

ARMY AVIATION

NETWORK | RECOGNITION | VOICE | SUPPORT

October 31, 2024



MOSA, MEET MOSARC™ MODERNIZATION FOR CURRENT FLEETS

 **Collins Aerospace**
An RTX Business

collinsaerospace.com/MosarcHelos

FUTURE LONG RANGE ASSAULT AIRCRAFT



REVOLUTIONARY MANEUVER

Expanding Tactical Options » Extending Operational Reach

Exploiting Temporary Domain Dominance » Leveraging Relative Sanctuary

Speed of Execution » bell.co/revolutionary







Contents

October 31, 2024, Vol. 73, No. 10

TO THE FIELD

- 12 Army Aviation Branch Chief's Corner**
By MG Clair A. Gill
- 16 AMCOM Commander Update**
By MG Lori L. Robinson
- 20 Aviation Branch Maintenance Officer**
By CW5 Paul McNeill
- 22 AMCOM Command Sergeant Major Update**
By CSM Christopher T. Doss
- 26 Combat Readiness Center Update**
By CW5 Shawn Johnson
- 28 Reserve Component Aviation Update**
By MAJ Tommie Lee Shaw Jr.
- 30 128th Aviation Brigade Update**
SFC Joseph Cabrera
- 32 CCDC AVMC Tech Talk**
By Dr. Thomas L. Thompson
- 34 Ask the Flight Surgeon**
By COL Tracy Durham, Ph.D., and CPT John Solak, MD, MPH

SPECIAL FOCUS – Aviation Sustainment

- 36 Providing Sustainment Maintenance Opportunities for the Aviation Enterprise**
By Jessica Dunaway



Chinook Block II

A Chinook Block II helicopter is shown in flight, viewed from a low angle. The helicopter is dark olive green and is flying over a lush green landscape with rolling hills and a coastline. The sky is blue with scattered white clouds. The helicopter's main rotor blades are blurred, indicating motion. The landing gear is visible, and the cockpit windows are clear.

Built for mission success

The Chinook Block II is the next step in heavy-lift modernization efforts. With the latest structural and design improvements, Block II helps maintain the U.S. Army's mission-readiness and meets our warfighters' constantly evolving needs.

Learn more at boeing.com/chinook

Contents

October 31, 2024, Vol. 73, No. 10



SPECIAL FOCUS – Aviation Support

38 Aviation Mission System and Architecture Project Office Update

By Mr. James Bamburg

40 PEO Aviation's Virtual Training Environment

By Mr. William T. Richburg



SPECIAL FOCUS — AAAA Awards

42 AAAA Army Aviation Survivability Forum Returns to Huntsville

By MSG (Ret.) Art Agnew



FROM THE FIELD

46 Rifles to Drones: What the M-16 Can Teach Us About UAS Acquisitions

By MAJ Dallas Durham



DEPARTMENTS

AAAA NEWS

AAAA President's Cockpit.....	10
AAAA VP Chapter Affairs.....	58
Chapter News.....	59
AAAA VP Membership.....	62
New Members.....	63
AAAA Family Forum.....	64
AAAA Legislative Report.....	76
AAAA Scholarship Foundation, Donors.....	56, 57
AAAA TLC Foundation.....	50

ARMY AVIATION COMMUNITY NEWS

Advertisers Index.....	66
Advertiser Spotlight.....	67
Art's Attic.....	77
Briefings.....	8
Calendar.....	74
Enlisted Spotlight.....	22
Hall of Fame.....	78
Historical Perspective.....	52
Industry News.....	66
In Memoriam.....	65
News Spotlight.....	46
Recently Departed.....	69
People on the Move.....	70
VHPA Feature.....	54



ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAP). Title Reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except May and September by AAP, 593 Main Street, Monroe, CT 06468-2806. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: <http://www.quad-a.org>. Subscription rates for non-AAAA members: \$35, one year; \$65, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAP, 593 Main Street, Monroe, CT 06468-2806.



ESSENTIAL CLARITY

Advanced 380X imaging includes multi-tile video management to enhance situation awareness by viewing multiple video sources simultaneously, and other essential capabilities for airborne surveillance during a variety of missions. Operators around the world rely upon the premier EO/IR imaging from Teledyne FLIR. Level up your capabilities with 380X.



LEARN MORE
[FLIR.COM/AA24X](https://www.flir.com/aa24x)

Founders / Art and Dotty Kesten

Publisher / William R. Harris Jr.

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

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

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

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

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

Director of Advertising & Exhibit Sales
Robert C. Lachowski
bob@quad-a.org

Deputy Director of Advertising & Exhibit Sales
Erika Burgess
erika@quad-a.org

Advertising & Exhibit Sales Manager
Carmen Tuohy
carmen@quad-a.org

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

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

Director Data Services / Ben Marini
ben@quad-a.org

Circulation Department
Mira Auxier
Deb Cavallaro
Debbie Coley
Jackie Harris
Genesis Miller

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

*Visit our website for additional
articles and updates.*

ARMYAVIATIONmagazine.com

On The Cover

PAID ADVERTISEMENT: Empowering rapid and seamless integration of mission avionics, Mosarc™ enables MOSA with an open systems building-block approach. Its modular ecosystem allows interoperability with best-in-class products for current and future fleets. Caption provided by the advertiser.

Briefings

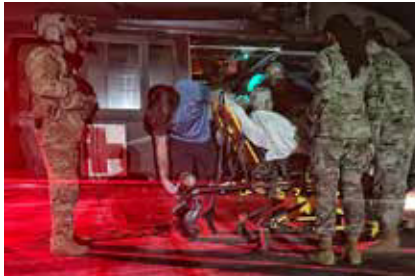
Army Exceeds Active Duty Recruiting Goals



U.S. ARMY PHOTO BY SPC DANIEL DAVIS

The Army has exceeded its recruiting goal for fiscal year 2024, accessing at least 55,300 new soldiers and placing about 11,000 in the delayed entry program for FY 2025. Army Secretary Christine Wormuth said the “goal is to grow back Army end strength over time, because we do need to get bigger. It is a very dangerous security environment, and a larger Army – an Army bigger than 450,000 – is needed to grapple with what we’re doing.”

3CAB Provides MEDEVAC Support in Wake of Hurricane Helene



U.S. ARMY PHOTO

In a demonstration of cooperation between Defense Health Agency, East, medical facilities, Winn Army Community Hospital provided critical care support to Dwight D. Eisenhower Army Medical Center (DDEAMC) following the impact of Hurricane Helene throughout Augusta, Georgia. In the late hours of Sept. 29, six patients requiring continuity of care were transferred from DDEAMC to Winn Army Community Hospital via medical evacuation helicopters from the 3rd Combat Aviation Brigade, 3rd Infantry Division. Two nurses from DDEAMC accompanied the patients to provide in-flight care and additional staff support to Winn.

New Household Goods Program Coming This Fall



DOB PHOTO

U.S. Transportation Command officials are adding 16 more installations for limited local household goods moves, in addition to the 15 bases where troops’ belongings have been moving locally under the new system since April, officials announced on Aug. 30, 2024. Officials are also starting some interstate moves at a few locations as they roll out the new Global Household Goods Contract, which privatizes and centralizes household goods shipping under one manager, including such places as Fort Huachuca, Arizona; Fort Carson, Colorado; Fort Stewart, Georgia; Fort Detrick and Fort Meade in Maryland; and Fort Gregg-Adams, Virginia. As the program keeps ramping up, TRANSCOM expects to include all domestic shipments by next spring. International shipments under the Global Household Goods Contract will start no earlier than September 2025. For more information go to www.militaryonesourcemil/GHC.

NFL Comes to AFN

Soldiers, families and retirees stationed overseas can enjoy the entire 2024 NFL season through to the Super Bowl for the first time on the American Forces Network’s free television app, AFN Now. Viewers also can take advantage of video-on-demand service on AFN Now. For more information, visit myafn.net.

Wreaths Across America

Join us in supporting the AAAA Scholarship’s Wreaths Across America Campaign to enhance the Scholarship Fund. Your unwavering support is crucial. Please sponsor a wreath today at <http://www.wreathscrossamerica.org/CT0098P>. You can make a difference. See page 56 for more information.

AAAA TLC

Building Better Futures, One Grant at a Time!

The AAAA Trade-School, Licensing, and Certification Foundation, TLC was formed in 2021 as a 501(c)(3) Charity to benefit AAAA members and families. The TLC is focused on providing financial grants for attaining skills like getting your civilian Airframe and Powerplant (A&P) license, Commercial Drivers License, (CDL), welding certification, etc. Applicants for grants see page 50 for more details.





START LIGHTER
START FASTER
START SMARTER



Certified Lithium-ion Aircraft Batteries

Cut aircraft battery weight and increase your useful load. Like you, True Blue Power® batteries are always mission ready. They fully recharge within 30 minutes and deliver superior performance in the most rugged environments. Even better, you'll eliminate expensive battery maintenance and the need for ground power units. **Start LIGHTER, start FASTER and start SMARTER every time.**



truebluepowerusa.com/GETSTARTED

TRUE BLUE POWER®

A division of Mid-Continent Instrument Co., Inc.



Getting Back Into the Rhythm

It is great to be back into the rhythm of the events that showcase Army Aviation's essential capabilities, and your Association's contribution to enabling the pillars of Networking, Voice, Recognition and Support.

First was the Association of the United States Army Hot Topic on Aviation, which occurred in early September at AUSA Headquarters in Arlington VA. Bill Harris, our Executive Director, and I were invited to participate in this important event; I was honored to chair the opening panel on "Army Aviation in the Air-Ground Littoral of 2040," while Bill introduced all the day's speakers and panels. Our Branch Chief MG Clair Gill, BG Cain Baker, our Future Vertical Lift Cross-Functional Team director, BG David Phillips, Program Executive Officer Aviation, GEN JD Thurman, Ret. (our AAAA Senior Executive Associates Chair), and COL Tom Von Eschenbach, Ret., Senior Vice President for Air and Space Systems, Parry Labs, were exceptional in their articulation of the criticality of Army Aviation capabilities and their contributions to the future fight. Our Branch is simply in great hands with not only our incredible Aviation General Officer Steering Group leaders, but also with our exceptional Industry Partner leaders that are so committed to the Branch.

At the end of September, we hosted the AAAA Army Aviation Survivability Forum in Huntsville. It was a dynamic event with great questions being raised for the speakers and panel from the many Aviation Mission Survivability Officers (AMSO) in attendance. A huge thanks to COL Brock Zimmerman, Project Manager Aircraft Survivability Equipment, and our Program Executive Officer for Intelligence, Electronic Warfare and Sensors, BG Ed Barker, whose



AAAA President, MG (Ret.) Walt Davis inducts Mr. Ralph Troisio into the Silver Honorable Order of St. Michael following his panel presentation at the Army Aviation Survivability Forum on Sep. 17, 2024. Ralph retired at the end of September after devoting his entire professional career of 38+ years as an Army Civilian/Science & Technology (S&T) Engineer in the field of Electronic Warfare, Aircraft Survivability Equipment/Platform Protection and Aviation Sensors. As a life-long member of AAAA, he has served as the "Future Work" Technology Panel Chairman for the forum since 2007. He has also contributed annually as author/co-author to the Army Aviation Magazine Aircraft Survivability issue since 2013.

support ensured the attendance and participation of unit AMSOs from all components for both the classified and unclassified Forum sessions. Industry feedback was also critical and reinforced how your AAAA is a vital enabler and platform for lateral discussions among the entire Aviation community to explore solutions that have a real-world impact for our force.

As always, a key highlight of the Forum was the recognition of our outstanding awardees both on stage and at the Awardee Dinner the night before the presentations. We are so fortunate to have these great Soldiers in our formations. See page 44 for photos and a more detailed wrap up of the event.

Finally, we will have held our Senior Executive Associates Dinner which occurs after the conclusion of the Association of the United States Army's Annual Meeting and Conference, in mid-October. This is the group of our retired, non-Aviation Flag Officers, who volunteer their time to help generate understanding of Army Aviation capa-

bilities, priorities, and challenges outside of the Army Aviation community. We were fortunate indeed to have had Army Chief of Staff, GEN Randy George and the Aviation General Officer Steering Committee (A-GOSC) join us again this year at that dinner.

In support of our AAAA Support pillar, remember that the Scholarship Foundation's application process is now open. See the website for application process details quad-a.org/scholarship. This incredible program grants over \$600,000 each year to our Soldiers and Families for higher education. It is certainly one of our greatest AAAA membership benefits.

And remember, the Cribbins Readiness Conference is coming up in Huntsville, AL, in November and the Luther G. Jones Army Aviation Depot Forum in December in Corpus Christi, TX. We hope to see you there!

MG Walt Davis, U.S. Army Retired
36th President, AAAA
walt.davis@quad-a.org



**SUPPORTING THE WORLD'S
MOST ADVANCED
ATTACK HELICOPTER AT
HOME AND ABROAD.**



See what we can do for you!



SES: Small Business customer focus, Large Business Capabilities

248 Dunlop Blvd. • Huntsville, AL 35824 • (256) 258-0500 • www.sesius.com



Sustainment: A Transformation Imperative

By MG Clair A. Gill



U.S. Soldiers with the 126th Aviation Battalion conduct maintenance on a UH-60 Black Hawk on Camp Bondsteel, Kosovo, July 19, 2023.

U.S. ARMY PHOTO BY SGT NICHOL MORGENSEN

Amateurs talk strategy; professionals talk logistics. – GEN Omar Bradley

As we assess the capabilities of peer adversaries on the future battlefield, sustaining Army Aviation forces will be ever more challenging.

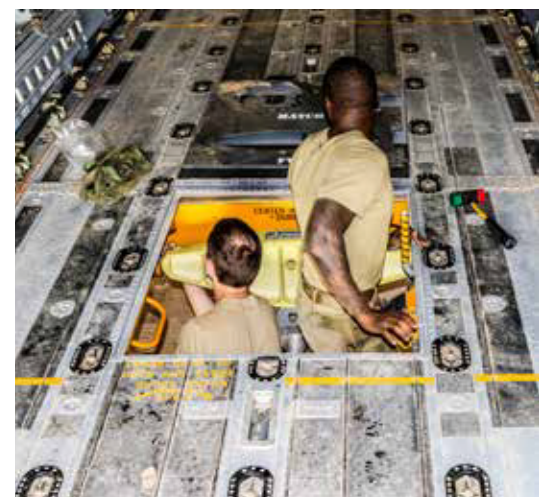
The enemy will threaten aviation in the air and on the ground. The threat's surface-to-surface fires on our command posts and assembly areas will present a greater danger to Army Aviation than their surface-to-air systems. Because Army Aviation heavily depends on maintenance and logistics, we must modernize our command and control (C2) and sustainment methodology to fight in multiple domains.

Similar to how we fight, the enemy will also present multiple dilemmas. There are many ways an adversary will attempt to disrupt aviation operations as we maneuver across the air-ground littoral, including denial or disruption

of landing and pick-up zones, forward arming and refueling points (FARPs), assembly areas, areas of operation, and the use of airfields, to mention a few. In our recent past, we conducted aviation operations routinely without fear of significant interdiction from relative sanctuary of fixed bases and airfields. In the future, our actions will be translucent, if not transparent. As we have seen in the Russia-Ukraine conflict, transparent sustainment operations are high value targets that are quickly tar-

geted. To preserve our freedom of maneuver in the future, we must transform our sustainment enterprise accordingly.

Unlike operations in Iraq and Afghanistan, the previous brigade combat team (BCT) – now the maneuver brigade – will no longer be the focal point of our combat power. The divi-



Workhorse Soldiers of Task Force 127 conduct maintenance on a CH-47.

COMM CHECK ...

LIMA CHARLIE



TDFM 9300

MANUFACTURED TO MISSION SPECIFICATION

**TRI-BANDED
DIGITAL MODULES (x4)**

- VHF: 136-174Mhz
- UHF: 380-520Mhz
- 7/800: 764-870 Mhz

T6 ANALOG MODULE (x1)

- 30-50Mhz, 107-117.9Mhz,
118-156Mhz, 225-400Mhz

MULTI COMM PORT

- Plug & Play
Handheld Interface

Please visit us at Cribbins Booth #801

DALLASAVIONICS.COM

ISO 9001:2015 and AS9100 Rev D 800-527-2581



sion has assumed this role in large scale combat operations (LSCO). Our sustainment functions must transform to maintain the volume, velocity, and tempo necessary to sustain the fight. This is especially important because it is not just about how Aviation sustains our own operations; it is about how we sustain the Division, solving their logistical dilemmas through our agility and speed. Army Aviation is particularly well-suited to supporting the Division's consolidation of gains and transitions.

More Complex Challenges

Aviation sustainment is challenging but will become even more complex as we fight across contested domains. To generate and maintain the combat power to fight and win, Army Aviation must have effective sustainment C2 and distribution systems, especially when operating in the denied, degraded, and disrupted space operational environment (D3SOE). Maintenance enables operations, but it is only one piece of the sustainment puzzle; logistics and health service support must also factor into our transformation efforts. Thus, aviation commanders must assess and engage all aspects of sustainment, but admittedly, maintenance tends to consume most of

our focus. As the aircraft is Army Aviation's primary weapon system, the maintainer's toolboxes are theirs. As such, commanders must aggressively support the Aviation Maintenance Training Program, protecting maintainers' training time to meet LSCO demands. Proficient maintenance programs will be critical in enabling the Division and Corps' tempo.

Transformation is essential to Army Aviation's lifeblood. To meet the demands of the future battlefield and support our joint and combined arms formations, the Future Vertical Lift (FVL) and Future Aviation Tactical Ecosystems (FATE) are critical. However, the ability to maneuver is worthless without sufficient capability to conduct maintenance in austere environments. We need industry to develop tools, parts, and ground support equipment for these systems that can be easily operated and procured or produced in the field. The Army must concurrently develop FVL and FATE sustainment capabilities along with the platforms. We can ill-afford to outrun our headlights on sustainment as we pursue transformation efforts.

The Need

So, what is needed? First, we must keep at the forefront of our develop-

mental efforts that the efficacy of FVL and its ecosystem is inextricably linked to sustainment. For Army Aviation, this means a sustainment capability able to operate over dispersed locations and function in austere environments with small, well-led maintenance teams. We must have enough specialized parts/tool packages that can quickly and accurately deploy to meet aircraft maintenance needs. Second, we must train and equip FARPs, battle damage assessment and repair teams, and downed aircraft recovery teams to be survivable in this environment. These imperatives require Army Aviation formations to replicate these sustainment constraints in training. Whether we conduct that training at home stations, combat training centers, or during deployments, it must be realistic and replicate the conditions, challenges, and operational planning for future conflicts in a LSCO environment.

The challenge to sustain our Army Aviation formations is not new, but the complexities of multiple domains and the sophistication of potential adversaries compel change – “the way we’ve always done it” will not survive the LSCO environment. Large-scale combat heavily taxes aviation sustainment networks, but also provide the opportunity for aviation sustainment operations to significantly contribute to the ground force's endurance, depth, and ability to consolidate gains. The better Army Aviation can execute our own sustainment, the better we can support the Division and Corps!

Now that I have a few months as your Branch Chief, I look forward to tackling sustainment issues that increase our lethality and that of our Army team. I am further committed to developing Aviation warfighters capable of fighting and winning on the current and future battlefield. As the Army develops FVL platforms and ecosystems, I will work with my fellow Center of Excellence teammates to ensure the sustainment functions needed to maintain and resupply our systems are on pace with the whole of Army transformation. Sustainment, in all its functions, is decisive for Army Aviation to support our combined arms team.

Above the Best!
Fly Army!

MG Clair A. Gill is the Army Aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence and Fort Novosel, AL.

StandardAero

YOUR READINESS IS OUR FIRST PRIORITY

Bringing **BEST-IN-CLASS** aviation services to our Military partners

- Global aerospace maintenance, repair and overhaul support for aircraft, rotorcraft, engines and avionics.
- Complete engine MRO for GE T700/CT7, Pratt & Whitney Canada PT6A, PT6T, Rolls-Royce T56, AE2100, AE1107, M250, and Safran Arriel 1 & 2.
- Full engineering, design and certification capability, including reliability-based and predictive maintenance.



DCONE-XM  
**C-130, KC-135, C-5
 ANR Model**
 Low Impedance
 NSN# 5965-01-684-5485
 P/N 43102G-03



DCONE-XM  
C-17 ANR Model
 High Impedance
 NSN# 5965-01-680-0088
 P/N 43102G-09




DCONE-XM  
C-130J ANR Model
 Low Impedance
 NSN# Pending
 P/N 43102G-10



DC PRO-X2  
KC-10 ANR Model
 High Impedance
 NSN# Pending
 P/N 43105G-05

Air Dominance

Next Generation Air Crew Headsets

David Clark Company has been a leading supplier of aviation headsets for the US Armed Forces and military aviators worldwide for decades. These purpose-built air crew headsets are designed to match the impedance and connectivity requirements for a variety of military aircraft. Offering lightweight comfort, excellent active noise reduction performance and “David Clark durability”. For more information call **1-800-298-6235** or visit **www.davidclark.com**.



WWW.DAVIDCLARK.COM





▶ AMCOM Commander Update

Editor's Note: For this AMCOM – Aviation Maintenance special focus issue, the branch chief, MG Clair Gill, has coordinated having the Army Aviation Enterprise maintenance / sustainment leader, MG Lori Robinson, her command sergeant major, and the Branch Aviation Maintenance Officer, provide the lead, "To the Field," command group articles.

Current, Enduring, and Future Aviation Fleet Sustainment

By MG Lori L. Robinson

It is my honor to have the opportunity to serve as the new commander of the U.S. Army Aviation and Missile Command (AMCOM).

Throughout my career in Army aviation, I frequently received world-class aviation support from the more than 11,000 dedicated professionals at AMCOM. I've experienced firsthand the capabilities of our depots, the field support from our Aviation Field Maintenance Directorate (AFMD) and assistance from our Logistics Assistance Representatives (LARs). As an Army, we think about modernization in three time-horizons: Transform-in-Contact, Deliberate Transformation and Concept-Driven Transformation. Similarly, we can apply this framework to aviation sustainment as we assess our current, enduring and future fleets. This framework focuses not only on the platforms, but also on the Soldier and civilian workforce that will fly, operate, maintain and sustain them both now and in the future.

Current Fleet

The AMCOM Logistics Center (ALC) plays a critical role in the Army aviation supply chain, managing key components and collaborating with industry partners and the Defense Logistics Agency (DLA) daily. However, the supply chain faces challenges due to raw material shortages affecting the



U.S. ARMY PHOTO BY JEREMY COBBIN/AMCOM PAO

manufacturing of critical aircraft parts. Data analytics can alleviate some supply chain strain by increasing our capability to plan, project and determine sources of supply needed to meet our parts requirements. As we operate in distributed footprints across the Pacific, Europe and Middle East, we look toward a regional sustainment framework for Army aviation in coordination with our allies and partners. Public-private partnerships with industry can also facilitate aviation sustainment operations at both our depots and regional facilities. Our depot forward repair teams from Corpus Christi Army Depot (CCAD) also play a vital role in returning damaged aircraft to the fight forward saving valuable time and readiness without moving an aircraft back to the United States. A regional sustainment framework and forward depot repair capabilities will increase expeditionary sustainment operations.

Enduring Fleet

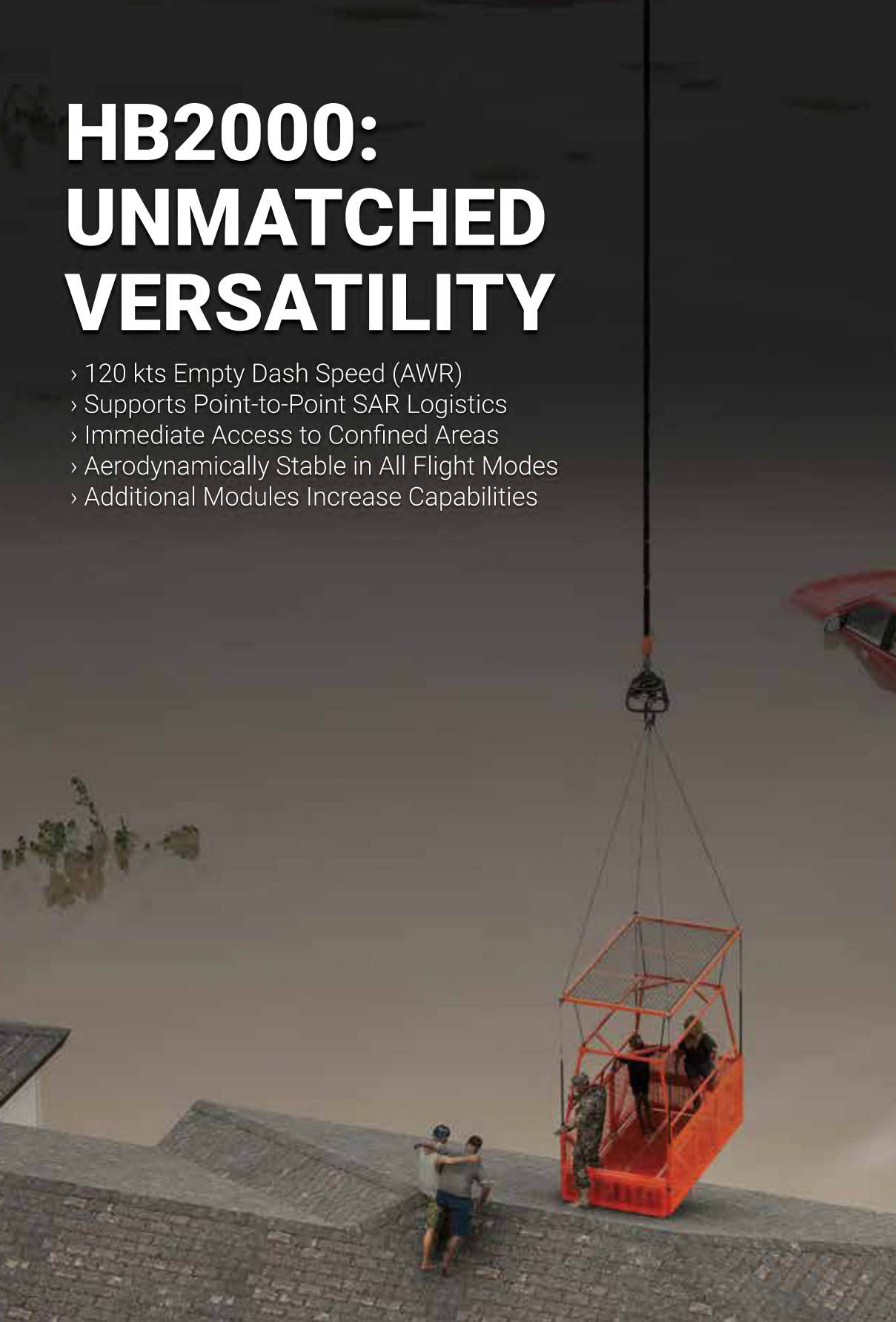
In basic form, our enduring fleet looks very much like our current fleet with the addition of new unmanned systems and launched effects. AMCOM is a Lifecycle Management Command, and those

Lisa Hirschler, director of the AMCOM Business Transformation Office, leads a discussion during the 2024 AMCOM Data Analytics Day, held Sept. 10 on Redstone Arsenal, AL. AMCOM is training employees with the latest tools to help make data-driven decisions in aviation and missile sustainment.

lifecycles vary across all platforms. The CH-47 is planned to fly for 100 years. To ensure the viability of our enduring fleets over the next three to four decades, we focus our efforts in two areas: the structural integrity of airframes and an open-system architecture to allow for targeted modernization efforts. Many platforms are still flying with high operational readiness rates due to our investment in programs such as RESET, Overhaul and other repair programs above the field level of maintenance. Preventative maintenance is crucial to keep our enduring fleets flying into the future. Data analytics provides another opportunity to inform which aircraft to invest in based on maintenance trends, particularly those involving structural integrity. AMCOM developed a data analytics-based Enduring Fleet Management Tool (EFMT) that scores every aircraft in the Army's inventory,

HB2000: UNMATCHED VERSATILITY

- › 120 kts Empty Dash Speed (AWR)
- › Supports Point-to-Point SAR Logistics
- › Immediate Access to Confined Areas
- › Aerodynamically Stable in All Flight Modes
- › Additional Modules Increase Capabilities



RESCUE • DEPLOYMENT • LOGISTICS

For Your Most Critical Missions, Trust **HELIBASKET** 

HELIBASKET  **TM**

utilizing 15 evaluation criteria to determine which aircraft require higher-level maintenance actions to extend the aircraft's lifespan. On Condition Sustainment Maintenance (OCSM) will direct investment in those aircraft that need it most versus using time or location as the determining factor for induction.

