steven M. - HG
- 1LT Al-Malki, Abdulaziz Khalifa
- 2LT Anderson, Rosanne M.
- 2LT Bagg, Trevor M.
- 2LT Cole, Gabrielle L.
- 1LT Cook, Gerald T.
- CPT Dobberfuhr, Eric S.
- 2LT El Ters, Rodolph
- 2LT Harvey, Joseph M.
- 1LT Kline, Trevor J.
- 1LT Korgood, Gabriel R.



FSXXI Class 22-010

- 1LT Lenoue, Austin R.
- 1LT McNaughton, Rachel A.
- CPT Mount, Dillon B. *
- 2LT Oneil, Ryan L.
- 1LT Peachey, Jason W.

- 1LT Poole, Jakob W.
- CPT Read, Jared A.
- 1LT Schulman, Paul S.
- 1LT Towery, Brent T.
- 1LT Walker, Brandan L.

Warrant Officers

- WO1 Lucas, Isaac A. - DG
- WO1 Feild, Colin R. - HG
- WO1 Gilbert, Brendan J. - HG
- WO1 Ranson, Wesley J., II - HG



People On The Move

- W01 Rioux, Shelbi M. - HG
- W01 Connell, William R., IV
- W01 Cunningham, Travis L.
- W01 Diorio, Joseph M.
- W01 Egan, Walter F.
- W01 Esmond, Johnnie D. *
- W01 Fisher, Nicholas C.
- W01 Fleming, Zachary L.
- W01 Flett, Jesse C.
- W01 Fusaro, Ryan J.
- W01 Hiett, Gregory R.
- W01 Horvath, Michael A.
- W01 Kidd, James D.
- W01 Killinger, Jesse G.
- W01 Loudin, Jared D.
- W01 Manac, Marius D.
- W01 McKenna, Scott M.
- W01 Michot, Ryan A.
- W01 Mitchell, Justin T.
- W01 Noble, Christian M.
- W01 Ogawa-Tran, Taiyo
- W01 Ryan, Jared J.
- W01 Scheidt, Steven P.
- W01 Singh, Manjinder
- W01 Sloan, Benjamin F.
- W01 Watercutter, Zachariah J.
- W01 Wheeler, Stephen S.
- W01 Williams, Travis D.
- W01 Wing, Andrew T.
- W01 Zeleke, Yonatan M.



FSXXI Class 22-011

31 Officers April 7, 2022 Class 22-011

Commissioned Officers

- 1LT Arnold, Matthew R. - DG
- 1LT Barden, Nicholas M. - HG
- 1LT Stewart, Alexander M. - HG
- 2LT Sung, Alexander H. - HG
- 2LT Brock, Kameran E.
- 1LT Donohue, Brian C.
- 1LT Furney, Gary R.

- 1LT Gordner, Samuel
- 1LT Jackson, Waylon M.
- 1LT Panner, Matthew R.
- 1LT Perinon, Dion D.
- 1LT Phillips, Jacob R.
- 1LT Rasor, Brandon R.
- 1LT Robinson, Matthew J.
- 1LT Rocque, Brody D.
- 2LT Schon, Nicholas A.
- 1LT Vang, Yonah S.
- 1LT Walter, Stephen A.
- 1LT Williamson, Paul T. *

Warrant Officers

- CW3 Couture, Jonathan M. - DG
- W01 Council, West M. - HG
- W01 Brutger, William C.
- W01 Burkhart, Cole B.
- W01 Choe, Jessica A.
- W01 Halley, Jack R.
- W01 Lawson, Cory T.
- W01 Sekas, Benjamin T.
- W01 Sturtevant, Mackenzie R.
- W01 Tornbom, Jeremy R.
- W01 Van Brussel, Henry J.



FSXXI Class 22-012

- W01 Vest, Conner M.

59 Officers April 21, 2022 Class 22-012

Commissioned Officers

- 1LT Willis, Jonathan R. - DG
- CPT Arundel, Daniel P. - HG
- 2LT Lahr, Nicholas J. - HG
- 1LT Prow, Ethan A. - HG
- 1LT Williams, Jordan K. - HG
- 1LT Barrett, Marshall S.
- 1LT Bennett, Weston R.
- 2LT Berndt, Lukas J.
- 1LT Bunyard, Mason S.
- 2LT Dasenbrock, Jaret R.
- 1LT DeVoe, Joshua D.
- 1LT Eisenhauer, Kimberly D.
- 2LT Fulk, Virginia A.
- 1LT Gorman, Thomas D.
- 2LT Hall, Zachary S.
- 2LT Holm, Austin E.
- 2LT Huber, Jacob J.
- 1LT King, Brandon T.

