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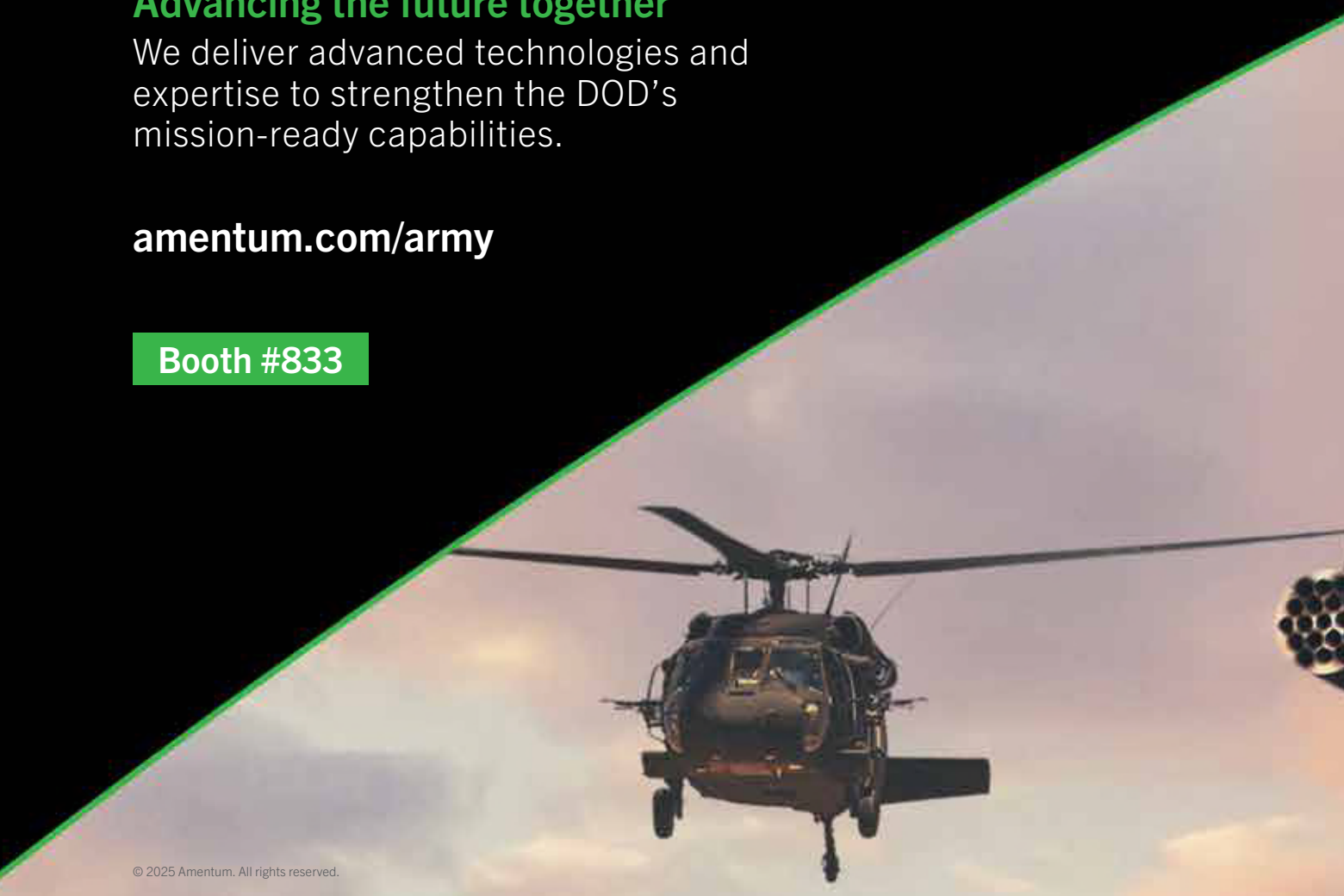

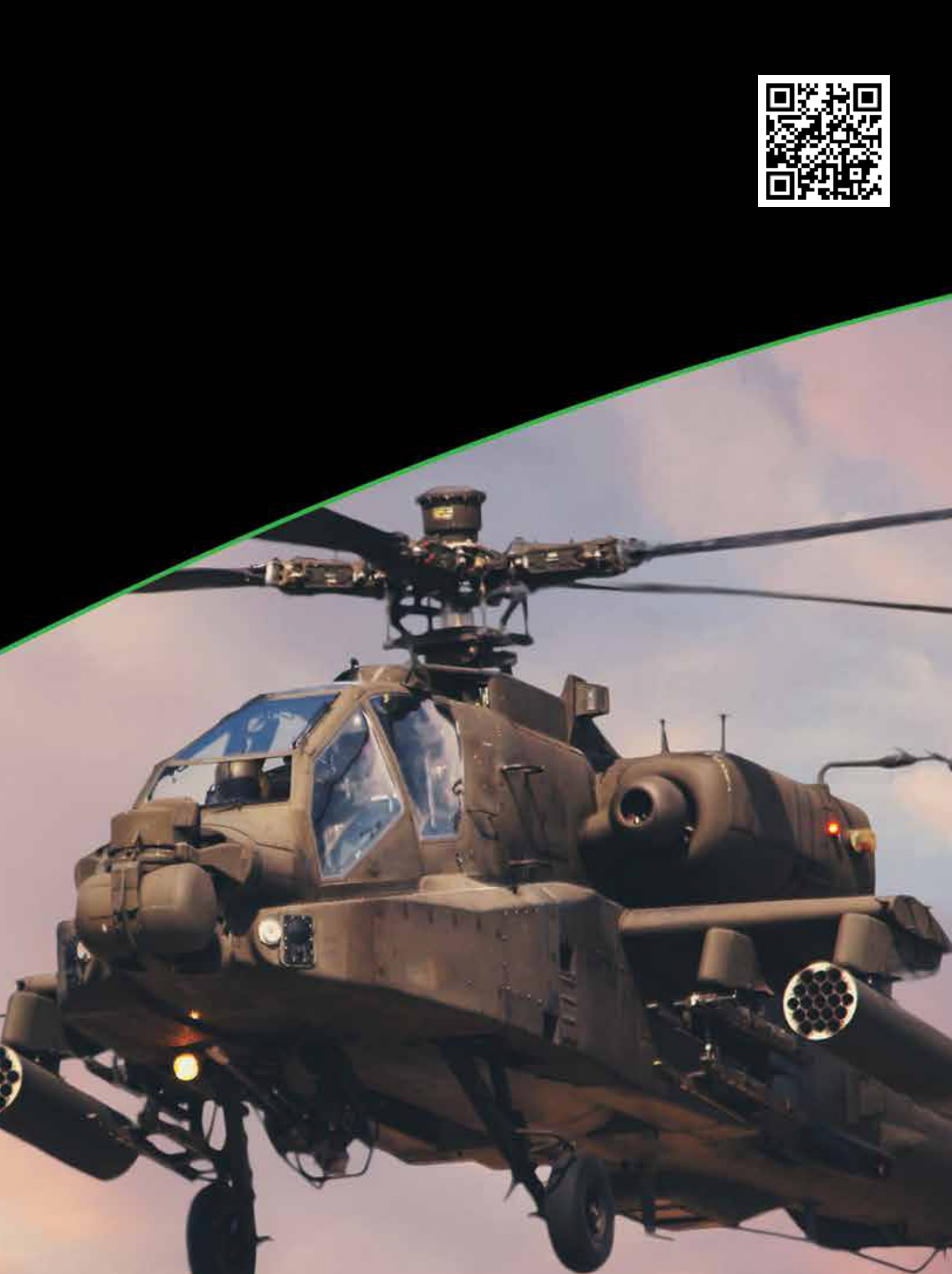

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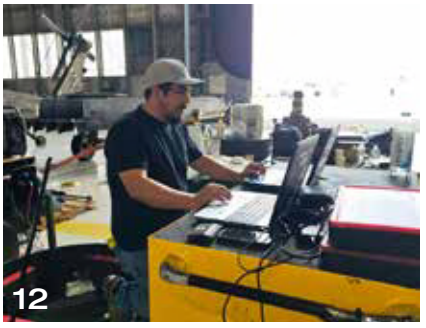
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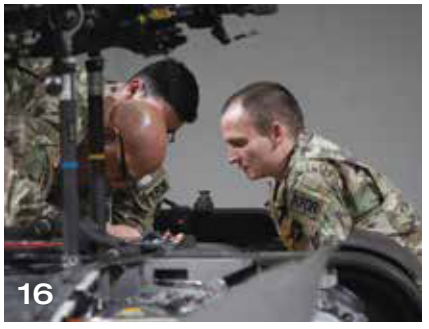
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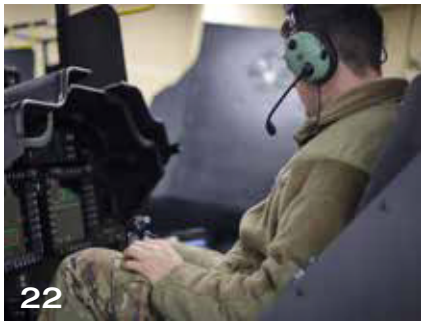
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FROM THE FIELD

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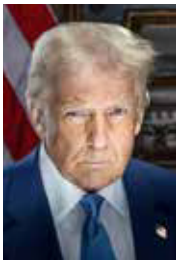
On The Cover

Briefings

67 Dead in Black Hawk and American Airlines Mid-Air Collision

A U.S. Army Black Hawk with three crew members and an American Airlines regional jet with 60 passengers and four crew members aboard collided on Jan. 29, shortly before 9 p.m. over the Potomac River south of Ronald Reagan Washington National Airport near Washington, DC. There were no survivors. The regional jet was on final approach to the airport and the Black Hawk, from Company B, 12th Aviation Battalion stationed at Davison Army Airfield, Ft. Belvoir, VA, was on a training flight. The incident is under investigation. See page 37 in this issue. May they all rest in peace.

POTUS Sworn In



WHITE HOUSE PHOTO BY DANIEL TOROK

Donald J. Trump was sworn in as the 47th president of the United States by Chief Justice John Roberts as Melania Trump held the Bible during the 60th Presidential Inauguration in the Rotunda of the U.S. Capitol in Washington, Monday, Jan. 20, 2025. He became only the second president in American history to serve two nonconsecutive terms; the other president was Grover Cleveland in 1885 and again in 1893. At 78, he is also the oldest person to be sworn in as president of the U.S.

Hegseth Takes the Reigns at DoD

WHITEHOUSE PHOTO VIA @VP INSTAGRAM

Secretary of Defense Pete Hegseth was sworn into his new role leading America's 3.5 million service members and civilians by Vice President JD Vance on January 25, 2025. A former Army National Guard officer, Hegseth, 44, served as an infantryman leading troops in Iraq and Afghanistan and guarding detainees at Guantanamo Bay. Born in Minnesota, Hegseth graduated from Princeton University in 2003 and earned a master's degree from Harvard University in 2013. He has led organizations advocating for veterans, served as a Fox News host and published several books.

Driscoll Nominated as SECARMY

LINKEDIN.COM PHOTO BY

On December 4, 2024, then-President-elect Donald Trump announced the nomination of Daniel P. Driscoll to be Secretary of the Army. Born in Banner Elk, NC, the friend and former classmate of Vice President JD Vance served in the U.S. Army from 2009 to 2011, deployed to Iraq, and was a first lieutenant before leaving the Army to work in investment banking. He graduated from University of North Carolina-Chapel Hill and Yale Law School. Most recently he has been serving as senior advisor to Vance. He appeared before the Senate Committee on Armed Services on January 30. President Trump appointed Mark Averill as the acting secretary on Jan. 21, replacing Christine Wormuth, the first female Army secretary, who had served since April 2021.

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On April 1, the TRICARE Online Patient Portal will no longer be available. The Department of Defense's new electronic health record – MHS GENESIS – has replaced the TOL Patient Portal. Records will not be transferred. If you want to keep a copy of your legacy health records for personal use, you must download them from the TOL Patient Portal before April 1. You can also request a physical copy from your military hospital or clinic's records management office. For more information go to *https://www.tricareonline.com/tol2/prelogin/desktopIndex.xhtml.*

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Getting a Branch Update and Chapter Feedback

AAPI COURTESY PHOTO

AAAA Executive Director, Bill Harris, deputy executive director, MSG (Ret.) Art Agnew, and AAAA National VP for Chapter Activites, LTC (Ret.) Jan Drabczuk met with members of the leadership of the Central Florida (CFC) and Embry Riddle Eagle (EREC) AAAA chapters on January 23, at Antonio's Restaurant in Maitland, FL. Pictured (l to r): MSGT Sean Osmond, VP Communication, CFC; Chris Wanitshka, Pres., CFC; Harris; CDT Bryan Pettet, VP, EREC; Agnew; CDT James Mitchell, Treas., EREC; COL (Ret.) Kevin Vizzarri, former Pres., CFC; Drabczuk; CDT Owen Dieterle, Sec., EREC; Mike Younce, Sec. & former Pres., CFC; CSM (Ret.) Jake Werner, VP Membership, CFC; and CW4 (Ret.) Steve Grady, SVP, CFC.

Your AAAA National Executive Group, plus Executive Director, Mr. Bill Harris, have just returned from the annual Aviation Leaders Conference at Fort Novosel, AL.

Many thanks to our great Branch Chief, MG Clair Gill, for including the Aviation 'Gray Beard' cohort in this really impactful gathering of our Army Aviation leadership teams from all components and organizations. It truly is an invaluable opportunity to engage with our Army and Aviation leaders to understand the current state of the Branch, and importantly the vision for the future. AAAA exists to support the Army Aviation Soldier and family, and the broader Army Aviation community, and it is vital to understand the Branch's activities, initiatives, and challenges so we can best shape your Association's efforts, events, and advocacy on behalf of Army Aviation.

Another important feature of the Leaders Conference is the Annual Awards Dinner conducted at the Army Aviation Museum… a timely opportunity to present AAAA "Functional" awards to our outstanding and deserving Aviation Soldiers in the areas of Air Traffic Control, Medicine, Air Sea Rescue and Training, done in conjunction with the LTG Ellis D. Parker 'Organizational' awards presented by the Branch Chief. We featured the AAAA Functional award winners in the January issue and will feature the Parker awards in the March issue. It is always such an honor and pleasure to meet and visit with the awardees and their families the evening before the Annual Awards Dinner, at a private awardee dinner we host each year at AAAA Past President BG Rod Wolfe's country club in Enterprise. There is no doubt that the strength of our Army and Army Aviation is embodied in those soldiers and their families!

Of note, the week prior to the Aviation Conference, our Executive Director and Deputy Director, Bill Harris and Art Agnew, hosted a joint dinner meeting for the boards of the Central Florida Chapter of Orlando (and thanks to our AAAA Vice President for Chapter Activities, Jan Drabczuk) and the Embry Riddle Chapter of Daytona Beach, FL. Bill and Art report out that it was a dynamic discussion ranging from the ROTC Cadets view of recruiting challenges among their peers to emphasis on the "Sacred Trust" between the Aviation Branch and the Troops on the ground. The meeting featured a diverse breadth of experience and perspectives – from combat veterans to ROTC Cadets, civilian industry executives representing aviation simulation and AI capabilities and even a couple of Marines thrown in for good measure. Many actions fell out of the meeting and we look forward to using these two Chapters (that represent differing demographics) as a sounding board for AAAA initiatives going forward.

Finally, hopefully by now you have made your plans to join us at the AAAA Annual Summit May 14 -16, 2025 at the Gaylord Opryland, Nashville TN. Currently, registrations, exhibit sales, and all other metrics are at really strong levels. The agenda and program(s) are being finalized with our Aviation Branch leadership, and it is certainly shaping up to be another world-class Summit. See you there!

MG Walt Davis, U.S. Army Retired
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Harnessing the Capabilities of the Industrial Base

By LTG Christopher Mohan

U.S. ARMY CCAD DEPOT FIELD TEAM PHOTO

Kristopher Martinez, quality control inspector, uses onsite connectivity to access CCAD's electronic technical library. Review of technical processes are essential to ensure the depot field team produces a safe and functional quality aircraft.

Ongoing conflicts have provided insights into modern military strategies, tactics and most importantly, sustainment operations in Large Scale Combat Operations (LSCO).

This has underscored the importance of maintaining a steady supply of firepower to our troops. In response, the Army Materiel Command is actively refining the Organic Industrial Base (OIB) to enhance its readiness to provide support, whenever and wherever it is needed.

The OIB – 23 arsenals, depots and ammunition plants – provides critical materiel and sustainment support to warfighters across the Joint Force and to allies and partners. It manufactures and resets Army equipment, generating readiness and operational capability throughout Army formations. Simply put, when the force needs equipment or parts manufactured, repaired, upgraded or modernized, artisans at the Army's OIB deliver.

The OIB is as important as it has ever been, and we have to anticipate the OIB will be a key center of gravity for the next LSCO. In response, it is undergoing its most comprehensive modernization in history. The Army's OIB Modernization Implementation Plan is a 15-year, $18 billion holistic investment which will modernize facilities, processes and the workforce to bring the OIB into the 21st century, infusing industry best practices and refining human capital management structures to maximize the skills and capabilities of the workforce.

Along with modernization in our facilities, we are also leveraging the expeditionary capability of our OIB, bringing the same level of maintenance to the point of need. We are setting ourselves on a strategic path to sustain the theater early and in an anticipatory nature. To do so, we need to accelerate the repair process as we can no longer solely rely on lengthy maintenance and sustainment resupply capabilities provided by forward operating bases or stateside facilities.