Future Fleet

Sustaining our future fleets will incorporate human-machine integration through initiatives in tele-maintenance and certification of flight-critical parts produced by additive manufacturing. While we won't be printing aircraft transmissions in an aviation maintenance company any time soon, 3D multi-laser printers could serve as an additional source of supply for high-consumption parts forward. The Improved Turbine Engine Program will be the first to incorporate additively manufactured parts in the design of an Army engine. The development of digital twins of components and systems will allow for enhanced modeling, testing and production as well as a more visual, accurate and detailed training and troubleshooting environment. The U.S. Army Test Measurement and Diagnostic Equipment Activity (USATA) will keep pace

with TMDE efforts to ensure our tools are calibrated and capable of maintaining our current, enduring and future fleets. One of USATA's key initiatives is the National Institute of Standards and Technology (NIST) forum to develop next generation metrology solutions known as NIST-On-A-Chip (NOAC). Viewing these tools through the lens of dispersed sustainment is crucial to preparing for a contested logistics environment where we know we will be under constant observation and in areas where it will be difficult to move large things.

Organic Industrial Base (OIB)

The guarantor behind the lifecycle sustainment of our current, enduring and future fleets is the Organic Industrial Base and for Army Aviation, that is CCAD. The last few years have highlighted the value and importance of sustaining the viability of the OIB while keeping pace with modernization at our depots. We recently broke ground on Phase 4 of the Aviation Multipurpose Production Facility at CCAD — a seven-phase approach to modernizing the depot's capacity for engine, transmission and other component repair. The strength of our OIB lies in the skilled work of our experienced artisans. Our

workforce will gain efficiency using robotics for automated storage and retrieval as well as movement of components to different stages of the production line. Capabilities such as blue light scanning techniques to evaluate parts, flexible transmission test cells to reduce dedicated equipment for transmission testing, cold spray to replace helium with nitrogen and immersion cleaning to enhance automation and nearly eliminate manual cleaning will allow CCAD to remain relevant as America's Depot far into the future.

I look forward to enabling our aviation warfighters through reliable sustainment for our current, enduring and future aviation fleets while sourcing creative solutions to bridge supply chain gaps. Alongside our industry partners, we will continue to drive action on refining our current sustainment processes to meet the needs of our aviation fleets as we develop solutions to future aviation sustainment challenges.

MG Lori L. Robinson is the commanding general of the U.S. Army Aviation and Missile Command headquartered at Redstone Arsenal, AL.



Artificial Intelligence
It's a game-changer.

THE LEADER IN AI-POWERED LOGISTICS SUPPORT

Greenwood
AEROSPACE

Ready to experience the future today? Visit Greenwood.Aero



HALF RACK SIZES. FULL FEATURED PROTECTION.



GM
MC

LEVEL 2 SELF-CERTIFIED
CYBERSECURITY MATURITY MODEL CERTIFICATION

ROBORACK™ HALF RACK CASES

Gemstar RoboRack™ half-rack cases are designed and engineered inside and out to transport sensitive electronics and protect them from shock, vibration, and other contaminants. Proudly made in America and built for the long haul, RoboRack™ cases are stackable and configurable to fit the needs of specific equipment and environments.

VISIT US AT BOOTH #1510
AT THE 2024 AAAA CRIBBINS
READINESS CONFERENCE



GEMSTARMFG.COM

GEMSTAR 
PROTECTIVE HARD CASES



Providing Continuity to the Aviation Maintenance Community

By CW5 Paul McNeill



U.S. ARMY PHOTO BY SGT VINCENT LEEGLEY

Paratroopers assigned to 3-82 General Support Aviation Battalion, 82nd Combat Aviation Brigade, 82nd Airborne Division conduct maintenance on a CH-47 on April 9, 2024.

Greetings, AAAAA community! I am thrilled to introduce myself as the new Aviation Branch Maintenance Officer for the Aviation and Missile Command (AMCOM).

I am honored to have the opportunity to serve and collaborate with the Brigade Aviation Maintenance Officers (BAMOs) in the Combat Aviation Brigades (CABs) across the Army.

Coming directly from a CAB, I have seen the challenges that maintenance professionals face daily on the hangar floor and in Production Control (PC) meetings. I look forward to supporting the CABs and helping use the expertise at AMCOM to provide readiness and reduce the burden on our maintainers.

Throughout my career, I have witnessed firsthand the incredible dedication, resilience and expertise of our aviation maintenance professionals. Their tireless efforts are essential to the Army's mission, and I am committed to working alongside them to overcome challenges and enhance readiness. I am eager to learn from and collaborate with the talented maintenance officers and NCOs in the CABs

as we strive to ensure our aviation assets are always mission-ready.

In my new role, I will work diligently to identify and address maintenance challenges, promote best practices and facilitate the sharing of knowledge and resources across the aviation community. I am excited to contribute to the modernization and digital transformation efforts of our maintenance practices, harnessing the power of data and technology to optimize our operations, improve readiness and make informed decisions that make a true impact to aviation leaders.

In my short time in the seat, I have seen the work that AMCOM does every day to support aviators across the army. I'm truly impressed, but I also realize there is no shortage of challenges for those who maintain our aircraft daily. I hope to amplify your concerns to the aviation enterprise and provide solutions.

I firmly believe that open commu-

nication and collaboration are crucial to success. I am committed to maintaining an open communication line with the BAMOs and encourage all CAB maintenance managers at all levels to reach out to me with questions, concerns, or suggestions. Together, we can make a positive difference in the lives of our Soldiers, their families, and the broader Army community.

As I embark on this new chapter in my career, I am humbled but filled with excitement, optimism and a strong sense of purpose. I am eager to learn from and grow with the AAAAA community, and I look forward to contributing to the continued success of our aviation maintenance teams.

CW5 Paul McNeill is the Aviation Branch Maintenance Officer, U.S. Army Aviation and Missile Command headquartered at Redstone Arsenal, AL.



SUPPLY CHAIN SOLUTIONS TO KEEP FLEETS AND SYSTEMS OPERATIONAL, READY AND SAFE

CTG, a Division of Blue Raven Solutions, provides Government, Defense, and Commercial markets with tech-enabled, scaleable supply chain solutions throughout platform lifecycles.



WE ARE YOUR FORCE MULTIPLIER

We dedicate the resources necessary to thoroughly understand your program at a level that allows us to become your force multiplier.



CERTIFIED & TRUSTED SUPPLIER

Our extensive Quality Assurance, Counterfeit Prevention Programs, and Cybersecurity Initiatives meet stringent military and aerospace requirements.



FLEXIBLE CONTRACTING OPTIONS

Move your program forward quickly by leveraging our rapid acquisition contracting options tailored to your specific requirement.

OUR TRUSTED SUPPLY CHAIN SOLUTIONS

- Hard-to-Find & Obsolete Parts
- DMSMS & Obsolescence Management
- Counterfeit Prevention Program
- Warehousing & Staging Optimization
- Custom Kitting
- Production Line Support

WE SUPPORT MULTI-DOMAIN OPERATIONS Air, Ground, Sea, Cyber & Space



1 Odell Plaza, Yonkers, NY 10701

844-777-0057

sales@ctgnow.com



Mastery in Maintenance Troubleshooting Sustains Readiness

By CSM Christopher T. Doss



U.S. ARMY PHOTO BY SSGT CATRESSA

As Army aviation transforms for 2030 and beyond, understanding the strategic environment is critical. Atrophy of maintenance and troubleshooting skills coupled with complex mission sets increases risk and affects readiness.

Paratroopers assigned to the 82nd Combat Aviation Brigade, 82nd Airborne Division conduct routine maintenance on AH-64 Apaches on March 11, 2024.

Success in large-scale combat operations requires efficient sustainment, mastery in maintenance and effective troubleshooting to provide combat power for troops on the ground. As leaders, it is imperative that we give our Soldiers a solid foundation to fight, win and survive on future battlefields.

Mastery in Maintenance

Continuous transformation ensures that we are constantly evolving how we man, train and equip our Army. We will have to rapidly adjust our tactics, techniques and procedures to integrate new

equipment and maintain overmatch. While these concepts are important, we must also understand how to operate in a denied or degraded environment. This requires a strong foundation in basic skills and analog concepts critical to survivability. Aviation maintainers must master the fundamentals of aircraft troubleshooting, routine inspections and repair procedures through repetition to achieve excellence. This requires an understanding of doctrine and the associated technical manuals reinforced and developed through practice. Every maintenance task should be prefaced with a “why” instead of a

“what.” Questions such as, “Why did this part fail,” or “How does this component work,” should be used instead of “What part are we replacing?” This helps to increase understanding in our young maintainers and develop the critical thinking necessary to tackle more complex issues, especially under combat conditions, while separated or dislocated.

Troubleshooting

The future revolves around digital systems, human and artificial intelligence integration and data analytics. Technology is advancing at an exponen-

S·A·F·E

— STRUCTURE DESIGNS —

JOHN 13:7

CREATIVE PROJECT SOLUTIONS THROUGH DESIGN, ENGINEERING, AND MANUFACTURING



AIR • LAND • SEA • SPACE

**ZERO NRE
FOR DESIGN**



Contract Holder
Contract 47QSWA20D002L



9001:2015

**QUALITY
CERTIFIED**

702.209.8811 | SAFESTRUCTUREDESIGNS.COM | SALES1@SAFE-2.COM

Enlisted Aviation Soldier Spotlight ▶

Each month we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2023 National winners were featured in the April/May AAAA Army Aviation Mission Solutions Summit issue.



SSG Christopher L. Korthals

3rd Battalion, 58th Aviation Regiment

Air Traffic Controller of the Year, 2021

Sponsored by Raytheon Company

SSG Korthals has far surpassed his operational duty description as a Mobile Tower System (MOTS) Facility Chief. SSG Korthals and his crew demonstrated their technical and tactical proficiency by providing outstanding ATC services at Fort Bragg and multiple airports in North Carolina. In May of 2020 during the height of the COVID 19 global pandemic, SSG Korthals deployed his facility to Baledogle Military Airfield, Somalia where he established continuous 24-hour Tower services in a remote contingency location. "Ivory" Tower had a total of over 12,000 movements in an eight-month time frame. During this time frame the tower had assisted over 20 MEDEVAC missions, and safely controlled four Emergencies. SSG Korthals designed a lighting plan for the airfield that included the runway and all taxiways, the first of its kind in the theater, providing much needed Overt and Covert lighting to US and partner Forces. As the primary controller responsible for airfield and airspace de-confliction for base defense he worked closely with the Joint Tactical Attack Controller to ensure safe operations and all contingencies were addressed. SSG Korthals' hard work and dedication to excellence identify him as the 2021 Army Aviation Association of America Air Traffic Controller of the Year.



Please Contribute to the AAAASFI Through the Combined Federal Campaign (CFC) Program.

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

Contribute to #10516.

See your unit CFC representative for details on participating in the CFC Program.

The AAAA Scholarship Foundation, Inc.

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

tial rate, and future operational environments will look very different. Troubleshooting these complex systems requires critical thinking and an innate understanding of the associated interdependency of the components. Mastery of basic concepts and theory of operations helps to provide context to technical manuals, reducing downtime, increasing readiness and preserving the availability of repair parts. Modernization is constant, and data analytics through digital systems are powerful tools that gain efficiency in maintenance operations while concurrently conserving resources.

Readiness

Readiness begins with an accurate assessment of capability. We are accountable for our collective proficiency and are responsible for the quality and effectiveness of our organization's training. This requires truth in the form of accurate measurement of our capabilities. We do not exist in an echo chamber and must ask the hard questions to ensure we are placing our formations in the best position for success. To execute complex missions, we must be funda-

mentally sound, and this starts with training management. It is essential that leaders know their Soldiers' strengths and weaknesses and mitigate these risks at echelon. Additionally, we must integrate this knowledge into training management by programming training based on current capabilities with a path toward improvement. This starts with essential basic tasks based on mission and tailored to develop leaders who are multi-functional. Operationalizing cross-training and providing broadening opportunities whenever possible will pay dividends. This is a difficult paradigm shift but will provide the flexibility to surge personnel based on adjusted mission requirements in uncertain environments with limited resources.

Mastery in maintenance and troubleshooting sustains readiness and enhances lethality critical to maintaining overmatch in increasingly complex and contested environments.

CSM Christopher T. Doss is the command sergeant major of the Aviation and Missile Command headquartered at Redstone Arsenal, AL.

BUILDING THE FUTURE WITH ARMY AVIATION



Tyonek is hard at work building the future. We added new facilities and faster precision machines to deliver more OEM-quality avionics, electronics, and mechanical components for aviation and ground systems. We expanded our hangars to meet the demands for maintenance and modification on Army, other DoD, and FMS aircraft. We designed and fielded new products to meet current needs and help defend against tomorrow's threats.

Tyonek is proud to build the future with Army Aviation.

BUILD THE FUTURE WITH US.
Visit www.Tyonek.com/careers

- Logistics Support Facility (LSFMA-V) Prime Contractor
- Redstone Test Center Aviation Management Support Service Prime Contractor
- BAE Systems Small Business Supplier of the Year
- Lockheed/Sikorsky Elite Supplier
- Lockheed/Sikorsky Supplier of the Year (Black Hawk)
- Lockheed Martin RMS Outstanding Small Business





Experienced Briefer?

By CW5 Shawn Johnson

For almost two decades, the Army was engaged in two major operations in Iraq and Afghanistan, which led to immeasurable levels of experience in combat and imminent-danger environments for junior and senior aviators.

Aviators (during deployments) typically conducted numerous repetitions of complex maneuvers daily without the distractions of their normal garrison lifestyles. These operations allowed aircrews to perform their duties with laser focus, not only for survival but for mission success. Commanders could look across their formations and select mission briefing officers (MBO) with confidence, knowing there were many with the experience, maturity and judgment necessary to complete the tasks required of an MBO. Over the last few years, however, that experience and maturity has left our formations, and MBO selection is a much more important task.

According to Army Regulation 95-1, MBOs interact with the mission crew and/or the air mission commander to identify, assess and mitigate risk for the specific mission. Commanders will select briefing officers based on their experience, maturity, judgment and ability to effectively mitigate risk to the aircrew. Understanding this, let us discuss experience, maturity and judgment.

Experience

Experience can be defined as a direct observation of, or participation in, events as a basis of knowledge. According to this definition, a person with Aviation experience is someone who has familiarity with Aviation operations and can apply this knowledge successfully. Experience in Army Aviation is measured by the amount of



U.S. ARMY COMBAT READINESS CENTER IMAGE

flight hours, duty position and iterations of tasks/maneuvers an individual accumulates within an environment to build knowledge. We also measure the aviator's level of knowledge and behavior while performing their Annual Proficiency and Readiness Training. This evaluation is ultimately used to assess individual readiness and provide training to progress aviators of all levels to their full potential.

Maturity

Maturity in psychology and behavior is distinguished by the shift away from reliance on supervision and the oversight of an adult in decision-making acts. Maturity has different definitions across legal, social and intellectual contexts. In Army Aviation, maturity is an earned status that often carries responsibilities and expectations of behavior. In this use, defining a mission briefer should include the integration of personality, where the behavioral patterns, motives and other traits of a person are gradually brought together to work effectively with little to no conflict between individuals as an organized whole.

Judgment

Judgment is the ability to make decisions, or to make good decisions,

or the act of developing an opinion, especially after careful thought. Think about judgment as a psychology term: the capacity to recognize relationships, draw conclusions from evidence and make critical evaluations of an aircrew and missions. This will more closely identify a desirable trait for an MBO prospect. The risk is not just in the events – it is in the person and the crew collectively and how they interact together. The judgment is being able to identify friction when the person, crew and/or events present dysfunction, and pose solutions to synchronize the people and events to a level that produces an acceptable outcome.

To date, FY24 has been challenging, with 14 Class A flight mishaps totaling 11 fatalities. With our limited pool of experienced aviators, the MBO is a key component to identifying and mitigating risk. This is not a position that should be given to just anyone. The MBO should help maximize our strengths in experience, maturity and judgment.

CW5 Shawn Johnston is the Senior Warrant Officer Advisor for the U.S. Army Combat Readiness Center at Fort Novosel, AL.



PHANTOM SENTRY®

OUR LATEST LIFE SAVING MARKER LIGHT: *TRAINING VERSION*

Stay <MARKED> & Visible While Sleeping!



- *Mark Parked Aircraft
- *Make Sleeping Tents Visible
- *Mark MEDEVAC on the line
- *Mark Solders during Land Nav Training
- *Visible/Infrared and alternating modes
- *Battery lasts for weeks
- *Compact and Lightweight
- *Water resistant
- *Vibration and Shockproof
- *Mounts to webbing or 550 cord
- *USB-C Rechargeable

Phantom Sentry



Life Saver



Phantom Products, Inc.
474 Barnes Blvd. Rockledge, Florida 32955
321-690-6729

CAGE 3WQN8
ISO9001:2015 Certified Small Business
Made in USA
©2024 Phantom Products

www.phantomlights.com

www.PhantomLights.com





Transitioning from Active Duty Army into the Army Reserve for Aviation Personnel – What You Need to Know

By MAJ Tommie Lee Shaw Jr.

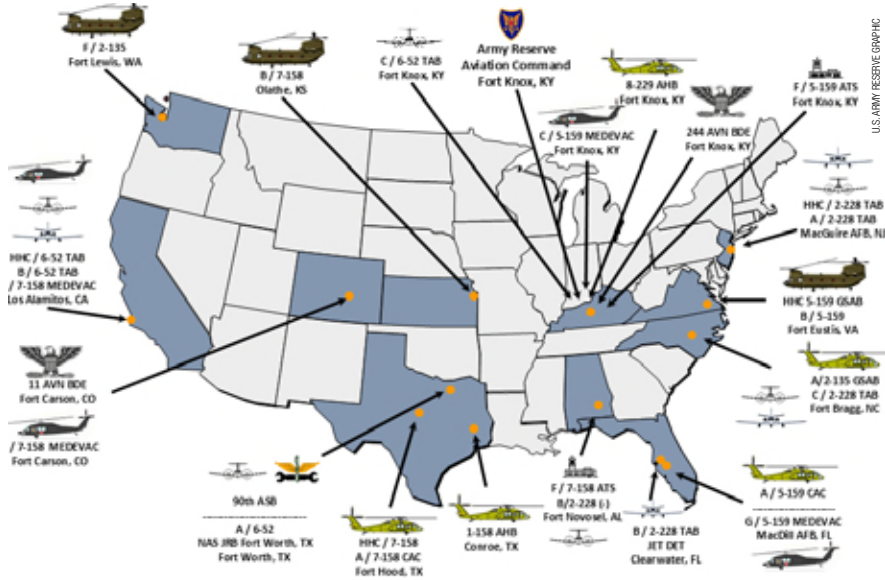


Figure 1. ARAC Locations

Every year, Soldiers make the jump from the Active Component Army to the Army Reserve.

As an Aviator, Crewmember or Aviation Mechanic, you have been managed by your talent manager at the Human Resources Command at Fort Knox, KY, and received guidance from unit leadership. Your decision to continue your military journey as an Army Reserve Soldier is a noble one. The Army wants to keep good Soldiers, especially aviation crewmembers with specialized training on aviation platforms. It is important to understand the transition process from the Active Army to the Army Reserve.

Starting the Process

The process of transitioning from the Active Army into the Army Reserve on the surface seems simple, however, there are a lot of nuances that you must learn once you become an Army Reserve Soldier. As a Service Member coming out of the Active Army, it is paramount for you to plan for life after active duty.

Ensure that while you are going

through your transition at your duty station to have a plan after you leave active duty. The Transition Assistance Program has many valuable resources to include a weeklong workshop to assist Soldiers of all ranks with the transition from active duty to civilian. It is important to take advantage of all resources and give yourself plenty of options as you transition.

Being an Army Reserve Aviation Soldier requires commitment. Typically, an Army Reservist will “drill” one weekend a month and be on orders 2 weeks out of the year. As an Army Reserve Aviator, you are required to maintain the same flight minimums as if on active duty. Due to ATP and mission requirements throughout the year, you will be required to participate in as many as 72 additional flight training periods (AFTP). These AFTPs allow the Aviators and crewmembers to achieve flight requirements and still give the Unit Commander his/her time during drill weekends.



CW3 Robert Seipel, 2-135th General Support Aviation Battalion, flies a CH-47 Chinook over the Vättern Lake near Jonkoping, Sweden, May 4, 2024 as part of an air movement for the K3 Swedish Rangers during exercise Swift Response.

As you transition to the Army Reserve, you will have an opportunity to discuss and choose where you would like to serve as an Army Reserve Soldier. Remember, this isn't the active-duty Army, there are limited locations where Aviation units reside. In figure 1 is a map of all Army Reserve Aviation units across the United States. The Army Reserve Aviation Command (ARAC), located at Fort Knox, KY, is one of the few locations in the Army Reserve that has Aviation assets.

Due to annual flight requirements, it is highly encouraged to be within short commuting distance of your newly assigned unit. Travel and lodging costs are often paid for with unit funds if you require travel for monthly battle assembly. If staying close to home is more important than staying in an aviation job, there are branch immaterial positions throughout the country that an Army Reserve Career Counselor can help you find.

If you decide you want to transition and maintain being an Aviator or crewmember, use the resources at your installation prior to leaving active duty to make sure you can maintain flight status in your reserve unit. This includes having an annual flight physical and taking your flight records with you to turn-in to your nearest Army Reserve Aviation Center. If you have questions about what you need to stay on flight status your local Reserve Career Counselor can provide you with Army Reserve Aviation Command points of contact.

During your transition, do not hesitate to ask any questions you might have to the Reserve Career Counselor or your Army Reserve Career Manager. As the Career Manager for aviation in the Army Reserve, it is my job to advise you on your career path and provide you with the most up-to-date information that pertains to guiding you to reach your personal goals as an Army Reserve Soldier. Unlike the active component and Army Reserve active guard reserve Soldiers, who have talent manager directing careers, as an Army Reserve Soldier, you manager your career! You choose your assignment and destinations based on your career path. Leverage the knowledge of the Aviation Career Manager for guidance to accomplish your career goals as an Army Reserve Soldier.

Welcome to the Army Reserve

Your transition from the Active Duty Army to the Army Reserve is complete. You are now an Army Reserve Soldier. So, now what? Well for starters, set up a career management one on one with the Aviation Career Manager. This will give the career manager an opportunity to review your file, cross you over into the Army Reserve promotion board process, and discuss your prospects as a newly assigned Army Reserve Soldier.

Once in Army Reserve Aviation, you will find that we are governed by the same regulations and policies as the active duty. AR 95-1, AR 600-105, AR 600-106, and TC 3-04.11 are just a couple of examples that govern the Army Reserve Aviation program. You will be required to maintain the same flight minimums, complete your APART and annual requirements just as you did on active duty. Army Reserve Warrant Officers are tracked the same as active duty. We have Instructor Pilots, Aviation Safety Officers, Aviation Mission Survivability Officers, and Maintenance

Test Pilots. You will still participate in ARMS and DES evaluations.

While there are several similarities, there are also several differences. The day-to-day business of Army Reserve assets are managed by Aviation Support Facilities (ASF). These facilities are manned by Civilians, GS, MILTECH, and AGR employees. Most of the individuals employed by an ASF are Army Reserve Soldiers within the supported unit. These ASF employees complete much of the required aircraft maintenance, inspections, and mission coordination for the unit.

ASF leadership is typically made up of senior aviation officers and warrant officers and enlisted personnel. The experience found in Army Reserve ASFs prove invaluable to the supported units and their Commanders. Additionally, ASFs afford transitioning Officers, Warrant Officers and Enlisted personnel, civilian employment opportunities that can be found at <https://www.usajobs.gov/>.

If you decide to take an Army Reserve position outside of aviation, you should still consider building a rapport with the nearest aviation unit. Unless you change your basic branch, you will be seen by the promotion board as an Aviator. It is recommended to reach out to the Aviation Command and start building those relationships.

Once you fully transition over to the Army Reserve, it is important to use the resources at your disposal. As a career manager, I have worked with Aviators who have never reached out to myself or the Army Reserves Aviation Command, have expired flight physicals, revoked Aviation incentive pay, and other issues unique to Aviators. As a leader, it is your responsibility to manager your career. You can only get assistance if you ask for it.

Remember, the Army Reserve has a team that works for you. You may feel overwhelmed during the transition process, but a team of qualified professionals is ready to steer you in the right direction. We want you to flourish in the Army Reserve and remember that you are not alone.



MAJ Tommie Lee Shaw Jr. is the Troop Program Unit Aviation Branch Manager, Army Reserve Careers Group at Fort Knox, KY.



SAVING LIVES SINCE 1981



SCAN ME

STILL OUR BEST SELLING PRODUCT
SKED CONTINUES TO SAVE LIVES



****EQUIPPED WITH COBRA BUCKLES FOR RAPID PATIENT PACKAGING****

SKEDCO® PJ SKED (SK-215C) "LIGHTER FASTER EASIER TO CARRY"



UNIVERSAL LITTER TIE-DOWN STRAPS™
NSN: 6530-01-530-3860

PATIENT LITTER STRAPS
NSN: 6530-01-536-4145



The only Litter Tie-Down Strap with Airworthiness Release (AWR 1330), 3000lb MBS. Patient Litter Strap, 5000lb.

WWW.SKEDCO.COM
800-770-7533





▶ 128th Aviation Brigade Update

15B Aircraft Powerplant Repairer Training

SFC Joseph Cabrera

As part of the effort to ensure Aviation maintainers begin their journey at Advanced Individual Training (AIT) with the best foundation, leaders at all echelons of the 128th Aviation Brigade are working to fully resource courses.



Powerplant repairer students participate in a situational training exercise at JBLE.

Often when we think of modernization we think of large expenditures and new processes, and we overlook items and processes already in existence. One example of this can be found in the 15B Aircraft Power Plant Repairer training, as much work has gone into identifying and replacing aging training aids, most notably T-55 engines.

A 15B Aircraft Power Plant repairer is responsible for diagnosing, troubleshooting, disassembling, reassembling, and maintaining turbine engine assemblies and systems for the UH-60 Black Hawk, CH-47 Chinook, and AH-64 Apache. In addition, they conduct operational checks to ensure the engine and related sub-systems are safe and ready for flight.

Aircraft Power Plant Repairers experience their training over the course of 17 ½ weeks which comprise seven different training blocks, 112 hours of academic classroom instruction, 519 hours of hands-on training, and world-class instructor-led demonstrations throughout. They are expertly taught and evaluated on their comprehension of turbine engine theory of operation, demonstrated application

of maintenance repair, inspection, and troubleshooting of three different Auxiliary Power Unit (APU) models, the T700-GE-701, and Honeywell T55-GA-714A turbine engine assemblies. Their training culminates in successful troubleshooting of turbine engine related faults for the UH-60 and CH-47 aircraft and a Situation Training Exercise in which they are introduced to Production Control, Quality Control, and Supply functions, painting the larger picture of where they fit into the grand scheme of US Army Aviation maintenance practice, procedure, and sustainment of the Aviation Enterprise's fleet of aircraft.

The program of instruction for a 15B AIT Soldier involves a lot of hands-on training, but a turbine engine can only be torn down and built up so many times before its subcomponents or modules must be replaced. Even with the most engaged instructor, Soldiers learning to complete an engine task for the first-time can misinterpret what a Technical Manual is directing them to do. This can lead to mistakes which cause engine damage. While Students learn from their mistakes

and potentially shorten their learning curves, this can have significant impact on the wear and tear of the engines used for training. Limits on what can be repaired with contract maintenance has encouraged 15K instructors, platoon sergeants, and training specialists to think outside of the box to source new aids for training. One initiative being explored is a relationship with the Corpus Christi Army Depot (CCAD) in Corpus Christi, Texas who have access to parts that may not be flyable but still meet all the requirements for training aids.

While the feasibility of this partnership is still being assessed, we are encouraged by all the engaged NCOs and leaders in our formation who continue to look for ways to modernize and improve training while also being good stewards of our limited resources. The future of Army Aviation maintenance is surely in good hands!

SFC Joseph Cabrera is the Aircraft Powerplant Repairer platoon Sergeant at the 128th Aviation Brigade located at Joint Base Langley Eustis, VA.

Attention Aviation Enlisted MOSs - Job Analysis Survey

Critical Task Site and Selection Boards (CTSSB) Need Your Input

Annually, the CTSSB reviews the relevance of each task on a Military Occupational Specialty (MOS) Individual Critical Task List (ICTL), and decides whether to retain, revise, remove or propose/add another task in its place. In short, ensuring that the training done today at the Fort Novosel and Fort Eustis schoolhouse remains relevant to the operational Soldier in the field tomorrow. As part of this process, a Job Analysis Survey is conducted for the 15-series (Aviation) MOSs to get feedback from the operational force in the field, so the feedback can be considered by the CTSSB.

ACTION: We ask you to scan the QR Code for your individual MOS and follow the instructions before the survey close date listed below the QRC.

Also, all NCOs please note, there is a QRC included for a separate NCO survey.