- 1LT Kremer, Chance E. *
 - 1LT Langlais, Acacia L. *
 - 1LT Mitchell, Corrie C.
 - 2LT Ratton, Jacob C.
 - 1LT Thompson, Seth M. *
 - 2LT Thurman, Josie A.
 - 1LT Travis, Joshua T.
 - 1LT Vestal, Colin G.
 - 2LT Whittington, Charles W., III
- ### Warrant Officers
- W01 Johnson, John M. - DG
 - W01 Acton, Gary K. - HG
 - W01 Guajardo, Steven D. II - HG
 - W01 Montanez, Michael J. - HG
 - W01 Muise, Justin T. - HG
 - W01 Ausborn, Christopher R.
 - W01 Berg, David J.
 - W01 Bouhuys, Matthew W.
 - W01 Brown, Sarah R.
 - W01 Brunner, Chakrit
 - W01 Carpenter, Jared J.
 - W01 Courtney, Brian M.
 - W01 Cross, Britny S.

- W01 Cruze, Brent P.
- W01 Dyar, Kyle B.
- W01 Fehringer, Bethany D.
- W01 Hamrick, Tanner A. *
- W01 Hawkey, Bleu M.
- W01 Jung, Yonghoon
- CW2 Koss, Jordan R.
- W01 Kozak, Kenny
- W01 Mashburn, Geoffrey A.
- W01 Morales, Enrique A.
- W01 Orowski, Matthew W.
- W01 Reynolds, Bryce T.
- W01 Robichaux, Philip C., IV
- W01 Toler, John G.
- W01 Tornow, Jacob L.
- W01 Vincent, Tarissa C. *
- W01 Watts, Brett C.
- W01 Williams, John C.
- W01 Yamaguchi, Rumi

-DG: Distinguished Graduate

-HG: Honor Graduate

* = AAAA Member

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



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 053-21
PFC Robert J. Brod * - DG
SGT Alexander M. Apodaca
PV1 William P. Bearden
PV1 Morgan Eugene Bock
PV2 Nicholas J. Kittelt
PFC Joshua Gabriel Mack
PV2 Xitlali Maldonado
PV2 Rashell Mateo Peralta
PV2 Jean Paul Novalopez
PFC Gage Arthur Smedley
PV2 Christopher Kyle Smith
PV2 Vincent Lee Walker
Class 054-21
PV1 Ryan C. Fidorco * - DG
PV1 Christian Lee Davis
PFC Julian Gabriel Fletcher
PV2 Mario Angel Garza, Jr.
PV2 Brenden M. Hastings
PFC Savannah L. James
PV1 Coal James Marold
PFC Brandon C. McClure
PFC Trevon K. Robinson
PV1 Lucas Ryan Williams

Class 055-21
PFC Christy M. Young * - DG
PV1 Anthony Soaresdejesus
SPC Geraldo Malik Arrue
PV2 Gavin Bustamante
PV2 Zachary Payton Byrd
PFC Matthew L. Culpepper
PV2 Bryson Kyler Greene
PV2 Clayton S. Howard
PFC Savannah L. James
PFC Maverick W. Kolander
PFC William Bruce Ozment
Class 001-22
PV2 Tristan D. Perkins * - DG
PV1 Kolton Shane Breaux
PV1 Clarence J. Caudill
PFC Emma Grace Crosby
PFC Peter Judson Dekle
PV1 Kaiden E. Genco
PFC Alek Jacob Keith Gurica
PV2 Clayton S. Howard
PFC Timothy Joseph Maine
PV1 Katie Lynn McCormick
PV1 Sophia Park Ross
PFC Laynah Grace Taylor
Class 002-22
PV1 Ethan M. Noe * - DG
PFC William Blaine Brewer
PV2 Nathan Tyler McAlister
PFC Corbin Lee McDaniels
PV2 Alexander Ray Messer
PFC Alexander Carl Oatway
PFC Conner Robert Parr
PV1 Kaiden Blair Paulsen
PV2 Kaleb Anthony Pyle
PFC Ronald Wayne Roberts
PV2 Hayden Lee Walker