Our ability to quickly get equipment back to the fight is crucial to our nation's ability to project strength. That is where the agility of the artisan workforce comes into play. The OIB's expeditionary capabilities are essential for supporting and sustaining units in theater.

Right now, at any given time, 600 to 1,000 of our OIB teammates are working away from their home sites and in many cases all over the world – in more than 30 countries – at the tip of the spear, providing essential support in unit motor pools, assembly areas, and all the way to the tactical edge.

In the past year, Corpus Christi Army Depot deployed a team to Wheeler Army Airfield, Hawaii, to repair four CH-47F aircraft with airframe cracks, and another team to Soto Cano Airbase, Honduras, to repair airframe cracks on two CH-47Fs and one UH-60L. By negating the need to send the aircraft back to Corpus Christi, the depot fly-away teams saved the Army critical time and money, avoiding wait time to ship from ports, queue time at the depot, and possible delays to repair due to higher priority workload at the depot.

The Army sustainment enterprise is also harnessing cutting-edge technologies like remote maintenance, incorporating advanced manufacturing capabilities, and refining our predictive logistics capabilities. Through these new ways of doing business, we have the ability to bring another level of maintenance to the theater.

Remote Maintenance

The lessons we have learned through our remote maintenance in support of Ukraine are invaluable to the enterprise, providing real-time diagnostics and reducing equipment downtime. Through remote maintenance operations, we have supported the repair and maintenance of multiple howitzer types, missiles and other weapons systems and have established a theater supply support activity with thousands of lines of repair parts.

Right now, the Army is developing and testing remote maintenance solutions to maximize maintenance capabilities for our warfighters. Those lessons can be adapted for any theater, including the Indo-Pacific, where long-distance pre-staging, support and resupply will be vital to sustainment operations. By leveraging this technology, sustainers can provide real-time diagnostics, connecting that depot-level touch to the front lines, and reduce equipment downtime for Soldiers, partners and allies around the world.

Advanced Manufacturing

As we inject this capability forward, a key piece to the rapid repair and return of equipment to the field is harnessing cutting-edge technologies like advanced manufacturing. AM isn't the future of Army sustainment – it's here now and it's revolutionizing how the Army can produce and replace critical components, reducing equipment downtime and improving combat power. These capabilities keep our weapon systems fighting until the supply chain can catch up.

The Joint Manufacturing and Technology Center at Rock Island Arsenal (RIA-JMTC), Illinois, is leading the way in the Army's AM capabilities. By leveraging technologies like metal 3D printing, RIA-JMTC can produce essential components on demand. Right now, they are working on a job in support of Aviation and Missile Command that would print gauge sets for the T700 engine. In addition to their current capabilities, RIA-JMTC is on track to become AS9100-certified by June 2025. Achieving that worldwide accreditation will not only increase the site's normal production quality but also allow them to work on aerospace technology.

Closer to the tactical edge, our Soldiers are experimenting with printing small parts to assist combat missions and training. The data they are collecting will help us make more informed decisions about supply, reduce costs of repair parts, and provide quicker delivery to the warfighter.

Predictive Logistics

Tying these with predictive logistics and data analytics, the Army is revolutionizing its approach to battlefield support by establishing a seamless link between the foxhole and the factory. This strategy will enable military leaders to forecast requirements in real-time, pre-positioning essential equipment, repair parts and personnel to stay ahead of emerging needs.

As a former OIB commander, I can't emphasize enough the criticality of our OIB artisans. Right now, our depots, arsenals and ammunition plants are highly engaged, not only operating their facilities at surge capacity but projecting their skilled experts into the field in support of our Soldiers, allies and partners. These capabilities are crucial to the Army, and we must ensure a modern, ready and resilient OIB today and into the future.

This We'll Defend!

LTG Christopher Mohan is the deputy commanding general and acting commander of U.S. Army Materiel Command headquartered at Redstone Arsenal, AL.

AMCOM's Role in Delivering Ready Combat Formations

By MG Lori Robinson

Over the last few months, I have had the opportunity to engage with numerous organizations who support the aviation enterprise.

These external engagements with industry, engineers, researchers, supply chain specialists and airworthiness experts, coupled with feedback from within the great AMCOM team, helped shape our focus areas to support the Army mission to deliver ready aviation combat formations. These critical mission areas are Data Analytics, Process Transformation, Advanced Manufacturing, Regional Sustainment/Depot Field Teams, Organic Industrial Base Modernization, Transformation Integration, Maintenance Support & Competencies, Leader & Workforce Development, Supply Availability and the Airworthiness/Safety/Materiel Release processes. A few critical mission areas at the forefront of my mind are Data Analytics, Advanced Manufacturing and Depot Field Teams.

Data Analytics and Advanced Manufacturing

Vast amounts of historical data exist in Army Aviation. Army Aviation has been collecting maintenance data since the 1970s using various systems such as Unit Level Logistics System-Aviation (Enhanced), Aircraft Notebook and Maintenance Consolidated Database System. Each system contains separate aircraft maintenance data with varying dates of use. With the use of varied systems, collection methods and storage capabilities over the years, these disparate data sets must be consolidated. This consolidation provides a full history of our maintenance practices, aircraft and component reliability, and offers insights into future advancements and procedural changes. There is no shortage of capability within the realm of data analytics.

However, the quality of inputted data has been a key impediment. With the recent advances in machine learning models, we are now able to effectively and efficiently cleanse this data. That data is critical in supporting maintenance focused data analytics tools to increase our On Condition Sustainment Maintenance (OCSM) procedures. By analyzing the factors that contributed to the longevity and reliability of high-hour, low-maintenance aircraft that have proven to be workhorses in the fleet, we can make informed decisions on future investments to maximize returns.

My visit to The National Institute of Aviation Research proved to be an eye-opening experience in the world of possibilities with advanced manufacturing. NIAR's team executes work across the Department of Defense and specializes in digital twins, aviation composites and aviation advanced manufacturing. They completed our UH-60 structural digital twin and are currently about 35% complete on the AH-64 digital twin. We now need to use these digital files as a means to progress our own advanced manufacturing program and develop better training platforms for our maintainers. AMCOM is also partnered with the Army's Joint Manufacturing and Technology Center at Rock Island Arsenal, U.S. Army Combat Capabilities Development Command /Aviation and Missile Center, sister services and industry partners as we explore and develop the way forward. As we look toward the future of vertical lift, the Future Long Range Assault Aircraft will be designed, manufactured and sensored with this digital backbone and ecosystem from the start. The digital ecosystem will allow maintenance leaders more predictability when assigning aircraft for mission sets and daily maintenance management.

Depot Field Teams

Corpus Christi Army Depot employs highly skilled artisans that provide core depot level procedures within our tactical formations. They can be mobilized for support at unit locations, easing the need for an expensive and timely movement of assets back to Corpus Christi. Recently, CCAD completed multiple depot level repairs onsite, mitigating readiness impacts to the enterprise. The ability to quickly repair assets ensures our tactical formations can not only train but fully support the multitude of growing daily mission requirements. This critical capability offers the Army Aviation Enterprise a unique advantage as we continue to leverage our aviation fleet in support of Army priorities.

Additionally, these artisans are at the forefront of new technologies. CCAD recently incorporated blue light scanning techniques that assists artisans in parts manufacture at the depot. This process reduces the lengthy form, fit and function testing, particularly for OCONUS aircraft. These blue light scanning kits are mobile and can accompany our depot field teams wherever they go to pass data back to the depot. The utilization of these new techniques permits smaller teams forward which leaves the bulk of our artisans at home station to perform core depot operations.

I look forward to threading data analytics and advanced manufacturing capabilities into our Army aviation sustainment framework. I challenge the entire enterprise to input clean and complete data into our current systems of record to advance current capabilities and provide the foundation for future applications.

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

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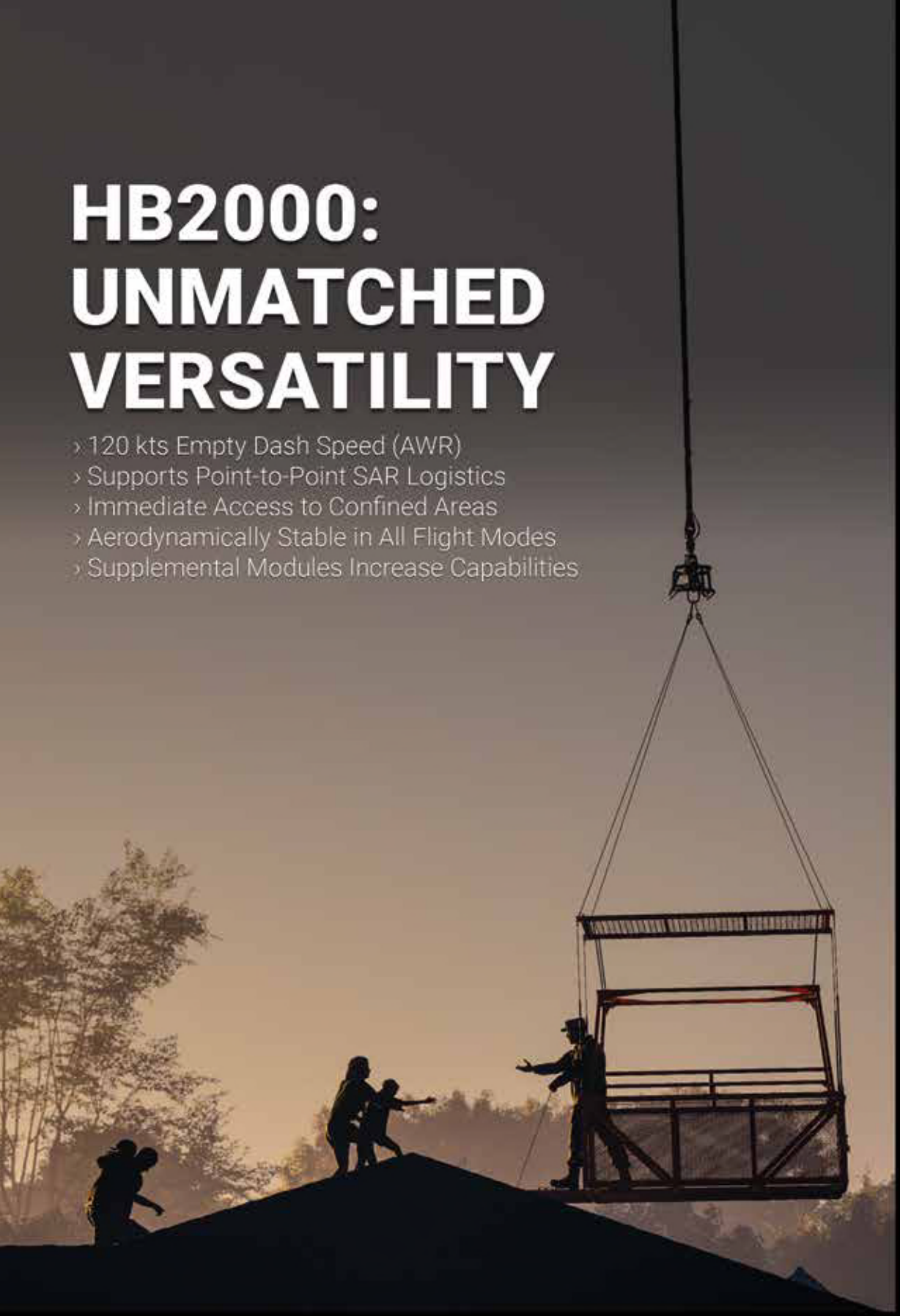

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The Backbone of Army Aviation:

The Importance of Aviation Maintenance Support and Competencies

By CW5 Paul McNeill

U.S. ARMY PHOTO BY SGT CHERYL MADDLEY

As the Army's aviation branch continues to evolve and play an increasingly critical role in modern warfare, the importance of effective aviation maintenance support cannot be overstated.

U.S. Army Task Force Aviation Soldiers assigned to Regional Command East of the NATO-led Kosovo Force mission, also known as KFOR, perform repairs on a UH-60M Black Hawk helicopter at Camp Bondsteel, Kosovo, Jan. 15, 2025.

The men and women who keep our aircraft airworthy, our equipment functioning and our systems operational are the unsung heroes of Army Aviation. In this article, we will explore the vital role that aviation maintenance support plays in ensuring the readiness and effectiveness of our aviation assets, and highlight the key competencies required to excel in this critical field.

The Foundation of Readiness

Aviation maintenance support is the foundation upon which all Army Aviation operations are built. Without a robust and reliable maintenance infrastructure, our aircraft would be unable to take to the skies, and our ability to conduct combat operations, provide medical evacuation support and transport troops and equipment would be severely compromised. Effective maintenance support ensures that our aircraft are airworthy, our equipment is functioning properly and our systems are operational and integrated.

The consequences of inadequate maintenance support can be severe. Aircraft downtime, equipment failures and system malfunctions can all have a significant impact on mission effective-

ness and can put the lives of our aviators and soldiers at risk. Furthermore, the financial costs of poor maintenance support can be substantial, with the potential for costly repairs, replacements, and downtime.

Key Competencies for Aviation Maintenance Support

So, what are the key competencies required to excel in aviation maintenance support? First and foremost, technical expertise is essential. Our maintenance personnel must possess a deep understanding of aircraft systems, components, and equipment, as well as the ability to troubleshoot and repair complex problems. This requires a strong foundation in technical skills, including electronics, mechanics and avionics.

In addition to technical expertise, effective communication and teamwork skills are critical. Maintenance personnel must be able to work collaboratively with other stakeholders, including aircrews, logistics personnel and other maintenance teams, to ensure that maintenance activities are coordinated and effective. This requires strong interpersonal and communication skills, including the ability to articulate complex technical information in a clear and concise manner.

Problem-solving and analytical skills are also essential for aviation maintenance support. Our maintenance personnel must be able to analyze complex problems, identify root causes and develop effective solutions. This requires a strong foundation in critical thinking and problem-solving, as well as the ability to think creatively and outside the box.

Finally, adaptability and flexibility are critical competencies for aviation maintenance support. Our maintenance personnel must be able to adapt to changing circumstances, including shifting operational priorities, unexpected equipment failures and evolving maintenance requirements. This requires a strong ability to think on one's feet, prioritize tasks and adjust to new and unexpected challenges.

Investing in Our Maintenance Personnel

So, how can we ensure that our maintenance personnel possess the competencies required to excel in aviation maintenance support? The answer lies in investing in their training and development. The Army must provide our maintenance personnel with access to high-quality training programs, including technical schools, on-the-job training and professional development opportunities.

Additionally, we must recognize and reward excellence in maintenance support. This can be achieved through awards and recognition programs, as well as opportunities for advancement and professional growth. By investing in our maintenance personnel and recognizing their contributions, we can ensure that they have the skills, knowledge and motivation required to excel in this critical field.

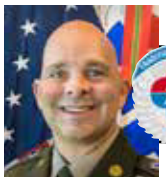
Conclusion

In conclusion, aviation maintenance support is the backbone of Army Aviation, providing the foundation upon which all our operations are built. Effective maintenance support requires a range of key competencies, including technical expertise, communication and teamwork skills, problem-solving and analytical skills and adaptability and flexibility. By investing in our maintenance personnel and recognizing their contributions, we can ensure that they possess the skills and knowledge required to excel in this critical field.

As we look to the future, the importance of aviation maintenance support will only continue to grow. With the increasing complexity of our aircraft and equipment, and the evolving nature of modern warfare, our maintenance personnel will play an increasingly critical role in ensuring the readiness and effectiveness of our aviation assets. By prioritizing aviation maintenance support and investing in our maintenance personnel, we can ensure that Army Aviation remains a dominant force on the battlefield, and that our aviators and soldiers have the support they need to succeed in their missions.

This We'll Defend!

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



Fostering Readiness and Empowerment Among Aviation Maintainers

By CSM Christopher T. Doss

U.S. ARMY PHOTO BY SSG HECTOR TINOCO

U.S. Army aircrews assigned to 2nd Battalion, 10th Combat Aviation Brigade, Task Force Shikra, stand by their UH-60 Black Hawk helicopter on a flight line after arriving for the Desert Talon exercise in the U.S. Central Command's area of responsibility, Dec. 14, 2024.

The Army of 2030 demands a force that is agile, adaptable, and ready to fight and win across diverse, and sometimes multiple operational environments. As aviation maintainers, our role is not merely vital – it is indispensable.

Success on future battlefields hinges on the readiness of our formations and the empowerment of our Soldiers; these two principles form a foundation upon which we build operational excellence and ready combat formations.

Readiness: More Than a Checklist

Readiness is more than ensuring aircraft are flight-worthy; it is about creating an environment where every maintainer understands how their work contributes to the bigger picture. Prioritizing training that enhances technical skills and knowledge, as well as cross-training and professional development, is crucial. By doing so, we can build a culture of safety and attention to detail and ensure that our team members have the skills and confidence they need to perform their jobs effectively.

In today's Army, readiness encompasses more than just technical proficiency. It also includes the ability to work effectively in a team, to communicate clearly and concisely, and to adapt to changing situations and priorities. Readiness is a shared responsibility that requires the active participation and engagement of every team member. By fostering a culture of readiness, we can build a team that is resilient, agile, and capable of overcoming any obstacle.

Aviation maintainers face unique challenges. The precision required to ensure aircraft safety and effectiveness demands unwavering attention to detail and mastery of technical skills. We must prioritize training that enhances these skills, while also leveraging advancements in technology such as predictive logistics and conditions-based maintenance. By integrating digital tools and data analytics into our processes, we can streamline operations, reduce downtime, maximize efficiency, and enhance combat readiness.