ARMY AVIATION U.S. ARMY ABOVE THE BEST		Maintenance Training Branch (MTB) CTSSB Survey Information
		
151A WDRB - CTSSB Survey Survey Open from: 05 MAR 24 thru 17 JAN 25	15G - CTSSB Survey Survey Open from: 01 APR 24 thru 09 MAR 25	15N - CTSSB Survey Survey Open from: 31 JUL 23 thru 04 MAY 25
		
15T - CTSSB Survey Survey Open from: 21 JUN 24 thru 11 MAY 25	15F - CTSSB Survey Survey Open from: 05 SEP 24 thru 03 AUG 25 "FLY ARMY"	NCOA-S Survey

SBA 8(a) CERTIFIED

AVIATION / GROUND / TECH / BASE OPS

ALASKA NATIVE CORP.



Uncompromising Quality in the
**MODERNIZATION OF AVIATION,
MISSILE, AND GROUND SYSTEMS**

Delivering end-to-end program solutions, from weapon system design and prototyping to integration, manufacturing, and installation.

PROUDLY SUPPORTING THESE U.S. ARMY PRIME CONTRACTS AND MORE!

- Prototype Integration Facility (PIF)
- Logistics Support Facility (LSF)
- Aviation Maintenance & Modification Support Services (AMSS)



Visit us at Cribbins
in Booth 1002

to see how Yulista is
advancing safety, efficiency,
and mission success.

DISCOVER WHY **#WEAREYULISTA** WHERE EVERY MISSION IS A SHARED VICTORY. **YULISTA.COM**



Dr. Sam Crews' Legacy: Part 3 - Make 'Em Safer to Fly

By Dr. Thomas L. Thompson

Dr. Sam Crews was passionate about developing and fielding technology that helped Army Aviators and maintainers perform their tasks more effectively and efficiently.

Dr. Crews collaborated with leaders in industry, government laboratories, and program offices to initiate development and fielding of advanced flight control systems, Health and Usage Monitoring systems (HUMS), and electronic flight performance planning applications. This last of three articles on Sam's visionary work focuses on developing and fielding flight performance applications that increase aircraft safety.

One of the takeaways from flying combat missions in Vietnam was the importance of having accurate and flexible mission planning tools. Errors in estimating hover takeoff capability, or changes to a mission scenario, for example, might compromise the effectiveness of a mission, or even worse, place lives of crew and passengers at risk. Gil Boen, an Army Aviator and engineer who flew hundreds of combat missions, transferred from active duty to the Army Guard in the 1970s and got a job with Bell Helicopter, where he advocated for and developed a prototype flight performance calculator.

During the early 1980s, Gil accepted a position with the Army Aviation Systems Command, where he collaborated with Sam Crews and others to develop flight performance and mission planning tools for Army Aviators. Sam, Gil and Charlie Williams, a recent graduate from the University of Missouri-Columbia, sought to leverage the increased power and availability of digital computers to automate the process of calculating an aircraft's flight performance and planning a mission. They envisioned, and field experience later confirmed, that electronic flight performance calculators would reduce pre-mission workload, increase accuracy and safety, and improve awareness of aircraft capabilities and limitations. The laborious and error-prone process of reading, interpolating and compiling numbers from paper charts would be eliminated by equipping Aviators with portable or installed calculators that provide instant and reliable information for pre-flight planning, and for in-flight replanning when conditions change.

The heart of a flight performance calculator is the Flight Performance Model (FPM), a complete digital representation of an aircraft's flight performance based on established mathematical methods and flight test data. Based on the aircraft type, gross weight, delta drag (due to weapons or external stores, for



CPT Kacey Tyra, 1-131 AVN, AL ARNG, AASF #1, calculates flight performance data using an iPad.

example), airspeed, and atmospheric conditions (pressure altitude and ambient temperature), the FPM calculates maximum available and required torque for the flight conditions, along with fuel flow. It also determines how fast, how far (range) and for how long (endurance) the aircraft can fly, as well as the maximum gross weight for which the aircraft is able to hover. FPM outputs are substantiated by rigorous comparisons to flight test data and aircraft operators' manuals.

During the late 1980s, Sam and his team led the development of flight performance planning software that was hosted on an HP-71 calculator. More than 100 of the devices were fielded for MH-47 and MH-60 aircraft. Later, Sam collaborated with other services to develop flight performance and mission planning tools in accordance with a standardized specification – one that was compatible with Windows-based computers. By 2003, FPMs were developed and fielded for most Army aircraft, and by 2015 performance planning software was updated to include weight and balance calculations. The software was hosted on a variety of devices, including laptops, tablets, and onboard computers.

The tools, standards and processes developed under Dr. Sam Crews' leadership were foundational for development and fielding of accurate and reliable performance planning products. Mr. Boen, who labored with Sam to equip Aviators with "truth" data, would often say, "When the truth is known, risk is reduced, and fewer aircraft are damaged."

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.

Bombardier Global 6500

Higher. Faster. Farther.

Delivering Deep Sensing



Bombardier
Defense

[DEFENSE.BOMBARDIER.COM](https://defense.bombardier.com)

© 2024 Bombardier, Inc.



▶ Ask the Flight Surgeon

Return to Flight: Post-Traumatic Stress Disorder (PTSD)

By COL Tracy Durham, Ph.D., and CPT John Solak, MD, MPH

Q: I was downed for PTSD. Since the diagnosis, my symptoms have been dramatically reduced with selective serotonin reuptake inhibitors (SSRIs) and cognitive processing therapy (CPT) with a psychologist. What factors increase the likelihood of getting a waiver to fly again?

FS: Get the treatment you need. Treatment for PTSD takes time, and you may have a downslip until therapy is completed. This can take three months, or longer if you begin medication. The flight surgeon and aeromedical psychologist work together to help you return to flight as soon as your symptoms are stabilized.

Briefly, let's review PTSD. For the

diagnosis of PTSD, an aircrew member was exposed to death, threatened death, or actual serious injury. PTSD manifests as persistent re-experience of the traumatic event, avoidance of the trauma or trauma-related reminders, ongoing negative thoughts that began or worsened after the trauma, and trauma-related reactivity. To meet diagnostic criteria for

PTSD, the symptoms must last longer than a month and must cause significant distress or functional impairment.

Generally, you can return to flight with a diagnosis of PTSD. The following factors make returning to flight more favorable:

Treatment Compliance

The Departments of Veterans Affairs and Defense (VA/DoD) Clinical Practice Guidelines (CPGs) recommends three types of trauma-focused therapies for PTSD to include: Prolonged Exposure (PE), Cognitive Processing Therapy (CPT) and Eye Movement Desensitization and Reprocessing Therapy (EMDR). Engaging in one of these three therapies is based on a discussion between you and the provider.



Now Developing a US Operations Center

Engineering & Manufacturing Services and Spare Parts Supply

Stores Carriage
& Release
Systems



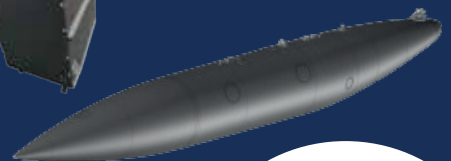
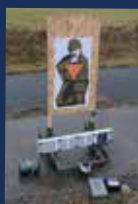
Cargo Hook
Systems



Internal or External
Auxiliary Fuel Tanks



Real Time Scoring Systems



Supporting Aviation for over 100 years
(ALKAN, AEDS, LACE, RAFAUT, SECAPEM)

contact@aresia.com

251 Little Falls Drive
Wilmington DE 19808

Medication Compliance

Not all crewmembers will elect to start an SSRI; however, if medication is started, there is a recommended down time of at least four months after starting medication before returning to flight. Often, SSRIs take several weeks of trial and modification to balance medication efficacy with side effects.

Favorable Aeromedical Psychological Assessment

After treatment is complete and symptoms have stabilized, your flight surgeon will place a referral to an aeromedical psychologist for a waiver recommendation. While meeting with the aeromedical psychologist, you may be asked questions about your symptoms, treatment, compliance and how you've learned to manage symptoms. They may ask you to take paper and pencil or computerized testing during the appointment. This testing provides information about your symptoms and how you are functioning after treatment.

FS: Considering that many Aviation mishaps are due to human error, it is important to ensure that we address any medical issues that can degrade human performance. When PTSD is adequately

ly treated, crewmember quality of life is dramatically improved, and a waiver can be granted. The basic criteria for a PTSD waiver include:

- You are free of symptoms that would impair your ability to be a crewmember.
- If taking medication, you have been on a stable dose for at least four months without aeromedically significant side-effects.
- You have been cleared to return to flight duties by an Aeromedical Psychologist.

An in-cockpit/flight evaluation (ICE) may be required if deemed appropriate by the aeromedical provider based on the Aviation duty being performed, airframe, unit, and mission.

Once these requirements have been satisfied, your flight surgeon will submit the waiver recommendation to the U.S. Army Aeromedical Activity (USAAMA). While the waiver is being processed, the flight surgeon may provide a temporary upslip while waiting for the waiver to be approved.

The return to flight occurs on a case-by-case basis and return to flight times may vary. However, you can have a discussion with your flight surgeon and aeromedical psychologist who can pro-

vide information about the treatment and waiver process. Both the flight surgeon and aeromedical psychologist are vested in your treatment and safe return to flight. If you have questions or concerns about getting help, please reach out at: tracy.l.durham6.mil@army.mil.

Questions for the Flight Surgeon?

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

COL (Dr.) Tracy Durham is the Chief of Aeromedical Psychology and Course Director for the U.S. Army Aeromedical Psychologist Course at the Department of Aviation Medicine, U.S. Army Medical Center of Excellence, Fort Novosel, AL; CPT (Dr.) John Solak, MD, MPH is a flight surgeon as well as an occupational and aeromedical specialist, in the 2-4 General Support Aviation Battalion, 4th Combat Aviation Brigade, Fort Carson, CO.



WE'VE STOOD WHERE YOU STAND

Zachary Provenzano served in the United States Army from 2008 to 2013. During that time, he performed maintenance on Boeing CH-47 Chinook helicopters, embraced a passion for these aircraft, and learned what it meant to be part of a team when lives were on the line.

Today, Mr. Provenzano is our Level II Flight Technician, a natural fit for our CH-47 program, and acutely aware that his work matters just as much now as it did then.

He knows what you demand - **he's stood where you stand.**

! summit-aviation.com/stand



Zachary Provenzano
U.S. Army 2008-2013

Special Focus ► Aviation Sustainment

Providing Sustainment Maintenance Opportunities for the Aviation Enterprise

By Jessica Dunaway



For more than 20 years, Army Aviation has greatly benefited from the RESET program as a source of sustainment-level maintenance, but only toward targeted aircraft based on deployment cycles. As deployments to the United States Central Command (CENTCOM) area have greatly decreased, so has the ability to provide those sustainment-level activities. These reduced touch points drove the need for a new approach that provided opportunities for aircraft that were not, and had not, deployed to CENTCOM.

Establishing the Program

During Operation Desert Storm, the Aviation enterprise recognized the increased wear and tear on the fleet due to high Operations Tempo (OPTEMPO) in harsh conditions and established an Aviation RESET program. According to the Army's RESET Execution Order, published in December 2007, the purpose of RESET is to systematically restore deployed units to a level of personnel and equipment readiness that permits the resumption of training for future missions. Subsequent All Army Activity (ALARACT) messages, policies and regulation updates had evolved into a very robust RESET program that required all equipment returning from the CENTCOM Area of Responsibility (AOR) to go through a RESET unless exempted. The maintenance was performed by contractors at co-located sites and funded with supplemental Overseas Contingency Operations funding, which was plentiful. Although RESET did not address some of the deeper-level structural issues, units became heavily reliant on the RESET program to help sustain the fleet and reduce their maintenance burden. The RESET Technical Bulletin (also known as STIR) identifies and repairs many underlying faults not discovered during routine field-level maintenance. The program became an integrated part of fleet sustainment strategies.

PFC Nathan Dorset of Charlie Company, 3rd General Support Aviation Battalion, 10th Aviation Regiment, 10th Mountain Division unscrews the external stores support system cover on an HH-60M Black Hawk helicopter as part of a 90-Day Corrosion Inspection on August 16, 2022 at Fort Drum, N.Y.

U.S. ARMY PHOTO BY SPC ANASTASIA RAKOVSKY

In the summer of 2022, the Aviation branch chief was tasked by the Chief of Staff of the Army (CSA) to provide sustainment options that generate the highest tactical helicopter combat power within existing financial and operational constraints. Per Army Regulation 750-1, sustainment maintenance is defined as the second operation of the Army Maintenance System. Sustainment maintenance is characterized by the performance of maintenance tasks “off system” in a secure environment using trained personnel, tools, and Test, Measurement, and Diagnostic Equipment. Sustainment maintenance is typically repaired and returned to stock and depot-maintenance operations. For Army Aviation, that includes the potential options for aircraft recapitalization, rebuild and overhaul, crash and battle damage repair, major airframe modifications, and on-condition maintenance.

OCSM

The Army needed a solution that was cheaper than a full overhaul (replacing all components) but addressed structure and drivetrain issues, so something more than a RESET and without the geographical restrictions. This led to the creation of an On-Condition Sustainment Maintenance Statement of Work (OCSM SOW).

The enterprise has built a strategy that includes a synchronized combination of modernization, field-level maintenance, recapitalization and OCSM. When applied to the specific enduring fleet, aircraft based on data-driven analysis OCSM ensures that the future force is equipped with the most airworthy and capable aircraft in both the modernized and enduring fleets. OCSM solves acute readiness issues at the unit level and addresses the structural integrity of aircraft that may or may not qualify for RESET. Due to affordability and availability of aircraft, the impacts of OCSM will lessen unit manhour and flying hour program cost burdens.

Creating EFMT

When the Army budget office updated financial management guidance for support to contingency operations in Execution Order (EXORD) 097-23, the criteria for the use of funding for RESET changed from being solely linked to CENTCOM to citing a process of pre-determining Department of

the Army G4 nominated non-mission capable equipment for RESET. The Aviation enterprise responded by updating the RESET EXORD and creating non-geographically based criteria.

The U.S. Army Aviation and Missile Command, through coordination and cooperation with PEO Aviation, the various program offices, and the Systems Readiness Directorate, developed a data analysis tool designated as the Enterprise Fleet Management Tool (EFMT), which evaluates each aircraft in the AH, CH, and UH fleets across 15 factors by tail number. The EFMT utilizes existing maintenance data and scores Fully Mission Capable (FMC) rates, hours flown, landings, flight-hour utilization, total-landings utilization, aircraft age, average scheduled maintenance, average unscheduled maintenance, component time since new, component time since repaired, corrosion, structural findings, time in a combat zone, time in desert and time near ocean.

The Aviation enterprise stakeholders, as well as an outside consultant firm (McKinsey & Company), vetted and concurred with the methodology, with McKinsey acknowledging the methodology as a best practice. The tool creates a score for each aircraft on a scale of one-100; higher numbers indicate higher usage/wear. A score of 90 or above is considered a divestment candidate; 75-89 indicates overhaul requirement and 60-74 indicates repair and return requirement.

No longer based on geographical deployments, this comprehensive analysis will allow access to depot-level OCSM to a wider spectrum of the fleet.

Annual Aircraft Distribution Conference

The Aviation Sustainment Working Group developed an approach to aligning the requirements and funding associated with the strategy. Each year, the program offices and AMCOM will coordinate and submit a funding requirement based on the output of the tool, risk analysis of removing aircraft from the units, mission impact, affordability and pending modernization decisions. The upcoming Program Objective Memorandum (POM) 27 requirement for OCSM is roughly half of the EFMT indicated requirement. Prioritization of funding between aircraft models and location

will be determined before the year of execution by the Aviation Distribution Conference.

The conference will nominate tail numbers for specific maintenance actions at specific locations based on EFMT analysis and funding availability. This fulfills the AR 750-1 para 5-4 requirement for an annual aircraft distribution conference, utilizing conditions-based criteria to nominate aircraft for sustainment-level maintenance. This process creates options for the Army to address aircraft readiness concerns at the depot or an Aviation Field Maintenance (AFM) facility.

Utilizing a conditions-based approach in accordance with AR 750-1, as executed with the EFMT, and through the existing governance process to prioritize and enable sustainment activities will increase long-term health and readiness while optimizing affordability by balancing maintenance capability and capacity. Based on the POM 26 Army Program Guidance Memorandum (APGM) direction, funding should become available to buy down some of the accumulated risks of deferred maintenance in all the rotary wing fleets. This will enable AMCOM to execute pilot programs in FY25 to prove and refine the OCSM statements of work at the depot. By FY26, Corpus Christi Army Depot should be poised to implement a steady induction of OCSM work.

The sustainment community is poised to execute this strategy as the Army continues to plan funding to maintain enduring fleet readiness, ensure airworthiness and preserve the organic depot capability and capacity to meet surge requirements. This will ultimately reduce the maintenance burden on tactical Aviation units.

As stated by GEN James Rainey (Rainey, Aug 2024, page 5, Continuous Transformation), the movement to a conditions-based approach applied to the Aviation enterprise presents the full costs, benefits, and risk of actions to senior leaders.

Jessica Dunaway is the chief of the Requirements Integration Division for the U.S. Army Aviation and Missile Command, which is headquartered at Redstone Arsenal, AL.



Special Focus ▶ Aviation Support

Aviation Mission System and Architecture Project Office Update

By Mr. James Bamburg



The Aviation Mission Systems and Architecture (AMSA) Project Office continues to make great strides in providing Army Aviation and our strategic partners with the world's best aviation enabling products and systems. We are the lifecycle manager for more than 56 products across four broad categories; Aviation Ground Support Equipment, Assured Position, Navigation and Timing; Aerial Communications & Mission Command; and Mission Systems Processing & Network Architecture. Our focus is providing our user community with world class, cutting-edge aviation capabilities while ensuring the continual sustainment and relevance of enduring equipment.

I am honored to return to Program Executive Office, Aviation and PM AMSA again. After three months in the seat, it is clear that the organization continues to move at a blistering pace. Having served multiple tours across PEO Aviation and twice previously in PM AMSA, I am confident of one

thing – PM AMSA must keep its programs moving forward while also identifying the new capabilities that will best meet Army Aviation's emerging requirements. In doing so, we ensure success for both the Aviation branch and our Army in the high-paced, multi-dimensional, and digitally connected Large Scale Combat Operations of today and tomorrow.

We seek to determine how our products can best complement both the enduring fleet and the Future Long Range Assault Aircraft (FLRAA) and uncrewed aircraft systems platforms. Our enduring systems will operate for years to come, even as FLRAA comes online, and they will need significant upgrades to remain relevant in multi-domain operations.

Product Manager Assured Airspace Access Systems (A3S)

Since the last AMSA update, the A3S team has made significant advancements in navigation technologies, focusing on

Top left: Soldiers from 101st Combat Aviation Brigade examine an AGNR during a communications exercise at Ft. Campbell, Ky

Top right: The Performance Planning Application (PPA) is an IMPACT tool that replaces the Integrated Performance and Configuration (IPAC-X) currently resident in AMPS.

the EAGLE-M, more formally known as the enhanced aviation, GATM (global air traffic management), LPV (localizer performance with vertical guidance), EGI (embedded GPS (Global Positioning System)/inertial navigation system) M-Code, which provides position and navigation information to Army Aviation aircraft. A pre-deployment site survey was conducted in the INDOPACOM region in support of initial fielding of the M-Code capability, facilitating collaboration with the US Army's First Unit Equipped (FUE). Additionally, A3S secured a planned product improvement engineering services contract

to update EAGLE-M software, which is crucial for enhancing navigation accuracy and resilience. The team's collaboration with U.S. Space Force on testing the Military GPS User Equipment Increment 1 on aviation platforms, including the MQ-1 Gray Eagle, supported joint efforts to strengthen military navigation capabilities.

The Common Transponder (CXP) 2.0 project saw key developments, including the initiation of a rapid development effort for a new micro transponder. The project addresses critical shortages of APX-123A transponders and is exploring various mitigation strategies to ensure continued operational capability. Technical progress meetings and strategic planning are underway to accelerate the fielding of CXP 2.0. This effort is pivotal in modernizing transponder technologies to enhance communication and identification capabilities across military platforms, ensuring compatibility with evolving airspace management and operational requirements.

The A3S team also implemented the Automatic Dependent Surveillance – Broadcast (ADS-B) Out capabilities in across the UH-60L aircraft. The AMSA team engaged with Army National Guard units in Reno, Nev., and Fresno, Calif., to address Federal Aviation Administration mandated updates. These efforts are vital to ensuring that military aircraft meet civilian airspace requirements and maintain operational effectiveness. The discussions also linked air traffic control updates with ongoing projects, like CXP 2.0, reinforcing the need to integrate modern technologies to ensure compliance and enhance overall air traffic management.

Product Manager Aerial Communications and Mission Command (ACMC)

Over the past year, the ACMC Product Office continued to make significant progress to develop and deliver cutting-edge mission command and aerial communications technologies for the aviation fleet. In June, Mr. Gerry Cox completed his three-year tenure as the product manager, handing over the organization to LTC Marc Peterman.

ACMC continued to refine the Integrated Mission Planning and Airspace Control Tools (IMPACT), combining the functionality of two existing programs — the Aviation Mission Planning System and the Tactical Airspace



Pain-Free Flying for Aircrew Endurance

Upgraded “AWR Approved” Seat Cushions



View a Full Range of US Army “AWR Approved” Products On our Website and Order Now!

Coastal Seat Cushions, Inc

Email: Sales@CoastalSeatCushions.com

Tel: (954) 980-6929

MAXIMIZE YOUR BUDGET



GPC Friendly Tooling Solutions



LaceLok®

Crimp Tools

Safe-T-Cable®



AGPU 1.1

Integration System, into a single software product. This reduces the cyber security footprint, allows the installation of software on multiple devices, and meets user needs both in the command post and at the tactical edge. This innovative transformation allows integration of emerging capabilities more easily and quickly through ACMC's incorporation of digital transformation concepts while migrating toward the Software Acquisition Pathway, one of the first PEO Aviation systems to do so.

Additionally, ACMC has integrated an Artificial Intelligence/Machine Learning microservice into IMPACT and will continue to build on this capability to quickly analyze airspace conflicts and suggest alternate routes to deconflict airspace and fires.

In August, PdM ACMC, along with Product Manager Helicopter and Multi Mission Radios (PEO C3T) and Product Manager Air Warrior (PEO Soldier), integrated the Air-Ground Networking Radio (AGNR) onto the 101st Airborne Division's AH-64E, CH-47F, and UH-60M platforms in support of the JRTC 24-10 rotation. The team designed and fabricated hardware, obtained airworthiness releases, modified aircraft, trained users, and supported the 101st during their Large-Scale Long-Range Air Assault. Integration of the AGNR by the multi-PEO team supported advanced command and control and enabled aviation alignment with ground force communication

suites during the exercise.

ACMC's AGNR team completed the radio assessment for the Gray Eagle integration effort and awarded the Aviation Radio Control Manager (ARCM) v1.1 contract. AGNR will replace the ARC-201D SINCGARS radio, providing a crypto-modernized software-defined radio to meet combined arms maneuver and fires integration requirements. ARCM 1.1 will provide support for new AGNR software versions. The ARCM effort also supports the advancement of the PEO C3T and AMSA Futures C5ISR Modular Open Suite of Systems Mounted Form Factor (CMFF) initiative.

Over the next year, the AGNR team will award the AH-64E integration effort, including radio assessment and complete ancillary environmental testing. We anticipate that all assessments and environmental testing ancillaries will be complete, and we will receive safety of flight documentation by midyear.

Continuing the work of modernizing air-to-air and air traffic control communications, the Aviation Tactical Communications Systems ARC-231A program achieved a Statement of Airworthiness Qualification (SAQ) this summer. This was a key step to garner airworthiness qualification of the ARC-231A for combat aircraft. Beginning in FY25, ACMC will begin fielding the ARC-231A with software block 1 to combat aviation brigades, providing them with a crypto-modernized, software defined radio.

Future software blocks will provide Tactical Secure Voice Cryptographic Interoperability Specification 3.1.1 and the SATURN waveform, further enhancing operational capability.

Product Manager Aviation Ground Support Equipment (AGSE)

During the past year, the AGSE Product Office continued to mature new and improved ground support equipment capabilities while providing dedicated total lifecycle management to the 24 fielded products supporting the Army's enduring aircraft fleets. The product office continued fielding the Pitot Static Test Set MWO and fielded the seventh modernized Flexible Engine Diagnostic System (FEDS) to the 1109th Theater Aviation Sustainment Maintenance Group in Connecticut. System 8, the final modified FEDS, will be fielded to Coleman Barracks in Mannheim, Germany in the fall of 2024.

AGSE's priority effort during this fiscal year was successfully transitioning the AGPU 1.1 program from Performance Verification Testing (PVT) to Full Rate Production. The final two of 14 Low-Rate Initial Production systems are scheduled for delivery in 4QFY24. They will enhance AGPU 1.1 availability to support ongoing Special User Evaluations (SUE) at Ft. Campbell, Ky., Ft. Liberty, N.C., and Ft. Novosel, Ala. The SUEs provide vital product feedback from Soldiers and generate reliability, availability,



AGPU 1.1 conducting on PVT with a UH-60L aircraft.

U.S. ARMY AGSE PRODUCT OFFICE PHOTO

and maintainability data in support of the system's Type Classification and Materiel Release prior to fielding.

In addition, the AGSE Product Office made important progress on its top priority acquisition effort, the Aviation Ground Power Unit 1.1 (AGPU 1.1). The product office's near-term focus is awarding the AGPU 1.1 production contract, logistics demonstration, new equipment training, and initial fielding in FY26. They anticipate the imminent award of a five-year production contract to complete the procurement of 150 USG systems and up to 45 systems for foreign military sales.

The AGSE Product Office will also stand up a new product team in 1QFY25 to focus AGSE's next priority acquisition effort, the Aircraft Cleaning and Deicing System (ACDS). ACDS will be designed to address capability shortfalls in aircraft cleaning, anti/deicing, and corrosion prevention. Prototype test and evaluation of this system is scheduled to begin in FY27, with production beginning in FY30.

Product Manager, Aviation Architecture and Environment Exploitation (A2E2)

The A2E2 Product Office continues to support the Degraded Visual Environment Pilotage System (DVEPS) equipped HH-60M aircraft, which were first fielded in 2021. DVEPS enables pilots to navigate and operate in poor visual conditions, particularly brownout landings. This multi-sensor

system illuminates obstacles in the landing zone and improves situational awareness for pilots flying in DVE. Through continued collaboration with the Systems Readiness Authority (SRD), the DVE Team received an updated DVEPS Operational Airworthiness Release document allowing both pilots to utilize the system. The team is still working with the airworthiness authority to reduce the system's airworthiness restrictions while maximizing its benefits to the field.

Additionally, the DVE Product team hosted a DVE Summit at Redstone Arsenal on 30-31 July 2024 to bring DVE stakeholders together to establish a cross-COMPO Community of Practice (CoP). The summit provided a forum to discuss capabilities, current/upcoming requirements, schedules, ongoing research, and issues, and allowed networking among CoP participants. The event included over 100 participants representing approximately 30 organizations, with 15 organizations briefing the audience. A2E2/DVE aims to use the summit as a launch for biennial DVE CoP meetings, which will take place beginning in February 2025.

The Aviation Mission Common Server (AMCS) program is currently in the test and qualification stage of the contract after successfully exiting the Critical Design Review in June 2024. The AMCS team continues its collaboration efforts with the vendor to enter a test readiness review followed by qualification testing for the AMCS

line replaceable unit #1. The program is planning on entering the system verification review in the spring of 2025.

In concert with the Assistant Program Executive Office Aviation for Engineering and Architecture (E&A) and the platform Program Management offices, PM AMSA is leading an Army Aviation Enterprise initiative to ensure MOSA and FACE standards and the Aviation Mission Common Environment (AMCE) requirements are implemented during system design and development phases. A key attribute to ensuring MOSA and AMCE compliance is using Model Based Systems Engineering tools and techniques such as Systems level Component Specification Models and System level Component Design Models.

AMSA efforts over the last year have enabled incredible advancement in the capabilities we are designing, developing, and delivering. The dedication, adaptability, and professionalism of our team continues to ensure that we are on glide-path to deliver world-class solutions to our customers across Army Aviation and in support of our Soldiers.

I am proud to be back home in AMSA and look forward to the challenges and successes of the coming year.