SPC Kade Hunter Wilson
Class 003-22
PV2 Jose Roberto
Romerochalchi * - DG
PV1 Briannan Jolee Abbott
PFC Blake M. Brandenburg
SPC John A. Cruz Medina
PV2 Sarah Ann Fritzsch
PFC Kevin Blake Oconnell
PFC Jonathan Sathuluri

CH-47 Medium Helicopter Repairer (15U)

Class 042-21
PV2 Hayden E. Bailey * - DG
MSG Ali I.A. AlshaiKhi
PFC Aidan Z. Konicek
CPL Jungoh Lu
PFC Ayden Reese Manor
1SG Antoine Lorenzo Smith
PFC Isaac P. Nagasako
PV2 Michael J. Trowbridge
PV2 Andrew Jose Tse
Class 043-21
PV2 Kaden Isbell * - DG
PV2 Aaron Dant
PFC Nicolai Domingo
PFC Rachel Kemp
PFC Jimmy Longino
PV2 Everett Matthews
PV2 Omar Palmer
PV2 Beau Sterling
PFC Cecelia Velo
Class 044-21
PFC Sterling C. Ferrell * - DG
PV2 Tucker Randall

Adamson
PFC Jesse J. Cheysobhon
PV2 Ethan A. French
PFC Andrew P. Henderson
1SG Antoine Lorenzo Smith
PV2 Joseph Wyatt Stacy
PV2 Beau E. J. Sterling
Class 045-21
PFC Christian Behm * - DG
PV2 Dalton Bittle
PV2 Dylan Cooper
PV2 Garret Gomes
PV2 Golda Herlin
PFC Jessica Holt
PFC Ian Martin
PV2 Cynder Melton
PV2 Meredith Moore
PFC Hunter Vigil

UH-60 Helicopter Repairer (15T)

Class 095-21
PFC Austin Hochstedler * - DG
PV2 Caleb Crabtree
PFC Alex Eberly
PFC Cole Flack
PFC James Gagne
PV2 Orlando Gomez Mendiaz
PV2 Garrett Joseph
PVT Wyatt Hendrix
PVT Jordan Karl Holmes
PFC Mia Steed
Class 096-21
PFC Joseph Mueller * - DG
PFC Joshua Dyer
PFC Payton Jago
PFC Aiden Kelsay
SPC Joshua McCrary
PV2 Jonathan Mchan
SPC Colin Merritt
PFC Marlon Morris
PFC Joseph Sarrington, Jr.
PFC Nathan Weisvittello
PFC Daniel Woodard
Class 001-22
PFC Nathan Clay Davis * - DG
PV2 Dalton W. Anderson
PV2 Payton Adam Arabia
PV2 Michael Adam Billman
PV2 Kyle Avery Blackford
PFC Cameron Ryan Bruno
PV2 Bruce Charles Byers III
PV2 Kenneth Dean Crebar
PV2 Brown Adam Deltoro
PV2 Kyle Eliot Denzel
PV2 Austin James Hayes
PV2 Iyaminette E. Valeza
Class 002-22
PFC Brennen Childress * - DG
PV2 Michael W. Applebee
PV2 Kennel L. Cottocotto
PV2 Eric Conner Fuller
PV2 Roberto Garcia Alcala
PFC Ilan Martinez Sayavedra
PV2 Zachary Jacob Miller
PFC Tommy Moyette Flores