Empowerment: The Key to Leadership

Empowerment transforms good teams into great ones. It begins with trust – a foundation built through consistent actions, transparent communication, and an unwavering commitment to Soldier development. Giving team members the autonomy to make decisions and take calculated risks is essential. Clear guidance, constructive feedback, and opportunities for growth and development are vital to ensure Soldiers obtain the skills to independently perform and lead tasks and lead others.

Empowered maintainers are problem-solvers. They identify challenges, propose solutions, and execute with confidence. Leaders play a crucial role in fostering this mindset by providing the resources, guidance and support team members need to succeed. Delegating responsibility appropriately and allowing team members to learn from both success and failure in a controlled environment is critical and helps when

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.

AAM FILE PHOTO

Rodney J.T. Yano Noncommissioned Officer of the Year, 2022

Sponsored by Lockheed Martin Corp.

SGT Dmytro Aleksandrenko

Company A, 3rd Battalion, Combat Aviation Brigade, 1st Infantry Division
Fort Riley, Kansas

SGT Aleksandrenko redeployed from Europe in late December 2021 and volunteered to assume duties outside of his MOS (15T) when the 1st Infantry Division on short notice requested Soldiers fluent in Ukrainian. Within one week, he deployed to Poland and began his new duties as a translator and instructor for Ukrainian Forces. He translated for the employment, maintenance, and supply chain of newly provided equipment to Ukrainian Forces to repel the Russian invasion. He taught classes to three air defense artillery brigades, seven field artillery brigades, one armor brigade, four mechanized infantry brigades, two sustainment brigades, and the Zhytomyr Military Institute. Not being familiar with the equipment as a UH-60M Crew Chief, he utilized his spare time to read technical manuals, field manuals, and training circulars to best teach Ukrainian Forces to employ the following equipment: M142 HIMARS, M1089 Wrecker, PUMA and Switch Blade UAS, M113 APC, M109 Howitzer, M777 Howitzer, and FIM-92 Stinger. He also translated for targeting groups and combat life-savers courses and conducted maintenance and troubleshooting through video calls 24/7. During his time on the border of Poland and Ukraine, SGT Aleksandrenko made a tremendous impact on the combat readiness of over 1,500 Ukrainian Soldiers identifying him as the 2022 Rodney T. Yano Noncommissioned Officer of the Year.

confronted in a real-world situation. In aviation maintenance, empowerment also means embracing innovation. The integration of unmanned aerial systems, augmented reality for training, and advanced diagnostic tools provides maintainers with cutting-edge capabilities. Advocating for these resources and ensuring that team members are trained and confident in their use is essential. This builds a culture of continuous learning and adaptability.

Bridging Readiness and Empowerment

Readiness and empowerment are not mutually exclusive; they reinforce each other. A ready maintainer is one who feels empowered, and an empowered maintainer contributes to overall readiness. By aligning our efforts to cultivate both qualities simultaneously, we can create a powerful synergy that drives success.

For example, readiness initiatives that focus on technical skills and knowledge can empower maintainers by giving them the confidence and competence they need to perform their jobs effectively. Training scenarios that simulate complex, real-world challenges can also empower maintainers by allowing them to practice decision-making under stress.

Leaders must model the behavior they expect from their team members. By holding themselves accountable to the highest standards, they demonstrate the discipline and professionalism necessary for success. Being present at the point of friction—whether it's on the hangar floor or during a field exercise – ensures that leaders remain connected to their teams, understand their needs, and provide timely support.

Conclusion

Our Army depends on the readiness and empowerment of its Soldiers. Aviation maintainers, with their unique blend of technical expertise and operational impact, are at the heart of this effort. By investing in their skills, fostering a culture of trust, and leveraging modern tools, we prepare our formations to meet the challenges of tomorrow. By prioritizing readiness and empowerment, we can build a team that is resilient, agile, and capable of winning on any battlefield.

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

ARNG Maintenance in 2024 – "Thank you, Sir – May I Have Another…" Evolution Through Challenge

By COL Aaron C. Schilleci and LTC Adam Kemp

Army National Guard (ARNG) Aviation units continue to demonstrate impressive resilience and operational excellence despite ongoing maintenance, budgetary, and equipment challenges.

U.S. ARMY NATIONAL GUARD PHOTO

Members of the 2-135th General Support Aviation Battalion de-icing a UH-60 in Afghanistan.

In 2024, ARNG Aviation units surpassed their projected flight hour goals by maintaining a 13% higher-than-expected execution rate, totaling over 207,000 flight hours. This achievement underscores the Guard's ability to deliver, even in the face of complex obstacles, including aging fleets and limited modernization funding. Despite facing multiple challenges – such as the aging UH-72A and UH-60L helicopters, a critical need for new Composite Main Rotor Blades (CMRB) for Apache helicopters, and reduced depot-level maintenance budgets – National Guard Aviation units continue to fulfill vital missions. From complex domestic operations like country wide wildfire fighting and disaster response to deployments in Kosovo and support on the Southwest border, the Guard has consistently answered the call, adapting to the evolving nature of its responsibilities.

For decades, the National Guard has proven its adaptability, using the equipment at hand to respond to both domestic and overseas missions. However, with the average age of the UH-60 Black Hawk fleet now 34 years old and the availability of critical spare parts diminishing for the bulk of the Utility Helicopter fleet, the ability to sustain and repair these aircraft has become increasingly vital. The ARNG operates 107 Army Aviation Support Facilities (AASFs) across all 54 states and territories, offering both field and sustainment-level maintenance. Additionally, the ARNG relies on regional Aviation Support Centers (AVCRADs) to maintain fleet readiness.

Future funding reductions threaten to further complicate the Guard's maintenance efforts. The FY26-30 budget plans for a 100% cut to component repair funding for the AVCRADs, as well as a 26% reduction in Depot Contract Support, amounting to a loss of $12.1 million in FY26 and $40.6 million in the years following. These cuts will severely limit the Guard's ability to maintain older aircraft, particularly the UH-60L Black Hawk, which has exceeded its expected service life, with some aircraft reaching over 17,500 flight hours – more than double the benchmark.

To help mitigate these challenges, the National Guard and Reserve Equipment Appropriations (NGREA) fund plays a critical role in supplying essential equipment and tools for missions, such as disaster response and homeland security. Over the past five years, the ARNG has allocated more than $250 million from the NGREA fund to support Aviation modernization and ensure continued mission success. This funding, managed by the ARNG Aviation Maintenance Branch, is crucial for acquiring dual-use mission equipment and maintaining operational readiness.

Despite falling behind active-duty counterparts in terms of new procurement and modernization investments, the National Guard's Aviation teams remain steadfast in their commitment to maintaining readiness. With reduced funding, personnel shortages, and an aging fleet, the Guard continues to prove its determination by doing more with less. This paradox—where the Guard's strength lies in its ability to perform under resource constraints while the same constraints serve as a vulnerability—remains both a challenge and a hallmark of its enduring success.

In the face of these persistent challenges, the National Guard's Aviation units remain "Always Ready, Always There," responding to the Nation's needs with determination and resourcefulness. However, without necessary investments and support, this model of success may face greater strains in the years ahead.

COL Aaron C. Schilleci is the division chief and LTC Adam Kemp, the chief of the Aviation Maintenance Branch, ARNG Aviation and Safety Division, Arlington, VA.

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Training Aids, Devices, Simulators, and Simulations Management

By SSG Audley H. Rumble

The 128th AB has, and will always, take the lead with providing the Army with the best aviation maintainers.

The 128th Aviation Brigade (AB) generates disciplined, physically fit, technically proficient Aviation Maintenance Soldiers and Leaders who embody the Army Values and embrace the Army as a profession, contributing to the combat readiness of the Army, its allies, and other services as a member of the Aviation Center of Excellence (AVCOE) team.

U.S. ARMY PHOTO BY SGT MARCELLUS COLE

Co. A, 1-222nd Avn. Regt. AH-64 AIT Student diagnosing faults with TADDS trainer

The Impact of Current and Emerging Technologies

With current and emerging technologies in aviation, the 128th AB is currently assessing ways to enhance training to meet the needs of the operational environment. Programs of instruction (POI) are taught and delivered on current airframe platforms and supplemented with training devices to meet specific training needs. Along with physical aircraft and aircraft components, the 128th AB utilizes various modalities to increase the effectiveness of training. Some of these methods include Training Aids, Devices, Simulators, and Simulations (TADSS). The 128th AB uses TADSS to provide trainees with hands-on training, which is crucial to increase exposure and build proficiency in accomplishing maintenance tasks.

Training Aids, Devices, Simulators, and Simulations

TADSS are categorized as system and non-system. System TADSS are designed for use with a system, family of systems, or item of equipment, including subassemblies and components. Non-system TADSS are designed to support general military training and non-system specific training requirements. With the focus on the current and future operational environment, the 128th AB employs both types of TADSS to teach and train trainees. Additionally, TADSS devices offer elements of maintenance simplification and cost savings. These devices can typically be reused repeatedly for extended periods of time but still require routine maintenance, like an operational aircraft.

TADSS Accreditation

Currently there is not a standing process to accredit Aviation Maintenance TADSS devices. The overall TADSS program is at risk as hardware obsolescence continues to stress sustainment of devices that support approved programs of instruction (POIs). To address this gap, the enterprise is establishing working groups between the 128th AB, DOS, and DOTD to define the scope of accreditation requirements and establish an enduring program. Identifying areas of concern and solidifying TADSS Maintenance Contractor Logistics Support (CLS) is critical to any long-term solution. The strong partnership between the AVCOE TADSS Management Office and Department of the Army – Aviation (DAMO-AV) is a critical asset to this effort.

Strategic Planning

Moving forward, it is important that the acquisition of training systems to support new systems or equipment be assigned the same priority as the parent system or equipment. Training systems should be coordinated with the fielding of the parent system. Addressing identified maintenance and obsolescence issues will require creative and innovative solutions. Exploring the conversion of operational aircraft into trainers, utilizing projected funding to upgrade existing devices, and augmenting with virtual reality are all viable options to meet internal accreditation requirements. Regardless of the selected solution, highlighting the need to plan for the upkeep and modernization of our training devices is imperative in a time and resource constrained environment.

Born Under Fire!

SSG Audley H. Rumble is a system developer for New System Integration Branch – Eustis, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

Vortex Ring State: Part 2 – Recovery

By Dr. Thomas L. Thompson

As we explained in last month's article (Part 1), vortex ring state (VRS) is characterized by a sudden loss of rotor thrust and increase in power required at relatively high descent rates in hover and low-speed flight.

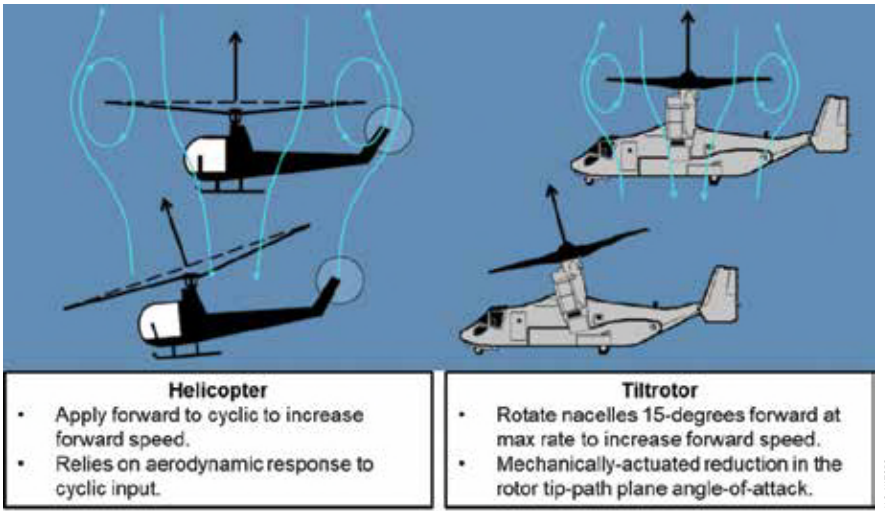

Figure 1. Comparison of helicopter and tiltrotor VRS recovery procedures.

VRS has been a leading or contributing factor in several military and civil rotorcraft accidents, typically when pilots were flying a steep approach or maneuvering aggressively near the ground. Part 1 discussed the aerodynamics of vortex ring state, the combinations of airspeed and descent rate for which it occurs, and how it affects a pilot's ability to control a rotorcraft. This article (Part 2) presents three different procedures – two for helicopters and one for tiltrotors – that have proven effective in recovering from VRS.

The most established procedure to recover a helicopter from VRS is to reduce collective pitch and apply forward cyclic to increase airspeed, which sweeps the vortex rings downstream and away from the rotor plane. As a result, the rotor inflow decreases, and the thrust of the rotor increases. The initial reduction in collective, although counterintuitive, reduces the strength of the vortex rings and increases cyclic pitch control power. The recovery is usually complete within a few seconds (there is a small delay in response of the aircraft to cyclic pitch), although some loss of altitude (100-200 feet) occurs.

Many pilots report that a relatively new procedure, developed by Claude Vuichard, a Swiss helicopter pilot and Aviation safety expert, allows a pilot to recover an aircraft from VRS more quickly and with less loss of altitude. For this procedure, collective pitch is increased (to climb power), pedal is applied to maintain aircraft heading, and lateral cyclic is input in the direction of tail rotor thrust (to the right for counterclockwise main rotor rotation) to produce a shallow bank angle (10-20 degrees). The aircraft translates laterally as a result of the lateral cyclic and pedal inputs, moving it away from the vortex rings and into undisturbed air (a similar approach has proven effective in recovering tandem helicopters from VRS). Altitude loss with the Vuichard recovery procedure is 20-50 feet.

Following a tragic V-22 VRS accident in Marana, AZ in April 2000, the US Marine Corps initiated a series of flight tests at Patuxent River, MD to better understand VRS flight characteristics and to develop and demonstrate optimal VRS recovery techniques. The three-year test program consisted of 114 total flight hours in steady and maneuvering flight at low airspeeds and high rates of descent. The testing identified those combinations of airspeed and descent velocity that define the V-22 VRS boundary. Test results showed that when normalized by the hover induced velocity, the non-dimensional VRS boundaries for the V-22 are very similar to the normalized boundaries of a conventional helicopter. Further, steady-state flight conditions, where VRS was allowed to fully develop, were shown to be more critical for determining flight envelope restrictions than dynamic maneuvers, where changes in aircraft state (airspeed, attitudes, and rates) tended to delay or mitigate the effects of VRS.

The V-22 flight tests also demonstrated a very effective procedure to recover a tiltrotor aircraft from VRS. Recoveries from numerous VRS "roll-off" conditions (when the thrust asymmetry between the two rotors exceeds aircraft roll control authority) were demonstrated, in both steady and maneuvering flight, by rotating the nacelles 15 degrees forward at the maximum rate of about 7.5 degrees per second. Recoveries were typically complete within a few seconds. Ron Kisor, one of the Bell Helicopter test engineers who supported the program, wrote in a 2004 Vertical Flight Society (VFS) technical paper that "nacelle rotation offers the tiltrotor an advantage over conventional helicopters in that it is an intuitive, mechanically actuated recovery device." Kisor also concluded that nacelle recoveries are "typically effective within 1-2 seconds of initiation." More details can be found in Kisor's 2004 VFS paper entitled "V-22 Low-Speed/High Rate of Descent (HROD) Test Results."

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

Excessive Sweating (Hyperhidrosis)

By LTC Sonya H. Heidt, M.D., MPH, FS

Q: I sweat excessively daily. I constantly carry a towel with me to try to wipe it away, but I'd like to know what options I can try to stop sweating.

FS: The medical diagnosis for chronic excessive sweating due to overactive sweat glands is hyperhidrosis. The most affected areas are hands, feet, underarms, face, and/or chest. It can cause medical and psychological effects, including social isolation, anxiety, or skin breakdown.

The two categories of hyperhidrosis are primary and secondary. Primary hyperhidrosis is commonly due to genetics (i.e., likely affects others in your family). Your nervous system is producing increased signals to your sweat glands as compared to someone without hyperhidrosis. Secondary hyperhidrosis is due to a medical condition or certain medications. Hot flashes during menopause, an overactive thyroid gland, infections, and some types of cancer can cause new onset generalized sweating. Medications used to treat diabetes, hormonal imbalances, depression, and pain can also induce body-wide sweating.

Set up an appointment with your primary care medical team for a thorough medical evaluation. They may order labs to check blood sugar (glucose) and your thyroid hormones. Ensure you tell your medical team your medication history including over-the-counter medications and supplements. Let them know when the sweating began, where it occurs on the body, continuous or occasional symptoms, and which factors improve or worsen your symptoms.

There are several treatment options. For secondary hyperhidrosis, your medical team will treat the underlying condition or simply adjust your prescribed medications which may be causing excessive sweating. For primary hyperhidrosis, wear clothes with natural fiber materials to allow skin to breathe. However, if you are exercising, choose clothing with moisture-wicking fabrics. Keep your feet dry with frequent sock changes, up to two or three times a day.

Medications applied to the skin such as prescription antiperspirants (e.g., aluminum chloride), creams (e.g., glycopyrrolate), and wipes (e.g., glycopyrronium) as well as botulinum toxin injections and iontophoresis are typically approved for use while on flight status after a temporary grounding period.Anticipate downtime from flight duties when you first start any treatments to observe for side effects. The prescription-strength antiperspirants temporarily block sweat pores while the prescription-strength medication wipes target the nerves to decrease sweat production. These treatments may take a few applications before you notice significant changes. Botulinum toxin injections are where a small amount of toxin is used to target the sweat gland nerve.