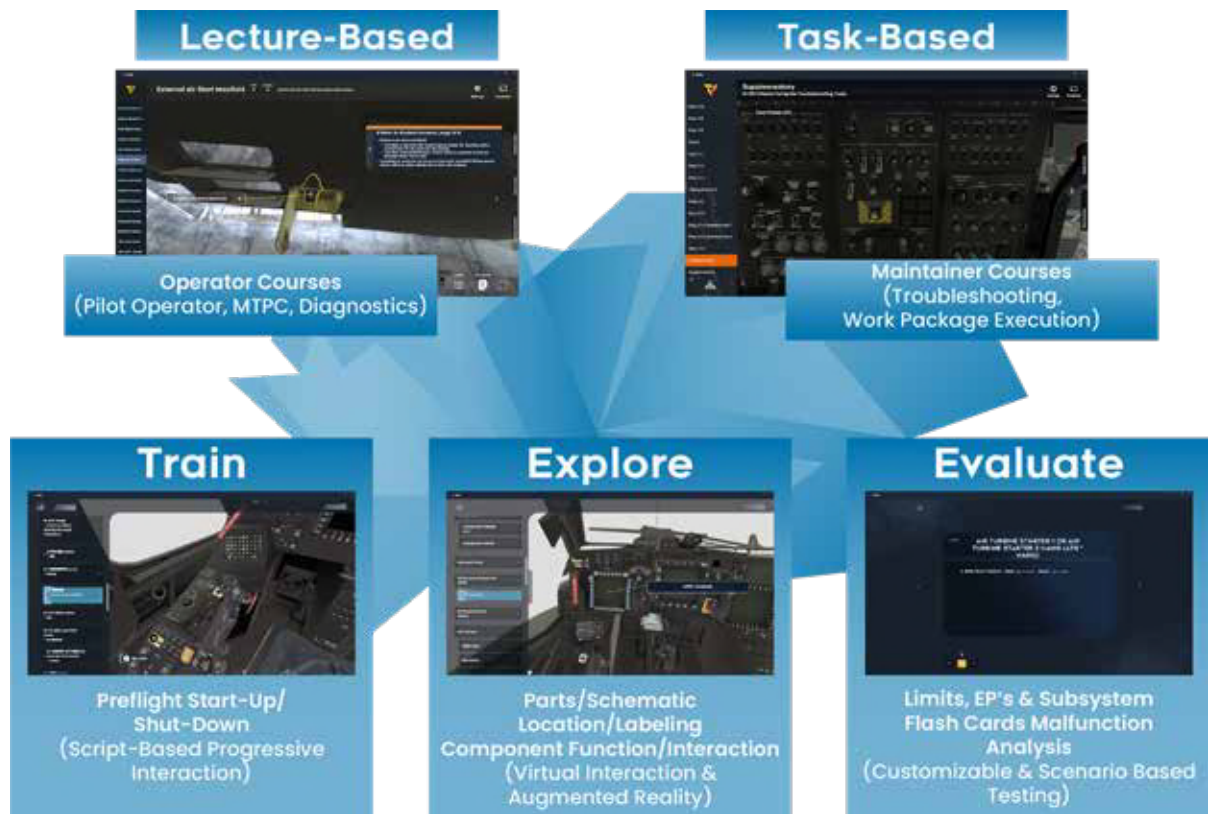
Mr. James Bamberg is the Project Manager, Aviation Mission Systems and Architecture, Redstone Arsenal, AL.





PEO Aviation's Virtual Training Environment

By Mr. William T. Richburg



The Program Executive Office, Aviation (PEO Aviation) Virtual Training Environment (VTE) is a software and services-based platform. It provides a means for development, standardization, secure cloud-based global distribution, holistic change management, and full government ownership of training Interactive Media Instruction (IMI) resources among Aviation Enterprise stakeholders. VTE arose from U.S. Army Aviation Center of Excellence (USAACE) requirements to standardize virtual training across all Army Aviation platforms and systems. The VTE, along with the continued development of the Virtual Training Suite (VTS), will ensure training meets the Soldier at the point of need.

The Evolution of Army Aviation Training in the Digital Era

In his article on VTE in the December 2023 edition of *Army Aviation*, former

PEO Aviation Sergeant Major Carlos Loeza commented that Soldiers join the Army with greater familiarity and comfort using digital technology. He highlighted those day-to-day interactions in the digital world that impact how Soldiers work, play, learn, research information, shop and communicate. Soldiers are very comfortable in the digital world and driven by the world-wide web, apps, and other technological advancements for personal and professional growth. Simply stated, digital threads are part of their everyday lives, and the Army must adapt if we want to mitigate future training challenges and build combat readiness for both aviators and aviation maintainers.

Additionally, SGM Loeza described how training is the foundational pillar of a mission-ready force that provides Soldiers with knowledge and realistic skills to adapt to new technology, meet current technical demands, and respond to emerging threats. The next evolution of

training for our Soldiers must focus on delivering realistic instructional content digitally—anytime, anywhere, securely, and on-demand.

The importance of the Virtual Training Environment remains unchanged and cannot be overstated; the future of Army Aviation training lies within the VTE. Accessible at www.vte.mil, the VTE platform offers a single, globally accessible library of up-to-date Army Aviation courseware resources that is available for download on any internet-connected device. Built within the guidelines of a software development kit, VTE content is agnostic to the hardware used to present the material. Authentication performed via Common Access Card (CAC) ensures that anyone with a CAC can access their VTE account and training content across all their devices. This cloud-based structure allows user profile data and progress to seamlessly transition

between devices, eliminating the need for manual tracking.

Standardizing Interactive Multimedia Instruction and the Virtual Training Suite

The VTE houses rich, engaging IMI, featuring highly accurate digital models and simulations of various systems. This detailed virtual approach enables Soldiers to train as needed, without the constraints of equipment availability, schoolhouse hours, or limited simulator time. Within the VTE, Soldiers can perform numerous “digital repetitions” before moving to actual equipment, significantly reducing the time needed to acclimate to real-life systems.

VTE currently hosts training content for basic electronics, the UH-60 Black Hawk, AH-64 Apache, UH-72 Lakota, CH-47 Chinook, and MQ-1C Gray Eagle. The VTS is a downloadable, Windows-based application that serves as a central access point for courseware within the Army Aviation Enterprise and is a key component of the VTE. Designed with content for both classroom instruction and self-paced learning, using VTS is a significant improvement over traditional teaching methods. The cloud distribution system ensures that content and updates push to all users as soon as it is published, providing consistent access to the most current training materials thus resolving issues stemming from outdated content.

Since the publication of SGM Loeza’s article, registered users have increased from 5,100 to over 8,000, with new users logging in daily. Each user receives immersive and engaging training via VTS. Ongoing courses at Fort Novosel, Ala., and Fort Eustis, Va., rely on VTS for access to virtual training materials and IMI. Most recently, students from the UH-60M Initial Entry Rotary Wing course have expressed an “appreciation for the ability to interact with virtual aircraft and components in real time, which enhanced their understanding of the aircraft systems.”

VTS provides the flexibility required across various and diverse aviation platforms in training courseware development, distribution, and sustainment. VTS also utilizes an acquisition strategy focused on fulfilling Army Aviation’s Training Aids, Devices, Simulators, and Simulations (TADSS) regulatory obligations in accordance with applicable Army Regulations.

Moving Forward with Modernization

The VTE digitizes aviation training, enabling it to evolve and adapt as necessary to keep pace with developments in the enduring and future fleets. Notably, the VTS adheres to the Modular Open Systems Approach principles, ensuring that it can seamlessly integrate with current and future systems, providing flexibility and scalability as Army Aviation continues to modernize.

The next phase in this evolution will introduce Extended Reality (XR) and Augmented Reality (AR) support for task-based training. This advancement will enable Soldiers to engage in highly immersive, realistic training scenarios with remote location multiuser capabilities. By integrating XR and AR into the VTE, the Army will enhance task-based learning, allowing Soldiers to train collaboratively across different locations, simulating real-world environments and mission scenarios. This adaptability and innovation will ensure that training remains relevant and effective, even as the operational landscape evolves, while allowing the U.S. Army to meet the needs of a new, digital generation.


Conclusion

The PEO Aviation VTE journey is an outstanding example of leveraging today’s digital resources to ensure Army Aviation training remains relevant in an ever-changing tactical environment. VTE is government owned, hardware agnostic, and allows for cost effective sustainment. As stated in his memorandum to PEO Aviation in May 2022, then Commanding General, USAACE, LTG David Francis acknowledged that, “PEO Aviation’s management of the VTE/VTS for the Army Aviation Enterprise will provide an efficient and economical training courseware development, distribution, and sustainment platform, fully owned by the U.S. Government.” As such, the Virtual Training Environment represents the new standard for quality, timeliness, concurrency, distribution, and tracking of IMI and training materials. It is well-positioned to meet the training and simulation needs of both the current and future force.



Mr. William T. Richburg is the TADSS/VTE Liaison Officer, Program Executive Office for Aviation, Redstone Arsenal, AL

AAAA Army Aviation Survivability Forum



Sponsored by Army Aviation Association of America

THANK YOU SPONSORS



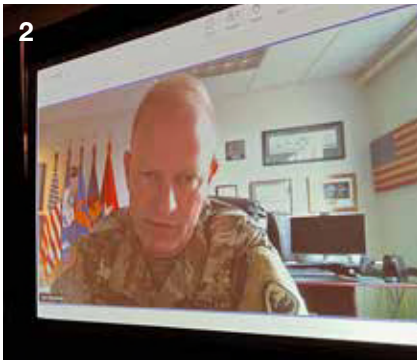


AAAA Army Aviation Survivability Forum Returns to Huntsville

By MSG (Ret.) Art Agnew



1



2



3



4



5



6



7

1. There was a full house for the opening of the 2024 AAAA Survivability Forum.
2. BG Kenneth Cole, Deputy Commanding General of U.S. Army Aviation Center of Excellence delivers the keynote address.
3. BG Ed Barker, Program Executive Officer Intelligence, Electronic Warfare and Sensors, provides an update to attendees.
4. COL Christopher Cook, Deputy Commander of the 160th Special Operations Aviation Regiment (A), addresses the opening day crowd at the 2024 AAAA Aircraft Survivability Equipment Symposium in Huntsville, AL, Sep. 11.

The Army Aviation Association of America sponsored the Army Aircraft Survivability Forum (AASF) September 16-17 back at the Von Braun Center in Huntsville, AL and saw 326 attendees, 17 exhibits and 75 exhibitors. Since 1983, the Forum has provided the opportunity for government and industry to discuss the ever-changing environment in Army Aviation, the status of Army Aviation's programs, and future requirements necessary to support the Aviation warfighter and combatant commander as the Army remains ready to fight and win today while transforming in contact to ensure mission success in the future.

The focus was on the AASF theme of "Enhancing Combat Maneuver and Survivability" with BG Kenneth C. Cole, Deputy Commanding General of the U.S. Army Aviation Center of Excellence delivering the keynote. He was followed by BG W. Ed Barker, Program Executive Officer Intelligence, Electronic Warfare and Sensors who, once again this year, provided funding for aviation mission survivability officers (AMSOs) from around the world to attend the event, including two days of follow-on government sponsored classified sessions.

The AASF panels focused on warfighter leaders, industry/operational support, Defense programs update, future work and Embedded ASE B-Kit Emulator (E-ABE). Other speakers included COL Christopher Cook, deputy commander of the 160th Special Operations Aviation Regiment; COL Brock Zimmerman, project manager ASE; COL Jeffrey Poquette, project manager for Future Long Range Assault Aircraft; Mr. Dennis Lindell, Director Joint Aircraft Survivability Project Office (JASPO); BG David Phillips, Program Executive Office Aviation; CW4 Kyle Cutler, Future Vertical Lift Cross-Functional Team SME, representing the director, BG Cain Baker; CW3 Tyler

5. COL Brock Zimmerman, Project Manager, Aircraft Survivability Equipment (ASE), provides a program update to attendees.

6. AASA Secretary, MG (Ret.) Todd Royar (left) moderates the Industry/Operational Support panel with Chris Hamann, BAE, Mr. Jay King, Danbury Mission Technologies, Mr. Dennis Neel, Northrop Grumman, Mr. Mike Paturzo, Textron Systems, and Mr. Alexander Shepard, Lockheed Martin.

7. Attendees mingle among the 21 exhibits at the AASA Army Aviation Survivability Forum.



ASE Award winner for 2024, **SPC Grady Pickens** with MG (Ret.) Davis, BG Barker, COL Zimmerman, and Mr. Jared Belinsky, BAE Systems (award sponsor).



AMSO Award winner for 2024, COL Cook accepted for **CW3 Edward Adamy**, with MG (Ret.) Davis; CW4 Chris Crawford, USAACE Survivability Branch Chief; BG Barker; COL Zimmerman; and Mr. Dale Pufahl from Miltope Corporation (award sponsor).



Avionics Award winner for 2024, **SSG Jonathan Womack**, with MG (Ret.) Davis, BG Barker, COL Zimmerman, and Mr. Mike Best from Cubic Defense Systems (award sponsor).

Dodds, ASE and Mission Planning Integration; LTC John Williams, product manager for Forces training Systems at PEO Simulation, Training and Instrumentation (STRI) representing the PEO, BG Christine Beeler; Mr. Eric Bowes, Army reprogramming analysis team program officer (ARAT-PO); and CW4 Christopher Crawford, Aviation Branch AMSO, Aviation Mission Survivability (AMS).

The numerous aviation mission survivability officers (AMSOs) from all composites and locations around the world also participated in two additional days of government classified sessions.

The Symposium included an exhibit hall with 17 vendors and a mix of over 320 military (both U.S. and foreign), civilian, and industry attendees.

Awards

The National AASA ASE, CW3 Christopher M. Allgaier Aviation Mission Survivability Officer, and Avionics Awards for 2024 were presented to recognize outstanding achievement.

MSG (Ret.) Art Agnew is the assistant to the executive director of the Army Aviation Association of America

News Spotlight ►

It's Never Too Late To Become an AAAA Life Member!

Meet COL Edmund Keith Ball, U.S. Army Retired.

Keith will be 101 on December 11. He is sharp as a tack and an avid sailor – he keeps his boat about a mile away from his independent living apartment at Indian Harbor, Florida where he and his wife Peggy reside.

Keith wrote us at AAAA asking how to send his check in for a Life Membership. He had been a member from 1958 to 1976 when he retired and does not use computers at all.

In 1946 he entered the Transportation Corps upon graduation from the U.S. Military Academy at West Point. Following basic at the transportation school, Ft. Eustis, Virginia, he was stationed at the San Francisco Port of Embarkation until 1948. Then spent two years in the Panama Canal Zone where he was the officer in charge of the Atlantic terminal in Cristobal. He served in the Transportation Office, USMA, from 1950 to 1953.

After the advanced course back at Ft. Eustis, he was stationed in Newfoundland and became a sub-port commander. In 1955 he joined a Distant Early Warning (DEW) Line task force that delivered heavy construction materials to beaches above the Arctic Circle. Next came graduate schooling at the University of Michigan. Upon completing his degree in aeronautical engineering, he joined Red Hat Class 59-2 for flight training at Camp Gary, TX. He had learned to fly as a cadet in the USMA aviation program back in the early '40s; however, he dropped out of that program when he heard that the U.S. Air Force was going to be formed as a separate Service with blue uniforms and he wanted to stay in the Army. Following tactical and instrument phases at Ft Rucker, Alabama, he was assigned to TATSA (Transportation Aircraft Test and Support Activity) where they conducted UH-1 Huey, OV-1 Mohawk and AC-1 Caribou 1,000-hour logistical evaluations.

In 1960 he went to Ft. Wolters, TX, for helicopter transition and on to Command and General Staff College at Ft. Leavenworth, KS. Next came a three-year tour at HQ DA in the Aviation Directorate of the Office of the Chief of Research & Development, which involved multiple aviation projects, the LOH (Bell, Hughes and Hiller competitors) being the principal task. During that period, the air cavalry and air mobile division concepts were evolving and became high priority efforts

He was assigned to France in 1964 as commander of USAAFMAC (Army Aviation Field Maintenance and Avionics Center) at Brienne le Chateau with a mission to support USAREUR (U.S. Army Europe) and the MAAGs (Military Assistance Advisory Groups) and missions from Turkey in the east to Zaire in the south. When France withdrew from NATO in 1965 and U.S. forces departed, he moved to headquarters USAREUR in Heidelberg, Germany and worked in the Aviation Directorate of the deputy



AMP PHOTO



100 year old COL (Ret.) Keith Ball, with wife, Peggy by his side, is presented an AAAA Life Membership at his home in Indian Harbor, Florida by AAAA Executive Director Bill Harris on September 20, 2024.

Flight school graduation photo of Keith, Class 59-2, Camp Gary, TX.

chief of staff for operations for two years.

Returning to CONUS, he joined headquarters U.S. Army Test and Evaluation Command (TECOM) at Aberdeen Proving Ground, Maryland, and became test director for the AH-56 Cheyenne program.

Next came a tour in RVN as chief of aviation testing for ACTIV (Army Concept Team in Vietnam) with a mission to evaluate the latest aviation hardware being used by troops in combat.

In 1971, he joined the USAATB (U.S. Army Aviation Test Board) at Ft. Rucker, Alabama as director of test and deputy president. The UTTAS (Utility Tactical Transport Aircraft System) (YUH-61) was the major program at the time which ultimately became the work-horse of our current helicopter inventory, the UH-60 Black Hawk. He admits that of the 13 aircraft in which he was qualified, the de Havilland UC-1A Otter was his favorite.

He retired in 1976 and he and Peggy have been enjoying life with their four children, 16 grandchildren, 27 great grandchildren and six great-great grandchildren, as well as sailing!

For more about this former Master Army Aviator, you can view his hour-long Library of Congress interview at <https://www.loc.gov/item/afc2001001.117757/>.

ARMY AVIATION MUSEUM FOUNDATION

PROUDLY SUPPORTING THE U.S. ARMY AVIATION MUSEUM SINCE 1970

MUSEUM & GIFT SHOP

MONDAY - FRIDAY

9:00 - 4:00

SATURDAY

9:00 - 3:00



WWW.ARMYAVIATIONMUSEUM.ORG

WE ARE EXCITED TO SUPPORT
AAAA AT CRIBBINS!

See You in Huntsville!



AAAA Cribbins Readiness Conference

November 11-13, 2024 | Von Braun Center | Huntsville, AL

JOIN AAAAA

One of the Many Benefits of AAAAA Membership Includes a Subscription to

ARMYAVIATION

AAAA'S OFFICIAL MAGAZINE



There's a Local Chapter
Waiting for You



Network • Recognition
Voice • Support

Quad-A.org

Speakeasy Secrets:

AAAA BENEFIT
MURDER MYSTERY NIGHT

November 12, 2024



THANK YOU TABLE SPONSORS

Master of Disguise



System Studies & Simulation, Inc.

Lead Detective



AIRBUS

Bootlegger



GE Aerospace

Clue Chaser



DIGIFLIGHT
Accelerate Market Success



► From the Field

Rifles to Drones: What the M-16 Can Teach Us About UAS Acquisitions

By MAJ Dallas Durham



U.S. ARMY PHOTO BY CW3 LANCE LEDUC



U.S. ARMY PHOTO BY ROBERT C. LAFON, FROM THE NATIONAL ARCHIVES

Above: The sun is setting on the RQ-7 Shadow, figuratively and literally.

Left: A rifleman of 2nd Battalion, 502nd Infantry Regiment, fires an M-16A1 rifle 8 September 1967 near Saigon.

As Bob Dylan once wrote, “the times they are a-changin’.” It is an exciting time to be in the military as we witness unprecedented technological changes and resulting doctrinal evolutions. Perhaps nowhere is this more evident than uncrewed aircraft systems (UAS) and the vast proliferation of remotely piloted aircraft in Ukraine. Nearer to home, the Army’s recent decision to divest the RQ-7 Shadow and RQ-11 Raven closes one chapter of Army UAS while hopefully accelerating arrival of the much-anticipated Future Tactical UAS (FTUAS) aircraft.

As we rapidly divest the legacy UAS fleet, it is critical to find replacements quickly. We cannot afford to lose the reconnaissance capabilities provided by

Shadows and Ravens, and with FTUAS fielding still on the distant horizon, brigades and divisions across the Army are embracing the opportunity to innovate. From Commercial-Off-The-Shelf (COTS) systems to 3D printing, the Army has the opportunity to capitalize on lessons learned in Ukraine. But as we develop long-term solutions such as FTUAS, it is tempting to embrace near-term interim solutions in the name of urgency. The risks of this method are highlighted in lessons from a previous acquisitions experience dating back to 1957: the development of the M-16 rifle.

Lessons From The Past

Post-WWII weapon developments resulted in the M-14 rifle, which proved

a poor replacement for the M-1 Garand of WWII fame. Virtually uncontrollable in automatic firing mode and only slightly lighter than the M-1, the M-14 was troubled from the beginning. Manufacturing delays resulted in just 4,245 rifles produced by Springfield Armory in the first three years of production. The Army needed a solution for this capability gap.

Fortunately, defense contractors were actively designing prototypes for the Army’s futuristic Special Purpose Individual Weapon (SPIW), an innovative flechette-firing automatic rifle. But as SPIW’s development dragged on and war in Southeast Asia loomed, the Army found itself with insufficient quantities of M-14s on hand. Clearly, an interim weapon would be required; enter the AR-15.

Eugene Stoner designed the M-16, originally known as the AR-15, in response to a call from Continental Army Command (predecessor to both FORSCOM and TRADOC). The design was supported by post-WWII re-

search which suggested that the Army's traditional .30 caliber rifle was too large and that a full-automatic weapon would be more effective than a semi-automatic rifle. Designed to shoot a .22 caliber bullet, weigh less than six pounds and possess both full- and semi-automatic firing modes, the AR-15 was an abrupt departure from previous weapons and from the traditional Army doctrine of long-range accurate marksmanship. It therefore faced many opponents who held tightly to the old marksmanship tradition. But a few innovative souls championed the rifle, even gaining audience with then-Secretary of Defense Robert S. McNamara.

McNamara faced a tough decision: double-down on the troubled M-14 program, or find an interim solution while waiting for the arrival of the much-anticipated SPIW? By 1963, he decided to cease all M-14 production while purchasing limited quantities of AR-15s prior to SPIW fielding. The AR-15, now designated as the XM-16E1, soon entered a phase of testing, modifications, and fielding.

Although initial designs of the rifle largely failed in Vietnam, its failure was due to defense leaders' insistence on expediting production of the rifle as an interim solution rather than perfecting the design, and certainly not because of innovative features. In fact, that "interim" weapon is still the basis for the Army's standard infantry rifle more than 60 years later. Our modern M4 carbines have evolved significantly, but it is easy to trace the M4's lineage back to the original XM-16E1.

So, what does an infantry rifle have to do with quadcopters and drones? In this comparison, the Shadow and Raven UAS reflect the M-14 rifle. The M-14 was an outdated system based on pre-WWII technology and surpassed by rifles of partner nations such as the British EM2 and Belgian FAL. Likewise, while Shadows and Ravens have served faithfully, their time has passed.

The UAS community finds itself in a similar position to the US Infantry in 1963: with insufficient quantities of outdated weapons on hand and no clear timeline for a future replacement. How will we bridge the gap between legacy and future?

McNamara chose to bridge the gap in 1963 by rapidly fielding the M-16 to combat troops. He formed a joint-services Technical Coordination Committee (TCC) to refine the rifle's design

yet still prioritized urgency. As a result, the TCC completed the M-16 in seven months, but several ill-advised and incomplete modifications resulted in malfunctioning rifles on Vietnam battlefields. Ultimately, the SPIW did not materialize, and the Army settled for the M-16 as the enduring solution.

Applying the Lessons

McNamara acquired the M-16 as a temporary fix for a time-critical situation, and the result was disappointing. As we now bridge the gap between old and new UAS, we must avoid the same mindset of interim systems. Although "interim" can result in expedited fielding, it can also result in sub-par quality. All too often, sub-par interim systems become permanent systems of record. After all, "one in the hand is worth two in the bush." Or in modern military terms, "one in the operator's hands is worth two in development."

This story yields another important lesson. The M-16 was born at a crossroads in Army small arms development. Although supported by research, it was a break in Army traditions. Its maximum range was 500 yards, approximately half that of the M-14. It was built with plastic instead of wood, shot a tiny .22 caliber bullet, and was designed by a commercial firm instead of the Army's Springfield Armory.

Likewise, UAS operations are at a

crossroads. Legacy systems such as Shadow relied on runways, but future UAS will discard such tethers. This is a welcome update, but we should be aware of paradigm shifts that are not as easily accepted. For example, are we willing to classify UAS as expendable items? Operations in Ukraine have shown that we should; in 2023, estimates indicated a monthly loss of 10,000 Ukrainian drones. But will our future small UAS be priced appropriately to make "expendable" an acceptable mindset? This is just one example; airspace, training, and tactics will all face major paradigm shifts that must be embraced for UAS to succeed.

It is truly a special time for innovation in the aviation community, and UAS experts are uniquely poised to exploit the next great evolution of warfare. By learning from the mistakes of past acquisitions efforts, perhaps we can carry this exploitation even further.

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

MAJ Dallas Durham was the Deputy G3 Aviation OIC of the 4th Infantry Division at Fort Carson, CO when this was written and is currently serving as the executive officer of 1-13th Avn. Bn. at Fort Novosel, AL.



REGISTER TODAY & BUY YOUR BOOTH

Luther G. Jones Army Aviation Depot Forum

December 10-11, 2024

Corpus Christi, Texas

Sponsored by AAAA



quad-a.org/24LutherJones



NCOs Are the Backbone of the Army – From One NCO to Another

By CSM (Ret.) Greg Chambers

The Army Aviation Association of America (AAAA) Trade School, Licensing and Certification Foundation is an initiative that provides financial grants to AAAA members, their spouses, children, and grandchildren who choose to attend a trade school or get a license or credentials in a trade field.

It is a gateway for individuals aspiring for a technical career. Examples of these types of jobs are a Federal Aviation Administration (FAA) Airframe and Power Plant license (A&P), a Commercial Driver's License (CDL), a Heating, Ventilation, Cooling, and Refrigeration (HVAC-R) certification, Welding Certification, or a Real Estate license, to name a few. The TLC program is a fantastic opportunity for individuals to receive financial assistance and complete their education for a follow-on career.

NCOs, you are the communication linchpin to ensure information pertinent to your Soldiers and their families, such as the AAAA TLC program, gets to them. You have three essential avenues of approach: communication, education, and change. With 35 years of Army service as a former Noncommissioned Officer, I understand that NCOs execute the commander's intent. We communicate and educate our Soldiers about this intent. Most of our Soldiers and their families reside at the company level; therefore, mission success is achieved at the company level.

Communication is vital to the success of any mission and the key to the success of the TLC program. I am requesting all company platoon and first sergeants to understand and communicate the TLC program to your Soldiers

"The TLC program offers tremendous financial opportunities for Soldiers, spouses, children, and grandchildren of AAAA members seeking education in a trade career."

and their families. It's the senior NCO leadership that keeps our Soldiers informed, and NCOs are a vital and integral part of educating our Soldiers and their families about the TLC program.

Education is a massive part of the TLC program. As leaders, it isn't easy to educate our Soldiers on the mission, programs, incentives, deployments, or areas of interest if we do not educate ourselves. The TLC program offers tremendous financial opportunities for Soldiers, spouses, children, and grandchildren of AAAA members seeking education in a trade career. The TLC program provides an excellent opportunity for an eligible individual to be awarded a grant towards a completion certificate, a license,

or a technical certification. Why would you not want to support a program that supports Soldiers and their families? All that ANYONE eligible has to do is apply. To apply, go to this website:

<https://app.smarterselect.com/programs/81860-Army-Aviation-Association-Of-America>

Change is the hardest part. Continuing education or certifications while in the Army and raising a family requires "Change." Army service is complex for the Soldier and the family. It involves a commitment to pursue life-changing opportunities, especially if pursuing a technical license or certificate. It requires sacrifice. I didn't finish my Bachelor of Science in Professional Aeronautics until I was in the Sergeants Major Academy. You have to shift your priorities; it's tough. But it's worth it, and the TLC program can help lessen the financial burden and help provide new opportunities!

When organizations provide opportunities for assistance, it's crucial to make the most of it and help others to do the same. The TLC Foundation is here to support you, your Soldiers, and your families. The advantage of the TLC program is simple: it aims to assist Soldiers and their families financially when starting a new career in the trades. Applying for a TLC grant is easy, but changing your lifestyle is challenging—yet it's worth it!

If you have questions about the TLC Foundation or Grant Application, contact MG (Ret.) Jessica Wright at jessica.garfola.wright@gmail.com.

CSM (Ret.) Greg Chambers is a member of the Board of Directors for the Trade School, Licensing and Credentialing Foundation.



TLC FOUNDATION GRANTS NOW AVAILABLE

APPLY TODAY AT QUAD-A.ORG

AAAA TLC FOUNDATION INC.
Trade Schools, Licensing, and Certification

AAAA SCHOLARSHIP PROGRAM



OPENS SEPTEMBER 1
DEADLINE DECEMBER 15



Applications and
additional information:
www.quad-a.org/scholarship



50 Years Ago – Women in Army Aviation: Flight Surgeons

By Mark Albertson

Editor's Note: Throughout 2024 we will be celebrating the inclusion of women in Army Aviation with articles about the 50-year history.

On January 25, 2024, U.S. Army Surgeon General and Commanding General, U.S. Army Medical Command, Lieutenant General R. Scott Dingle, passed the torch to **Lieutenant General Mary K. Izaguirre**, who became the 46th U.S. Army Surgeon General and Commanding General, U.S. Army Medical Command, the third woman to hold those positions. Dr. Izaguirre is board certified in family medicine, a Fellow of the American Academy of Family Physicians, and an Army flight surgeon.