PFC Nicholas R. Seabaugh
PV2 Carter Daniel Swenson
PV2 Muharrar A. Tabriz
PFC Steven Lee Thurlow
Class 003-22
PFC Dillon J. Wyatt * - DG
PFC Christopher M. Banks
SPC Cody Daniel Fink
SPC Christofer K. Frederick
PV2 Michael Anthony Huff
PV1 Eric James Huntress
PFC Owen Ashton Lessing
PFC Isaac Joel Lorenz
SPC Jeffrey J. Neyhart, Jr.
SPC Bradley N. Parrington
SPC Michael A. Peterson
SPC Jonathan V. Salazar
Class 004-22
PFC David Andrew Olaciregui * - DG
PV2 Takoda Blayne Anders
PFC Kayla J. Kruckenberg
PFC Robert R. Newell II
PFC Kaleb C. Renaldi
PFC Jonathan Riley Rousey
PFC Paul Jason Simi
PFC Taylor Jeremiah Towne
PFC Lauren R. Wagner
PV2 Alden Riley Wilkes
PFC Dominic R. Wray
Class 005-22
PFC Randy J. Lewis * - DG
PV2 Jorge Nicolas Alcantar
SPC Maximo Alexis Antonio
PFC Brody Blanchfill
SPC Kyle Jackson
SPC Minseok Lee
PFC Ian Robert Little
PVT Mason Craid Lund
PFC Ethan S. McQuiston
PVT Jacob Jadon Moraga
PV2 Kyle James Stanton
SPC Bryan R. Wolff
Class 006-22
PVT Jacob Biernat * - DG
PVT Memphis Bandy
PVT Leo Coyan
PVT Blake Descoteaux
PVT Triston Franklin
PFC Jarett Hicks
SPC Anil Kumar
PVT Daniel Nava
PV2 David Andrew Osborn
PV2 Nicholas West
PFC Christopher Worth
Class 007-22
PV2 James R. Adam * - DG
PV2 Tyler Joshua Brinsfield
PVT Drayton Chas
PVT Nicholas J. Davignon
PFC Luis Maliel Deleon
PFC Zachary Michael Dray
PFC Austin Allen Emmert
PVT Jaime Estuardo Garcia
PFC Matthew Gary Graham
PFC John Andrew Grissom
PV2 Marion C. Ignacio

Non-Rated Warrant Officer Graduates



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.

| | | |
|---------------------------|--------------------------|--------------------|
| 7 Officers March 23, 2022 | W01 Josue Correamerced | W01 Matthew Coffey |
| Class 001-022 | Class 002-22 | W01 Steven Harrop |
| W01 Symon Bowen * - DG | W01 Nathan Haase * - DG | * = AAAA Member |
| W01 Esther McClinton - HG | W01 Kristofer Dyson - HG | |

People On The Move

AIT GRADUATIONS *continued*

Class 008-22
 PVT Nathan W. Wood * - DG
 SPC Raul J. Colon
 SGT Kory C. Colvin
 PV2 Carter Jacobs
 PVT Michael Joshua
 PVT Jonathan Juarezramirez
 PV2 Justin Kantorczyk
 SPC Brian McGee
 PVT Ryan Singco
 SPC Cody Valentine
 PVT Noah Michael Vincent
 PFC Keystofer Wieloszynski

Aircraft Powerplant Repairer (15B)

Class 019-21
 PV2 Asher W. Whitten * - DG
 PFC Benjamin Lucas Barr
 PFC Elijah Steven Collyard
 PFC Phoenix River Dejesus
 PFC Darien Lane Gould
 PFC Shannaton A. Johnson
 PV2 Samphil Joseph
 PFC Emily H. Kauhaahaa
 PV2 Mason Adam Nealy
 PV2 Gavin Ray Nelson
 SSG Alvin Ganila Soriano
 SGT Evaldo Spaho
 PFC Dustin H Webb

Aircraft Powertrain Repairer (15D)

Class 013-21
 PV2 Nathaniel W. Brown * - DG
 PFC Michael T. Hollingsworth
 PFC Chance Leland Johnson
 SFC Veli Karaca
 PFC Jonathan Krause
 PFC Brian Scott Lewis, Jr
 SGT Cody Mac Osborn
 PFC Connor B. Ostrander
 SGT John J. R. Portales
 PV2 Jacob Michael Scott

Aircraft Electrician (15F)

Class 017-21
 SPC Keonjoon Lee * - DG
 PFC Wyatt Adam Crane
 PFC Joseph William Fanum
 PV2 Nicholas Bryan Fields
 SGT Johnny Sarkis
 PV2 Rihyme A. Thomas
 Class 018-21
 PV2 Noah J. Jeremias * - DG
 PV2 Nicholas Alan Luttrell
 PV2 William Galen Martin
 PV2 Brenden Tye Nowell
 SPC Marc Marcel Seyfried
 SPC Jordan Andrew Sheets
 PV2 Duc Minh Tran
 PV2 Robert Harley Wright Jr

Aircraft Structural Repairer (15G)

Class 001-22
 PFC Christopher G. Chun * - DG

PV2 Scott Mathew Cissell
 PV2 Leonard Songday Clift
 PFC John R. Dombrowski
 PV2 Cory Duane Frith
 PV2 Adrien L. Jackson
 PFC Landon M. Jacobs
 PFC Dennis Kaydanov
 PFC Matthew G. Kroenke
 PV2 Matthew David Lakin
 PFC Jordan Hunter Lambert
 PFC Henry Nguyen
 SPC The Duy Nguyen *
 PV2 James Milam Parker
 PFC William Jordan Reeves
 PV2 Nathan Shane Walding
 PFC Waylon James Williams
 PV2 Allen Michael A. Young