You can also use oral medications to ameliorate the sweating. Some options including anticholinergics (e.g., glycopyrrolate), which block the nerves to the sweat gland, are more effective than the topical medications listed above, but they are typically incompatible with aircrew requirements due to side effects. Other medications work by reducing anxiety, which in turn will decrease the sweating, such as beta-blockers (e.g., propranolol) and selective serotonin reuptake inhibitors (e.g., citalopram). These medications require a longer grounding period due to side effects that may impair the safety of flight.

Iontophoresis is used to treat hyperhidrosis symptoms primarily in the hands and feet. You can purchase the machine with a prescription from your healthcare provider for home use. You soak your hands and/or feet in a pan with water with a mild electric current; the current blocks the nerves that innervate the sweat glands. Early in treatment, you will use it a few times a week. After seeing improvement, you can then decrease use to once weekly or monthly.

Surgically removing the sweat glands or a small section of spinal nerves might be a final option. This method is reserved for patients who tried multiple medications but had minimal to no improvement.

Proactively communicating with your aeromedical provider regarding your conditions and treatment plan is the best way to have realistic expectations for grounding periods.

Fly Safe!

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.

LTC (Dr.) Sonya H. Heidt, is a Flight Surgeon as well as an Aerospace and Occupational Medicine Specialist at the Department of Aviation Medicine, Fort Novosel, AL.

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Optimizing Army Aviation Sustainment to Deliver Ready Combat Formations – National Sustainment Investments Driving Theater Mission Outcomes

By Mr. Bennet "Ben" Moe

The U.S. Army's Aviation and Missile Command is actively optimizing our collective aviation sustainment capabilities in line with the Army's continuous transformation focus. AMCOM and the U.S. Army Materiel Command continue to push the envelope across available and emerging technologies, capabilities and process transformation to shape 21st century aviation sustainment. We will accomplish this through shaping of investments, driving maintenance and sustainment readiness across the fleet, and delivering sustainment innovation across Army modernization efforts. Furthermore, we are partnering across the sustainment enterprise to advance and leverage current and emerging digital and data technologies to achieve process transformation for the Army.

U.S. ARMY PHOTO BY DELLA ADAME

The Talon Soldiers of the Warhorse Battalion, 602nd Aviation Support Battalion from Korea, spent a week at Corpus Christi Army Depot, honing mending skills by working alongside the OIB Artisans in structures, rotors, electrical and flight test.

Integrating Modernized Sustainment

AMCOM is forcefully engaged across all new and modernizing aviation systems and technologies with Soldier sustainment and force readiness at the forefront of our planning. Partnered with Future Vertical Lift Cross Functional Team, academia, industry and engineering specialists, we are not only driving optimized sustainment performance attributes to ensure our systems perform to mission requirements, but are also investing in cutting edge non-destructive test, augmented reality/virtual reality training and repair tools, and advanced on-site composite repair, while simultaneously building Army aviation's digital backbone. As a key player and trusted sustainment expert within the aviation enterprise, AMCOM is working to identify, vet and support proven sustainment technologies across our current and enduring fleets, where our combat power currently resides. The technology our enterprise is driving today will shape real time sustainment and operational decisions across the strategic, operational and tactical echelons, while empowering our sustainers to perform critical functions and tasks where they matter most – forward deployed.

Optimized Maintenance Support & Competencies

Today, AMCOM is supporting cutting edge development and insertion of critical sustainment tools and technologies. Leveraging the Army's investments in Future Long-Range Assault Aircraft for sustainment proofs of concept, we are assessing advanced composites repair technologies capable of advancing and automating our forward fleet sustainment capabilities, from preliminary inspection to repair review. Simultaneously, we are supporting the expansion of virtual reality-based composite training to maximize Soldier-level skills and tasks to improve our organic mainte-

nance capabilities. Additionally, we are committed to developing and rolling out effective data applications, delivering the power of digital engineering data into the hands of our units and maintainers. We will remain in a continuous evolution in how we interact with and use living 3D models and maintenance manuals, leading to interactive videos of maintenance procedures in a mobile format. Our collective aviation enterprise will never cease to improve the mobilization capability to diagnose and repair into the hands of our maintainers. Furthermore, AMCOM continues to assess virtualization and interactive technologies to digitize safety and maintenance messages, working to ensure an accessible, effective and holistic approach to digitized global fleet sustainment maintenance.

Organic Industrial Base Modernization

Aviation's investments in operational readiness are underpinned by the continued investment in the aviation organic industrial base (OIB). Over the last 20 years, Army Aviation's Corpus Christi Army Depot has overhauled over 1,200 aircraft and nearly 460,000 components (engines, blades, gearboxes), providing every aviation unit and theater with critical combat capabilities. CCAD's capabilities not only sustain the fleet, but are a focal point for Army modernization efforts, where aircraft are routinely upgraded on the line with the latest in components and technologies for the current and future fights. Depot artisans not only provide sustainer training for our operational units, but rapidly project repair capabilities to all theaters to return aircraft to service. CCAD is also a testing ground for new sustainment processes and technologies, the best of which are delivered for use on site by Logistics Readiness Centers-Aviation and to our organic maintainers. Depot facilities and technologies are rapidly adapting, with multi-functional, multipurpose investments over the current and emerging budget years to maintain relevance to all platform and fleet decisions. CCAD is a capability, not a location, and our sustainment expertise will remain side by side with our force across all theaters.

Building Regional Sustainment Capabilities

AMCOM is working to build comprehensive sustainment breadth and depth across priority theaters in partnership with allies and industry. Leveraging opportunities stemming from allies and partners utilizing common fleets and technologies now affords the Army the option to perform sustainment functions in theater, reducing readiness losses to time and distance. Regional sustainment frameworks will allow us to achieve additional, dispersed and theater-based sustainment options, creating additional dilemmas for our adversaries. Regional sustainment, initially utilized in select cases (e.g., engine repair) will likely leverage and be augmented by multiple AMCOM capabilities in the event of a future large scale combat operation scenario – Logistics Assistance Representatives, Depot Field Teams, AMCOM Field Maintenance Directorate resources and potentially National Guard Theater Aviation Support Maintenance Group assets.

Leveraging Sustainment Data Analytics

Army senior leader guidance is clear; we must become more data centric to achieve success in contested environments. Within AMC, data is now recognized as our most valuable commodity, a fact we see playing out across the aviation community. Both existing and emerging data analytics and artificial intelligence/machine learning capabilities are increasing our visibility from the tactical to the strategic level like we've never experienced before. In real time, we are building common operating pictures, tying in supply chain visibility and operational variables, to make strategic, operational and tactical decisions across global theaters. Operational lessons learned in the United States European Command area of operations have cemented the enduring value of bringing together global technical experts through integrated data analytics to shape sustainment in contact – the Soldier, engineer, logistician, academia and industry.

Process Transformation

AMCOM is currently partnered with FVL CFT and Wichita State University's National Institute of Aviation Research to build out the future digital backbone and ecosystem of Army aviation. Through investments in data 3D modeling, simulation and commercial data standards, we will enable the tactical force's ability to make critical mission decisions while driving the national sustainment base to continuously experiment and evolve to outpace challenges and threats. These fundamental technologies will not only serve our signature modernization efforts but will be directed across our enduring fleets as they continue to modernize and support the Army for decades.

Harnessing data analytics also underpins our efforts to enable balanced, safe and effective advanced manufacturing across our fleets. AMCOM is currently partnered across Headquarters-Department of the Army, AMC, Program Executive Office-Aviation, U.S. Army Combat Capabilities Development Command, academia and industry to develop policy and process transformation to enable advanced manufacturing. From common data schemes to policies that keep Soldier safety at the forefront, AMCOM is committed to harnessing technology to deliver readiness globally. Providing supply availability and a supply posture at each unit and across global theaters requires that we leverage both traditional and emerging sources of production.

AMCOM remains keenly aware of the need to achieve balanced process transformation. As the Army's airworthiness authority, we are working with our partners to support the fielding of Transformation in Contact systems, while maintaining equally weighted scales between Soldier safety and Army capabilities. We continue to partner with our engineering community to speed the acquisition and insertion of capabilities, while ensuring what you receive will always remain safe, suitable, supportable and ready for every challenge.

As the Army's trusted sustainment expert, AMCOM remains committed to driving multiple sustainment investments and capabilities for near and mid-term. No portion of our mission set remains static for our supported forces. AMCOM can be counted upon as your sustainment partner to innovate and deliver the capabilities you need, be at your side wherever you are called, and sustain you through the fight.

Mr. Bennett (Ben) Moe is a senior strategic planner in the US Army Aviation and Missile Command G-3/5, G-3S (Strategy and Systems Integration) Division at Redstone Arsenal, AL.

AMCOM Field Maintenance Directorate – Delivering Readiness

By LTC Matthew R. Upright

Delivering Ready Combat Formations – this is part of the United States Army Aviation and Missile Command's far reaching mission statement. AMCOM executes this promise to the joint warfighter by prioritizing critical areas that enable delivery of sustainment and material readiness to Army aviation formations and the supported combatant commanders. The AMCOM Logistics Center (ALC) is AMCOM's major subordinate logistics execution arm and provides integrated logistics support to develop, modernize, field and sustain the current and future Aviation Fleet.

One of ALC's core competencies is field maintenance; arguably ALC's most visible daily touch point that directly enables unit and equipment readiness. ALC's AMCOM Field Maintenance Directorate (AFMD) manages the Logistics Readiness Centers-Aviation (LRC-A) that support combat aviation brigades, separate battalions and units, CONUS and OCONUS. The LRC-A's primary responsibility is to oversee the world-wide aviation field maintenance contract. AFMD champions the soldier as the primary maintainer and prioritizes the hierarchy of pass-back maintenance, but when needed the contract workforce provides timely maintenance man-hours and skill sets to augment Soldier/maintainers in garrison, at the combat training centers, and when deployed as part of the joint force.

AMCOM works annual Program Objective Memorandum activities with Army Materiel Command and Headquarters Department of the Army Deputy Chief of Staff for Logistics to ensure annual sustainment funding for LRC-A base operations costs. Units use a portion of their training funding on direct contract labor hours when required. AMCOM's LRC-A base funding strategy ensures that units' limited training dollars are used more efficiently.

LRC-As are manned by a cadre of professional DA civilians who maintain continuous communication with supported unit personnel in addition to their responsibilities to provide contract management and administration oversight. There are nearly 20 LRC-A sites worldwide and AFMD also has a contract oversight team of DACs in Southwest Asia to support ongoing operations for deployed aviation formations in the CENTCOM AOR. The larger LRC-As contain state-of-the-art tools, fixtures and test equipment and have full paint and strip capability as well as Flexible Engine Diagnostic Stands. Cost avoidances realized by CABs for component repair was over $170 million for FY24, directly impacting units' Class IX budgets. The LRC-As are also authorized to perform limited sustainment depot-level repairs. The LRC-As provide supported organizations timely support and a fix-forward capability that enables higher readiness and availability rates.

U.S. ARMY PHOTO BY MITCH DIELK

A UH-60 undergoes MWO installation at the AFMD Logistics Readiness Center-Aviation at Fort Campbell, KY, 2022.

In FY24, AFMD performed over four million direct man-hours of quality aircraft maintenance support and conducted over 2,600 aircraft condition evaluations. Also, in FY-24, LRC-As performed 224 aircraft phases and more than 15 port operations with an excess of 300 aircraft transloaded. The LRC-As were also a critical contributor to the ongoing European Defense Initiative – supporting rotational CABs as well as the 12th Aviation Brigade. In total, more than 450,000 man-hours in maintenance and logistics assistance were executed by AFMD as substantial support at forward bases in Europe, helping provide the critical third dimension of combat power to the EUCOM commander.

The ALC AFMD provides real-time support to AMCOM's modernization integration critical mission area through qualified AFM contractors who install Program Executive Office Aviation approved and directed Modification Work Orders (MWO) for each of the respective platforms. From improvements to aircraft survivability to increases in performance, crew safety, airworthiness and more, AFMD serves as the central hub to execute the broad range of MWO installations.

AFMD is a vital team member in an enterprise effort to plan, coordinate and synchronize the complex series of events that facilitates aviation modernization while staying in step with the Regionally Aligned Readiness and Modernization Model (ReARMM). One of the goals of ReARMM is to seek predictability during unit training and modernization phases. HQDA G-3 chairs a biweekly fielding modernization and reset working group comprised of AFMD, PEO AVN, Army Commands, Army Service Component Commands, Direct Reporting Units, ARNG, the USAR and other organizations that collectively synthesize home station, training, combat training centers and deployment schedules with MWO kit validation, verification, availability and delivery status, contractor work teams, hangar space and a whole host of other variables to meet application timelines in pursuit of unit modernization and training predictability.

Following the model and in response to the working group output, AFMD plans, tracks and executes every PEO-AVN directed MWO by unit, by MDS and by tail number while providing continuous aircraft status to unit personnel. While aircraft are in for MWO applications, AFMD also ensures aircraft configuration status to standardize the fleet while also divesting legacy systems as required.

AFMD applies MWOs at Ft. Cavazos, Ft. Campbell and Hunter Army Airfield, each site completing roughly 50 aircraft per year. Additional road teams are also sent out to modify about 20 aircraft per year at home stations in both CONUS and OCONUS. Aircraft exiting modernization then enters into training and mission phases and will stay stable in their configuration for two years. Over the last five years AFMD has installed more than 1,200 MWOs and expended more than 200,000 man-hours annually in support of the Aviation PEO. The ARNG Theater Aviation Sustainment Groups have recently entered the MWO application enterprise for some ARNG aircraft, but at present AFMD LRC-As are the predominant organization enabling modernization integration.

AFMD is a part of a unified and committed ALC team that provides worldwide readiness support for aviation systems. AFMD and LRC-A DA professionals continue to work hand-in-hand with supported units to follow through on their obligation to deliver ready combat formations.

LTC Matthew R. Upright is the US Army Aviation and Missile Command Deputy Support Operations Division of the AMCOM Field Maintenance Directorate at Redstone Arsenal, AL.

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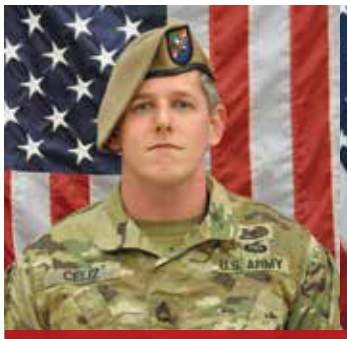
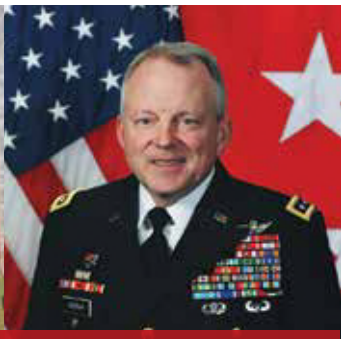


SFC Christopher A. Celiz,
Medal of Honor (Deceased)



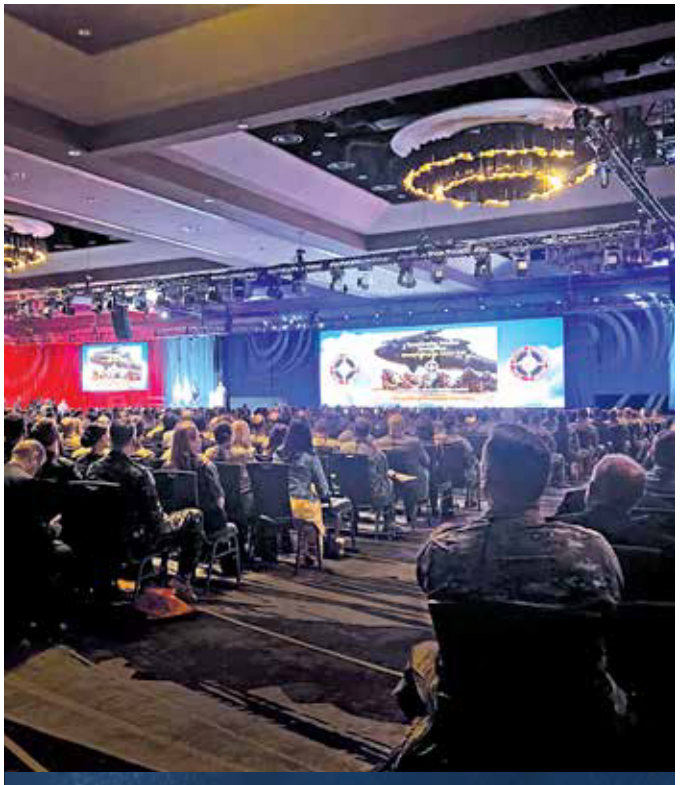
LTG Douglas M. Gabram,
U.S. Army Retired

MG Clayton M. Hutmacher,
U.S. Army Retired

BG Thomas J. and Judy Konitzer,
U.S. Army Retired

Hall of Fame Induction Banquet, May 15

National Awards



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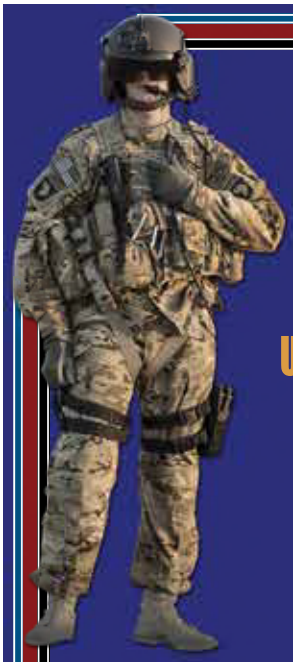

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MQ-1C ER Gray Eagle National Airspace and Overwater Flights

By CPT Said Eljadidi and Mr. Skylar Sanders

U.S. ARMY PHOTO BY CPT. JERMAINE THURSTON

The MQ-1C Extended Range (ER), colloquially known as the Gray Eagle, is an Unmanned Aircraft System (UAS) developed by General Atomics and currently used throughout the United States Army. The modularity of the Gray Eagle allows unit commanders to equip the aircraft with systems including communications intelligence (COMINT,) geospatial intelligence (GEOINT), electronics intelligence (ELINT), and kinetic strike capabilities via AGM-114R Hellfire. Depending on payload, the Gray Eagle advertises up to 40 hours of continuous support to ground force commanders at altitudes of up to 25,000 feet. One of the units employing this asset is the 224th Military Intelligence (MI) Battalion (BN) (Aerial Exploitation (AE)) out of Hunter Army Airfield, Georgia. Their Bravo Company operates 12 MQ-1 CER out of Wright Army Airfield in Fort Stewart, Georgia.