Among her many command and staff assignments, Izaguirre served as the deputy surgeon and medical operations officer for the Coalition Joint Civil-Military Operations Task Force, Operation Enduring Freedom, Afghanistan and as the division surgeon, 4th Infantry Division (Mechanized), Operation NEW DAWN, Iraq. She earned the Surgeon General's 9A Designation and is a member of the Order of Military Merit.¹

The first woman to become a U.S. Army flight surgeon was **Dr. Dolores Maria Leon**. Born in 1947, Dr. Leon obtained her undergraduate degree in biology from the College of Notre Dame, Belmont, California; then,

her Doctor of Medicine degree from the University of California School of Medicine, 1974. By 1978, she had completed her residency in internal medicine at the Letterman Army Medical Center.

CPT Leon served in the U.S. Army Medical Corps from 1973-1980. During that time, she was a commanding officer and flight surgeon for the 545th Dispensary at Camp Humphreys, served as chief of the medical clinic at Womack Army Hospital, Fort Bragg, North Carolina, and was an internist in the medical clinic at Silas B. Hayes Army Medical Hospital in Fort Ord, California from 1979 to 1980.²

Retired Brigadier General **Dr. Rhonda (Leah Scott) Cornum** was born on October 31, 1954 in Dayton, Ohio. She received a doctorate in biochemistry from Cornell in 1971 with a goal of becoming a research scientist. She said, "I was interested in government services, and the only job I could find was at a fish nutrition lab, where I would be the only female, the youngest person (I was 23) and also the boss. That sounded like a recipe for failure. Then one day an Army recruiter contacted me and said, 'We need somebody to do the kind of research that you do. The only catch is you have to join the Army.' That was 1978. I had never considered joining the Army.

I didn't know anybody in the Army. But I went and saw the lab in San Francisco where I would be working,

and it was beautiful. They had plenty of money. I wouldn't have to teach. So, I joined."³

Dr. Cornum attended the Uniformed Services University in Bethesda, Maryland, where she obtained her M.D. degree; followed by a residency in urology at Brook Army Medical Center, San Antonio, Texas. It was while at Bethesda she met Kory Cornum, who became her husband. He also became a flight surgeon with the United States Air Force and was stationed at Eglin Air Force Base, Florida.

She later was stationed at Fort Polk, Louisiana and Fort Rucker, Alabama, where she was awarded Flight Surgeon of the Year in 1990. In addition to being a flight surgeon, she has a civilian rating as a helicopter pilot.

On August 2, 1990, Saddam Hussein's armies overran Kuwait. It was not long before Major Cornum was on her way to the Middle East, attached as a flight surgeon to the 229th Attack Helicopter Battalion. On February 27, 1991, her helicopter got the call to rescue an Air Force pilot who had been shot down behind enemy lines and had a broken leg.

"Unfortunately, we flew right over a big bunker full of weapons and they shot the tail off my helicopter . . . and they shot me." Cornum was one of three soldiers who survived the crash suffering two broken arms, a bullet wound to her shoulder, and a torn knee, only to be dragged from the wreckage

and taken into Iraqi captivity.”⁴

Five crewmen had been killed in the crash, leaving Cornum and two others to become prisoners of war. Their incarceration lasted eight days in a primitive underground jail cell in what, Cornum viewed as austere conditions.⁵

She was released from captivity, March 6, 1991, along with 23 other POWs, and went on to finish five more years of medical training. Looking back on her experiences, she was quite philosophical, even after having been molested. . .

“Being a POW is the rape of your entire life. But what I learned in those Iraqi bunkers and prison cells is that the experience doesn’t have to be devastating, that depends on you.” Besides, “Every 15 seconds in America, some woman is being assaulted. Why are we worried about a woman getting assaulted once every 10 years in a war overseas? It’s ridiculous. It’s clearly an emotional argument. . .”⁶

She had an opinion as well for those who hold to women not having the intestinal fortitude for combat:

“War is not a hormonal event. It is a profession of discipline. . . We’re not people who club and bludgeon people to death anymore. No one objects now to women flying fighters, bombers, and attack helicopters. They seem to object to hand-to-hand combat.

Personally, I’ve never met a woman who wanted to be in the infantry. But if they are big and strong and want to do it, they’ll end up there. Gender should not be a discriminator in combat roles.”⁷

Rhonda Cornum retired from the Army in January 2012, as a brigadier general.

Endnotes:

1 - The ‘9a’ Proficiency Designator is the highest recognition for professional excellence in the Army Medical Department. Candidates nominated for the honor must be eminently qualified to Chair a department, division or service, or have attained full professional status and national prominence in their field; see page 2, “New Inductees to Order of Military Medical Merit, 91 Designation at WBAMC,” by Amabilia Payen.

2 - See page 2, “Changing the face of Medicine: Biography: Dr. Dolores Maria Leon,” National Library of Medicine



BG (Ret.) Rhonda Cornum



LTG Mary Izaguirre



Flying Doc – Captain (Dr.) Dolores M. Leon, the first woman to be designated as an Army Flight Surgeon, is shown during the five hour student pilot instruction she received in the Army Aviation Medicine Basic Course.

3 - See page 2, “Then and Now: Female POW Reveals Her Secret of Survival,” AARP Veteran report, www.aarp.org/.../info-2022/rhonda-cornum-pow.html

4 - See page 2, “Female POWs Prove Women can Endure War’s Hardships,” by Alexandra Hemmerly-Brown, August 26, 2011, www.army.mil/article/54136

5 - Ibid., 2

6 - See page 2, “A Women’s Burden,” *Time*, March 28, 2003

7 - Ibid., 2

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

An advertisement for Army Aviation Publications. At the top, a green Army helicopter is shown in flight against a sunset background. Below the helicopter, the word "Deployed?" is written in large, bold, red letters. Underneath that, the text reads: "Or Know an Army Aviation Soldier who is? Spread the Word!". At the bottom, it says: "You are eligible for a FREE 12 Month AAAA Membership. Contact: Deb@quad-a.org". There are also social media icons for Facebook, LinkedIn, YouTube, and Twitter.



Editor's Note: This is the next in a series of articles throughout the year taken from the pages of The VHPA AVIATOR, the newsletter of the Vietnam Helicopter Pilots Association. Preserving the Legacy! Enjoy

CW4 (Ret.) Joe Pisano, RVN 1970-1971

My First Mission

By Doug Gandy

It was 1969. I was a brand new 19-year-old helicopter slick pilot assigned to A troop 7/1st Cav in the Mekong Delta outside a village called Vinh Long. I had been in country about a week and did not know my ass from a hole in the ground. We were in a staging area when the flight lead came up to tell Norm (Norm Peebles is a PIC – a tall good-looking guy with a no-nonsense attitude) "Go down about 10 clicks south of Soc Trang and pick up a lerp (LRRP long range reconnaissance patrol) team. Take the nugget with you." (New Guy - me).

Norm looked at me and it is clear I am going to be dead weight, so he says "Just sit in the right seat. Don't touch anything and only talk if you see little red things coming up at us from your side of the aircraft."

Before I knew it, we were in the air going to pick up this, unknown to me "lerp" team. There were a lot of things I did not know. How are we going to find it, what is it, and what if we could not? I began to realize for the first time, but not the last, that my life was dependent on the ability and skill of someone else. Combat has a way of driving this fact home. This is the reason veterans hold a lifelong bond with each other.

So, as we approached the general area Norm tuned the VHF radio to a frequency and said, "Red Team, you copy?" The next thing I heard scared the s*** out of me. Over the radio came

the reply, "Red team reads 5 by 5. You are approaching from our North." What he said did not scare me – what scared the s*** out of me was the fact he was whispering. Norm said pop smoke, and in less than a minute I saw smoke in a clearing about four miles ahead of us. On short final I could see the remains of smoke begin to swirl and trees and grass blowing around – but, no LRRP team – nobody. Just as the skids touch the ground, four guys, from I don't know where, were climbing in the UH-1 and the crew chief was yelling, "We're up – go go go."

Flying back to the staging area I looked back over my shoulder. All I could see was a mass of bodies lying on the floor of the helicopter. They were all in one big pile and they were all sound asleep.

When we returned to the staging area, for the first time Norm looked at me and gave me something to do. As he climbed out, he said, "Let it idle for two minutes and then shut it down." As I left the helicopter I could see one of the LRRP guys coming straight toward me.

He is big – he is very big – and muddy – and bloody; a big, muddy, bloody, LRRP soldier coming straight toward me. And by the look on his face, I knew he was focused on me and whatever was about to happen was out of my control. When he was in front of me, he grabbed my head like it was a basketball and he gave me a kiss – right on the mouth, a wet muddy, bloody kiss! I have never been kissed like that before or since.

It was about this time when I began to realize Vietnam was going to be the adventure of my life. I was not wrong.

CW5 (Ret.) Doug Gandy is a VHPA member living in Denton, TX.

Can Being Shot Down Be Funny?

By John Wilkes

It was a normal day of resupply; the most common task for a CH-47 in Viet Nam. If your call sign was "Shrimboat," you hauled whatever they needed that was heavy. On this hot day in the fall of 1968, we had a full clipboard of missions. So far everything had gone as planned. We were working a fire base on a high mountain north of Kontum when things became a little more complicated.

This was a relatively new fire base placed on top of a mountain near 6,000 feet. The LZ was cold and had been for a while so we were not too concerned about ground fire as we approached from the south. After dropping our sling load, we continued straight ahead to clear the fire base and then began a shallow left turn back toward Kontum and our next load. Sometimes you just couldn't know where the enemy was hiding. About halfway through our turn the right door gunner reported receiving fire. I increased my bank angle and nosed over for more speed but we all heard the "ping-ping." Nobody was hit, so I felt we had dodged another problem when those pesky lights started coming on in front of me as the right engine began to unspool.

We were still in good shape, since we were empty, well clear of the incoming fire and had plenty of altitude. At

this altitude, however, and on such a hot day the old "A" model could not maintain altitude. This resulted in a three-hundred-foot per minute rate of descent. It did not take long to realize we would not be able to return to Holloway for a spare aircraft. My next thought was to continue south and land on the road north of Kontum.

We called operations to advise them of our situation and requested a replacement aircraft. As we slowly descended, I noticed an old, abandoned fire base at about two thousand feet that looked like a very secure place for the maintenance guys to change out the bad engine. I pointed the spot out to my crew and as we approached the site made a radio call to inform Operations where we would be landing. I was sitting with the clipboard on my lap and using the floor button to talk with our S-3 feeling, as they say, fat, dumb and happy. On short final I noticed something through my chin bubble that made my hair stand on end. Sitting in one of the old "105 pits" was a Viet Cong sniper. He was facing away from our aircraft with his AK-47 across his knees eating his lunch, which appeared to be a bowl of rice.

I began to yell at the crew to get us out of there and the co-pilot pulled us backwards and to the left off the fire base. As we went back over the edge, I saw the Viet Cong throw his bowl of rice straight up, grab his AK and start shooting on fully automatic. Fortunately, all he hit was our three front blades. And then we were gone.

The entire episode had lasted no more than a few seconds but I have replayed it in my mind for the last fifty-five years. Just think, somewhere in Viet Nam that sniper is telling the story of the day a Chinook helicopter landed on top of him while he was eating his lunch, and just like our crew, he lived to tell the story.

We landed at our original landing site, the dirt road north of Kontum, changed aircraft and went on with our assigned missions. Our maintenance guys changed out the engine, put 100 mile an hour tape on the bullet holes and we returned to Holloway. *It was just another fun day working for Uncle Sam.*

John Wilkes is a VHPA life member living in Enterprise, AL.

ARMY AVIATION MAGAZINE

Submit Your Photo **TODAY!**



MS. LISA GODENIK

PHOTO CONTEST Landscape Photo Submissions

DEADLINE: January 13, 2025

ARMYAVIATIONmagazine.com

Statement of Ownership, Management, And Circulation (Required by PS Form 3526)

Title of publication: Army Aviation (ISSN 0004-2480). Date of filing: October 1, 2024. Frequency of issue: Monthly, except April and September (10). Annual subscription price: \$35.00. Location of known office of publication: 593 Main Street, Monroe, CT 06468-2806. Location of headquarters or general business office of the publisher: Same. Publisher: William R. Harris, Jr., 593 Main Street, Monroe, CT 06468-2806. Editor in Chief: William R. Harris Jr. Owner: Army Aviation Publications, Inc. (AAPI), 593 Main Street, Monroe, CT 06468. Known bondholders, mortgagees, and other security holders owning or holding 1% or more of the total amount of bonds, mortgages or other securities: None. The average no. of copies each issue during the preceding 12 months, and the actual number of copies of the issue published nearest to the filing date (latter appears in parenthesis) were: a. Total Number of Copies (Net press run): 21421 (21818); b. Paid Circulation Mailed Outside-County Paid Subscriptions Stated on PS Form 3541 (Include paid distribution above nominal rate, advertiser's proof copies, and exchange copies) 19735 (20981); c. Total Paid Circulation 19747 (20993); d. Free or Nominal Rate Distribution (By Mail and Outside the Mail) (1): 178 (169); (3): Free or Nominal Rate Copies Mailed at Other Classes Through the USPS (e.g. First-Class Mail) 2556 (2128); e. Total Free or Nominal Rate Distribution (Sum of 15 d (1) and (3): 2734 (2297); f. Total Distribution (sum of 15c and 15e): 22481 (23290); g. Copies Not Distributed 175 (175); h. total (Sum of 15f and 15g): 22656 (23465); Percent Paid and/or Requested Circulation (15c/15fx100): 87.84% (90.14%). I certify that the statements made by me in this statement and dated October 1, 2024 are correct and complete.

William R. Harris Jr., Publisher.



Support Your AAAA Scholarship's Wreaths Across America Campaign

By MG (Ret.) Jessica Garfola-Wright



WREATHSACROSSAMERICA PHOTO



Hey there! Join us in supporting the AAAA Scholarship's Wreaths Across America Campaign to enhance the Scholarship Fund.

Every December, on National Wreaths Across America Day, volunteers gather to place wreaths at Arlington National Cemetery and in over 4,225 locations across all 50 states, at sea, and abroad to honor our fallen servicemen and women.

The 2024 Wreaths Across America theme is "Live with a Purpose." Inspired by Martin Luther King's quote, "Life's most persistent and urgent question is, 'What are you doing for others?'" This theme underscores the collective effort we all make to give back. By purchasing a wreath to honor a special person, you are honoring those who have gone before us and contributing to the scholarship fund.

The Scholarship Foundation's Wreaths Across America fundraising campaign thrives with your support. When you sponsor a wreath for \$17.00, you honor a veteran and assist in providing a scholarship for an AAAA member or family member.

The AAAA Scholarship Foundation receives a \$5.00 contribution for every wreath sponsored through <http://www.wreathscrossamerica.org/CT0098P>.

On December 14, 2024, a volunteer will place the wreath you sponsor at a veteran's headstone, marking a poignant moment. Your sponsorship is not just a gesture but a crucial step in commencing this heartfelt process. Your support is essential.

	GOALS	SOLD	AAAA \$
2019 Wreath Goal	200	217	\$1085.00
2020 Wreath Goal	200	169	\$845.00
2021 Wreath Goal	500	544	\$2720.00
2022 Wreath Goal	500	999	\$4995.00
2023 Wreath Goal	500	786	\$3930.00
Total			\$13,575.00

Your unwavering support is crucial. Please sponsor a wreath today at <http://www.wreathscrossamerica.org/CT0098P>. Thank you for supporting our Wreaths Across America campaign and contributing to its resounding success. You make a difference—

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

Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from September 2023 through September 2024. 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).

IHO – In Honor Of

190th Assault Helicopter Association
7/17th Cavalry Association-IHO
Barbara Inglett
AAAA Air Assault Chapter
AAAA Arizona Chapter
AAAA Aviation Center Chapter
AAAA Badger Chapter
AAAA Big Sky Chapter
AAAA Bluegrass Chapter
AAAA Central Florida Chapter
AAAA Colonial Virginia Chapter
AAAA Connecticut Chapter
AAAA Cowboy Chapter
AAAA Delaware Valley Chapter
AAAA Gold Standard Chapter
AAAA Griffin Chapter
AAAA Grizzly Chapter
AAAA Idaho Snake River Chapter
AAAA Keystone Chapter
AAAA Lindbergh Chapter
AAAA MacArthur Chapter
AAAA Mid-Atlantic Chapter
AAAA Minuteman Chapter
AAAA Mohawk Chapter
AAAA Mount Rainier Chapter
AAAA North Star Chapter
AAAA North Texas Chapter
AAAA Oregon Chapter
AAAA Phantom Corps Chapter
AAAA Prairie Soldier Chapter
AAAA Southern California Chapter
AAAA Tarheel Chapter
AAAA Tennessee Valley Chapter
AAAA Washington Potomac-Chapter
Acuity International
Arthur Agnew
Air Shelters USA, LLC (ZUMRO)
AIRBUS U.S. Space & Defense, Inc.
Aircrafters, LLC
All In Credit Union
American Creek Landowner's Association
Army Aviation Association of America
AAPI
Army Otter-Caribou Association Inc.
Aseptic Health
Gerald Babor
Charles D. Bayless
Belkin International
Bell Textron Inc.
Joseph Bergantz
Robert P. Birmingham
The Boeing Company
Celeste & Paul Bogosian
Steve Bolton
Fred Bonyadian
Clinton B. Boyd
Larry Brown
Richelle Brown
Sherry C. Brown-IHO Joyce Hesson
Christopher Brumitt
BT Mack
Mary & John Burke

Luann J Burnham-IHO COL John March
Stephen T. Burns
Steven Butcher
C&F Bank
Cynthia S. Campbell-IHO CW4
Richard Campbell
Capital Interior Contractors, Inc.
Charles C. Claudill-IHO Joyce Hesson
Bell
Combined Federal Campaign
Nathan S. Champion
Russell W. Chung
Sylvia A. Cikins-IHO Joyce Hesson
Charles T. Climer
Justin Vernon Cole
Collins Aerospace
Buddy Conklin
Craig Cook
Tim Cotter
Geoffrey A. Crawford
David W. Crocker
Rick Crogan
Lance J. Culver
Gary L. Cunningham
Patrick F. Curran-IHO Fallen Aviation
Brethren
Daniel R. Curry
Brittany Curtiss
Davidson Brown, Inc.
Rodney Davis
Gail Davis
Robert L. Davis, Jr.
Gerald R. Davis
Walter L. Davis
Anthony Denogean
Todd Digeronimo
DigiFlight, Inc.
Dominion Energy
Gail & Jan Drabczuk
Angela & Paul Duff
Craig J. Dupuy
The Dustoff Association
Timothy J. Edens
Element Construction
James Emerson-IHO Sandra Emerson
Laura Essey
ESS-Eye Safety Systems
Facility Engineering Associates, P.C.
Teresa Ferraro
Michael C. Flowers
FORTS Services
James G. Freeman
Craig Gable-IHO COL Gary L. David
Jenny & Paul Gale
Galvion
George J. Gluski-IHO COL Gary David
Michael P. Goodwin
Jacqueline & Thomas Gordon
Jon Graft-IHO Joel R. Graft
Thomas O. Graft-IHO Joel R. Graft
Mark W. Grapin
John Haire
Scott J. Halverson
Estate of Lee & Odette Hand
Joanne Hansrote

Thomas M. Harrison
Helibasket LLC
Daniel P. Henzie
Margaret & Clifford Holgate-IHO
James Hesson
Scott W. Hollingsworth
Richard W. Huber
Tom T. Huff
LaVerne Humpert-IHO LTC Gabriel
Spicer
Iron Bow Technologies
James M. Israel
Charles Jackson-IHO Levi Scott
Jack A. James-IHO T/SGT Karl P.
Danckwerth Sr.
Larry Jess
Robert L. Johnson
Larry Martin Jonas
Clara Ann Junot-IHO Joyce Hesson
Kathryn's High Tea
John M. Kelly-IHO WO Francis J.
Klassen
Strata-G Solutions LLC
Thomas J. Konitzer
Charles H. Lampe
Sarah & Taylor Lang
James F. Leary
Jerry Leehy
Leidos
Shane C. Leipertz
Elizabeth & John Lewis-IHO Joyce
Hesson
Karen Lloyd
Lockheed Martin
The Lockwood Group LLC
Missy & Brenton Logan
Robert C. Lorenz
Timothy A. Lunger
Tommy L. Marks
Elizabeth A. Martin
Stephen T. Mauro
Patricia McBride-IHO COL Gary David
Charles E. McCormick
Thomas P. McGurn
MG and Mrs. Carl H McNair, Ret.
Rudy Mendez
Jane F. Merryman-IHO Joyce Hesson
Krista Mills
Charles Mineo-IHO CW2 Brian
Madrid
William H. Morris
Stephen D. Mundt
Donald T. Munsch, Munsch & Co.
Aeromechanics
MyHy Liquid Hydration Mix
James T. Naylor
Network for Good
Northrop Grumman Corporation
Kathleen O'Connor
Elizabeth Oneill
Matthew Orłowski-IHO Booker & Kelly
Families
Ostovich Enterprises, Inc.
The OV-1 Mohawk Association
Amber & Brent Pafford

Elaine & Clarence Patnode
Patriot Taxiway Industries
Daniel C. Pearson
Peduzzi Associates, LTD
Janet Penny
Phantom Products, Inc.
Piasecki Foundation
PM Apache
Billingsley G. Pogue
Kyle Poppell
Douglas L. Powell-IHO Joyce Hesson
Janet M. Powers Fund-IHO Joyce
Hesson
Patricia & Brian Ranson
Marc L. Rassler
Charles R. Rayl-IHO Rosalie Sparks
Ian Reardon-IHO James C. Reardon
Jaros C. Rickmeyer
Marilyn C. Rickmeyer
John M. Riggs
Roberson Giving Fund
Kenneth Todd Royar
S3-System Studies & Simulation, Inc.
Latny & Jonathan Salt
Pat J Salvo-IHO COL Gary David
The Sendak Family
Matthew D. Shattuck
Mary & William Shelt
Billie K. Sikes
Bradford L. Smith
Alan M. Smith
Jan Smith
Judith & Mark Smith
Heather Snoe
Barry J. Speare-IHO Diane Speare
Marian Spencer
Diane L. Spencer
Tracey & Karl Stahlecker
Celia Stump
Tito's Handmade Vodka
Truck & Transportation
Terry L. Truett
Kevin Valdes
Justino Vega
Vertx
Veterans Home Association of the
Whitemarsh Valley
Vietnam Helicopter Pilots Association
Vita Inclinata Technologies
Leslie H. Weinstein-IHO Joyce Hesson
Donna & Thomas Whitaker-IHO Joyce
Hesson
Erin Whitaker-IHO Joyce Hesson
Karen White-IHO CW5 Frank E. White
The White Birch Foundation Gift Fund
Myrna Williamson-IHO MG Carl
McNair
Corey Womack
Wreaths Across America
Jessica & Chuck Wright
Michelle F. Yarborough
Michelle Yarborough-IHO CW4
Thompson
The Zieff Family Fund Inc.-IHO Bill
Harris

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



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from COL John MacDonald, the Narragansett Bay Chapter President for authoring and sharing this information to our membership.

The Narragansett Bay Chapter



Rhode Island, the Ocean State, boasts over 400 miles of coastline with 150 square miles of Narragansett Bay bisecting the state.

At the center of Narragansett Bay sits Quonset Point, Rhode Island which is the home of the 1st Battalion, 126th Aviation Regiment (GSAB), Rhode Island Army National Guard and the AAAA Narragansett Bay Chapter.

Chapter Membership and Leaders

The Narragansett Bay Chapter is comprised of a proactive slate of officers. Over the last year, the Narragansett Bay Chapter has seen its membership swell from 52 members to 72 current members. The Chapter's general membership also comes with some significant leadership support to include MG Christopher Callahan, the Rhode Island Adjutant General and BG Andy Chevalier, Land Component Commander, both of whom are past Narragansett Bay Chapter Presidents.

Activities and Family Support

AAAA National recently assisted the Chapter with a generous donation for one of their largest events to date. On Dec. 9, 2023, America's Game came to New England for the first time in the 124-year series history. The Chapter invited the current New England Patriots Long Snapper, Joe Cardona who is also a U.S. Naval Academy Graduate to be the keynote speaker at the Rhode Island Army



Chapter members pose with LT Joe Cardona (left), New England Patriots Long Snapper, during the Rhode Island Army Aviation Dining-In held prior to the Army Navy game at the Quonset Officers Club. (l to r) Cardona, COL John MacDonald (SAAO/CDR, 56th Troop Command), LTC Jeff Sills and LTC Brent Groeneveld (both former 126th Avn. Bn. Cdrs.).

Aviation Dining-In and AAAA Chapter event held prior to the Army Navy game at the Quonset Officers Club. As a graduate of the U.S. Naval Academy, LT Cardona took some good-natured toasts about Army Football during the infamous grog ceremony. He graciously posed for numerous selfies and even allowed Chapter Aviation Soldiers a chance to wear his Superbowl rings.

Most recently, the Chapter welcomed home the Aviation battalion and their families from the Kosovo Deployment with a Rhode Island Army Aviation holiday family day event which included spouse flights. The AAAA National Executive Group approved funding support for the Chapter to assist financially with the family day event.

Networking

Last summer former Chapter President, BG Andy Chevalier and COL MacDonald sat down to have an impromptu lunch with the past 35th AAAA President, retired MG Tim Crosby in East Greenwich, Rhode Island. MG (Ret) Crosby updated Rhode Island Army Aviation senior leaders on the latest AAAA initiative and opportunities.

While attending the 2024 Army Aviation Mission Solutions Summit, the Chapter members listened to keynote

speakers such as GEN Laura Richardson, GEN Daniel Hokanson, and LTG Mary Izaguirre. The team also got to meet with key leaders around the National Guard Aviation Community, as well as the Active and Reserve components. They also interacted with key members of industry and saw firsthand some of the future tools and software that will be shaping the next generation.

Future

Future goals for the Narragansett Bay Chapter include expanding its membership from the current level of 72 to over 100 members; engaging younger Soldiers and their active retiree population to a greater extent; and increasing their membership from and cultivating corporate membership by companies in Rhode Island's defense industry.

Feel free to contact me if you need help for your Chapter, Executive Board support, would like your Chapter featured in the AAAA magazine or to obtain clarification of National procedures. I can be reached at jan.drabczuk@quad-a.org. Looking 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

Air Assault Chapter Recognizes Scholarship Winners



The Air Assault Chapter invited their 12 scholarship recipients to the 2nd quarter chapter meeting on June 18, 2024. **Alina Dziembowski** (above photo) with her parents and **Avery Morrow** (photo below) with his father were able to attend. Each was presented an AAAA Scholarship Foundation certificate as well as a Chapter medallion by chapter president, COL (Ret.) Hawk Ruth, and VP Scholarships, Scott Hollingsworth.



Washington Potomac Chapter TAAB Outreach



On 16 August 2024, The Army Aviation Brigade (TAAB) and the AAAA Washington-Potomac Chapter (WPC) conducted an annual outreach event with student participants from the 100 Black Men, Virginia Peninsula Chapter, at Davison Army Airfield, Fort Belvoir, Virginia. This

event included aircraft and facility tours and culminated in a guest speaker panel which included (from left to right) LTC Langston Turner, 249th Engineer Battalion Commander, LTC Derrick "DP" Peters, Department of the Army Aviation Representative to the FAA National Headquarters, CPT Matthew Manning, Actions Officer, J5/DD-Asia, China-Taiwan-Mongolia, MAJ Adrian Hill, 12th Aviation Battalion Executive Officer, and CPT Philip Gallon, B Company, 12th Aviation Battalion Commander, who discussed such topics as career paths in the Army, the impact of representation, overcoming challenges, and the role of mentorship with the students.

Order Of St. Michael/Lady Of Loreto Inductees

Colonial Virginia Chapter



COL Robert K. Beale is inducted into the Silver Honorable Order of St. Michael by CW5 Jason Anderson, Senior Warrant Officer of the Aviation Technology Office, on July 8, 2024 at Joint Base Langley-Eustis, VA. Beale was recognized for his accomplishments as the Director of the ATO as he moves to his next assignment as commander of the 82nd Cbt. Avn. Bde. following attendance at the U.S. Army War College.



CW5 Anthony H. Koselke is inducted into the Silver Honorable Order of St. Michael

by CW5 (Ret.) Javier Gutierrez, on July 26, 2024 at Joint Base Langley-Eustis, VA. Koselke was recognized for more than 24 years of Army Aviation Service; the last ten years at the Aviation Technology Office where he served as an experimental test pilot and standardization test pilot.

Lindbergh Chapter



Mr. Thomas Newman is inducted into the Bronze Honorable Order of St. Michael by chapter president, Mr. David Weller, on Aug. 1, 2024 at the Donaldson Company facility in Chesterfield, MO. Newman spent over 40 years supporting Army Aviation in the area of turbine engine filtration systems. He started his career working for the US Army, moved to Boeing and finished his career at Donaldson Aerospace and Defense and also was responsible for local Donaldson support to the Lindbergh AAAA Chapter.