Aircraft Hydraulics Repairer (15H)

Class 002-22
 PVT Brianna E. Boyd * - DG
 PVT Gulliani Irwin Edmister
 PFC Jerrod T. Foley
 SPC Raju Gurung
 PV2 Bryce Daniel Hamm
 PFC Jeremy M. Hammon
 PVT Paul Leo Helton Jr
 PV2 Dalton Wayne High
 PVT Tomasz Joseph Lis

Avionic Repairer (15N)

Class 023-21
 PV2 Leslie Arevalos-Barrera
 SPC Cody Paul Cox
 PFC Zachary David Degroot
 PV2 Diego Ismael Deltoro
 PV2 Tanner Don Leverett
 PFC Daniella K. Pacheco
 Class 025-21
 PFC Syed M. Ali
 PFC Adrian F. Alvares
 PFC Joseph Carl Deas
 PV2 Anthony Louis Merluzzi
 PV2 Nisael O. Negronagron

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

Class 023-21
 PV1 Darrin Myers * - DG
 PV1 Matthew Brugmann
 PV1 Justin Danforth
 PV2 Justin Johnson
 PV2 Timothy Lachance
 SGT Charles Nelson
 PV2 Lauren Oconnor
 PV2 Jonathan Parayno
 Class 024-21
 SPC Ryan Augsburger
 SPC Liam Bailey
 CPL Santos Diazcastro
 SPC Christian Hostettler
 CPL Chase Rogers
 PFC Stanley Sims Jr
 PFC Tanner Strecker

Unmanned Aircraft Systems (UAS) Graduations

AAAA Congratulates the following Army Graduates of the Tactical Unmanned Aircraft Systems Operations Warrant Officer Technician Course, MOS 150U, at Fort Huachuca, Az.

Tactical Unmanned Aircraft Systems Operations Warrant Officer Technician Course
 8 Graduates, 24 February 2022
 WO1 Ronnie Carlos -HG
 WO1 Norman Borders
 WO1 Alex Downing
 WO1 Robert Laudeman
 WO1 Edmond Nachbauer
 WO1 Keinan Rogan
 WO1 Nicholas Sims
 WO1 Roger Wilson

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

6 Graduates, 22 February 2022
 PV2 Layton Waller -HG
 SGT Michael Holgate
 PFC Connor Deffibaugh
 PFC Joseph Lane
 PFC Brandon Nelson
 PV2 Victor Viveros
 6 Graduates, 4 March 2022
 SGT Anthony Davis -HG
 PFC Jonathon Devers
 PFC James Lum
 PFC Mason McClung
 PV2 Aven Modine
 PV2 Landon Shirr
 7 Graduates, 15 March 2022
 PFC Tyler Colvard -HG
 SGT Joshua Young
 SPC Charles Serdinsky
 PFC Tor Qureshi
 PV2 Cody Culp
 PV2 Kaeli Wise

PVT John Tousigant

UAS Operator

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

Shadow UAS Operator Course
 8 Graduates, 4 March 2022
 PFC Kevin Tillett -HG
 SPC Connor England
 PFC Bryan Bettcher
 PFC Rylan Griffin
 PFC Diana Raby
 PV2 Douglas Dubose III
 PV2 Daniel Garcia
 PV2 Aiden Sullivan

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

New AAAA Members *continued*

Katherine Haydel
 Kenny Hebert
 Gerald Hernandez
 Roderick Herron
 LT Chance Hill
 Stephen Hutson
 Kylie Ivey
 Latrish Jones
 Michele Judd
 Olga G. Khazanov
 Christopher Koehler
 Alex Laborde
 Al Lang
 David Larrick
 Thomas Lau
 Chad Leathers
 Holly Lemenager
 Tricia Lewis
 Derek Likes
 Kevin Luhmann
 Ryder Luzadder
 Garrett Lyon
 COL Jeffrey Macintire, Ret.
 William Mahoney
 COL Richard Martin
 Richard Mason
 David Mathis
 Mac McCraw
 Jack McDaniel
 Sheila McFerran
 Jason McNutt
 SFC Eddy Mpcarlin
 Brent Morrow
 Diane Mullens
 Sherrie Nash
 Forrest Nault
 Edward J. Newell
 Phil Nivens
 Daniel Norris
 Abigail Otis
 Dr. Jennifer Otts
 WO1 Alexis Parache
 Paul Parsons
 Chris Patty
 James Perkins
 CW3 Jeff Peterson
 CW4 James Pruitt