The 224th MI BN (AE) is an Aerial, Intelligence, Surveillance, and Reconnaissance (A-ISR) battalion that falls under the 116th Military Intelligence Brigade (Aerial Intelligence). The 224th MI BN (AE) has flown manned

U.S. ARMY PHOTO BY CW2 CHRISTOPHER GUZMAN

Above photo: Bravo Company Soldiers and contractors conduct preflight on the Gray Eagle.

Left Photo: A Mobile Ground Control Station (MGCS) and SPAWARE tower which allow Gray Eagle operations in field environments.

and unmanned A-ISR in CENTCOM, EUCOM, SOUTHCOM, and NORTHCOM. Gray Eagles and other types of UAS have difficulty operating in the Federal Aviation Administration (FAA) controlled airspace over the United States. For inland Army bases, such as Fort Stewart, UAS aircrews have only operated in restricted areas. B/224th MI BN (AE) is changing the operating status quo with their ability to traverse the national air space through specifically designed corridors to reach the Atlantic Ocean.

Background

Army UAS has historically taken off into restricted areas and subsequently shut down large swaths of airspace as they transitioned over land. This is because the FAA does not allow manned airplanes and helicopters to fly with UAS nearby (with a few exceptions). The FAA standard in most airspace is to separate manned aircraft by at least 1,000 feet vertically and/or five nautical miles laterally. However, UAS policy requires 25-50 nautical miles of separation, which necessitates closing swaths of airspace to other traffic.

In January of 2021, Bravo Company leaders began conversations with the local FAA office and appropriate military representatives to allow Gray Eagles from the restricted area over Fort Stewart to the airspace operated by Jacksonville Air Route Traffic Control Center (ARTCC). The goal was to have Soldiers fly over the Atlantic Ocean into warning areas owned by Navy Controllers and away from static routes. Not only would this be a first for the Army, but it would allow aircrews to train in instrument flight rules (IFR) procedures, real-world drug interdiction operations in conjunction with Joint Task Force North (JTF-N), and coastal defense/surveillance as the Army moves towards multi-domain operations.

Execution

In October 2024, Soldiers of B/224th MI BN (AE) conducted flight operations within the national airspace, validating the Certificate of Authorization (COA) from the FAA and the Air Worthiness Release (AWR) from the Systems Readiness Division (SRD). The flights covered 1,000 nautical miles between Army-controlled Restricted Area 3005 (R-3005) at Fort Stewart, Marine Corps-controlled R-3007 Townsend Bombing Range, and FAA-controlled Jacksonville Center airspace. Each flight was launched by a local element utilizing line-of-sight capabilities and handed off to a separate element utilizing satellite control on a frequency provided by JTF-N.

Each flight provided valuable feedback for future crew members and proposed modifications to current procedures. Flights progressed Southeast of Wright Army Airfield until reaching the Atlantic Ocean at 18,000 feet (FL180). Once overwater, operators followed standard GPS IFR-High waypoints while communicating with Jacksonville Center. Once abeam Jacksonville and 20 nautical miles of adjacent land, aircrews reversed course back to Fort Stewart, returned the aircraft to the Launch and Recovery Element (LRE), and landed to conduct post-flight operations.

These were the first IFR flights conducted locally at Fort Stewart by IFR-qualified UAS Operators from 224th MI BN (AE). Post-flight reviews highlighted training successes and failures during the lead-up and execution of each flight. The Standardization team and flight crew were invited to Jacksonville Center in Hilliard, FL, where the crew and the controllers de-briefed the flights and critiqued/identified shortfalls in training and execution. Tactics, techniques, and procedures were immediately reviewed and adjusted to better conform to air traffic control requirements.

During Bravo Company's monthly aviator academics, a full breakdown and audio review of the flights gave scope to non-participating crewmembers to prepare them for future flights. IFR flights will continue to be scheduled three times a week, enabling crew members to gain consistent experience and proficiency in IFR procedures. Every UAS site within the Department of Defense (DoD) trains and evaluates aircrews within airspace immediately adjacent to the departure/recovery location. By pushing outside the restricted airspace, flight crews can flex skillsets that atrophy when limited to the confines of their home airfield. Although unmanned aircraft within national airspace is not a new venture for the DoD, the approved route for the 224th MI BN (AE) increases maneuverability and airway flexibility with minimal risk to civil Aviation as most of the flight is overwater. Several other DoD agencies have acknowledged the steps taken by the unit, which may be capitalized on pending further coordination between the DoD and FAA.

Future Operations

B/224th MI BN (AE)'s coordination and execution over the past three years have significantly affected the military intelligence community. The Army's UAS assets can fly from inland bases to the ocean and conduct missions within the DoD and state agencies. This also creates a precedent between ARTCCs that through-flight of national airspace is approvable and safe, providing more opportunities for operator IFR training.

The next step is to work with the Navy to approve the operation of Gray Eagles in warning areas. This will stretch the width of current overwater capabilities from 20 nautical miles to several hundred nautical miles. It will also enable the Gray Eagle to take off and land at different military bases hundreds of miles apart instead of the status quo of shipping the aircraft via commercial line haul or rail/sea/air.

Special thanks to MAJ Anna (Ania) Gardner and CPT Connor Smythe for their assistance with this article.

CPT Said Eljadidi is the Training and Exercises Officer at 224th MI BN (AE) and DAC Skylar Sanders is the UAS Operations Chief at Bravo Company, 224th MI BN (AE). Both are located at Hunter Army Airfield, GA.

From page 17, ARMY AVIATION Magazine, Westport, CT, June 30, 1973.

Missile, Missile, Missile!

A first-hand report of an SA-7 missile strike

By CPT Michael J. Brown

Edited by Mark Albertson

At the time of the strike, I was working on a mission in support of an ARVN Airborne Brigade in the vicinity of Tan Kai, on Highway 13, south of An Loc. Our Cobras were escorting a U.S. "slick" unit, which was tasked with extracting the ARVN Airborne Brigade for redeployment. To support this effort, we had a heavy fire team of three AH-1G Cobras, and I was the aircraft commander of "Chalk Three." My method of support was to put one ship low with the lift flight, and two ships high to provide overall area coverage. "Chalk Two" and "Chalk Three" were the high birds in the heavy fire team.

On my second gun run into the areas during which I attempted to provide suppressive fire, I broke to the right and made a pass from the southeast to the southwest, breaking right over Highway 13. I was in the process of rejoining Chalk Two at the high level and take up his wing position when I was struck by an SA-7 Strela missile. As far as I know, no one else had ever survived an SA-7 missile strike in a helicopter prior to our being hit.

I think the single most important thing that happened was that other personnel in the area – other aircraft in the area – were able to observe the missile being fired. When they saw it fired, they yelled, "Missile, missile, missile!" over the VHF radio.

After hearing the words, "Missile, missile, missile!" I looked over my left shoulder and saw the signature of the missile. I saw that it was heading for my aircraft and just as I saw it, it hit my aircraft. I was rolling off throttle and bottoming my collective pitch.

When the missile hit the aircraft the tail-boom was completely severed in the vicinity of the back battery compartment, which on the Cobra is directly below the exhaust stack. The aircraft jostled slightly as soon as it was hit, and it seemed to pitch up and down and from side to side. This was followed by my doing an autorotation which began to spin about its mast to the right and to pick up from its nose-low attitude.

AAPI FILE PHOTO

AAPI FILE PHOTO

CPT Brown's AH-1G Cobra

As the aircraft descended it spiraled, continuing to spin slowly about its mast. The speed of the spin about the mast was at about the same angular velocity about the mast one would experience during a normal rate pedal turn.

As soon as the SA-7 hit, I lost all radio communications. I still had intercom with my pilot in the front seat. Using the intercom, I instructed my pilot to attempt to empty his pair of weapons systems – to fire them out. He attempted to do so but was unable to do it. My control movements during the descent were very few.

I felt that the biggest problem I would have without the tail-boom

FALLEN HEROES

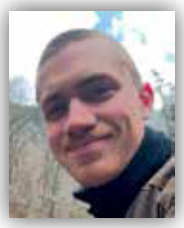
AAAA is saddened to announce the recent loss of three Aviation Soldiers.

CONUS

The Department of Defense announced three U.S. Soldiers were killed while on a night training mission in the Washington, DC area. The Soldiers died January 29, 2025 when their UH-60 Black Hawk helicopter collided inflight with an American Airlines regional jet over the Potomac river, south of Ronald Reagan Washington National Airport in Crystal City, VA.

CPT Lobach

CW2 Eaves



SSG O'Hara

Soldiers killed were:
Captain Rebecca M. Lobach, 28, from Durham, NC;
Chief Warrant Officer 2 Andrew Loyd Eaves, 39, from Great Mills, MD; and
Staff Sergeant Ryan Austin O'Hara, 28, from Lilburn, GA

All were assigned to Company B, 12th Aviation Battalion, The Army Aviation Brigade stationed at Davison Army Airfield, Fort Belvoir, VA.

The accident is presently under investigation.

May they rest in peace.

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

was the center of gravity. I tried to experiment with the cyclic enroute to the ground, trying slight right and left cyclic movements which did little for me. I believe that anyone who has the same misfortune… should attempt to pull complete aft cyclic only, and his only concern would be center of gravity.

As far as collective movement is concerned, I bottomed the pitch and left it that way. I made no attempt to control RPM, nor did I make any attempt whatsoever to select a forced landing area. There was no way that I could have controlled the aircraft to bring it to a forced landing area. The only control movement I made cyclic-wise was to pull aft cyclic and to hold it there, and to bottom my collective pitch and to hold it there. At about 30 feet above the trees, I pulled pitch, and I pulled it at about the same rate that I would have in a normal rotation, except that I pulled every bit of pitch that I had.

At this point, the aircraft began a violent spin, although I can't remember if the spin was to the right or to the left. I do know that the spin was violent (in the last 30 feet) and that it was stopped by our landing in the trees. The trees helped in two ways: First, they stopped the spin of the aircraft, and second, they assisted in cushioning the fall.

Upon impact, there was no fire. The engine continued to run [after the crash]. I had rolled off the throttle to the "Flight Idle" position initially. I did not make any further attempts to shut the engine down. If I had to do it over again, I probably would do that, and I would have had time to do so.

[On crashing,] my concerns were fire and my ordnance exploding. Fortunately, our impact was soft enough that the fuel cells did not break and therefore, fire was not a factor as it had been in other cases where people had been brought down as a result of an SA-7 strike.

Suffice it is to say that I landed in a bunker complex. My co-pilot and I made attempts to conceal ourselves until friendly aircraft arrived over the area. My emergency radio would not operate. So, we moved into a clear area and waved until we were spotted by friendly aircraft. Again, we concealed ourselves to await pick up.

As far as feelings go, I think the psychology is as important as anything else as to how you survive this experience. There was no question in my mind – in having been in an SA-7 missile environment for some two months – that I was dead on the way down. However, I never gave up. I feel that the important thing is that to have some chance, you continue to fly the aircraft and use every available control you have – for every control you have is an asset.

I hope by putting my thoughts on tape, [and eventually in print] and in a place where others operating in the same environment can have access to them, that some bit of information that I've conveyed will save someone's life.

CPT Michael J. Brown, 121st Aviation Company, Ft. Benning, GA, June 1973.

Make a Decision!

By Bruce Girvan – Gambler 83

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

When I arrived in Country in February 1970, I was assigned to B company, 4th Aviation Battalion, 4th Infantry Division – The "Gambler Guns." They were still flying some Charlie model gunships and were in the process of getting Cobras to replace them. We mainly flew "hunter-killer" missions with two gunships and two OH-6A (Loaches) flying both right seat in the Charlie models and front seat in the Cobras. After a few weeks of flying as a co-pilot, I was asked if I would like to go to transition school in Vung Tau for either Cobras or OH-6s. I wanted to fly Loaches. They seemed to see more action and mainly flew low level. I thought that would be fun. I was young and stu…(less wise). So, I became a Scout pilot. Now to my story…

My good friend, a Loach pilot named Fred Beall, and I were not scheduled to fly on the same day, which was unusual. We were hanging out in our company area when two of our Cobra pilots asked us if we would fly front seat for them. They said they had a hurry up mission and did not have anyone else. We asked what the mission was, but the only thing they had been told was to get airborne as soon as possible and fly west. Further instructions would be radioed to them once we were in the air. Fred and I said sure and went to our hooches to get our flight gear. We departed the "golf course," the airfield at An Khe, at a heading of 270 degrees. We were then given instructions to fly to a fire base near the Cambodian border. This was the start of the United States Military operations inside of Cambodia.

This one-day mission would turn into a multiple day mission. We were to be on standby at this fire base (I don't remember the name). I also don't remember exactly how long we stayed there, but it seems like it was a week or longer. We were provided a staging area to park the aircraft, a tent with Army cots, and C-rations. We had no change of clothes. I reminded myself that this was still better than the situation that faced the grunts out in the bush, weeks at a time and sleeping on the ground. We flew multiple missions which included gun support for insertion and extractions into LZ's, medevac and ground troop support, plus other missions. We also had many hours of just waiting to be called out. It could get boring. We entertained ourselves by competing with each other. We would throw our survival knives at empty rocket boxes and have target practice with our handguns.

One afternoon we were called upon to cover the MEDEVAC of a wounded soldier in Cambodia. We flew to the location we were given. The area was thick jungle with no place to land, so the medevac pilot was going to have to use the jungle penetrator. He did not want to attempt it right away because the ground troops had just been in enemy contact. He kept wanting to wait. The guys on the ground wanted him to hurry and we told him we could not wait much longer because of our fuel situation, but he would not start the rescue. I remember thinking to myself "hey buddy, make a decision!" He had the ground troops move a short distance to a new location. We would not leave until the wounded soldier was loaded into the MEDEVAC Huey. This time he was able to hoist him up. Just as we were headed back east, the 20-minute fuel light came on in our aircraft.

The flight back to our temporary base was more than 20 minutes. We knew that there was an abandoned firebase on a hilltop just inside the Vietnam border, so we headed there. The flight lead radioed to base to let them know our situation. They were going to get a Huey with a transfer pump and head to that firebase. We landed both Cobras facing opposite directions and went to flight idle. This would give us a 360-degree field of fire with the turrets. Both aircraft had a mini gun and 40mm grenade launcher. After a short time, the engine quit in my aircraft, so the pilot and I went over to the other Cobra. They had their canopies open. We opened the ammo doors on either side of the fuselage, stood on them and held onto the side of the open cockpits. If we started taking fire, they would take off with us hanging on the outside and try to fly a click or two away and land. Soon after, their engine died from fuel starvation. We then formed a four-man perimeter around the two unusable aircraft. The only weapons we had were our pistols.

Because of our previous target practice when we were bored, I had only the six rounds in my 38 revolver and maybe two or three in my gun belt. Not much protection against the NVA with AK-47s if they showed up. Not a good feeling. Luckily one of the Cobra pilots had a survival radio, so we had communications. It was deathly quiet. A pair of Charlie model gunships returning from a mission came overhead and flew gun cover for us until their fuel levels prompted them to leave. It was surreal. We had been the ones flying overhead providing gun cover for the soldiers on the ground. Now we knew what that felt like. It once again became strangely quiet and the sun was getting low on the horizon.

Time dragged on. We could hear the faint sound of a Huey coming from the east. The refueling ship landed near our aircraft. The crew chief and door gunner pulled the long hose out and proceeded to pump JP-4 into our ships. We cranked up and started our departure from the hilltop. As we were climbing out, we started receiving tracer fire from the hillside. We did not return fire;

we just got the hell out of there. From where the tracers were coming from, it would have only been 10 to 15 more minutes before they would have been on us. All's well that ends well.

In all the years since Vietnam, I have not been troubled with flashbacks or nightmares. I would dream about 'Nam and sometimes I would lie awake at night thinking about mundane things that happened there. A few years ago, I was attending a corporate event in another state. They were big on doing team building activities. This particular time it was laser tag in a large, darkened room with fake boulders and shrubs. I was hiding behind a fake shrub with my laser pistol drawn, looking for the other teams' players when this very uncomfortable feeling came over me. The longer I stayed there, the worse it got. I excused myself and went and walked around the hotel, all thoughts returning to that day in Vietnam. Doing a search with my cell phone and making a couple of calls, I was able to get Fred Beall's number and give him a call. We talked about that day, caught up on other things and had a good conversation. That talk with Fred helped me feel back to normal. I have not had any further episodes since then.