Tennessee Valley Chapter



SGM Carlos Loeza is inducted into the Gold Honorable Order of St. Michael by AAAA national president MG (Ret.) Walter Davis on July 11, 2024 at Redstone Arsenal, AL. Loeza was recognized for his career-long outstanding support of Army Aviation, culminating as the senior enlisted advisor to the Program Executive Officer, Aviation.

OSMs/OLs *Continued on next page.*



Order Of St. Michael / Lady Of Loreto Inductees *Continued*



CHAPTER PHOTO BY GLORIA P. BELL

Ms. Eileen Beardsley is inducted as a Knight of the Honorable Order of St. Michael by CSM (Ret.) Randy Wise, chapter VP Awards, on July 2, 2024 at Redstone Arsenal, AL. Beardsley was recognized for her service as deputy/acting program manager for Hydra-70 rockets, advanced precision kill weapon system, LRPM, M260/ M261 launchers and Modular Effects Launcher. She will move to product manager, Fire Control and Communications, GMD Defense Program, Missile Defense Agency.



CHAPTER PHOTO BY BELINDA BAZINET

Ms. Amanda Higginbotham, Aviation Mission Systems and Architecture (AMSA) Project Office's International Lead, was inducted into the Bronze Honorable Order of Saint Michael in Huntsville, AL, on 10 Aug 2024 by Shannon Murphy, chapter secretary. Higginbotham was recognized for her dedication, phenomenal leadership, professionalism, and selfless service to Army Aviation.



CHAPTER PHOTO BY CASEY KUCHTER

Mr. Jesse Gambee is inducted as a Knight of the Honorable Order of St. Michael by CSM (Ret.) Randy Wise, chapter VP Awards, on Aug. 21, 2024 at Redstone Arsenal, AL. Gambee was recognized for his work as a supervisory aerospace engineer at the DEVCOM Aviation and Missile Center Systems Readiness Directorate where he oversaw air worthiness release efforts that enabled over 670K MH-60/47 flight hours to include direct support of the major upgrades enabling OH-58D/ MELB / MH-60 L/K/M and MH-47 D/E/G/B2.



CHAPTER PHOTO BY FREGG S. MEAGER

U.S. Marine Corps **Maj. (Ret.) Gerry R. Cox** is inducted into the Bronze Honorable Order of St. Michael by chapter president, Mr. Gary Nenner on June 27, 2024 at Redstone Arsenal, AL. Cox was recognized for his contributions to Army Aviation while serving as the Aerial Communications & Mission Command Product Manager. He will next serve as the product director Test, Measurement, and Diagnostic Equipment at Redstone.



CHAPTER PHOTO BY EILEY FRENCH

Mr. JJ M. Parsons, Avion Solutions contractor, is inducted into the Bronze Honorable Order of St. Michael by chapter VP Awards, CSM (Ret.) Randy Wise, on July 25, 2024 at Avion Solutions, Inc. in Huntsville, AL. Parsons was recognized for his work in the Program Executive Office Aviation, Aviation Turbine Engines Project Office.



CHAPTER PHOTO BY ADRANE ROWLEY

MAJ Corey W. King is inducted as a Knight of the Honorable Order of St. Michael by LTC (Ret.) James Kelton, deputy product manager, Aerial Communications & Mission Command on May 2, 2024 at Redstone Arsenal, AL. King was recognized for his support of Army Aviation while serving as the Assistant Product Manager, Aviation Tactical Communications Systems. He is moving to the Maneuver Center of Excellence Capability Development Integration Directorate at Fort Moore, GA.



CHAPTER PHOTO BY ADRANE ROWLEY

MAJ Christopher M. DiChiara is inducted as a Knight of the Honorable Order of St. Michael by U.S. Marine Corps Maj. (Ret.) Gerry R. Cox, product manager Aerial



CHAPTER PHOTO BY CSM (RET.) RANDY WISE

LTC (P) Michael J. Rigney is inducted into the Bronze Honorable Order of St.

Visit our website for additional articles and updates.
ARMYAVIATIONmagazine.com



CHAPTER PHOTO BY BELINDA BOWNET

COL Dan Thetford, Product Manager of PM Apache, inducts **Mrs. Danielle Dermer**, spouse of CW5 Steve Dermer, into the Honorable Order of Our Lady of Loreto on Aug. 23, 2024, at the Redstone Test Center Hangar at Redstone Arsenal, AL. She was recognized for always being there for Army families when they are most in need ensuring every family within a myriad of US Army units have had the support they needed during the most difficult times, especially during operational deployments.



CHAPTER PHOTO BY THOMAS J. COBURN

COL David R. Bunker is inducted into the Silver Honorable Order of St. Michael by MG William A. Ryan III, commanding general, First Army Division West on July 26, 2024 at Redstone Arsenal, AL. Bunker was recognized for his 26 years of service to Army Aviation culminating as the Aviation and Missile Command Deputy Chief of Staff, G-3/5.

Washington-Potomac Chapter



CHAPTER PHOTO BY CWS MIKE ZANDER

MAJ (Ret.) Ron Putnam is inducted into Bronze Honorable Order of St. Michael by COL (Ret.) Ron Lukow (right), chapter president, and former chapter president,

MG (Ret.) Rudy Ostovich III at the Crystal City Sports Pub, Arlington, VA on June 28, 2024. Putnam was recognized for his 23-year Active-Duty Army Aviation career as both a Warrant and Commissioned Aviation Officer, and his commitment and achievements over the past 7 years as the Washington-Potomac Chapter's Vice President for Industry Affairs.



CHAPTER COURTESY PHOTO

LTC David Crocker is inducted into the Silver Honorable Order of St. Michael by chapter president, COL (Ret.) Ron Lukow (left); BG David Doran, Assistant Director of the Army National Guard for Aviation, Intelligence and Information; and COL Brendan Cullinan, commander, The Army Aviation Brigade on Aug. 1, 2024 at Davison Army Airfield, Ft.

Belvoir, VA. Crocker was recognized for his outstanding leadership as commander of the Operations Support Airlift-Activity and countless hours of volunteer support as the chapter VP Programs.

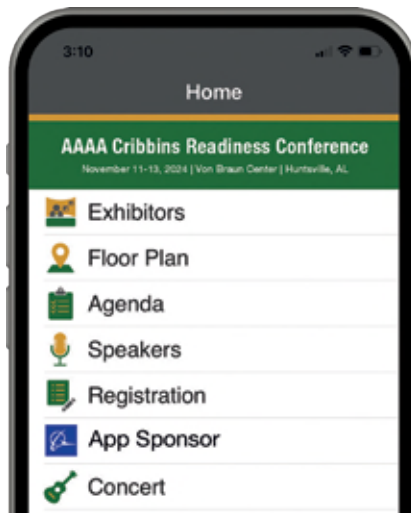


CHAPTER PHOTO BY CWS MIKE ZANDER

COL (Ret.) Ron Lukow is inducted into the Silver Honorable Order of St. Michael by former chapter president, MG (Ret.) Rudy Ostovich III (left) and CW5 (Ret.) Dan Curry, chapter senior VP at the Crystal City Sports Pub, Arlington, VA on June 28, 2024. Lukow was recognized for impacts on Army Aviation over his 26-year Army Aviation career and his commitment and achievements over the past 7 years as the Chapter's Vice President for Scholarships and now President.

AAAA EVENTS APP

FREE DOWNLOAD
to Access 24Cribbins



- + Search for Exhibitors
- + Review the Agenda
- + View the Floor Plan
- + Learn about Speakers
- + Receive Event Alerts



iPhone



Android

Sponsored by





AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA **Membership Update** By CW4 (Ret.) Becki Chambers

The Membership Corner

Need gift ideas for the holidays? How about a gift of membership to AAAA?

You can give a gift membership to a new member or upgrade a current member to a lifetime membership. Call 203-268-2450 for more information.

And speaking of the holidays, be sure to click on the *My Discounts* tab on the top of the AAAA webpage. You will be redirected to the Member Deals page where you can purchase a wide variety of tickets and gift cards – everything from theme parks, to concerts, to movie tickets, along with discounts for hotels, rental cars, flights, and travel packages. Shopping discounts are also available! Simply log into your account at www.quad-a.org, then click on *My Discounts* at the top of the page.

Need some extra cash? Recruit 5 people to join AAAA to become an AAAA ACE – you will receive an Amazon gift card. If you are the top recruiter next month, you win \$100!

CW4 Becki Chambers
AAAA Vice President for Membership



CHAMBERS PERSONAL PHOTO

Flight school students who join at Fort Novosel each receive a logbook courtesy of AAAA. They are also included in the Deployed Member program and receive their first year of membership for free. If you know someone headed off to flight school, encourage them to join!

Recruit 5 People to Join AAAA Today!




You'll become an **AAAA ACE** and earn an **Amazon Gift Card!**
TOP MONTHLY RECRUITER WINS \$100!
 Questions? Contact - membership@quad-a.org - quad-a.org



HEISER PERSONAL PHOTO

Update to last month's article: The Heiser's had their baby! Amelia (Millie) arrived a few days late, weighing 7lbs, 10oz, and was 20 inches long. Millie is already a very well-traveled little girl - she came up to visit us and tour DC. Oh, and she brought her parents with her.



New AAAA Life Members

Aviation Center Chapter
MAJ Vance Fleming
SFC Nathan Rew
Pikes Peak Chapter
CW3 Chad Braunschweig
Rising Sun Chapter
SSG Isaac Johnson
Tennessee Valley Chapter
COL Robert C. Lorenz
Mr. Dakota Starr
Thunderbird Chapter
CW5 Kenneth Hendrix
Utah Chapter
CW4 Brant Wayment
Volunteer Chapter
CW4 David Creech

New AAAA Members

Air Assault Chapter
CW5 Wayne Price
Aloha Chapter
SSG Marty Sobreo
Arizona Chapter
SPC Maxwell Q. Brown
CW5 Angela J. Duff
CPT Wayne C. Hofmann, Ret.
Mr. Ron Kavanaugh
Aviation Center Chapter
WO1 Craig M. Allen
WO1 Eduardo G. Arce
2LT Andres M. Arellano
WO1 Brooke O. Beimborn
2LT Aaron A. Bender
WO1 Brandon R. Bessette
WO1 Christopher P. Bourgault
2LT Jordan S. Butterfield
WO1 Tyler A. Cannady
2LT Dalton E. Cantrell
WO1 Andy Carvallo
2LT David B. Chambers
WO1 Benjamin G. Cochran
WO1 Matthew C. Collens
Mr. Steven Collins
LTC Francesco Colucci
2LT Joe E. Coneo Jr.
WO1 Brian M. Crague
2LT Amanda N. Dieken
WO1 Jacinda A. Drayton
2LT David O. Falano
Mr. Anthony Fink
MAJ Vance Fleming
WO1 Jose Andres Garcia
WO1 Cody J. Gooden
2LT Mia E. Halmi
Mr. Stephen Hanna
1LT Jeromy J. Henning
CAPT Jonathan Hogan
WO1 Marion D. Holcombe
WO1 Daniel P. Houx
WO1 Gregory Jens-Karnowski
2LT Alexandra L. Kachur
WO1 Emilie H. Kellogg
2LT Meghan R. Lacas
2LT Maclean C. Landau
2LT Richard L. Langdeaux
WO1 Marco A. Larreur

WO1 Sang T. Le
WO1 William J. Lehmann
2LT Tyler A. Leslie
WO1 Benjamin G. Lipp
WO1 Sosa A. Luis
CW4 Daniel McConeghy
2LT Dylan A. McGrath
WO1 Hugh J. McGrath
2LT Christian M. McWain
WO1 Allan J. MendezVega
2LT Logan H. Mitchell
CPT William C. Mooney
WO1 Marlon M. Morris
2LT Kyle W. Nabe
Aran Nelson
WO1 Isaac Oliver
2LT Ethan V. Olson
WO1 Tristan K. Ormond
WO1 Joshua R. Owens
WO1 Trey M. Pirtle
WO1 David C. Post
2LT Kelsey W. Powell
2LT Ronald T. Powell
2LT Alexander Proper
WO1 Joe E. Rasmussen
SFC Nathan Rew
2LT Elias A. Reyes
WO1 Jaycob I. Riddle
WO1 Alejandro Rodriguez
1LT Matthew G. Russo
WO1 Chase E. Sanders
2LT Collin L. Schrawyer
MAJ Mary K. Schuster
WO1 Koray B. Sexton
WO1 Namakawaiwai B. Sing
2LT Gabe Sisson
WO1 Ian X. Sproat
WO1 Charlie N. Threatt
2LT Candelaria O. Tibble
WO1 Broderick M. Witmer
WO1 Slaton D. Wood
Badger Chapter
PFC Carson Michael Zager
Battle Born Chapter
CW4 James Bryson
Mr. Derek Hess
PFC Benjamin T. Holstead
Big Sky Chapter
PFC James Alan Martell
Mr. Kevin J. Rose
Bluegrass Chapter
CPT Chris Snyder
Central Florida Chapter
SGT Jason Bucy
Mr. Ted Corallo
Mr. Tyrone C. Fitzgerald
Mr. Pedro Flores
PFC Joao Manoel P. Arruda
Mr. James Richardson
Colonial Virginia Chapter
Ms. Madeline Bishop
Dr. Jeremy B. Brown
Mr. Kyle Davis
Mr. Ken Knowlton
SSG Nicholas McKinnon
COL C. Mark Weathers, Ret.
Connecticut Chapter
Mr. Thomas Chapman
Ms. Evian A. Crosdale
Mr. James Heun
Mr. David Maccarella
Mr. Cliff Stone

Mr. Paul van Deventer
Corpus Christi Chapter
Angelito Minglana
Mrs. Minda Perez
Mr. Ricardo Recio
Delaware Valley Chapter
Mr. Marcel Bakx
PV2 Brentlyn W. Penwell
Embry Riddle Eagle Chapter
Mr. Robert Chase Vane
Mr. Patrick T O wright
Flint Hills Chapter
CW2 Brandon C. Delk
Mr. Steve Mayer
WO1 Jack L. Wilkins
Free Dominion Chapter
SPC Jasmine Carter
SPC Elizabeth Fierros
SPC Desiree N. Preston
Gold Standard Chapter
Mr. Tal Haloutz
CW4 Andrew Orr
Greater Atlanta Chapter
1SG Maurika Flores
Mr. Christopher Haan
Ms. Tamara Lucas
Mr. Lindsey Smith
Grizzly Chapter
SPC Angelica G. Babinski
SGT Kevin S. Lomibao
SPC Anthony A. Poppick
SPC Christian R. Wade
Iron Mike Chapter
CW2 James Clarke
1LT John Hagerty
CW2 Joshua J. Haushalter
CW5 Shannon J. Lauinger
CW2 Andrew Mills
CPT Brandon Rhea
Jack H. Dibrell/Alamo Chapter
SGM Brandon Lynch
Mr. Gustavo Mendiola
Jersey Chapter
Mr. Marty Apa
Mr. Paul DeLia
Mr. Derek LaPenna
Mr. Eric Pauls
COL Stephen Vile, Jr. Ret.
Mr. Paul Wilkowski
Keystone Chapter
Mr. Luis Toro
Land of Lincoln Chapter
PV2 Zane C. Hogan
Lindbergh Chapter
Mr. Tim Vivian
Lonestar Chapter
SPC Michael Roth
Mr. Glenn Storey
Mr. James Villareal
MacArthur Chapter
WO2 Kevin Desmond
Aaron Pacholk
Magnolia Chapter
1LT Michael Shinn
Mid-Atlantic Chapter
Mr. Richard Casagrand
COL Sherman L. Daiyaan
Mr. Steve Fox
Mr. Adit Girdhari
Ms. Katee Glass

Mr. James Heslin
Mr. Bora Onat
Mr. Tom Pijaca
Minuteman Chapter
Mr. Cameron Gholami
Mohawk Chapter
CDT Zachary Kouba
Morning Calm Chapter
CW5 Robert E. Gordon, Ret.
Mr. Bum Huh
Mr. NamKyun Huh
Mount Rainier Chapter
PFC Boden W. Bergford
Ms. Elizabeth Brane
Ms. Selina Clawson
Mr. Roy Massert
CW5 Christopher Zimprich
North Star Chapter
PV2 William Roger Ismil
SGM Michael Ricke
CW2 Steven J. Schaffner
1SGT John Seifert
North Texas Chapter
Mr. Stephan M. Dunn
SFC David Esparza
Mr. John R. Gilchrist
Mr. Donald Johnson
Mr. Matt Wiley
LTC Jeffrey Wilson
Northern Lights Chapter
CW4 Charles Baker
WO1 Anthony Jefferson
CW2 Bradley R. Jorgensen
CW4 Justin Lindell
1LT Christopher Simmons
Oregon Trail Chapter
PFC Braydon Wesley
Morrow-Hansen
Phantom Corps Chapter
SFC Daniel Lantigua
WO1 Ranel B. McEntire
LTC Ariel Schuetz
Pikes Peak Chapter
CPT Jonathan Bodine
SSG Caitlyn Booco
CW3 Chad Braunschweig
PFC Tara A. Wallen
Mr. Stu Wildman
Rio Grande Chapter
CW4 Mark Alexander
CAPT Cody Zikmund
Rising Sun Chapter
SSG Isaac Johnson
Savannah Chapter
CW3 Joseph Baker
CPT Said Eljadidi
MAJ Christina J. Fenstermaker
Southern California Chapter
Mr. Leonard Buck
Mr. Arun Chhabra
Mr. Andrew D'Amrosio
Mr. Darrin Lofgren
CW3 Devon Scarletto
Tennessee Valley Chapter
Mr. Frank Augustyniewicz
CW03 Christopher Burns
Mr. William W. Calloway
SGT Aaron Cleggett
Ms. Sara Darroch
Mr. Nathan Fallin

Mr. Gregory Fawcett
Mr. Thomas Gadomski
Mrs. McKenzie Johnson
MSG Ronald Reboul
Mrs. Jackie Rudd
Mr. Paul J. Seitz
Ms. Shannon Shelton
Mr. Dakota Starr
Mr. Daniel Suggs
SFC Jerry Wright
Thunder Mountain Chapter
CW2 Jonathan Holmes
Thunderbird Chapter
Mr. Andy Dye
CW5 Kenneth Hendrix
Utah Chapter
PFC Kimberly Guzman-Menjivar
John Hernandez
CW4 Cameron Landies
MSG Desiree Trujillo
CW4 Brant Wayment
Voodoo Chapter
CW4 Daniel W. Solis
Mrs. Melissa Sperling
Washington-Potomac Chapter
Mr. Thomas A. Bell
Mr. Nate Black
Mr. Victor Brown
Ms. Lisa Bullington
Mr. Roger Connor
Mr. Tom Davies
Mr. Terence Fong
Ms. Cindy Gruensfelder
LTC Thomas C. Harper
Mr. Robert Marx
Mr. Darryl Mathis
Mr. Paul Mehney
Mr. Griffin Melzer
Ms. Sam Morgan
Mr. Hieu Nhan
Dr. Ryan M. O'Donnell
Mrs. Alexandra Schneider
Mrs. Sherri Thomas
Mr. Sergio Von Borries
Wright Brothers Chapter
SPC Christopher L. Crabtree
Mr. Ryan Edwards
Mr. Kyle Gillman
SSG Allisonso Grant
Mr. Glen Herchik
Mr. Shlomo Kai
Mr. Jack Knipper
SPC Jeffrey Colin Mumford
Ms. Britt Piper
CPT Peter J. Wallace
Yellowhammer Chapter
CW3 David Stout
No Chapter Affiliation
Ms. Jennifer Albetalli
1SG Joseph Baker
Ms. Jennifer Bartley
Mr. Chris Blumenthal
Mr. Dwayne Bowles
Mr. Dave Drewitt
Mr. Mike Everett
Mr. Mike Gilly
Mr. Jay Hicks
Ms. Alisha Hudkins
Ms. Marybeth Larsen

Mr. Jason Manassero
Mr. Blake Martinez
Ms. Wendy Martini
Ms. Tammy McClung
Mr. David Morgan
Mr. Jeremy Neff
Mr. Brian Overy
Mr. Brock Overy
Ms. Alexa Roles
Mr. Nacho Sanz-Pastor
Mr. Zeshan Sayeed
Ms. Carmen Siegal
Mr. Michael Soria
Mrs. Valerie Stewart
Ms. Emma Stutcliffe
Mr. David Taylor
Mr. Andrew Timms
Mr. Brandon Wilson
Mr. Joseph Xavier
North Country Chapter
Mr. Steven Donlin
CPT Sarah L. LaRue

Lost AAAA Members

Help AAAA locate a lost member from this list and receive a FREE one month extension to your AAAA membership
CPT Robert S. Boham
Mr. Harold V. Bowie, Jr.
LTC Jeffery D. Brown
Mr. Rickey J. Brown
MAJ James E. Bruckart
Mr. E. W. Cavanaugh
LTC Richard G. Cercone, Jr.
LTC Tzu-Shan Chang
MAJ Harry Connors, Jr. Ret.
Mr. Bruno Cussigh
CPT Jordan M. Francis
Mr. William H. Gillispie
Mr. Michael F. Glass
MAJ Gregory W. Glover
COL Gerhard Granz, Ret.
LT Tyler Grubic, PhD
COL Jose L. Hinojosa, Ret.
LTC Randy K. Jackson
Ms. Alisha Jacobs
CW3 Jeffrey J. Jelonek
MAJ David A. Jobe
1LT Anna K. Knight
Dr. Morey J. Kolber, PhD
LTC Peter D. Kowal
CW3 Vladimir Kultschizky
CW3 Timothy J. Larz
MSG David W. Little, Ret.
CPT Alexander A. Magg
LT Chad Milam
SGM Ivonne M. Morrison, Ret.
MAJ Darrel B. Nerove
Mr. Fred A. Newcomb
1LT Andrew J. Norton
SFC Henry R. Rathbone, Ret.
LTC Martin Scheld
Mr. Thomas R. Schiltz
LTC Jerry D. Scott
LTC Friedrich Stern
MAJ L.D. Walker



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT



AAAA Family Forum By Judy Konitzer

Along with our entire AAAA family, I am delighted to welcome Fran Gill to her role as Army Aviation's 1st Lady. She has kindly introduced herself and given us a glimpse into her personal as well as professional life, which I found very inspiring.

Balance. Resilience. Family. By Fran Mackey Gill, MD

No sector of our population knows these truths better than our Aviation Spouses and families. I'm thrilled to be back "home" in the wonderful tribe of Army Aviation.

Like many, my journey with Clair started at Fort Novosel. Although our family will be balancing family goals, Army life, and our only son's senior year in high school, we look forward to the next 2 years with our Aviation family.

I'm the daughter of a Vietnam Air Force A-1 pilot and a social worker, and a native New Yorker who had an unusual entrance into the Army. Earning my commission through ROTC, I graduated Mount Holyoke College and can remember my drive south to flight school like it was yesterday. "Sweet Home Alabama" on repeat!! A proud yellow hat, I transitioned into the CH-47 Chinook and found myself at Aviano AFB, Italy, for my first assignment.

Never in my wildest dreams when I stood on the parade fields as a company commander at Fort Rucker (now Novosel) would I have imagined I'd someday be married to the branch chief! In those days, I ran AAAA events for my battalion: awards dinners, luncheons and more importantly for our story, the golf tournament. It was at the Silver Wings AAAA Golf tournament, where I met the young Aide de Camp for BG Burke, and we began our journey of 25 years together here, at the home of Army Aviation.

My most memorable flight was at my next assignment, flying UH-1s at Fort Belvoir. I'll never forget the deafening silence that met us on 9-11 when we flew an Engineer company in support of rescue missions at the Pentagon. Clair and I married soon thereafter, and I gradually started working my way back to my orig-



U.S. ARMY PHOTO BY USARMC PNO

inal goal of going to medical school.

Our son Joshua was born at the end of my 3rd year of medical school. His first 4 years of life were a blur of medical school rotations, deployments, separations, and wonderful grandparents stepping in to help. We commuted from DC to Richmond, Virginia, then Fort Eustis and looking back, I'm not sure how we survived those early years. But we did, and our little family was ready to move to Fort Campbell together. This time, I set out to join the medical workforce and readied myself for my second job: Family Readiness Advisor. As a veteran and new to the role, I tackled team building the only way I knew how: all in! But I realize in juggling it all, there are sometimes where one will have to say "no" and put family first.

I've often thought Army Aviators and Emergency Medicine Doctors are cut from the same cloth. We both like solving a wide range of complex issues; we like a little bit of excitement; and we love serving people. My journey with Clair has landed me jobs in all kinds of hospitals: from busy level one trauma centers to smaller community hospitals. The idea that you can have a career while

being an Army spouse is very important to me: I've never known otherwise! I've had spouses tell me somehow juggle it all has motivated them to either return to school or re-energize their efforts to engage with the workforce.

Clair and I have been blessed with some amazing teams: FORSCOM units like the 101st and 10th Mtn Divisions, special operations units and our latest rotation with the Joint Staff. We have been humbled to serve with you! These great Americans and their families sacrifice so much and ask so little in return. Likewise, because of what Army Aviation brings to the joint force, we know our flyers will remain in high demand, and our families will have to remain ready and strong.

Above the Best!



PERSONAL PHOTO

Dr. Fran MacKey Gill is the spouse of Army Aviation Branch Chief, MG Clair Gill at Fort Novosel, AL; Judy Konitzer is the family forum editor for ARMY AVIATION; questions and suggestions can be directed to her at judy@quad-a.org.

IN MEMORIAM



Mrs. Dorothy “Dotty” Kesten

We are saddened to announce the passing of Dotty Kesten, cofounder of AAAA with husband, Art, on Sunday, 8 September 2024, in Connecticut where she lived for over 70 years. She was 101.

In the early-to-mid 1940s, during WWII, Dotty worked on The Manhattan Project, a research and development program undertaken by American, British and Canadian scientists. After the War, Art served in the 11th Airborne Division with the U.S. Occupational Forces in Japan. Art and Dotty were engaged to be married when he was deployed to the Pacific. They were married by proxy in 1946 so that she could join him in Japan.

In 1948, Dotty pooled her talents with Art as business manager and editor, and this husband-and-wife team published a small, mimeographed newsletter for Army pilots serving in the First Army region in the Northeast. This simple regional newsletter, which was started as an after-work, at-home hobby, grew into a significant monthly publication that was re-named “ARMY AVIATION Magazine” in 1953. Moving to Connecticut in 1955, Art and Dotty devoted their full time to making ARMY AVIATION Magazine into a profitable, self-supporting business and AAAA into the most dynamic and successful combat arms branch association in the U.S. Army today with over 21,700 Active Duty, National Guard, U. S. Army Reserve, industry, and retired members.

In 1963, Dotty and Art’s desire to continue to give back gave rise to a new charity, the AAAA Scholarship Foundation Inc., that now awards over \$630,000 every year to Soldiers and their families for college education.

Through their personal contacts with hundreds of members and through their direct communications, Dotty and Art aided in the rapid transition of a 4,000-subscriber magazine into a viable, multi-program national association. Originating Army flight pay insurance, the Kestens also developed many of AAAA’s initial National and Chapter programs and accepted prime responsibility for the direction and administration of AAAA’s first successful national conventions. In 1975, Dotty and Art were inducted into the Army Aviation Hall of Fame.

As we go to print, arrangements have not yet been announced; however, Dotty will be interred with Art in the Columbarium at Arlington National Cemetery at a future date.

May she rest in peace with her beloved Art.

AAAA Award Nominations Are Open

Recognize Our Soldiers!



Awards To Be Presented at the 2025 Annual Army Aviation Mission Solutions Summit:

- Joseph P. Cribbins Department of the Army Civilian of the Year
- James H. McClellan Aviation Safety
- Henry Q. Dunn Crew Chief of the Year
- Army Aviation Soldier of the Year
- Rodney J.T. Yano NCO of the Year
- Michael J. Novosel Army Aviator of the Year
- Robert M. Leich Award
- Army Reserve Aviation Unit of the Year
- John J. Stanko Army National Guard Aviation Unit of the Year
- Active Army Aviation Unit of the Year
- Outstanding Army Aviation Unit of the Year

Nominations Due: Jan. 1, 2025

quad-a.org





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.

SNC Wins \$991.3M Contract to Deliver U.S. Army HADES Jets



Sierra Nevada Corporation has been awarded a \$991.3 million multi-year contract to deliver aerial intelligence, surveillance and reconnaissance (ISR) jets to the U.S. Army. The award is in support of the Army's Multi-Domain Sensing System (MDSS) High Accuracy Detection and Exploitation System (HADES) program of record. Using a government-furnished Bombardier Global 6500 jet, the HADES prototypes will be the first Army-owned, large-cabin business jets utilized as aerial ISR platforms. The primary purpose of the aircraft is to provide advanced, deep-sensing capabilities for multi-domain operations against peer and near-peer adversaries.

BAH Partners With PEO Avn and FVL CFT



Booz Allen Hamilton announced on Aug. 7, 2024, it secured a \$506M contract for the U.S. Army's Future Vertical Lift Cross-Functional Team (FVL CFT) and Program Executive Office Aviation (PEO AVN) in support of the U.S. Department of Defense's mission to

enhance military capabilities through innovative technology solutions. Under this five-year contract, Booz Allen will champion a Modular Open Systems Approach (MOSA) strategy, driving the development, integration, and fielding of critical technologies to empower the nation's warfighters.