Kevin Pulliam
 Geoffrey Puppel
 1SG Jim Pusey, Ret.
 Emma M. Rhonemus
 Gary Ridgeway
 SFC James Ridley
 Herb Samuels
 George Scheers
 Matthew Schmitz
 SGT Gareth Scott
 Dawn Shanes
 Stephanie Shattuck
 Gene Shreve
 Matthew Sipe
 Andrew Sledge
 Brandy Smith
 Christopher Smitte
 Jeff Vaughn
 Mark Spencer
 Albert Spratley
 Paul Stein
 Kristen Steuver
 Dr. Patrick Taylor
 Dr. Gina Thayer
 Amanda Thrasher
 Taylor Triggs
 CAPT Michael Tryon
 John Turner
 SPC Mikey Vasquez
 Jeff Vaughn
 Dawson Vincent
 Charissa Watson
 Jackson White
 Lucas Whittington
 Alexandra Williams
 PO2 Dana Wilson
 Jason Wilson
 Adrienne Wiltshire
 Rachel Wojcik
 Johnny Workman
 Vicki Yates
Thunderbird Chapter
 Kyle Cartheuser
 CW2 Timothy Claffin
 WO1 Christopher Haley
 Bernard Hund
 MAJ Chad Mihalek

SSG Kelby Shifflett
Utah Chapter
 Peyton Knippel
 PFC Jarek V. Oakeson
Volunteer Chapter
 SFC Peter A. Adesanya
 Kevin Bishop
 SGT Jacob Bolling
 CW3 Jeremiah Christian
 CPT Greg Daly
 MAJ Paul David
 Simon Flavin
 Lowell Goldman
 MG Terry M. Haston, Ret.
 CW4 Bobby Jones
 CW2 Matthew R. Lentz
 Edward Lohmann
 Josh Longo
 SGT William C. Miller
 Chris Montini
 1LT Jacob O'Neill
 CPT Dominick Territo
 SSG Ray Wheatley
 Joseph Willoughby
Washington-Potomac Chapter
 Peyton Ball
 Andre Barbeau
 Dr. Michael Bear
 2LT Justice Bennett
 John Boardman
 Joseph Boeckx
 Katelny Bowers
 SPC Zadi S. CollierLagos
 Jay Daghmarsh
 James Decker
 Dwight DeGross
 COL David Exton, Ret.
 Stephen Finan
 SPC Dylan M. Formby
 David Freeman
 Benjamin Frehner
 Michael Gannon
 Jason Golemon
 SSG Andrew P. Greenfield
 Tyler Harber
 Rashid Hashimee

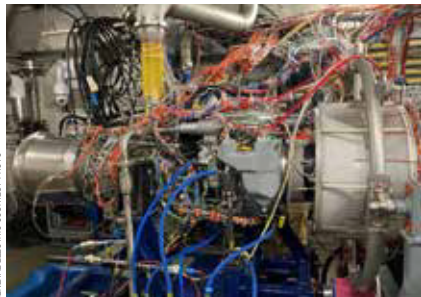
Jerry Hathaway
 Rodger Hickey
 Shannon Hines
 James Hosceht
 Jennifer Huber
 Paul Hughes
 Raghunandan Janardhan
 Dr. Bruce Jette
 Stephen Johnson
 Bardan Khatri
 Paul Kwiatkowski
 SPC Nathanael J. Lee
 Angela Mastellone
 Wook Nam
 MAJ Ervin Nicolas
 SSG Angel Perez
 Megan Powell
 Jeff Ratcliffe
 Jessica Ray
 Egon Rindered
 CPT James Rood
 Brian Rosson
 Sung Shin
 Darrell Singleton
 Tom Stewart
 CW5 Rodney Weiss, Ret.
 Dawn B. Winters
 MAJ David Witt
 Chang Ho Yang
 Yungjun Yoo
 MAJ Russell Zayas
Wright Brothers Chapter
 Tristan Cordova
 Craig Gilbert
 Michael Ingram
 Jeff Kling
 PV2 Kameron R. Maclean
 Jason Marshall
 Kirstie A. Maynard
 CW2 Elliott Stockton
Yellowhammer Chapter
 SSG Deric Elder
 CW4 Jason Godwin
Zia Chapter
 1SG Ashley Azzalina
 CW3 Anita Guderjohn



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.