Bruce Girvan is a VHPA life member living in Westminster, Colorado.

May 16, 2025

Vietnam/Korean Veterans and Family & Golden Eagles *(50 Year and Above Members)* Appreciation Reception

If you are a Vietnam or Korean War veteran, and/or a Golden Eagle, you and your family are invited to a special reception in your honor with members of the National Executive Group, just before the Soldier Appreciation Dinner Concert on the final day of the Army Aviation Mission Solutions Summit, Nashville TN.

Come and join other veterans of these two conflicts and experience the unique camaraderie once again as AAAA celebrates you and your family's service.

Thank you for your service! We hope to see you there!

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Cadet Tanner Judd:

A TLC Grant Recipient and Soldier in the Utah National Guard Striving for a Brighter Future

By MG (Ret.) Jessica Wright

ALL PHOTOS JUDD PERSONAL PHOTOS

The AAAA TLC Foundation provides financial support to AAAA members and their families. Those seeking new skills or credentials to enhance their careers should apply for a TLC Grant.

The primary goal of this grant is to facilitate trade-related licensing and credentialing to support the member's future objectives and opportunities.

For this issue, we focus on Cadet Tanner Judd. He enlisted in the Utah Army National Guard in Company C of the 1-211th Attack Reconnaissance Battalion in February 2022 and is also a member of the Utah Chapter of the Army Aviation Association of America. Cadet Judd attends Southern Utah University and is enrolled in the Reserve Officers' Training Corps. He actively participates in his family business, transporting livestock, agricultural equipment, and supplies. Cadet Judd recognized the necessity of obtaining a Commercial Driver's License (CDL) to enhance the operations of the family business and support his educational pursuits and his family's needs. He applied for and received the TLC Foundation Grant, which provided him with the means to obtain his Commercial Driver's License, an essential step toward fulfilling his financial obligations while pursuing a bachelor's degree in criminal justice.

A Commitment to Service and Personal Growth

Tanner Judd's journey is characterized by service, determination, and a strong desire to improve his life while benefiting his family and community. While pursuing his college education, he volunteers with the Junior High Rodeo Association, assisting with cattle transportation and livestock management. Tanner expressed, "The TLC grant is a tremendous help in obtaining my CDL. My CDL is critical for pursuing my dreams, allowing me to drive commercially while achieving my

college degree. It's helped me become more self-reliant and assisted in managing the family business. My long-term goal is to operate my ranch one day."

As a member of the Utah Army National Guard, Tanner has proudly served his country, embodying the values of leadership, dedication, and discipline that he strives to apply in all areas of his life. However, Tanner's ambitions extend beyond the military. He is committed to advancing his education and career, fully aware that achieving financial stability and academic success demands diligence and careful planning.

The TLC Grant and the Path to a CDL

This grant represents a significant opportunity for Tanner as he utilizes his Commercial Driver's License (CDL) with Titan Excavation, benefiting the community, assisting neighbors, and achieving financial stability and independence. Tanner noted, "This practical skill is in demand nationwide and will provide many AAAA members or their family members with a reliable source of income."

A Bright Future Ahead

Tanner Judd's recognition as a TLC Grant recipient symbolizes his commitment to self-improvement, service to his country, and dedication to creating a better life for himself and his family. By obtaining his Commercial Driver's License, he is taking a crucial step toward realizing his academic and professional goals while positioning himself for long-term financial stability.

His journey reminds us of the importance of continuous education and professional development and the advantages of financial support programs like the TLC Foundation. As Tanner progresses, his determination and efforts will continue to unlock opportunities and drive success in the classroom and the workforce. With the support of the TLC Grant, Tanner is on a promising path to realizing his dreams and making a meaningful impact in his community.

If you are interested in the TLC Foundation and applying for a grant, please visit our website at *https://www.quad-a.org/TLC*.

MG (Ret.) Jessica Wright serves on the board of the AAAA TLC Foundation.

AAAA Chapter Affairs

By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from MAJ Joe Gentry, the Grizzly Chapter Secretary, for authoring and sharing this information with our membership.

The Grizzly Chapter

CHAPTER COURTESY PHOTO

HHC, 40th CAB and the 1106th TASMG flag football teams with former NFL Quarterback David Carr and former Fresno State QB, Marcus McMayrion.

In partnership with Fresno State Athletics and the California Army National Guard, the Army Aviation Association of America – Grizzly Chapter (Central Valley) fed over 700 Veterans for Free at the September 14, 2024, Fresno State, "HEROES NIGHT," Football Game.

The 1106th TASMG from the CA ARNG landed a UH-60M Black Hawk helicopter on the soccer field on the East side of the football stadium before kick-off as a static display for all the spectators to view and interact with Army Aviators. Additionally, the 40th Combat Aviation Brigade, also based in Fresno, flew a CH-47F over the football stadium after the conclusion of the National Anthem.

The HEROES NIGHT game is a great opportunity for AAAA Grizzly to support and recognize all Veterans from the Central Valley. This intergenerational experience brings current Servicemembers, and Veterans from all eras together, with the goal of uniting Veterans of every generation at a unique AAAA Grizzly ran event.

Activities & Community Support

AAAA Grizzly also organized a flag football game between the 40th CAB and the 1106thTheater Aviation Sustainment Maintenance Group (TASMG) known as the "Wrenches vs Rotors," Bowl. Both teams were quarterbacked by former Fresno State QBs. Former #1 NFL Draft Pick David Carr and former Fresno State QB Marcus McMaryion. This flag football game had the play-by-play announced from the back of an LMTV by the voice of the Bulldogs, Paul Loeffler, former Bulldog football coach, Pat Hill, and Fresno State football sideline reporter Cam Worrell.

Scholarships and Recognition

During the halftime of the flag football game, Fresno State University President, Dr. Saul Jimenez-Sandoval and AAAA Grizzly President, LTC (R) Shiloh Briggs gave a $500 scholarship on behalf of AAAA Grizzly to Mr. Gonzalez who is a former Marine Avionics Mechanic and a current Student Veteran attending Fresno State. Mr. Gonzalez is currently working on completing a degree in Electrical Engineering.

The Grizzly Chapter has promoted, processed and presented 4 Order of Saint Michael awards and 1 Our Lady of Loreto award in 2024. The Chapter also presented over a dozen Soldier of the Month awards in 2024.

Future Events

On Friday, April 11, 2025, AAAA Grizzly will host the 2nd annual "Laguna Classic," golf tournament in Visalia, CA. This tournament memorializes CW5 Art Laguna, a former CA Army National Guard Black Hawk pilot. CW5 Laguna was shot down and killed in Iraq in 2007 while he flew for a private company. As a tribute to Mr. Laguna's sacrifice, the tournament offers only 17 holes, with a Black Hawk on the missing hole and a memorial/exhibit honoring Art as well.

Funds raised from this tournament will help AAAA Grizzly establish the CW5 Laguna Memorial Scholarship. Once established, a $1,000 check will be presented to a High School or College Student from the Central Valley in recognition of Mr. Laguna's sacrifice. AAAA Grizzly had 78 golfers at the 2024 event and are anticipating having more than 100 golfers signed up for the 2025 event, as the event has gained increased community support.

Chapter Officer Change of Leadership

The Grizzly Chapter Board said goodbye to their Treasurer, LTC Marco Acevedo after 5 years of service to AAAA Grizzly. LTC Acevedo did a fantastic job as Treasurer, and the Chapter is thankful for the many hours he dedicated to helping grow the Grizzly Chapter. The Chapter welcomes in their new Treasurer, 1LT Michael Tanney. Although he has big shoes to fill, the Chapter knows he will be a great replacement.

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

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

AAAA Chapter News

SOCAL Chapter Members Experience the Joy of Giving

CHAPTER COURTESY PHOTO

The Southern California Chapter once again joined in the annual Adopt-A-Military Family for Christmas event sponsored by the Los Alamitos, CA Chamber of Commerce, to provide presents for Army Aviation soldiers and their families, stationed at the Joint Forces Training Base, Los Alamitos, CA.

ORDER OF ST. MICHAEL INDUCTEES

Air Assault Chapter

CHAPTER PHOTO BY MAJ (RET.) SCOTT HOLLINGSWORTH

CW5 Bob Phillips and **CW5 Ken Trail** were inducted into the Silver Honorable Order of Saint Michael by Chapter Vice President COL (Ret.) John D. Williams and COL Tyler B. Partridge, Commander, 101st Combat Aviation Brigade, at the Skyline Lounge (Shelby's Trio) in downtown Clarksville, TN on Thursday, January 9, 2025. Phillips was recognized for his accomplishments while serving as the 101st CAB Command Chief Warrant Officer, and Trail for his service as the Brigade Standardization Pilot. Also pictured is MAJ Sean E. Boniface, 101st CAB Executive Officer.

CHAPTER PHOTO BY MAJ (RET.) SCOTT HOLLINGSWORTH

During the same gathering, **Sharon H. Phillips**, Phillips' wife, was inducted into the Honorable Order of Our Lady of Loreto in recognition of her almost two decades of selfless dedication, compassion, and unwavering service to soldiers, their families, and the Army Aviation community. This was particularly evident following the tragic loss of nine soldiers in March 2023 when two brigade MEDEVAC helicopters crashed on an NVG training mission. As Brigade CARE Team Coordinator, she provided critical support to those on the front-line providing support to the families of the fallen.

Colonial Virginia Chapter

CHAPTER PHOTO BY CW4 MICAH MODEST

CW5 Craig N. Rubenstein was inducted into the Silver Honorable Order of St. Michael by LTC Rick Clapp, commander of the Army Aviation Technology Office (ATO) at Joint Base Langley-Eustis, VA, on January 24, 2025. A Desert Storm veteran, Rubenstein was recognized for 37 years of aviation service culminating as an instrument examiner and standardization pilot. Helping him celebrate are (l to r), daughter Lita; wife, Sarah; son, Reid; and daughter, Anna.

Lindbergh Chapter

CHAPTER PHOTO BY MR. RAYMOND SCHMITZ

Mrs. Julie Newman is inducted into the Honorable Order of Our Lady of Loreto by chapter president, Mr. David Weller on December 12, 2024 at The Old Spaghetti Factory in Chesterfield, MO during the chapter meeting and Holiday party. Newman was recognized for being an active member in the chapter and her support of her husband, Thomas, in his efforts and support of Army Aviation.

More Articles Online @ ARMYAVIATIONmagazine.com

Tennessee Valley Chapter

CHAPTER PHOTO BY MS. BELINDA BAZINET

Ms. Brandy Sweeney (left) is inducted into the Bronze Honorable Order of St. Michael by chapter secretary, Ms. Shannon Murphy on December 19, 2024 at the Fixed Wing Project Management Office Conference Room, Redstone Arsenal, AL. Sweeney was recognized for her dedicated support of the PMO as the Aircraft Survivability Equipment (ASE) Team Lead, where she developed and performed Government Furnished Property (GFP) requisitioning and disposal processes.

Washington Potomac Chapter

CHAPTER COURTESY PHOTO

COL Phillip Mazingo is inducted into the Silver Honorable Order of St. Michael on November 15, 2024 at Ft. Belvoir, VA by BG Matt Braman, HQDA G-3/5/7 Director of Aviation and chapter vice-president for awards, CW5 (Ret.) Dan Curry. Mazingo was recognized for his support of Army Aviation over 26 years, including 6 deployments and key command and staff positions culminating with command of the United States Army Aeronautical Services Agency (USAASA).

CHAPTER COURTESY PHOTO

COL Mark Ott is inducted into the Silver Honorable Order of St. Michael on November 14, 2024 in Alexandria, VA by BG Matt Braman, HQDA G-3/5/7 Director of Aviation and chapter vice-president for awards, CW5 (Ret.) Dan Curry. Ott, a special operations aviator who had

OSMs Continued on page 47

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

The Membership Corner – Air Cav Trooper Rides Again

Born and raised in Bowling Green, Ohio, Tim Rickey's first experience with the Army was as a high school freshman when he lived at West Point, NY for a year.

Tim Rickey (right) and his father, Fred Rickey, at the First City Troop annual George Washington Dinner.

Tim Rickey riding with First Troop Philadelphia City Cavalry in the 2023 Veterans Day Parade

BOTH PHOTOS RICKEY PERSONAL PHOTOS

His father, Fred Rickey, was a Professor of Mathematics at Bowling Green State University, and took a year sabbatical to teach as a civilian in the Mathematics Department of the United States Military Academy. This experience of living at West Point at such an impressionable young age motivated him to become like the cadets that he saw every day while living on post that year.

Tim majored in mechanical engineering at West Point and was a 4-year varsity distance swimmer as a cadet. While on 3rd year spring break in Cancun, he had a chance meeting with Stephanie, conveniently going to school nearby at Princeton. They immediately started dating and made it through eight years of geographic separation while he was finishing West Point and serving on active duty.

In 2004, Tim transitioned to the New Jersey Army National Guard. He moved to his now home in South Jersey where he joined his wife who had completed medical school and her pediatric residency. That's when Tim started working for Lockheed Martin where he has now worked for 20 years. He's had the opportunity to work on numerous projects near and dear to the heart of Army Aviation, including Longbow RFI, Longbow HELLFIRE, JAGM, UH-60, and PDAS. Working as an operations analyst, Tim conducts research and development for technologies and future concepts, such as Launched Effects, Modernized BLACK HAWK®, and Joint All-Domain Operations.

The geographic stability allowed them to raise three children in the same town where Stephanie grew up, the youngest of which is now a senior in high school. As we all know, the Army lifestyle can be tough when raising a young family. He went to Korea when his first was born, and to Iraq when his second was born. With his wife still working as a pediatrician when their third was born, they made the decision to take a break. Little did Stephanie know that he really meant it when he made her promise he could get back in before he resigned his commission.

After a 13-year break in service, Tim's return to service is quite unique. A West Point classmate and fellow Apache pilot, Ryan Leonard, introduced him to one of the special treasures of the City of Brotherly Love, First Troop Philadelphia City Cavalry. Also known as First City Troop, this unit was founded in 1774, and is a purely volunteer cavalry troop, first organized in defense of the colonies. Today the Troop maintains its traditions of equestrian drill and ceremony, riding on horseback through the streets of Philadelphia several times per year. After enlisting as a 19D, Tim attended the Cavalry Scout course and learned equestrian skills to ride with the Troop. Always wanting to return to Army Aviation, he was recently recommissioned and is serving as the G32 Aviation in the 28th Infantry Division, now all the wiser from his recent prior enlisted experience.

Tim is working with his fellow Cavalry Scouts to reconstitute the First City Troop AAAA Chapter in Center City Philadelphia. This chapter was originally created when there was an Air Cav in the Philadelphia area but faded away with the unit reorganizations and the consolidation of most air assets to Fort Indiantown Gap. With the proliferation of UAS becoming integral to the Cavalry Mission, there is an opportunity to welcome a steadily growing corps of UAS operators into AAAA. It is important for this new cohort within Army Aviation to have a professional organization to learn, grow, and develop from within. Having had their first chapter meeting in January, look for more information on this exciting new chapter in the Chapter Affairs section of a future Army Aviation Magazine.