Army Awards SUAS Contracts



The Army has awarded a \$14,420,000 contract to Performance Drone Works and Anduril Industries to provide the first tranche of systems that will meet the company-level small unmanned aircraft system (SUAS) requirements. Performance Drone Works' C-100 UAS and Anduril's Ghost X (pictured) will give brigade maneuver companies the ability to conduct reconnaissance, surveillance and target acquisition missions. The drones will be reconfigurable with modular payloads and attritable.

Parker Takes Over as Interim Boeing Defense Chief

Boeing has announced Steve Parker will temporarily lead Boeing Defense, Space and Security until a permanent replacement for Ted Colbert is named. Parker is the chief operating officer for Boeing's \$32.7 billion defense sector. In a memo to employees, Kelly Ortberg, Boeing's chief executive, thanked Colbert for 15 years of service to Boeing. But he also spoke about the need for Boeing – which has had a series of prominent failures over the last year – to do better.

ARMYAVIATION
Upcoming Special Focus

November
Unmanned Aircraft Systems
Fixed Wing
Air Traffic Services
Corpus Christi Army Depot

December
Industry Partners Directory
Industry Support and Challenges
Research & Development / Science & Technology

Contact: **Bob Lachowski**
Erika Burgess or Carmen Touhy
SALES@ArmyAviationMagazine.com
203. 268.2450
ARMYAVIATIONmagazine.com

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

AAR Allen Services Inc., Garden City, NJ, was awarded a \$9,604,241 firm-fixed-price contract for maintenance and overhaul of the servo cylinder for the CH-47 Chinook; work locations and funding will be determined with each order, with an estimated completion date of Sept. 15, 2029.

Anduril Industries Inc., Washington, DC, was awarded a \$9,000,000 hybrid (cost-plus-fixed-fee and firm-fixed-price) contract to develop and demonstrate launched effects technology using the Agile-Launched, Tactically Integrated Unmanned System; work locations and funding will be determined with each order, with an estimated completion date of Sept. 16, 2029.

Axxeum Inc.* Huntsville, AL, was awarded an \$8,523,116 firm-fixed-price contract to overhaul landing gear; work locations and funding will be determined with each order, with an estimated completion date of Sept. 4, 2029.

General Atomics Aeronautical Systems Inc., Poway, CA, is being awarded a \$500,000,000 indefinite-delivery/indefinite-quantity contract with a \$436,900 initial task order for program management support related to Medium Altitude Long Endurance Tactical MQ-9 and MQ-1C Special Operations Forces-peculiar modifications in support of U.S. Special Operations Command (USSOCOM); work will be performed in Poway, and is expected to be completed by Aug. 16, 2029.

ADVERTISERS INDEX

ARESIA.....	34	Greenwood Aerospace.....	18
Army Aviation Museum Foundation	45	Helibasket	17
Bell - A Textron Company.....	2, 3	Leonardo Electronics US, Inc.....	79
Boeing - Chinook Block II.....	5	Lockheed Martin	80
Bombardier Defense	33	Phantom Products, Inc.	27
Coastal Seat Cushions, Inc.....	39	S.A.F.E. Structure Designs, LLC	23
Collins Aerospace	1	Science and Engineering Services, LLC.....	11
Crestwood Technology Group (CTG).....	21	SKEDCO, Inc.....	29
Dallas Avionics	13	StandardAero	14
Daniels Manufacturing Corporation	39	Summit Aviation Inc.....	35
David Clark Company.....	15	True Blue Power.....	9
FLIR Systems, Inc.....	7	Tyonek	25
Gemstar Manufacturing.....	19	Yulista Holdings, LLC.....	31

AAAA Awards



Order of St. Michael

Gold

Washington-Potomac Chapter
GEN Daniel R. Hokanson

Silver

Air Assault Chapter
COL Roger P. Waleski Jr.
Aloha Chapter
CW3 Joshua L. Black
MAJ Anthony K. Tankiewicz
Arizona Chapter
CW4 Antoine R. Edwards
Aviation Center Chapter
COL Matthew L. Parker
COL Bryan T. Woody
LTC Jason R. Yellman

Colonial Virginia Chapter
Robert Tamplet
Grizzly Chapter
COL William B. Gentle
Morning Calm Chapter
LTC James Brant
Mount Rainier Chapter
CSM Dexter B. Clemmons
COL Derek A. Smith
National Office
Ralph A Troisio
North Country Chapter
COL Christopher H. Clyde
Phantom Corps Chapter
Robert B. Hausler
COL Timothy R. Jaeger
COL Jeremy W. James

LTC Brent J. Pafford
Ragin' Cajun Chapter
CSM Jack J. Essig
Rio Grande Chapter
COL John A. Morris III
Tennessee Valley Chapter
COL David R. Bunker
Robert Sheibley
CW5 John J. Ulmer
Washington-Potomac Chapter
LTC David W. Crocker

Bronze

Air Assault Chapter
CW3 Logan T. Allie
SSG Michael A. Anderson
MAJ Charles J. Bradley
MAJ Kurt M. Bujewski
MAJ Samuel Calvert
MSG Jonathan D. Edwards
1SG John W. Fielder
MSG Ramon L. Figueroa Santiago
1SG Nicholas A. Gardner
SFC Scott B. Gerritz
CW5 Michael S. Gibson
SFC Cameron B. Gravitt II
CW4 John H. Harrison
SFC Nicholas E. Johnston
MAJ Joshua Kassel
CW3 Robert P. Kitchens
SFC Anthony Lewis

MAJ Craig Maddy
SFC Matthew F. Samuelson
SFC James B. Singleton
1SG Aaron R. Trompeter
MAJ Shahn R. Trussell
CW3 Codi A. Walker
1SG Jeremy M. Wicklin
MAJ Kristin R. Yampaglia
Aloha Chapter
CW4 Anthony Jackson
Aviation Center Chapter
SFC Michael T. Brannigan
1SG Matthew J. Caputo
Oscar Garcia
MAJ Bryce R. Greenwood
CPT Ashley Howard
CW4 Johnathan D. Marsh
LTC Jeramy R. Norland
Kelly Ann Raftery
Johnny Reynolds
SFC Reyder Riveramarte
MAJ Matthew D. Terrigno
CW3 Bradley J. Whitacre
1SG Canaan J. Wright
Bavarian Chapter
CPT Abigail Blount
Black Knights Chapter
CPT Lauren A. Swiniarski

OSMs Continued on next page

ARMYAVIATION Advertiser Spotlight

Amentum



SOLVING WHAT'S NEXT: Meeting and exceeding the U.S. Army's aviation mission requirements and continuing to build trust with our Aviation Warfighters.

Amentum is the single largest aviation services provider for the U.S. Army, U.S. Navy, U.S. Coast Guard, and the U.S. Department of Homeland Security. Throughout our more than a century of partnership with the Army, Amentum is committed to Soldier and unit readiness and stands ready to support in all domains. . . air, land, sea, space, and cyberspace.

Amentum provides a complete range of sustainment, operations, maintenance, modernization, and training solutions to create enduring value for the Army. Our high-performing teams quickly organize and deploy innovative workforce, materiel, and technology solutions wherever needed.

Amentum is the U.S. government's leading partner supporting the following key programs: AMCOM's Army Field Maintenance Programs CONUS and OCONUS; PEO Aviation's Fixed Wing Contract Logistics Support; USAACE's Aviation Flight Training at Ft. Novosel (Rucker); SAMD's Royal Saudi Land Forces Aviation Command Maintenance Support Services Contract; and the Department of Homeland Security's Customs and Border Protection Aviation Maintenance and Logistics mission.

Headquartered in Chantilly, Va., Amentum has more than 35K employees in 79 countries in all 7 continents. Visit us at www.amentum.com to learn how we deliver excellence for our customers' most vital missions.

SIZE OF COMPANY: Large 1,000 Employees and Up

CATEGORIES: Maintenance & Product Overhaul, Consultant/Special Services, Training Solutions

www.amentum.com



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT

OSMs *Continued*
Colonial Virginia Chapter
 SFC Robert G. Allen III
 Timothy R. Burden
 SFC Michael P. Burrows
 CW3 Jean-Paul Cole
 Lori D. Crittenden
 1SG Vincent P. Diaz
 Carrie E. Dudley
 SSG Thomas E. Foushee Jr.
 MAJ John A. Gomber
 SFC Samuel V. Hirschauer
 Aaron Kota
 Steven Lewis
 CPT Andrew Lightsey IV
 LTC Wesley Ogden
 MSG Charles M. Peddicord, Ret.
 MSG Stephina Reyes
 SFC Eric O. Rivera
 Delores M. Ryan
 Tamica M. Thompson
 SFC Matthew R. Van Pelt
Connecticut Chapter
 MAJ Matthew Marcella
Desert Oasis Chapter
 SFC Brent Bednarik
 SFC Justin L. Clevensine
 SFC Richard C. Huey III
 SFC Anthony Jackson
 SFC Eric G. Vigil

Gold Standard Chapter
 MAJ Matthew I. Alexander
 CW5 Julie Ward, Ret.
Green Mountain Boys Chapter
 MAJ David A. Johnston
Griffin Chapter
 1SG Colin D. Maas
 MAJ Glenn P. Thomas
Iron Mike Chapter
 CPT Kevan Bjornson
 MAJ Jillian M. Champagne
 CPT Bradley L. Hinson
 SFC Charlie R. Johnson III
 CPT Samantha L. McNicholas
 CW3 Daniel A. Mendez
 CW2 Aaron B. Paradise
 CPT Connor Wooten
Jersey Chapter
 CW5 Glenn E. Malin
Lindbergh Chapter
 Thomas Newman
Mid-Atlantic Chapter
 CSM James M. Autry
 LTC Andrew C. Bagwell
 CW3 Mark E. Escherich
 CW3 Thomas P. Gurrera
 1SG Matthew T. Gwin
Minuteman Chapter
 COL James J. Lonchidias
Morning Calm Chapter

MAJ Jeremy A. Armijo
 CW3 Gustavo Castano
 CW4 Daniel Harrigan
 CW2 Rumeal A. Lewis
 SFC Robert Novinski
 CW3 Matthew R. Ogle
 SFC Shane R. Soriano
 1SG Jesus Tenoriolira
 CW2 Glenn Zumwalt
Mount Rainier Chapter
 1SG Jonathan M. Gieser
Narragansett Bay Chapter
 CW5 Jon Campbell
Phantom Corps Chapter
 Raquel A. Fox
 CW3 Brian C. Scott
Rio Grande Chapter
 CW4 Murray W. Jones
 MSG Neil T. Percifull
 CSM Eduardo Santiago
 CW3 Nathan B. Summers
 MAJ Maxwell R. Taylor
Rising Sun Chapter
 CW2 Tristan Criss
Tennessee Valley Chapter
 Michael W. Carpenter
 Amanda Higginbotham
 Daniel McClintock
 J.J. M. Parsons
 Warren Reppond

Scott Thovson
Thunder Mountain Chapter
 SFC Brandon L. Randolph
 SSG Mason W. Sullivan
Volunteer Chapter
 SFC Michael E. Wall
Washington-Potomac Chapter
 MSG Aaron C. Johnson
 CW5 James A. Nance
 MAJ Ronald A. Putnam, Ret.
 SFC April S. Schacher
Yellowhammer Chapter
 CW4 Kelly J. Collins
 CW4 David B. Forbes
 CW4 Judson R. White



Honorable Knight

Air Assault Chapter
 Marissa Bazzano
 CPT Andrew Chotkowski
 CPT Christine Curtis
 MSG Timothy R. Doehrer
 MAJ Brian D. Jones

AAAA Cribbins Readiness Conference

Thank You Sponsors



amentum
Murder Mystery
Dinner Entertainment



MT Support Services
WIFI



BOEING
Mobile App



SIKORSKY
A LOCKHEED MARTIN COMPANY
Co-Branded Lanyard



ROLLS ROYCE
Networking Lunch



System Studies & Simulation, Inc.
Popcorn Station
Break



S-A-F-E
Exhibit Show Guide
Bellyband Wrap



Collins Aerospace
An RTX Business
Pre-Function
Hanging Banner



AKIMA
Networking Exhibit Hall
Refreshment Break



LOCKHEED MARTIN
Exhibit Show Guide
Back Cover



amentum
Official Cribbins
Tote Bag



MCNALLY INDUSTRIES
Jiffy



MAJ Andrew Keithley
 Carolyn Petit
 SGM Mark Richardson, Ret.
 SSG Franco A. Rosas
 MAJ Richard R. Shaw
Aviation Center Chapter
 MAJ Eelco S. Tolsma
Iron Mike Chapter
 MG Scott M. Naumann
North Country Chapter
 CW2 Veronica L. Fallon
 CPT Peter Guarraci
 CPT Nicholas A. Pugliano
 Mark Taysom
Phantom Corps Chapter
 1SG Lacy Harrell Jr.
 SFC Alejandra Rodarte
Ragin' Cajun Chapter
 SFC Branden N. Edwards
 CPT Chad J. Wisnowski
ShowMe Chapter
 CW5 Isom E. Folsom
Tennessee Valley Chapter
 Anette Carnes
 Binh Dinh
 Jesse T. Gambee
 MAJ Corey W. King
 Steven Potts
 Dewanna J. Ross
 Anita Swearengen

Washington-Potomac Chapter
 John "Jack" Daniels



Our Lady of Loreto

Air Assault Chapter
 Nicole M. Calvert
 Alissa D. Gardner
 Tracy L. Kitchens
 Stephanie Ward
 Aviation Center Chapter
 Pamela Fontenot Joubert
 Rebecca "Reba" Lane
Central Florida Chapter
 Julie A. Grady
Morning Calm Chapter
 Kyongmi Choi
 Grace Younha Kim
 Missnylia Y. Lowery
 Crystal M. Marheine
 Jean Qing Mei Miller
 Sonnet Colleen Murray
Phantom Corps Chapter
 Jennifer Brummett
 Sonia Correa

AAAA Salutes the Following Departed...

Mrs. Dorothy Kesten
Deceased 9/8/2024
Charter Member

LTC Thomas George Eastman, Sr. Ret.
Deceased 7/14/2024

CW5 Karl Maier, Ret.
Deceased 8/9/2024

CW4 William S. White
Deceased 7/31/2024

CW3 Arthur D. Bosshart, USN Ret.
Deceased 8/20/2024

SGM Terry L. Raber, Ret.
Deceased 7/28/2024

Speakeasy Secrets:

AAAA SCHOLARSHIP MURDER MYSTERY NIGHT

November 12

Entertainment Sponsored by

BUY TICKETS!

10/24 Ticket Deadline! | #24Cribbins | quad-a.org/24Cribbins



People On The Move

Aviation General Officer Retirement Evans Retires



U.S. ARMY PHOTO BY JAMES CANILLOCCI

LTG John Evans relinquished command of U.S. Army North on Aug. 13, 2024 after leading the command for three years and retired after 36 years in the Army. Evans previously led U.S. Army Cadet Command from 2018 to 2021.

Changes of Command/ Responsibility TAAB Welcomes DeForest



U.S. ARMY PHOTO BY GWYNETH ZANDERS

COL Andrew J. DeForest (back to camera) assumed command of The Army Aviation Brigade (TAAB) during a change of command ceremony at Davison Army Airfield, Fort Belvoir, Virginia, on August 9th, 2024. The ceremony was hosted by MG Trevor J. Brendenkamp (right), Commanding General Joint Task Force – National Capitol Region and U.S. Army Military District of Washington. DeForest succeeds COL Brendan Cullinan (2nd from left) who served as the TAAB Commander since September 2022. Also pictured is TAAB CSM Ryan Brodin.

McCollum Takes Command of OSA-A



U.S. ARMY PHOTO BY GWYNETH ZANDERS

LTC Leala McCollum (center left) assumes command of the United States Army Operational Support Airlift Activity (OSA-A) during a change of command ceremony at Davison Army Airfield, Fort Belvoir, Virginia, on August 1st, 2024. The ceremony was hosted by COL Brendan Cullinan (far left), then-commander of The Army Aviation Brigade (TAAB). McCollum succeeds LTC David Crocker (center right) who served as the OSA-A Commander since June 2022. Crocker was selected for a Joint Duty Assignment with U.S. Northern Command and will transition to Huntsville, Alabama. OSA-A supports Army and DoD joint airlift requirements with seasoned aircrews of C-12, UC-35, and C-26 aircraft.



*Want to change your
AAAA Chapter
Affiliation?
No Problem!*

Call 203-268-2450

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 Novosel, AL.

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

38 Officers July 25, 2024 Class 24-019

- Commissioned Officers*
- 1LT Jones, Matthew R. * -DG
 - 1LT Barhorst, Brandon R. * -HG
 - 1LT Methvin, Noah J. * -HG
 - 2LT Aiton, Harrison B.
 - 2LT Cana, Jacqueline J. *
 - 1LT Congdon, Hunter J. *
 - 2LT Courtney, Thomas C. *
 - 1LT Hibbs, Nicholas J.
 - 2LT Holt, William F. *

- 2LT Oberg, Andrew C.
 - 1LT Packard, Colton D. *
 - 1LT Robles, Alejandro R. *
 - 1LT Skinner, Jared L.
 - 1LT Spence, Michael B. *
 - 2LT Theiler, Michael L.
- Warrant Officers*
- WO1 Blich, Benjamin J. -DG
 - WO1 Kieda, Troy A. -HG
 - WO1 Renaud, Daniel E. -HG
 - WO1 Adams, Caroline K.
 - WO1 Alvarez Claudio, Alejandro
 - WO1 Anaya, Alejandro L. *
 - WO1 Bloker, Ian J. *
 - WO1 Elliott, William L.
 - WO1 Garcia, Nadine
 - WO1 George, Malik D.
 - WO1 Haley, John D.
 - WO1 Kattupalli, Ratna Kiran
 - WO1 Murphy, Matthew D. *

- WO1 Pagliaro, Nathaniel L.
- WO1 Patten, Tucker J. *
- WO1 Phillips, Julia L.
- WO1 Philyaw, Matthew D.
- WO1 Renze, Jack M.
- WO1 Schamper, Nicholas R.
- WO1 Snell, Alante T.
- WO1 Wainright, Samuel J.
- WO1 Wang, Bruce *
- WO1 Winslow, Ronnie D., Jr.

45 Officers August 8, 2024 Class 24-080

- Commissioned Officers*
- 1LT McQueen, Connor R. -DG
 - 1LT Berggren, Christopher K. -HG
 - 1LT Murphy, Ryan A. * -HG
 - 2LT Branner, Zachary T. *
 - 1LT Carey, Erin R. *

- 2LT Chancellor, Shelby Ray M.
 - 1LT Drwal, Piotr W. *
 - 2LT Edgerton, Aaron J.
 - 1LT Flynn, Wyatt J.
 - 1LT Gomez, Jeannine M. *
 - 1LT Hinds, Ian G. *
 - 2LT Johnson, Jodaine A. *
 - 1LT MacLeod, Abagayle A. *
 - 2LT McClarren, Josiah J. *
 - 1LT Miller, Austin G. *
 - 1LT Nordan, Owen M. *
 - 2LT Pilgrim, Seth I. *
 - 1LT Sessions, Madison N.
 - 2LT Snyder, Trent K. *
 - 2LT Taylor, Thomas M.
 - 1LT Washburne, Josiah T. *
- Warrant Officers*
- WO1 Richardson, Maximillian M. * -DG
 - WO1 Hawkins, Austyn M. -HG
 - WO1 May, Brian T. * -HG

People On The Move

- W01 Rice, Richard E. -HG
- W01 Robson, Jeffrey D. -HG
- W01 Chamblee, Adam B.
- W01 Coert, Jacob S.
- W01 Edmondson, Jason R.
- W01 Galloway, Alexander K.
- W01 Gomes, Mark A., Jr. *
- W01 Halter, Colton N.
- W01 Halverson, Brady M. *
- W01 Hatcher, Kyle M.
- W01 Hesselberg, William J. *
- W01 Hoard, Thomas L.
- W01 Howe, Ryan W.
- W01 Hunt, Zachry D. *
- W01 Molchan, Matthew G. *
- W01 Rees, Scott D.
- W01 Roddy, Martin J.
- W01 Sluder, Alan T., II *
- W01 Smith, Taylor V. *
- W01 Stowe, Kevin L.
- W01 Twohig, Jacob T.



FSXXI Class 24-019

33 Officers August 22, 2024 Class 24-021

- Commissioned Officers*
- 2LT Beckham, Collin-DG
 - 1LT McNaughton, Logan C. -HG
 - 2LT Clark, Kristian G.
 - 1LT Comrie, Michael D.
 - 1LT Escamilla, Brandon B.
 - 1LT Lane, Wyatt T.
 - 1LT McNaughton, Mercy E.
 - 1LT Rogers, Jacob L. *
 - 2LT Schie, Shawna L. *
 - 1LT Stovall, Parker A. *
 - 2LT Toone, Nicholas J. *
- Warrant Officers*
- W01 Bartilotti, Michael J. * -DG
 - W01 Duenas, Austin L. * -HG
 - W01 Hall, Frank R. * -HG
 - W01 Patterson, Christopher C. -HG
 - W01 Welker, John A. * -HG
 - W01 Adamson, Mason J. *
 - W01 Almanzar, Jobanny, Jr. *
 - W01 Amos, Wolfgang J. *
 - W01 Boggs, Faithful K.
 - W01 Dilán, Wilfredo A. *
 - W01 Dooley, Ryan C.
 - CW2 Guzman, Kathleen M. *
 - W01 Kupka, Alissa K.
 - W01 Luz, Jose Pio G., III *
 - W01 Mosby, Christopher B.
 - W01 Puckett, Dylan M.
 - W01 Ribin, Dario
 - W01 Roberts, Tyler L. *
 - CW2 Ruiter, Matthew R. *
 - W01 Smith, Jesse V.
 - W01 Travis, John M.
 - W01 Treible, Jonathan C.



FSXXI Class 24-020.



FSXXI Class 24-021

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

People On The Move

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.

6 Graduates, 7 August 2024

Classes 005-006 2024

WO1 Jack Wilkins * -DG Class 005-24

WO1 Philip Schmidt -HG Class 005-24

WO1 Ranel McEntire * -DG Class 006-24

WO1 Johnathan Hudson -HG Class 006-24

WO1 Matthew Nichols

WO1 Hyeokje Sung

* = AAAA Member

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

Aviation Maintenance Technician (151A)

Class 005-24

WO1 Jack Lawrence Wilkins * -DG

1LT Mohammed Abdulaziz Al Hajri

SGM Khaled A. S.Hasan Alhassani

WO1 Philip Alan Schmidt

WO1 Hyeokje Sung

Class 006-24

CW2 Ranel Brady McEntire * -DG

2LT Omar Abdulla O.M. Al-Own

WO1 Johnathan Karl Hudson

WO1 Matthew Phillip Nichols

AH-64 Attack Helicopter Repairer (15R)

Class 025-24

PV2 Benjamin Thomas Wilson * -DG

PV2 Marcos Antonio Carrillo

PV2 Noah Winter Dean

SPC Eric William Gignac

SPC Nelson Adrian Gonzalezfigueroa

SPC Jamiah Joel Midgette

PV2 Franciszek Mateusz Mikula

PFC Joshua M. O. N.Rogozinski

PV2 Benjamin Daniel Schwendinger

SPC Nathaniel Myles Stinson

PV2 Askar Joseph Webster

Class 026-24

SPC John Herb

CPL Dawid Kus

CPT Jakub Welna

Class 027-24

PV2 Zane Christian Hogan * -DG

SSG Reem Sulaiman Aleissae

SPC Ethan Justice Branham

PFC Ryan Joseph Cassel

SGT Lacey Devengilliam Dove

PFC Omar Ahmed R. H. Elstotouhy

SPC Hunter Lee Grant

SPC Devon Lane Jones

PV2 Sean Michael Larock

PFC Ethan Alexander McAlister

PFC Steven Lee McIntyre

SPC Andrew Michael Patterson

Class 028-24

PFC Gatlan James Westervelt * -DG

PFC Sabrina Andrade Mendes

PFC Dalton Scott Brown

PV1 Cayden Mark Peter Budge

PFC James David Collie, Jr

PV2 Nicholas Macrae Franklin

PFC Olivia Grace Gandy

SPC Kenneth Aquino Gatus

PFC Adrian Anthony Callwood Turbe

SPC Cameron Nathaniel Watson

Class 029-24

SPC Cameron Edward Fonseca * -DG

CW2 Faisal Salem M. R. Abu-Qaba

PV2 Vincent Ralph Badalamenti

PFC Diana Marie Dascher

PFC Grace Catherine Hibbs

SPC Tchinda Perry

PVT Zealand Jay Terrance Randell

PFC Jack Andrew Spratlen

PV1 Ivan Velazquez

Class 030-24

PFC Tara Arraya Wallen * -DG

PFC Thomas Blackledge Carter

PV2 Haile Selassie Childs

PFC Carson Walter Hernandez

PFC Patrick Alexander Lipp

PVT Angel Vazquez Jr III

PFC Matthew Paul Vega

CH-47 Medium Helicopter Repairer (15U)

Class 019-24

PV2 Mitchell Ralph Bandy * -DG

PFC Oscar Luis Alvarado Diaz

SPC Sebastian Andre C. Santiago

PV2 Beau Michael Hartsell

SPC Alex Cameron Long

PV2 Gabriel Alan Manion

SPC Cody James Martin

PV2 Colby Michael Mayer

SPC Joshua Mathew Norris

CPL Bryan Ochoa

PV2 John A. Q. Centeno

Class 020-24

PV2 Uriel Velasco-Hernandez * -DG

PFC Jayden Tyrone Angel

PV2 Cooper Andrew Daley

PFC Gabriel Ray Deardorff

PFC Hunter Jacob Glasser

PFC Jeffrey Sanchez Lopez

PV2 Michael Scott Lucas

SPC Pablo Efrain Olivas

PV2 Ethan Craig Recher

PFC Jonathan Todd Schantz

PFC Evan Matthew Tester

Class 021-24

PFC Raidyn Theo Ammons

SPC Patrick David Banner

SPC Jeremy Ryan Bartolomei

PFC Marlene Cecilia Carrillo

PFC Jason Chen

PV2 James Gatta

PV2 William Alexander Grech

PV2 Logan Jas Love

PFC Lance Anton Mensik

PV2 Janseen Kent Brian Apentiz See

SPC Wesley Jenner Woody

Class 022-24

PV2 William Roger Ismil * -DG

PVT Alphonso Brown, Jr

PV2 Emory Logan Crawford

PV2 Yassin Timothy Dri

SPC Daniel Hatch Fountain

SPC Corey Donovan Morrison

PFC Ethan Nathaniel Saucedo

PFC Alex Hunter Sheets

Class 024-24

PFC James Alan Martell * -DG

SPC Michael Stewart Dancy

SPC Tyler G Dunkin

SPC Sebastian Rene Garza

PFC Jaylen Alan Devon Lee

PV2 Branden Lee Peebles

SGT Miguel A Robles

PFC Philip James Scott

PV2 Tyler G Dunkin

PV2 Caden Dean Stout

CPL Troy Anthony Tatro

SPC Graham Kors Webb

UH-60 Helicopter Repairer (15T)

Class 040-24

PV2 Kurt Mathew Prieve * -DG

PV2 Caleb Wayne Doolin

PFC Luz Sarai Lopez

PV2 Jaydon Daniel Rodriguez

PFC Francys Leigh Abangan Romero

SPC Kameron Phillip Rose

PV2 Joseph Thomas Ryan, Jr

PV2 Juan Josemanuel Seoane Seri

PVT Monroe Alexander Seymour

PFC Mikaela Jenette Strong

PVT Wesley Jason Summer

PV2 Devin Benjamin Wood

Class 041-24


People On The Move

PFC Tyler Allen McMahon * -DG
 PV2 Tevin Isaac Cartwright
 PV2 Augustine Chibinga
 PFC Emmitt Rowan Duff
 SGT Jason Zachary Hergenrather
 PFC Collin Gabriel Moss
 PFC Vin Thai Ong
 PV2 Austin James Shelton
 PFC Kaiden Xaiver Vannoy
 SGT Brad Michael Villa
 PFC Nathaniel Gage Wheatley
Class 042-24
 PFC Nicolas Abel Glynn * -DG
 PFC Lucas James Bollman
 PFC Jonathan Asher Browne
 PV2 Juan Cisnero, Jr.
 PVT Joshua Thomas Coulter
 SPC Cassandra Nicole Dablain
 PFC Hudson Glen Dickhaus
 PFC Butch Theodore Dywan
 PFC Paul Guy Laurard
 PFC Makayla Jayde McGrath
 PV2 Kaden Andrew Pino
 PV2 Daniel James Smith
Class 043-24
 SPC Lincoln Mathieu Wright * -DG
 SPC Jacob Richard Gallagher