Improved Turbine Engine's First Engine to Test Lights Off



GENERAL ELECTRIC COURTESY PHOTO

On 22 March, the Army's Improved Turbine Engine Program (ITEP) achieved a significant program milestone with the "light off" (first time fuel is ignited in the engine to produce power) of the General Electric (GE) T901 First Engine to Test (FETT). In total, the T901 FETT will complete over 100 hours of run time over the next two months as the engine undergoes a gradual break-in process that builds up to maximum power runs. The T901 engine will replace the T700 engine currently on all Boeing AH-64 Apache and Sikorsky UH-60 Black Hawk helicopters and provide increased power, improved reliability and better fuel efficiency. The T901 will also power the Future Attack Reconnaissance Aircraft (FARA).

Bell Brings SNC on Team Invictus



BELL GRAPHIC

SNC GRAPHIC

Bell Textron Inc. announced on April 26, 2022 it has signed a teaming agreement with Sierra Nevada Corporation (SNC), the global aerospace and national security company. As part of the collaboration, SNC has agreed to join Team Invictus as the mission systems integrator for Future Attack Reconnaissance Aircraft (FARA) Increment 1.



ODD PHOTO BY MARVIN HICHAID

Esper Joins Red Cell

Former Defense Secretary Mark Esper has joined the Washington-based venture capital firm Red

Cell Partners as a partner and chairman of its national security practice, the firm announced on April 13, 2022. The firm said Esper will lead its activities investing in and building new businesses in the areas of defense, cybersecurity, international affairs, space and aerospace.

Cocoon Protects Alaska Apaches



COCOON COURTESY PHOTO

The 1-25th Attack Reconnaissance Battalion (ARB) at Fort Wainwright, Alaska has purchased Cocoon Protective Covers to protect 24 Apache helicopters. These covers utilize the most advanced technical textiles that are waterproof and at the same time highly air-permeable, which greatly reduces the risk of corrosion. Cocoon's advanced technologies prevent covers from freezing, are engineered to withstand high wind loads, and meet every requirement of the AMCOM Protective Cover Specification.

Honeywell Systems Selected for DEFIANT

Honeywell

HONEYWELL GRAPHIC

A variety of Honeywell engine and power systems technology has been selected by Lockheed Martin Sikorsky-Boeing for its DEFIANT X® helicopter, currently a contender in the U.S. Army's Future Long-Range Assault Aircraft (FLRAA) competition. Team DEFIANT selected Honeywell's GTCP 36-150 auxiliary power units (APUs) series, as well as Honeywell's main engine generator and APU generator.

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

Breeze-Eastern Corp., Whippany, NJ, was awarded a \$7,938,309 firm-fixed-price contract for the overhaul and upgrade of the Winch, Aircraft Mounted for the UH-60

Medical Evacuation Aircraft; work locations and funding will be determined with each order, with an estimated completion date of April 21, 2027.

Geeks and Nerds,* Huntsville, AL, was awarded an \$11,249,005 modification to contract W31P4Q-21-F-B005 to support service requirements within the Program Executive Office Aviation Headquarters; work will be performed in Huntsville, with an estimated completion date of April 14, 2026.

Rockwell Collins Inc., Cedar Rapids, IA, was awarded a \$7,815,883 cost-plus-fixed-fee contract for Common Avionics Architecture System procurement; work locations and funding will be determined with each order, with an estimated completion date of April 14, 2024.

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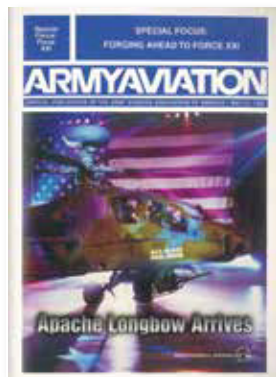
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Art's Attic

By Mark Albertson



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



25 Years Ago May, 1997

Briefings

CSM Horne, USAAVNC and Fort Rucker CSM, proudly announces the selection of the U.S. Army Aviation Center and Fort Rucker's Noncommissioned Officer and Soldier of the 2nd Quarter of 1997: NCO of 2nd

Quarter is SGT Ramin H. Panahi, an Air Traffic Controller assigned to A Co. 1-11th Avn. Regt., Aviation Training Brigade. The Soldier of the 2nd Quarter is: SPC Cody L. McFarland, trombone player for the 98th Army Band, 1-210th Avn. Regt., 1st Aviation Brigade.