CW4 (Ret.) Becki Chambers
AAAA Vice President for Membership

New AAAA Life Members

Air Assault Chapter
CW4 Terry J. Pena, Ret.
Aviation Center Chapter
Mr. Aaron L. Kearney
CW5 Jerry Mosley, Ret.
Iron Mike Chapter
Mr. Joshua D. Martin, Ret.
North Star Chapter
CW4 Brent P. Freese
CW4 David R. Kilber
Tennessee Valley Chapter
Mr. Shawn T. Prickett
Washington-Potomac Chapter
CW5 Patrick Curran

New AAAA Members

Air Assault Chapter
SPC Caige Lenox Galloway
Arizona Chapter
Mr. Matthew Banko
Mr. Margarito Mejia
Mr. Eric Rembelski
PFC Cody Wayne Simpson
PV2 Timothy Christian Wauro
Aviation Center Chapter
SPC Brian Hosford
Ms. Cassandra Layne
Badger Chapter
PV2 Owen Steven Fischer
Ms. Amanda Rahfaldt
Battle Born Chapter
Michael Adolph
Central Florida Chapter
Mrs. Ashelie Edmark
PV2 Anthony M. Regovic
Mrs. Breanna Wheeler
Colonial Virginia Chapter
COL Shane Larson
Connecticut Chapter
Mr. John Paul De Los Santos
Mr. Joe Kmec
Mr. Brian Worthy
Delaware Valley Chapter
Mr. Brandon Losacker
Free Dominion Chapter
CW4 Brent Helmick
SGT James N. White
Gold Standard Chapter
Mr. Craig McCarthy
Mr. Tim Pearson
Ms. Melissa Petersen
Ms. Amber Simpson
Great Lakes Chapter
PFC John Michael Miller, Jr.
PFC Brayden David Schafer
Greater Atlanta Chapter
Mr. Justin Akin
COL Brent E. Bracewell, Ret.
PFC Donovan James Branch
Mr. Andreas Fuge
Mr. Leonard Kunz
Ms. Maggie Lane
Iowa Chapter
CW5 Jeremy Walburn
Jack H. Dibrell/Alamo Chapter
Mr. Daniel Wheeler
Live Free or Die Chapter
Mr. Christopher Feinauer
SGT Jonathan Gould
Lonestar Chapter
SGT Kaleb Bruce
SGT Steve Cepeda
SPC James Hollis
SGT Morgan Hopkins
Mr. Karthic Madanagopal
SGT Bret Marshall
SGT Keon Noh
Mr. Shawn Reynolds
SPC Justin Shoemaker
SGT Kyle Tansey
Mr. Jay Wiles
Magnolia Chapter
MAJ Christopher Bassett
PFC Tennyson Delong Sebren
Mid-Atlantic Chapter
PFC Nestor Gustavo Jimenez-Madrid
Mr. Jack Kozlowski
Mr. Timothy Moran
Minuteman Chapter
PV2 Barbara C.Bernier
Morning Calm Chapter
CSM Joseph Cole
CW2 Patrick Kohls
North Star Chapter
PV2 Anton James Berg
CW4 David R. Kilber
North Texas Chapter
Mr. Jared Baergen
SFC Kevin W. Burgess
Mr. George T. Devore
Mr. Andrew Gebbia
Mr. Tim Hawkins
Mr. Collin McCaskill
Ms. Ashley T. Mikel
Mr. Jason Peters
Mr. Reju Rajan

UPCOMING AAAA

MARCH 2025

27-29 36th Annual Women in Aviation International Conference, Denver CO

APRIL 2025

12 Aviation Branch 42nd Anniversary
23 U.S. Army Reserve 117th Anniversary

Mr. Austin Rowles
Ms. Samantha Rowles
Mr. Connor Wright
Northern Lights Chapter
PFC Monica Lee Cheney
CW3 Vinh Do
Pikes Peak Chapter
Mr. Douglas Busch
Mrs. Desiree Clark
Mrs. Britt Conley
Joshua Jackson
PFC Robert William Lee, Jr.
1SG Charles Pomelear
Mr. Paul A. Williams
Rising Sun Chapter
CW2 McKenzie Patangan
Savannah Chapter
CW3 Bryan Garcia
CW3 Harold Martin
ShowMe Chapter
David Crabaugh
Southern California Chapter
Mr. Warren Curry
SPC Madison Rayann Darr
Ms. Tiffany Furnari
Mr. David Hendrickson
Ms. Jackelyn Hernandez
Mr. Leo Hernandez
Mr. Steve Koo
Mr. Paul Nyhart
Mr. Erik Sitko
MAJ Mitchell Vaughn
Tarheel Chapter
Derrick Giggey
Tennessee Valley Chapter
Mr. Tom Barthel
Mr. Christian Bohrnsen
Mr. Mark Brinkley
Mr. Jordan Ramrus
Mr. Eric Rice
Ms. Jocelyn Salas
Utah Chapter
PV2 Jaret Wayne McDaniel
Washington-Potomac Chapter
Ms. Jen Buchanan
Mr. Scott Gallaway
Mr. Elmer J. Hill
Mr. John Watson
Wright Brothers Chapter
Mr. Andrew Chavez
Mr. Mike Davis
Ms. Kim McNeely
Mr. Justin Rigsby
No Chapter Affiliation
Mr. Muthuraman Arunachalam
Mr. Tom Ball
Mr. Russell Bobo
Mr. Cord Cardinal
Mr. Gary DeYoung
Mr. Bill Fohlbrook
Ms. Toni Ford
Mr. Carl Glover
Mr. Jason Graham
Mrs. Reshma H
Mr. John Konior
Mr. Jerry Meyer
Mr. Subash N. Murugappan
Ms. Solimar Ortiz-Reyes
Ms. Elayna Roberts
Mr. Donovan Rodrigues
Mr. Urmi Rodrigues
Mr. Scott Shain

Lost Members

Help AAAA locate a lost member on 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
MAJ James E. Bruckart
Mr. E. W. Cavanaugh
LTC Richard G. Cercone, Jr.
LTC Tzu-Shan Chang
MAJ Harry L. Connors, Jr. Ret.
Mr. Bruno Cussigh
Ms. Lauryn Dawkins
Mr. Porf Dubón
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
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
Mr. Eric Morgan
SGM Ivonne M. Morrison, Ret.
MAJ Darrel B. Nerove
Mr. Fred A. Newcomb
1LT Andrew J. Norton
SFC Henry R. Rathbone, Ret.
Ms. Tiffany Riggs
Mr. Steve Santjer
LTC Martin Scheld
Mr. Thomas R. Schiltz
LTC Jerry D. Scott
LTC Friedrich Stern
MAJ L.D. Walker
Ms. Jessica Williams
Mr. Stephen Yantko

AAAA Family Forum By Judy Konitzer

Apply F.A.S.T. and Become Someone's Hero

Facebook friends may have seen Sadie McCurry's poignant post in December recalling her experience of having a stroke in 2016; but if not, it was important for her to share the reality that anyone can have a stroke, and it could happen at any time.

Being able to recognize the signs can make a difference in someone becoming an absolute lifesaving hero. She is enjoying a normal life today because she had such "a hero and an amazing medical team who knew what they were doing!"

Sadie recalled sitting around on a Sunday night watching a football game with Mac [MG Michael C. McCurry – former Aviation Branch Chief currently serving as Chief of Staff, Army Futures Command], when she started getting dizzy and "just not feeling right." The McCurrys had 2 daughters away at college, and the other four children were upstairs. She remembered leaning her head back when Mac walked around their coffee table and "looked at me with shock." Apparently one of her eyebrows was either up or down but "It was wrong!" Mac then asked her to lift her arms up. She felt like she was doing just that, but only one arm went up. She remembered trying to talk to him and thinking she was perfectly clear but nothing coming out was clear at all. Mac at that point recognized that she was having a stroke and immediately called 911. They were living in Fairfax, Virginia and she was rushed to the closest hospital, where they suspected a stroke and gave her a medication to break up the clot. It is not always guaranteed to be 100% effective and not always immediate but, in her case, she was fortunate, and she was then transferred to a stroke unit at a different hospital. Mac in the meantime had to make a very hard call to her parents who lived in New England telling them "I don't know if Sadie is going to make it." And leaving small children with their 16-year-old son and having them see their mom being rolled out on a stretcher not knowing if they would see her again, this side of heaven had to be incredibly hard too.

Because he knew what to do by immediately recognizing that something was not right, by recognizing the signs of a stroke, and by not hesitating for a second to call 911, Sadie said, "He did everything right, and he is my hero." Unfortunately, it doesn't always go that well for many.

Nearly 800,000 strokes occur every year, that's one out of every 45 seconds, and a quarter of these to people under the age of 65. A stroke is not an accident because there are uderlying causes, but it is a true emergency and a leading cause of disabilities. It happens because a blood vessel in the brain becomes occluded or ruptures and causes brain cells to die relatively quickly.

Risk factors like high blood pressure, high cholesterol, smoking, excessive alcohol use, or diabetes can be treated very effectively thus mitigating and preventing a stroke in three quarters of the cases. However, Sadie did not have any of these and "felt perfectly healthy for a 40-year old woman." She said there was no reason for her to have a stroke which came "completely out of the blue because she didn't smoke, ate fairly healthy, drank moderately, got a fair amount of exercise, maybe not as much as she would like, but still a fair amount." Unfortunately, however, like Sadie a small percentage of those having a stroke have an unknown source, perhaps genetic or environmental. Upon further investigation of her, it came about because of a small hole in her heart that was easily repaired.

What is most important in this takeaway from Sadie is remembering the acronym **FAST** and assessing these to determine if someone is having a stroke and thus becoming "The Hero."

F - Facial drooping
A - Arm weakness. One arm droops when both arms are raised.
S - Speech is slurred or strange.
T - Time is crucial.

Don't take an aspirin, which could be a mistake especially if it is a hemorrhagic stroke. Don't put it off. **CALL 911** immediately! Every minute that passes can cause permanent damage to a person's future health.

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

AAAA **Awards**

Order of St. Michael

Silver

Air Assault Chapter
CW5 Kenneth B. Trail
Bavarian Chapter
MSG Philip A. Solberg
Colonial Virginia Chapter
CW5 Craig N. Rubenstein
Connecticut Chapter
COL Stephan L. Nowakowski
Corpus Christi Chapter
Roderick D. Benson
Flint Hills Chapter
CSM Shawn T. Hull
Free Dominion Chapter
CW5 Kevin R. Edwards Jr.
CW5 Joseph W. Puckett
MG James W. Ring
Morning Calm Chapter
CSM Donald K. Adkins
Mount Rainier Chapter
CW2 David Caporicci
Rio Grande Chapter
CW5 Matthew F. Rose
Savannah Chapter
CW5 Sean W. Redmond
Tennessee Valley Chapter
Nathaniel Curry
Thunder Mountain Chapter
CSM Chasitie S. Lee
Yellowhammer Chapter
CW5 James M. Williams

Bronze

Air Assault Chapter
SFC Christopher K. Ashley
CW5 Brent Fox
SFC Israel J. Fraser
CW4 Joshua A. Marles
CW4 Nicholas Mitchell
CW4 Eric Slover
1SG Ryan Tomsic
Arizona Chapter
CW5 James S. Gullett
CW4 Christopher M. Hammond
CW4 Michael D. Symmes
Aviation Center Chapter
CW3 Marty Conaway
SFC Jerry Jolly
Bavarian Chapter
CPT Tatum M. Johnson
Bluegrass Chapter
1SG Jerry A. Gootee
CW4 Wallace M. Kand
CW5 Kevin W. Keith
Central Florida Chapter
MSGT Sean Osmond
Connecticut Chapter
LTC Christopher J. Barker
Free Dominion Chapter
CW3 Randy B. Addington
SFC David M. Deweese
CW4 Brandon Durham
CW3 Larkin G. Scott
LTC Ryan J. Strait
Grizzly Chapter
MAJ Benjamin Bowman
Iron Mike Chapter
SFC David M. Bussanich
SSG Daniela Clark
SSG Jared R. Lollar
1SG Dustin R. Moore
SFC Stephen R. Sikorski
Jack H. Dibrell/Alamo Chapter
CPT Adam D. Schilling
MAJ Bobby K. Woods
Keystone Chapter
SGM Jason D. Bible
CW4 Matthew P. Cassidy
MAJ Daniel Hunsicker
CW4 Kyle Kephart
SFC Frank Kiler
MSG Christopher C. Morris
CW4 Jason Murtha
CW4 Anthony Pajak
MAJ Kyle Schaad
SFC Benjamin C. Turgeon
CW4 Kyle Watkins
CSM Jason M. Zahurak
Morning Calm Chapter
SFC Joshua F. Searcy
Mount Rainier Chapter
CW4 Chad Nelson
North Star Chapter
CW4 Lucas S. Amundson
MAJ Brandon Hale
Old Tucson Chapter
CW4 Latny Salt
Phantom Corps Chapter
SFC Justin T. Cleaver
CPT Joseph S. Minardi
Ragin' Cajun Chapter
SFC Christopher L. Korthals
Rio Grande Chapter
1SG Michael A. Rhodes
Savannah Chapter
CW2 Perry E. Bishop
CW4 Peter B. Erb
MAJ Robert J. Spaulding
ShowMe Chapter
CSM Scott A. Yarber
Stonewall Jackson Chapter
CW3 Matthew J. Wildman
Tarheel Chapter
SGM Alan R. Sine
Tennessee Valley Chapter
William W. Mason
Kent Smith
Brandy Sweeney
CPT Raoul N. Valencia
Volunteer Chapter
CSM Gary W. Bailey
CW4 Sam Grinder
CW5 Blake Hardison
CW4 Robert A. Jones Jr.
MAJ Brian Lennon
CW4 Phillip Norris
CW4 Charles L. Quiett
CW4 Richard L. Rogers
1SG James E. Rumsey
MSG Michael Russell
CW4 Brian J. Spotts
CW4 Jonathan S. Spradling
Washington-Potomac Chapter
CSM Alex Collins
Zia Chapter
MAJ Rudy Salcido
No Chapter Affiliations
Tab M. Wilcox

Knight

Aloha Chapter
MAJ Leah DeMar
Aviation Center Chapter
CPT Claude Ellenberg
CPT Alexandrea Newell
Bluegrass Chapter
COL David E. Bentley
Pikes Peak Chapter
CPT Cristian S. Acuesta
Rio Grande Chapter
MAJ Nicholas A. Novella
Tennessee Valley Chapter

Danielle Dutcher
Jeffrey Watteau

Our Lady of Loreto

Aviation Center Chapter
Margaret Fagan
Shelly Stultz
Connecticut Chapter
Melissa Barker
Free Dominion Chapter
Kelly R. Deweese
Leigh Anne Ring
Lindbergh Chapter
Julie Newman
Phantom Corps Chapter
April Pearce
Shaquana Robinson-Aird
Cheryl Sickler
Molly Whittaker

OSMs *continued from page 43*

multiple deployments and battalion and brigade command, was recognized for his significant and lasting contributions to Army Aviation over 29 years of service culminating as the HQDA G-3/5/7 Deputy Director of Army Aviation.

CHAPTER COURTESY PHOTO

CSM Alex Collins is inducted into the Bronze Honorable Order of St. Michael by chapter president, COL (Ret) Ron Lukow, on December 6, 2024 at the Crystal City Sports Pub, Arlington, VA during a chapter Final Fridays monthly celebration/meeting. Collins was recognized for his unmatched and significant contributions as the 12th Aviation Battalion CSM and unit LNO to the AAAA Washington-Potomac Chapter where he made significant impacts to the Army Aviation community, Soldiers, and their families.

CHAPTER COURTESY PHOTO

LTC (Ret.) Warren R. Stump is inducted into the Bronze Honorable Order of St. Michael by chapter president, COL (Ret) Ron Lukow, on December 6, 2024 at the Crystal City Sports Pub, Arlington, VA during a chapter Final Fridays monthly celebration/meeting. Stump was recognized for over 29 years of Army Aviation service in a variety of Virginia Army National Guard, I Corps and National Guard Bureau command and staff positions, including deployments to both Kosovo and Afghanistan.

AAAA Salutes the Following Departed...

LTC Robert L. Catron, Sr. Ret.
Deceased 8/7/2024

LTC Robert M. Williams, Ret.
Deceased 11/11/2024

MAJ Joseph Baggett
Deceased 11/25/2024

Mr. Brian Eubanks
Deceased 10/8/2024

AAAA **Legislative** Report

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

New Defense Secretary

On January 14, 2025, Pete Hegseth, President Donald Trump's nominee for Secretary of Defense, appeared before the Senate Armed Services Committee (SASC) for his confirmation hearing. The session was marked by intense scrutiny from Democratic senators, who raised concerns about Hegseth's qualifications, past conduct, and views on military policies.

Pete Hegseth, a former Fox News host and combat veteran, faced a barrage of questions from Senators that sit on the SASC and despite his military service, he was questioned on his lack of high-level management experience within the Department of Defense. Democrats questioned his ability to lead the Pentagon effectively, given his unconventional background. In response, Hegseth emphasized his leadership skills and commitment to transforming the Pentagon's culture to prioritize warfighting and readiness.

A significant portion of the hearing focused on Hegseth's views on military policies, particularly his opposition to diversity, equity, and inclusion (DEI) initiatives. He argued that such policies weaken the military and pledged to eliminate them to refocus on core warfighting capabilities. This stance drew criticism from Democratic senators, who questioned how he would ensure an inclusive environment for all service members.

Republican senators supported Hegseth's nomination, praising his military service and his commitment to a warrior ethos. Senator Joni Ernst (R-IA), a military veteran, highlighted his dedication to addressing issues like sexual assault within the military. In contrast, senators, led by Senator Jack Reed (D-RI), expressed reservations about Hegseth's qualifications and past conduct, questioning his suitability for the role.

Notably, and as directly relates to supporting our Army Aviation aircrews and maintainers, Hegseth, emphasized a commitment to enhancing the U.S. military's operational readiness. He pledged to focus on "war-fighting, lethality, meritocracy, standards, and readiness," aiming to restore the warrior ethos within the Department of Defense.

He advocated for a shift away from bureaucratic expansion, noting that during World War II, the U.S. had seven four-star generals, compared to 44 in the present day, suggesting an inverse relationship between the size of military leadership and battlefield success. Hegseth's approach centers on prioritizing traditional military values and operational effectiveness over social initiatives within the armed forces.

In summary, Pete Hegseth's confirmation hearing was a contentious event, reflecting deep partisan divisions over his nomination. While Republicans commend his military background and alignment with President-elect Trump's vision for the Department of Defense, Democrats remain skeptical, citing concerns about his experience, past behavior, and policy positions. In a 14-13 vote on Monday, 20 January, Secretary Hegseth was formally approved by the Senate Armed Services Committee successfully advancing the nomination to the full Senate for vote. At the time of this writing, the full senate had not yet scheduled the vote, but considering the passage through the committee, it is expected that he will gain the 51 votes needed to officially take the helm as Secretary of Defense.

FY26 Legislative Cycle Begins

January marked the formal installment of the 119th U.S. Congress and the organization of House and Senate committees, including the four defense committees overseeing Army Aviation. With Republican leadership now controlling all four committees and the confirmation of Secretary Pete Hegseth, significant changes are anticipated in Army Aviation operations as they relate to operational readiness. We also anticipate changes to priorities for acquisition and modernization programs.

Under Secretary Hegseth's leadership, the Department of Defense is expected to adopt a renewed focus on warfighting and operational readiness. These priorities will quickly influence the aircrews and maintainers on flight lines, shifting both operational and funding strategies. Emphasis will be placed on improving readiness rates for personnel and equipment. Early indications, as reported in multiple open-source data sources, suggest that these shifts have already positively impacted recruiting and retention efforts, a critical factor in maintaining a highly capable and lethal aviation force.