PFC Michael Aleksonder Gardner
 SPC Lorne P Jolley
 PFC Brett Allen James Jurek
 PFC Charles Riley Karnes
 PFC Shawn Michael Kramer
 PV2 Jacob Nathaniel Lamomaco
 PFC Isaac Gabriel Oyervides
 PV2 Ezra Noah Rodriguez
 SPC Preston Glynn Woods
Class 044-24
 PV2 Hunter Webb Clark * -DG
 PV2 Cole Alexander Carter
 SPC Tyler Coridon Collins
 PV2 Ryan J Eldred
 PV2 Abramssen Sergeton Estime
 PV2 Brayden Owen Gehman
 SPC Kuan Chun Hou
 PFC Tucker Bradley Houck
 PFC Dakota Jo Rhodes
 PV2 Israel Orlando Villacorta
Class 045-24
 PV2 Kartchner Chase Perkins * -DG
 SGT Eric Joseph Blakeetheridge
 SPC Hunter James Blanchard
 SPC Noah Gallego Duran
 SPC David Thomas Hughes
 PFC Zane Jackson Landis

PV2 John Francis Morrissey
 PFC Justin Jaimee Potvin
Class 046-24
 PFC Noah Thomas Jordan * -DG
 SPC Jesse Rae Blevins
 PV2 Joseph Joel Bowen
 PV2 Grant Todd Chase
 PV2 Anthony Joseph Cook
 PFC Seth Hoxie Cornell
 PV2 Max Daniel Hershey
 SPC Nathaniel Ian Hipolito
 PFC Tristan Jeremy Johnson
 Class 047-24
 PFC Wesley Dalton Ezell
 SPC Alex Ksepko
 SPC Joshua Cardionisio Manuel
 SPC Conrado Clayortiz Medina
 SPC Caleb Matthew Mueller
 PFC Braydon David Muntean
 SPC Jonathan Gerardo Patino
 SGT John Joseph Schrody
 PFC Matthew Drake Vandiver
 SPC Tyler James Wells
Class 048-24
 SPC Maxwell Quentin Brown * -DG
 PV2 Benjamin Briones, Jr
 PV2 Adrien Jaki Concepcion

PV2 Christopher Lawrence Deitz
 PFC Brandon Siaki Ofa Finau
 PFC Eric Michael Forte
 PFC Isaac Samuel Gutierrez
 SPC April Iris Occena Williams
Class 049-24
 PFC Gilbert Anthony Hernandez * -DG
 SGT Sean M Brew
 PV2 Skyler Corbin Henry
 SPC Seyedsaeid Hosseini
 SPC Jeffrey Ryan Kirksey
 PV2 Joshua Robert Olson
 PFC Tristan Liam Osullivan
 SPC Adam Ramdani Sachri
Class 050-24
 SPC Rafiu Aliomouffa
 PFC Christopher Bryan Cottrill
 PFC Charles David Crim, III
 PFC Fernando Manuel Diaz Lopez
 SPC Christian Lee Dirocco
 PFC Vincent Antonio Flores
Class 051-24
 SPC Jeffrey Colin Mumford * -DG
 SPC Kyle Andrew Steven Griger
 PFC Taylor John Jordan
 SPC Boris Gauthier Ka. Tchienkam
Continued on next page



AAAA TENNESSEE VALLEY CHAPTER (TVC)
2024 CRIBBINS GOLF
 SUNDAY, NOVEMBER 10TH, 8:00 A.M. | SHOTGUN START



WHERE: Robert Trent Jones, Hampton Cove
FORMAT: 18 Holes, 4 Person Captains Choice
COST: \$100 / PERSON *(The all-inclusive cost includes cart, greens fee, range balls, breakfast, lunch, drink tickets, Power Drive, and 2 Mulligans).*
REGISTRATION: Email team entry to bradley.bruce@rcy.com



People On The Move

AIT GRADUATIONS

Continued

PFC Dominic Reyn Lamora
 PFC Brock Alden Meyers
 PFC Blake Thomas Morgan
 PV2 James Brandon Penuel
 SPC Austin Reid Spratling
 PV2 Kyle Michael Wilmes
 Class 052-24
 PFC Braydon W. Merrow-Hansen * -DG
 PFC Sean Michael Baxter
 PV2 Jonathon Daniel Bertuccio
 PV2 Dustin Wayne Burgin
 PFC Chibuikem John Chukwu
 PFC Tate Alexander Cox
 PFC Jordan Rondale Fontenot
 PV2 Logan Duane Hunt
 PFC John Njoroge Kahuhu
 PFC Noah Richmond Kuhn
 PV2 Bryce Nathan McLellan
 Class 053-24
 PFC Carson Michael Zager * -DG
 SPC Thomas Maxwell Babst
 SPC Jakia Apollo Demotte
 SPC Ian Huskey
 SGT Alexander Monroe Morris
 PFC Allan Ponce Sanchez
 PFC Matthew Aaron Ramsey

SPC Leo Gregory Reaves
 SPC Jonathan A Rosalesguerrero
 SPC Manuel Omar Rubio-Vasquez
 Class 054-24
 SPC Christopher Loyal Crabtree * -DG
 PV2 Patrick Antonio Bautista Carr
 PV2 Luke Ryan Brubaker
 PVT Joshua Escobar
 PFC Mathew Remington Hankinson
 PV2 Izak Numan Kriegbaum
 PV2 Logan Michael Kroenke
 Class 055-24
 PV2 Brentlyn William James Penwell * -DG
 SPC Steven Tyler Caldwell
 CPL John Alan George
 SGT Stephen Levern Jackson, Jr
 PV2 Dazix Michael Olson
 PV2 Alexander R. O. Lapointe
 PV2 Joshua Jeremy Ramos
 SPC Samuel Austin Rosales
 PV2 Conner Jacob Ruoff
 PFC Hans Michael Schneller
 PFC Julio Cesar Uribe-Echevarria Alvarez
 Class 056-24
 PV2 Ayden Wayne Netzel * -DG
 SPC Kathleen Elizabeth Cabana
 PFC Frank Eloy Garcia
 PV2 Corbin Mesquite B. Martin

UPCOMING AAAA EVENTS

NOVEMBER 2024

10 AAAA National Executive Board & Scholarship Foundation Board of Governors Meetings, Huntsville, AL
 11-13 AAAA Cribbins Army Aviation Readiness Conference, Huntsville, AL
 28 Thanksgiving

DECEMBER 2024

5-6 AAAA Luther G. Jones Army Aviation Depot Forum, Corpus Christi, TX
 14 The 124th Army-Navy Game, FedEx Field, Landover, MD
 11-13 Association of Old Crows, 61st Annual Intl Symposium & Convention, Washington, DC

PV2 David Andres Mayoral
 PV2 Ezekiel Christopher Nelson
 PV2 David Emmanuel Rivera
 PFC Tomas Xavier Salinas
 PFC Amber Marie Schiferl
 PV2 Noah James Sponseller
 PV2 Roberto E. Vazquez-Bustos
 PV2 Alex Marlan Wangen
 Class 057-24
 PV2 Jack Benjamin Tripp Henry * -DG

PV2 Louis Isidro Baez, II
 SGT Sareno Baw Ei
 PFC Cameron Blake Bellar
 PFC Andrew Richard Cunningham
 PV2 Martin Garfias Benitez
 SPC Evan Philip Grohs
 SPC Isaac Wayne Hall
 SPC Edward Dixon Moore, IV
 SPC Hunter Michael Roberts
 SGT Terrell Rosetti

2025 AAAA SUMMIT, NASHVILLE
 AAAA SFI, INC & AAAA TLC, INC
 BROUGHT TO YOU BY AIR ASSAULT CHAPTER

Golf Tournament

2025

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

WHEN: Tuesday, May 13th, 2025; Shotgun start 0730 (morning) and 1315 (afternoon)

FORMAT: 4 Person Scramble

Total 120 golfers for morning and 120 golfers for afternoon. Cost will cover green fees, cart with GPS system, breakfast, lunch, hors d'oeuvres and all standard golf amenities including range balls, club cleaning and bag handling. Rental clubs will be available, payment will be made on EZRegister.

REGISTRATION: Will open October 28th, 2024 at <https://2025aaaagolftournament.ezregister.com>




People On The Move

AIT GRADUATIONS

Continued

Aircraft Powerplant Repairer (15B)

Class 005-24

SPC Emmalee Bryn Walchle * -DG
 PV2 Emma Neola Bontrager
 PV2 Mikael Antonio Kovanen
 PFC Christopher Morales
 SPC Stepan Ivanovych Pysariuk
 SPC Kyle Francois Williams-Powell

Aircraft Powertrain Repairer (15D)

Class 004-24

PV2 Alison Sarai Durnell * -DG
 PV2 Alex Bailey Bledsoe
 SPC Noah Lee Carter
 PV2 Jason Miguel Fernandez
 SPC Netra Prasad Ghimire
 PFC Tyla Jayne Johnson
 PV2 Stefon Domicomario McKoy
 PFC Joe Norbert Tinajero Mireles
 PV2 Andre Alexander Paez
 PV2 Wyatt Uila Pung
 PV2 Trevorn Tray Jason Richards
 PFC Nikolaz Lynn Thacker
 SPC Angelli N. V. Martinez
 SPC Ifamion Weeks
 PFC Joseph Shannon Whitlock
Class 005-24
 PFC Joao Manoel Pinto Arruda * -DG
 SPC Samuel Deantea Buckley
 SPC James Brian Cudell
 PV2 Elijah Garrett Cowan
 PV2 Jake Theron Parlin

PV2 Jesued Alexis Roman Cordero

Aircraft Electrician (15F)

Class 008-24

PFC Angel Oluwaferanmi Balogun
 SGT Jeremiah Wayne Evans
 SPC Juan Carlos Rodriguez
 SPC Joseph Alexander Wilhelm
Class 009-24
 PFC Benjamin Thomas Holstead * -DG
 PV2 Vincent Elijah Erickson
 PV2 Michael Gooch
 PFC Joseff Simeon Perry
 PV2 Cameron Tanner Reynolds
 PV2 Juan Leonardo Rodriguez

Aircraft Structural Repairer (15G)

Class 007-24

PFC Eldar J Anderson
 SPC Bryce Warner Bailey
 PVT Daniel Beltran De Santiago
 PFC Luis Gonzalo Bonete, Jr
 PFC Christian Kyle Testa Chuacuco
 PV2 Jaime Austin Ellis
 SPC Trenton Caleb Freeman
 PV2 Alexandra Gonzalez
 PFC Hasan Gurbanli
 PV2 Grant Michael Hytrek
 PV2 Sebastian Medina
 PV2 Nicholas Scott Pierce
 SPC Hoon Shim
 PFC Daniel Ray Stinnett
 PV2 Carlo A Valdez
 PV2 Durane T. R. Williams
Class 008-24

PFC Angel Oluwaferanmi Balogun
 SGT Jeremiah Wayne Evans
 SPC Juan Carlos Rodriguez
 SPC Joseph Alexander Wilhelm

Aircraft Pnedraulics Repairer (15H)

Class 005-24

PV2 Jordan Lucas Elbourne * -DG

 PFC Carlos Andres Agudelo Rengifo
 PV2 Jodane Leith Sharn Brown
 PFC Jose Garcia
 SPC Tserensodnom Lkhagvasuren
 PVT Onyekachi Emmanuel Unije
Class 006-24
 PFC Michael R. McCormack * -DG
 SPC Benjamin David Kraft
 PVT Christian Louis James Smith
 PV2 Jacob Westley Whitaker
Class 007-24
 PV2 Xavier Enosh Eureste

Avionic Repairer (15N)

Class 006-24

PV2 Ruben Gutierrez * -DG
 PFC Jakyrra Shanae Bartlett
 SPC Gavin Lee Burstein
 PFC Landon Jude Capritto
 PFC Edgar James Dozal
 PFC Antjuan Jabar Printins Hardy
 PFC Esteban Alfonso Hernandez
Class 007-24
 PFC Luke Charleston Henke -DG
 SGT Katherine Danielle Adebayo
 PFC Isaiah Joshua Allen

SPC Patrick Rudolph Bass
 PV2 Diego Joaquin Bedell
 SPC Juan Carlos Benachi
 SPC Carlos Miguel Oteroocasio
 SPC Sisouk Yang
Class 008-24
 PFC Kimberly Guzman Menjivar -DG
 PFC Johnathan Colby Beck
 PFC Beyonce Coronado
 PV2 Roscoe John Emanuel
 PFC Casmere Charlize Marshall
 SPC Donna Elizabeth Ann Sutley
Class 009-24
 PFC Boden Webster Bergford * -DG
 PFC Juan Carlos Gonzalez
 SPC Mason Stephen Kohuth
 PFC Carlo Alejandro Paz
 PFC James Russell Ramey
 SPC Jacobo Andres Rodas
 PFC Ryan James Stone
 PFC Yohan Joseph Vue

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

Class 009-24

SPC Jonathan R. Herring
 PV2 Maxton Azariah Hinkel
 PV2 Zachariah Mateo Howard
 SPC Cooper Phoenix Johnson
 PV2 Tristan Wayne Ladd
 PV2 Joaquin D Taisague III
 PVT Giovanni Curtis
 -DG: Distinguished Graduate
 -HG: Honor Graduate
 * = AAAA Member

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

AAAA congratulates the following Army graduates of the Tactical Unmanned Aerial Systems (TUAS) Operations Technician, MOS 150U at Fort Huachuca, AZ.

TUAS Technician

8 Graduates, 1 July 2024

WO1 Bowles Ryan D.
 WO1 Coffey Rhys W.*

UAS REPAIRER

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

Shadow UAS Repairer Course

4 Graduates, 24 July 2024

SPC Walters Robert A -DG
 PV2 Kiebre Mohamed Lamine Assan

SGT Rosadorivera Carlos A.
 PFC Shillig Seth David
 4 Graduates 13 Aug 24
 PV2 Nelson Max -DG
 CPL Cole Brett
 PV2 Gershman Andre
 PFC Gonzalez Emanuel

Gray Eagle Repairer Course

8 Graduates, 7 August 2024

PFC Villanueva H. Jordan -DG
 PV1 Cox Jordan D.
 SGT Fogarty Ryan Connor
 PFC Hayden Houston J.
 PFC Ingram Josiah J.
 PV2 Jordan Logan N.
 PV1 Marlin Christopher Duvall
 PFC Reagan Trenton Sheppard

UAS Operator

AAAA congratulates the following Army graduates of the Unmanned

Aircraft Systems Operator Course, MOS 15W and 15C at Fort Huachuca, AZ.

Shadow UAS Operator Course

10 Graduates, 11 July 2024

SPC Skully Michael C. -DG
 PFC Belha Kaleb D.
 PV2 Brake Caden A.
 SPC Carey Ryan E.
 PVT Cassady Jaret Travis
 PVT Darby James N.
 PFC Demosthene Kevin
 PFC Lopez Cabrera Jediel
 PFC Lyons Dustyn T.
 PV2 Steffen Robert E.
 11 Graduates, 29 July 2024
 SPC Ebersole Kyle Michael -DG
 PFC Dailey Caleb Ashton -HG
 PFC Cunningham Rachel Lee
 PFC Frias Jimed

PV2 Jayne Christopher A.
 PV1 Marquez Emanuel
 PV2 Martinez Quentin Chinu
 PV2 Medina Isaiah David
 PFC Nogales Vidal Cesar A.
 PV1 Stipe Sadie Anne
 SPC Taylor Thomas N.

Gray Eagle Operator Course

9 Graduates, 29 July 2024

PV2 Daugherty Robert Wilson II -DG
 PFC Poole Stephan James -HG
 SGT Garcia Rodriguez Antonio A.
 PFC Garcia Timothy Xavier
 PV1 Oates Matthew Philip
 PV1 Pacheco Cesar Enrique
 SSG Payne J. Michaelle * - Iron Soldier
 PV1 Rowland Gavin Gregory
 PFC Saunders Devon Alexander

* = AAAA Member



AAA Legislative Report

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

Defense Committee Markups

All Defense Committees have marked their versions of the NDAA and Appropriations Bills. Conference is expected following the pending election.

Fiscal Year 2025 Army Aviation Budget Mark-Up Tracker						
PROCUREMENT (Proc)						
Program	Requested	NDAA		Defense Appropriations Bill		
		HASC	SASC	HAC-D	SAC-D	SAC- D Comment
MQ-1 UAV	\$0	\$0	\$0	\$240,000	\$0	
Future UAS Family	\$149,059	\$149,059	\$149,059	\$149,059	\$143,182	ALE-MR unit cost adjustment
Small UAS (SUAS)	\$69,573	\$69,573	\$79,573	\$69,573	\$43,514	Unjustified cost
Apache Block 3 Reman	\$570,655	\$570,655	\$570,655	\$570,655	\$570,655	
Blackhawk M Model (MYP)	\$709,054	\$709,054	\$709,054	\$769,054	\$709,054	
Blackhawk M Model (AP)	\$58,170	\$58,170	\$58,170	\$58,170	\$58,170	
Chinook	\$699,698	\$804,698	\$699,698	\$699,698	\$699,698	
UH-72 Lakota	\$0	\$0	\$0	\$12,000	\$0	
Gray Eagle Payload	\$14,086	\$14,086	\$14,086	\$14,086	\$14,086	
Gray Eagle Mods2	\$23,865	\$23,865	\$23,865	\$23,865	\$23,865	
Apache Mods	\$81,026	\$81,026	\$94,326	\$104,326	\$86,206	Hybrid barrel
Chinook Mods	\$15,825	\$15,825	\$15,825	\$38,825	\$23,925	Ballistic protection
Blackhawk Helicopter Mods	\$34,565	\$34,565	\$44,565	\$39,565	\$49,565	UH-72 lifecycle, UH-60 Thermoplastic
Network and Mission Planning	\$49,862	\$49,862	\$49,862	\$59,862	\$52,862	Scheduling software, Status Dashboard
COMMS, Nav Surveillance	\$61,362	\$61,362	\$61,362	\$61,362	\$61,362	
Degraded Visual Environment	\$3,839	\$3,839	\$3,839	\$3,839	\$3,839	
Aviation Assured PNT	\$69,161	\$69,161	\$69,161	\$69,161	\$69,161	
GATM Rollup	\$4,842	\$4,842	\$4,842	\$4,842	\$4,842	
UAS MODS	\$2,265	\$2,265	\$2,265	\$2,265	\$2,265	
ASE	\$139,331	\$139,331	\$139,331	\$139,331	\$139,331	
CMWS	\$51,646	\$51,646	\$51,646	\$51,646	\$51,646	
CIRCM	\$257,854	\$257,854	\$257,854	\$257,854	\$257,854	
Common Ground Equipment	\$31,181	\$31,181	\$31,181	\$31,181	\$31,181	
Aircrew Integrated Systems	\$14,478	\$14,478	\$14,478	\$14,478	\$14,478	
Air Traffic Control	\$27,428	\$27,428	\$27,428	\$27,428	\$27,428	
Launcher, 2.75 Rocket	\$3,815	\$3,815	\$3,815	\$3,815	\$3,815	
Launcher, Guided Missile; Longbow Hellfire	\$21,545	\$21,545	\$21,545	\$21,545	\$21,545	
RESEARCH DEVELOPMENT TEST & EVALUATION (RDT&E)						
Program	Requested	HASC	SASC	HAC-D	SAC-D	SAC- D Comment
Future Vertical Lift Technology	\$52,685	\$55,185	\$52,685	\$66,350	\$67,685	Various
Air Platform Applied Research	\$53,206	\$53,206	\$53,206	\$49,604	\$53,206	
Air Platform Advanced Tech	\$17,076	\$17,076	\$17,076	\$17,076	\$22,076	UAS test and and research center
Future Vertical Lift Advanced Technology	\$140,578	\$150,578	\$145,578	\$222,619	\$175,428	Various
Aviation Advanced Development	\$6,591	\$6,591	\$6,591	\$19,091	\$4,943	Previously Funded
Small Unmanned Aerial Vehicle (SUAV)(6.4)	\$1,800	\$1,800	\$1,800	\$1,800	\$1,800	
Future Tactical UAS	\$127,870	\$114,140	\$127,870	\$127,870	\$130,870	Seure APNT for FTUAS
Aircraft Avionics	\$7,171	\$17,171	\$7,171	\$22,171	\$7,171	
Air Traffic Control	\$982	\$5,982	\$982	\$10,982	\$982	
Common Infrared Countermeasures (CIRCM)	\$11,691	\$11,691	\$11,691	\$11,691	\$11,691	
Aircraft Survivability Equipment	\$38,225	\$38,225	\$38,225	\$38,225	\$38,225	
Future Long Range Assault Aircraft Development	\$1,253,637	\$1,253,637	\$1,253,637	\$1,253,637	\$1,253,637	
Joint Air-to-Ground Missile (JAGM)	\$3,030	\$3,030	\$3,030	\$3,030	\$3,030	
Small Unmanned Aerial Vehicle (SUAV)(6.5)	\$37,876	\$37,876	\$37,876	\$37,876	\$24,474	LRR and JTAARS unjustified growth
Aviation Ground Support Equipment	\$979	\$979	\$979	\$30,979	\$979	
Aircraft Certification	\$2,201	\$2,201	\$2,201	\$2,201	\$2,201	
Blackhawk Product Improvement Program	\$25,000	\$25,000	\$25,000	\$130,500	\$77,000	Health and usage monitoring system
Chinook Product Improvement Program	\$4,816	\$4,816	\$4,816	\$4,816	\$4,816	
Improved Turbine Engine Program (ITEP)	\$67,029	\$67,029	\$67,029	\$67,029	\$130,029	Program increase
Aviation Rocket System Product Improvement	\$0	\$0	\$0	\$10,000	\$0	
Unmanned Aircraft Systems Universal Products	\$24,539	\$24,539	\$24,539	\$24,539	\$24,539	
Apache Future Development	\$8,243	\$8,243	\$8,243	\$8,243	\$8,243	
Aircraft Engine Component Improvement Program	\$142	\$142	\$142	\$142	\$142	
MQ-1C Gray Eagle UAS	\$6,681	\$6,681	\$6,681	\$6,681	\$6,681	

RED- Program Funding Decrease GREEN- Program Funding Increase

Art's Attic

By Mark Albertson



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



25 Years Ago

October 31, 1999

"Briefings"

Each year approximately 200 Regular Army soldiers are offered admission to the U.S. Military Academy at West Point on the Hudson River; or, to the U.S. Military Academy Preparatory School at Fort Monmouth in New Jersey.

The majority, though, will attend USMAPS. Requirements include that an applicant be a U.S. citizen, be a high school graduate, unmarried with no legal obligations towards dependents and, be under 23 years of age prior to July 1 of the year entering USMA (under 22 years of age prior to July 1 of the year entering the prep school).

Aircraft Survivability Equipment: The AVR-2A [v]

The AVR-2A Laser Detecting Set is a passive laser-warning system which receives, processes and displays threat information resulting from aircraft illumination by threat laser-aided weapons. The AVR-2A consists of four sensors mounted on the aircraft surface plus a single internally mounted central interface unit.



Figure 1 AVR-2A Laser Detecting Set

The Cruising Hemingways

Brigadier General Jack W. Hemingway (Ret.), and his wife, Shirley, know fine classic automobiles when they see them. The Killeen, Texas residents are the proud owners of a number of Model A Fords. Shown here (left) is a 1929 four-door sedan, owned since 1977; next to which sits a 1929 four-door station wagon procured two years ago. The Hemingways and their classic cars were recently featured in *The Restorer*, a publication of the Model A Club of America. Brigadier General Hemingway is a forty-year member of AAAA.



50 Years Ago

October 15, 1974

Unveiling

The U.S. Army's UTTAS Program reached another milestone on September 9. Boeing Vertol rolled out its YUH-61A helicopter. In attendance were 3,000 employees, Army personnel, government representatives and sub-contractors for the debut of the new twin-engine single-rotor helicopter. The first flight of the YUH-61A is set for the Ridley Township plant in early 1975.



Three-Year Accident-Free Stretch

"Flatiron," the Air Ambulance Branch of Fort Rucker's Aeromedical Center, recently received a Department of the Army Award of Honor for flying 4,709 accident-free hours during January 1971-December 1973. Major General Spurgeon Neel, Commander, Health Service Command, made the late September presentation.



On Display

Ralph P. Alex, (second from right) is shown briefing Brigadier General Henry W. Hill, ECOM Dep. Cdr. (second from left), on the Sikorsky UTTAS mockup at Fort Monmouth. Looking on, from left to right, Colonel Chester W. McDowell, Jr., PM, NAVCON and Colonel Lee M. Hand, Cdr./Dir. Avionics Lab and President of AAAA's Monmouth Chapter.

Promoted

Mrs. Thyra V. Bonds, an employee of AVSCOM in St. Louis since 1957 and Treasurer of AAAA's Lindbergh Chapter, is congratulated by Major General Frank A. Hinrichs on being promoted to the GS-14 level. On hand for the proceedings was Mrs. Bonds' daughter, Gayle. Mrs. Bonds is Chief of the Programs Management Division, Aircraft Survivability Equipment Manager's Office.



Celebrating the 50th
Anniversary of the Army
Aviation Hall of Fame

50
YEARS
1974-2024

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

The actual Hall of Fame is located in the Army Aviation Museum, Fort Novosel, AL.

The deadline for nominations for the 2026 induction is June 1, 2025

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

Army Aviation Hall of Fame

Lieutenant General Harry W.O. Kinnard

By Mark Albertson

Born Harry William Osborne Kinnard II, May 7, 1915, in Dallas, Texas, young Kinnard attended West Point, graduating in 1939. Stationed at Pearl Harbor on December 7, 1941, he manned a machine gun during the Japanese attack. On the night of June 5-6, 1944, he parachuted behind German lines at Normandy with the 101st Airborne Division. Then on December 16, 1944, Hitler launched his last gasp offensive to staunch the relentless Allied drive towards Nazi Germany's western frontier attacking through the Ardennes Forest. The swift moving panzer columns trapped the 101st Airborne at Bastogne. Among those in the German net was Lieutenant Colonel Kinnard, who was the 101st's operations officer.

During the siege, a pair of German officers, with a white flag, demanded a reply to their offer of surrender to which acting division commander, Brigadier General Anthony McAuliffe replied, "Us surrender? Aw nuts." McAuliffe then is reputed to have said to his staff, "Well I don't know what to tell them." Kinnard said, "That first remark of yours would be hard to beat." McAuliffe asked, "What do you mean?" And Kinnard replied, "Sir, you said 'Nuts!'" It was agreed and, of course, the reply became Battle of the Bulge lore.

Like General James M. Gavin, another of America's leading lights of airborne warfare, Kinnard saw the future of airmobility – for gliders were not powered and had to be towed and were not always reusable proving that was not a reliable method for the accurate insertion of troops behind enemy lines.

He penned an article in Army Aviation, one of a series that appeared in which he observed, "This decade was the worst of times; it was the best of times. Worst in its preoccupation with a war which cruelly tried and divided our country – a war which asked of its military to fight under unwinnable ground

rules, subjected to a new and totally different media scrutiny, and with least inconvenience to the American people. Best because in it, Army Aviation ended its dependency on the Air Force and Navy, began to show its true promise, and moved from a walk to a full gallop." And Kinnard ought to know, he was part of that process of change.

He became rated as an Army Aviator in 1962 and, in February 15, 1963, the 11th Airborne Division was reflagged as the 11th Airborne Division (Test); a product of the Howze Board, chaired by the renowned general of the same name. Here the testing and training of airmobility came alive; and in command – Major General Harry W.O. Kinnard.

On July 1, 1965, the 11th Air Assault Division (Test) was re-designated as the 1st Cavalry Division (Airmobile) and was ordered to Vietnam, July 28, 1965, with Kinnard still at the helm.

In the fall of 1965, near Pleiku in the Central Highlands, 1st Cavalry Division proved the feasibility of Airmobility and, rammed home the reality to Hanoi that it was going to be a long war.

Kinnard received his third star in July, 1967 and took command of the U.S. Army Combat Developments Command where he extended airmobility doctrine and contributed materially to the refinement of air assault operations before retiring in 1969.

He continued supporting Army Aviation through AAAA serving as AAAA vice president from October 1969 to October 1970 and president from 1970 to 1972.

He was inducted into the Army Aviation Hall of Fame in 1974, as representative of the 1960-1969 period and died on January 5, 2009.

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



U.S. ARMY PHOTO

UNLEASH THE STORM.

BriteStorm stand-in jammer payload.

BriteStorm delivers world-class stand-in jamming capabilities, effective against the most advanced air defence systems. Easily integrated onto attritable UAV's and a range of launched effects, BriteStorm deploys an array of digital deception techniques, protecting friendly forces against early warning, surveillance and target tracking radars.

Building on the achievements of Leonardo's in-service BriteCloud active expendable decoy, BriteStorm is readily exportable and already proven effective in trials.

A storm ready to be unleashed.

**PROVEN PERFORMANCE.
GLOBAL INTEROPERABILITY.
EVOLVING FOR TOMORROW'S MISSIONS.**



ENSURING THOSE WE SERVE ALWAYS STAY
AHEAD OF READY

SIKORSKY 
A LOCKHEED MARTIN COMPANY