At the Convention

Saturday morning's First Light Breakfast featured an address by LTG Ronald V. Hite, Military Assistant to Assistant Secretary of the Army for Research and Development. Major (P) Nancy Currie, Army Astronaut and BG Richard G. Capps, Assistant Adjutant General, Florida, both received Silver St. Michael Awards at the event. Left to right: LTG Hite, Major (P) Currie, and AAAAA President Stephenson.



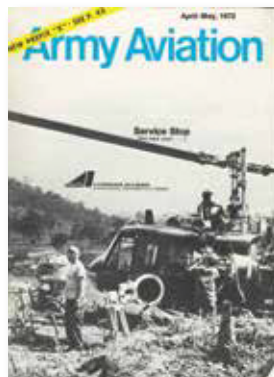
At the Convention . . .

The 40th Anniversary of the founding of AAAAA was commemorated by a substantial group of its founding members at a lunch on Saturday, hosted by AAAAA founder, Art Kesten. Pictured from left to right: A.T. Pumphrey, Sid Achee, Harry

Townsend who are seen offering the prize of a very dusty UH-1 model from Art's office to Elizabeth and Russ Baugh for correctly naming all 14 Cub Club Guidelines broken by members.



50 Years Ago April-May, 1972



"SWOOSH!"

A futuristic mode of conveyance will be a featured attraction at TRANSP-PO 72, to be held at Dulles International Airport, May 27-June 4. It is a 300-mph Tracked Air Cushion Research Vehicle (TACRV), from the

Department of Transportation. This product of Grumman rides a thin layer of air within a specially constructed concrete causeway.



Engine Maintenance System

Major Leonard J. Rodowick (left) and CW2 Michael J. Klinkbeil describe their system for aircraft turbine engine maintenance. Their effort is expected to save the Army \$5 million yearly and, will generate upwards of \$8,000 in awards—tops in First Army area.



100% Refund

Members of ORWAC 72-4 and WORWAC 72-3 at Fort Rucker recently received Army Aviation Association (AAAA) membership incentive refund checks totaling \$154 in recognition of their 100% enrollment in AAAAA. The officer class leader was Captain Frank E. Duncan; WO Vaughn K. Martin was class leader of the WORWAK class.



Adieu

Colonel Harry L. Jones (right), Deputy Assistant Commandant, USATSch, and Colonel Orman E. Hicks, Deputy Command-



er, Fort Eustis bid "Farewell" to Major Ellery Calkin, who ferried Fort Eustis's last U-6 Beaver to Tucson for outdoor storage. The Army is in the midst of phasing out the U-6.

In Memoriam

Major General Carl Herbert McNair, Junior, U.S. Army Retired



It is with great sadness that AAAA announces the passing of MG (Ret.) Carl McNair on May 2, 2022. He was 88.

A graduate of the U.S. Military Academy at West Point, following a tour as an infantry company commander in the 1st Cavalry Division in Korea, he completed flight school and went on to command aviation units in Vietnam. During the course of six campaigns, two Tet offensives and more than 1,500 combat hours he was awarded four Distinguished Flying Crosses, a Legion of Merit, two Bronze Star Medals for valor and 53 Air Medals.

He commanded the Aviation Brigade at Fort Rucker, Alabama, from 1974 to 1975, and was commanding general of the U.S. Army Aviation Center from 1980 to 1983. He had been instrumental in the planning and conception stage of the Army Aviation Branch and, in 1983, became its first chief.

His other important positions included time as an instructor at both the U.S. Military Academy and the Armed Forces Staff College; deputy for aviation in the Army Secretariat; executive officer to the chief of research and development; and, finally, chief of staff of the U.S. Army Training and Doctrine Command.

Following retirement from the military after 32 years of service, he held challenging leadership positions in multiple defense corporations. He was an unofficial voice of Army aviation and served as President of AAAA from 1999-2001 and President of the AAAA Scholarship Foundation, Inc. Board of Governors 2005-2007. He also assumed leadership roles and top offices in the American Helicopter Society (AHS), the Association of the United States Army (AUSA), the Army Historical Foundation, and the National Defense Industrial Association.

He was inducted into the Army Aviation Hall of Fame in April 2004, and in July 2015 into the Living Legends of Aviation, among numerous other recognitions.

May he rest in peace.

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