Army Aviation acquisition programs are closely tied to requirements generated by the force and funded by Congress during the annual budget process. This process begins in January when the President's budget is sent to the Office of Management and Budget (OMB) before moving over to Congress. The four defense committees then review and modify the Pentagon's request through detailed markups.

February marks the beginning of a complex and lengthy Congressional markup process. Army Aviation leaders will dedicate substantial time on Capitol Hill advocating for the funding needed to modernize the aviation force, sustain readiness, and ensure adequate flying hours and maintenance budgets. Simultaneously, industry lobbyists will engage with Congress to promote funding for programs that align with business interests. This creates a challenging balance between meeting the operational needs of Army Aviation and sustaining the financial health of the industrial base that supports manufacturing and production operations.

In the coming months, as the budget progresses through Congress, the defense authorization and appropriations bills will take shape. These bills determine what is permitted for funding and what will ultimately receive funding. We will continue to provide updates and insights as this critical process unfolds. Key issues we will follow include following congressional support for our existing fleets of aircraft and continued support for the future vertical lift program. In the readiness area, we will report on Congressional support for operations and maintenance priorities to include new initiatives such as Next Generation flight school.

We anticipate appetite by the new administration to cut federal spending to reduce the federal deficit, but how much cutting could be directed at the Department of Defense and Army Aviation is unknown at this point.

People On The Move

Deployments/Redeployments

Wings of Destiny Prepares to Deploy

U.S. ARMY PHOTO BY SGT VINCENT LEVELEV

Soldiers assigned to the 101st Combat Aviation Brigade (CAB), 101st Airborne Division (Air Assault), attend a deployment ceremony on Fort Campbell, KY, January 18, 2025. The 101st CAB is deploying to the U.S. Central Command region in February.

Flight School Graduates

AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distiguished 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, Novosel, AL.

7 Officers
January 7, 2025
Class 25-005
Commissioned Officers
1LT Wright, Malachi A. -HG
1LT Gomez, Kaylyn D.
1LT Winters, Matthias *
2LT Yates, Hunter C. *
Warrant Officers
WO1 Moser, Sean R. * -HG
WO1 McCauley, Daniel W. *
WO1 Mobley, John S.
WO1 Robinson, Jhordan K.

52 Officers
January 24, 2025
Class 25-006
Commissioned Officers
1LT Guzzi, Louis T. *-DG
2LT Canada, Sean P. * -HG
1LT Mers, Bryce M. * -HG
1LT English, Alex C.
1LT English, Jordan B.
2LT Hodge, Mark R. *
2LT Hogan, Brendan C.
CPT Johansen, William R. *
1LT Macklin, Taeshawn A.
2LT Moran, Andrew J.
1LT Neal, Haley A. *
1LT Price, Shane M. *
1LT Sodergren, Ava
1LT Thompkins, Roderick C. *
1LT Wheeler, Colton C. *
2LT Whitt, Jacob P.
1LT Winn, Christian J.

FSXXI Class 25-006

Warrant Officers
WO1 Dunn, William J. * -DG
WO1 Holl, Alexander W. * -HG
WO1 Shaw, Trevor R. * -HG
WO1 Wolfington, James A. * -HG
WO1 Woodgeard, Cody A. * -HG
WO1 Armstrong, William S. *
WO1 Beachler, Christian K. *
WO1 Bilous, Mikhail P. *
WO1 Blackburn, Edward I. II
WO1 Clark, Sean M., CL
WO1 Dugan, Reno T. *
WO1 Fedock, Easton M.
WO1 Files, John N.
WO1 Flor, Andrew F. *
WO1 Gambarian, Torgom
WO1 Gibson, Ronald E., III *
WO1 Gonzalez, Daniel C.
WO1 Grubbs, John D.
WO1 Kaufman, Aiden G.
WO1 Laughton, Ross C.
WO1 Mellies, Nicole M.
WO1 Merrill, Dakota I. *
WO1 Mullings, Basil J., II *
WO1 Murphy, Theodore G. *
WO1 Newell, Dustin R. *
WO1 Nowak, Joseph
WO1 Paudel, Bishant *
WO1 Pickett, Preston A. *
WO1 Sekula, Carson G. *
WO1 Smith, Andre D., II *
WO1 Struxness, Daniel E.
WO1 Uzzel, Logan H.
WO1 Victor, Joseph M. *

FSXXI Class 25-005

WO1 Wrightman, Aaron J.
WO1 Zimmerman, Corey J.

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

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

Aviation Maintenance Technician

Class 008-24
WO1 David James Flannery * -DG
WO1 Victoria Maria Dacey
WO1 Steven Adam Herod
WO1 Scott Edward Mcgowan *
SGM Adelahmad Essa Ahmad Al-Ali
SGM Fahad Mufri B. Albaqami
Class 009-24
WO1 Cristian Camilo Rojas * -DG
SGM Saleh Abdulaziz S. Alhasan
WO1 Eli John Donnell
WO1 Jason Ryan Guge *
WO1 Joshua Lavern Lawson
WO1 Jonathan George Schmaltz

AH-64 Attack Helicopter Repairer (15R)

Class 043-24
PV2 Barbara Custodio Bernier * -DG
SFC Salem Saleh M. Algahtani
PFC Devron Latrail Coleman
PFC Kaleb Daniel Garza
PV2 Anthony Jersael Herrera
SPC Dante Alexander McNiff
PFC Eric Marcell Mitchell, Jr.
SPC Caleb Daven Owens
PFC Jordan Joseph Roche
PFC Matthew James Romero
SPC Josean Orlando Santiagosantiago
SPC Dustin Tyler Stewart

UH-60 Helicopter Repairer (15T)

Class 080-24
PFC Brayden David Schafer * -DG
SPC Johnnie Lane Shaner Bates
PV2 Carter William Birkenholtz
PV2 Jackson James Carter
PV2 Matthew Aaron Eggleston
PFC Colin Andrew Griffin
PV2 Moises Aaron Interiano Reyes
SPC Joshua Alejandro Jimenez
PFC Pedro Henrique Madureira
PFC Rialey Joe Majors
PV2 Temarion Vontrece Moore
PV2 Kareem Jay Oliveira
Class 081-24
PFC Tennyson Delong Sebren * -DG
PFC Ashton Creedence Armstrong
PFC Dmonte Tyree Baylor
PFC Damein Dean Conklin
PFC Tyler Joseph Foran
PV2 James Ferris Hines
PFC Charles Carter Holton
PFC Jonathan Michael Abetong Ingram
PV2 Jose Romon Polo Barzaga
PFC Andrew Blake Smith
Class 083-24
PV2 Owen Steven Fischer * -DG
PFC Gerald Marvin Lauzau, Jr.
PFC Dylan Matthew Leggett
SPC Diego Enrique Llovera Olsson
PFC Caleb Ray Manning
PFC Tarek Sharif Alexander Mulan
PV2 Josue Joel Ordaz, Jr.
PV2 Ayden James Orlando
PV2 Jason Edward Perkins, Jr.
PV2 Javon Darius Lucas Song
PV2 Tiegan Schroeder Thomas
Class 084-24
PV2 Jayden Kael Worsham * -DG
PFC Steven Aragon Castillo
PFC James Kamron Ashley
SPC Samuel Michael Barnhart
PFC Roman Timothy Burds
SPC Darnell Davis
SPC Kevin Debus
PV2 Malaki Nathaniel Khan
PFC Christopher Ryan Lugo
PV2 Taylor Joseph Smith Turner
PV2 Ayden Cole Wells
PV2 Aidan Patrick Wiley
Class 085-24
SPC Madison Ryann Darr * -DG
PV2 Pearl Adaeze Ajiero
PV2 Brianne Marie Doud
SPC Erin Marie Jones
PFC Aaron Lee Pruitt
PFC Adrian David Ramirez
PVT Charlie Caden Rice
PFC James Keith Scarborough
PV2 Gavin Lane Shofner
PFC Lily Ann Summers
PFC Tyler William Unkle
PV2 Wyatt Lee Winkler
Class 086-24
PFC John Michael Miller, Jr. * -DG
PV2 Diego Antonio Balestena-Baffi
PFC Benjamin Charles Barr
PV2 Aiden Scott Benson
PFC Christian James Faust
PV2 Noah Riley Griffith
PFC Kaleb Allan Hardy
PFC Geovany Perez Mora
SPC Ethan J. Reed
SPC Christopher Ryan Russell
SPC Jarrod Zake Shell
Class 088-24
PFC Nicholas Anthony Whigham * -DG
PV2 Daniel Erwin Lauderdale
PFC Miguel Jenard Mack
PV2 Warren Keouli Dean Miranda
PV2 Marcos Patricio Perez
PFC Jacob Robert Posada
PV2 Sayyid Eugene Roberts
PV2 Brayden James Scott
PFC Shaundeep Singh
PV2 Tyler Joe Stanford
PFC Jonathan Wayne Swilley
PV2 Austin Lane Wagner
Class 089-24
PFC Nestor G. Jimenez Madrid * -DG
PFC James Franklin Baynes
PV2 Diego F. Bonilla Romero
PFC Bobby Wayfard Brantley
PV2 Aiden Quinn Deitering
PV2 Joshwa Harold Dingler
SPC Gulliani Irwin Edmister
SPC Jason Lucas Eisner
SPC Alex Michael Furlan
PV2 Nolan Brett Hoover
PFC Cadynn Rayn Hunter
PFC Levi Thomas Stember
Class 090-24
PFC Robert William Lee, Jr. * -DG
PFC Brandon Michael Bubalo
PFC Olivia Danielle Cook
PFC Koltin Nicholas Dugan
PFC Joseph Daniel Dyer
PFC Richard Blake Omer Mansour
SPC Maximus Jonas Slutter
PV2 Ethan William Smith
PFC Falyn Leigh Soto
PFC Isaac James Threlkeld
SPC Adin Lee Treague
PFC Kade Benavente Whitener
Class 091-24
PV2 Anton James Berg * -DG
PFC Landon Scott Crisel
PV2 Tristen Skyler Glass
PV2 Brayden Christopher Gomez
PV2 Levi Tanner Hansen
PFC Robert Micheal Hardenbergh
PFC Jace Christopher McMillan
PFC Colin Jacob Pereira
PFC Austin Lee Smith
PFC Gideon Tyler White
PFC Fred Jackson Witte
PV2 Tristen Clay Yell

Cargo Helicopter Repairer (15U)

Class 036-24
PFC Andrew Dorsey Byerly * -DG
SPC Yorismel Andrade
PFC Jabin Taree Black
PV2 Dane Lawrence Daniel
SPC Dayton Edward Driggers
SPC Tyler Conrad Edgerly
PV2 William Warren Fries
PV2 Jacob Benton Hale
SGT Alex David Slone
Class 037-24
PFC Monica Lee Cheney * -DG
PV2 Ethan Lee Ball
PFC Harris Cade Callahan
PV2 Terrence Orlando Dehaney
SPC Reilly Burke Fish
PFC Roman Alan Howser
PV2 Vincent Michael Johnson
PFC Julian Michael Keeter
SPC Collin Alexander May
PFC Camryn Gabriel McMullen
SPC Tyler Steven Pollack
PFC Noah Edward Stavely
Class 038-24
PFC Addy Leeann Mock * -DG
PV2 Timothy Charles Brown, III
PV2 Toby Paul Croninger
PFC Anthony Alexander Havelka
PV2 Colton Glen Head
PV2 Jayse Tully Hill
PV2 Caleb Albert Kanlong
PFC Caden Xavier Kendall
PFC Axel M. Mondragon Martinez
PV2 James Lee Sowers, Jr.
PV2 Noah Edward Will
Class 039-24
PV2 Timothy Christian Wauro * -DG
SPC Richard Lewis Barnard
SPC Nathan Daniel Botello
SPC Casey Walker Konuk
SPC Dimitri Andres Ognibene
SPC Jose Adrian Pena, Jr.
SPC Brian Cristopher Rogers
PV2 Kenin Py Tinpang Nga
SPC Trais Neptune Tomica
PV2 Taylor Scott Wilson
Class 040-24
PVT Uriel Z. Castillo * -DG
PV2 David Scott Barnes
PVT Caden Lee Bierbaum
SPC John Fitzgeraldkenn Branson
PVT Jafeth A.Canizales Amaya
PV2 John Paul Seichi Demotta, V
PFC Christopher Julian Pina, II
PV2 Austin K. Ramos Ladia
PFC Desiree Marie Rawson
PFC Shawn Michael Williams

Aircraft Powerplant Repairer (15B)

Class 009-24
PVT Ryan Tyler Sewell * -DG
PVT Christian Ramos Gudina
SPC Isaac James Guinsler
SPC Nichar Wagas Montecillo
PV2 Cameron Kristian Sutton

Aircraft Powertrain Repairer (15D)

Class 008-24
PV2 Jaret Wayne McDaniel * -DG
PFC Austen Babu Dulal
PV2 Ivie Lynn George
SGT Shar Hel Htoo
PFC Diquan Shiyheed Lee
PV2 Johnathan Morales
SPC William Brandon Olson, Jr.
PV2 Jad Cyr Wallace

Aircraft Electrician (15F)

Class 015-24
SPC Duncan Murithi Joshua
PFC Giovanny Alexander Morales

Aircraft Structural Repairer (15G)

Class 011-24
PV2 Anthony Michael Regovic * -DG
PV2 Luis Carlos Gallego Arias
PVT Valente Garcia Alonso
PFC Jaime Austin Ellis
SPC Zachary William Geralds
SPC Drevon Raylouis Maness
PV2 Andrew David Martinez

Avionic Repairer (15N)

Class 016-24
PV2 Dylan Hunter Deering * -DG
PFC Enid Ernandez Sime
PV2 Rodrigo F. Roman, Jr.
PFC McKenzie Alise Gregory
PV2 Luis Enrique Hernandez
PV2 Louis Mario Lebron
PV2 Kaleb J. Mwewe-Smith
PV2 Jesse Lee Rudin
Class 017-24
SPC Caige L. Galloway * -DG

People On The Move

AIT GRADUATIONS *continued*

PFC Sawyer Cahill Creek
PV2 Charles Lee Fulton, Jr.
PFC John Michael Hope
PFC Jordon L. L. Kosam, Jr.
SPC Anh Tuan Le
SGT Marlon Chua Uy, Jr.
SPC Oshane Saint Warren
Class 018-24
PFC Justin E. Morales * -DG
SPC Anna Michele Clarke
PV2 Alexander J. Clevers
PV2 Javian Lamar Dawson
PFC Bralynn L. Edmondson
PV2 Shaun Adrian Moore, Jr.
CPL Edward Wendall Morris, Jr.
Class 019-24
PFC Cody Wayne Simpson * -DG
PFC Parker Gene Ellis
SGT Russell Espinal-Cardenas
PV2 Jalen Xavier Graham
PFC Cory Allen Harris
PV2 Javier Paz, Jr.
PV2 Benjamin Jos Vandenlangenberg
PFC Jeremiah Clay Williams

AH-64 Armament/ Electrical/Avionic Systems Repairer (15Y)
Class 014-24
PFC Donovan J. Branch * -DG
SPC Zachary Jaron Averett
SSG Adam Boujenoui
SSG Mohamed El Gadi
SSG Issame El Khayyaty
MSG Yacine Kech-Chaf
PFC Joyce A.Saldana
Class 015-24
SPC Braedenkekoa Abes
SPC Daniel Astorga
SPC Anthony Hadley
SPC Peyton Ruder

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

Unmanned Aircraft Systems (UAS) Graduations

Tactical Unmanned Aerial Systems (TUAS) Operations Technician

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

TUAS Technician
12 Graduates, 23 Jan 25
WO1 Adams Michael T
WO1 Escarcega Lawrence A
WO1 Griffiths Cody D
WO1 Hedden Kyle W *
WO1 Jessup Bryce R *
WO1 King Rohan M
WO1 Peacock Lucas A
WO1 Peterson Drew R
WO1 Robbins Dalton R
WO1 Serrano James D
WO1 Short Aaron J
WO1 Waters David S *

UAS Operator

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

Shadow UAS Operator Course
6 Graduates, 14 Jan 25
SPC Dumais Sean Paul -DG
PV2 Agosto Max Christian
PFC Biggs Luke William
PFC Hardy Melonie Michele
PVT Mcdowell Michaela F
PFC Turner Aidan J

* = AAAA Member

Thank You to Our Scholarship Fund Donors

AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from January 2024 through January 2025. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants. Every penny donated to the Scholarship Foundation goes directly towards scholarships as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).

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AAAA Arizona Chapter
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AAAA Badger Chapter
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AAAA Keystone Chapter
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AAAA Mohawk Chapter
AAAA Mount Rainier Chapter
AAAA North Star Chapter
AAAA North Texas Chapter
AAAA Oregon Chapter
AAAA Phantom Corps Chapter
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Macy Brown-IHO Theodore T. Sendak
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Steven Butcher
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Walter L. Davis
Anthony Denogean
Richard L. Dickerson-IHO Dotty Kesten
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Gilbert J. Ferguson-IHO Theodore T. Sendak
Teresa Ferraro
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James G. Freeman
Karen W. Funk-IHO Theodore T. Sendak
Craig Gable-IHO COL Gary L. David
Jenny & Paul Gale
Galvion
GE Aerospace
George J. Gluski-IHO COL Gary David
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Marijane Jerauld-IHO Theodore T. Sendak
Larry Jess
Richard Johnson-IHO Theodore T. Sendak
Robert L. Johnson
Thomas M. Johnson
Richard Jones-IHO Theodore T. Sendak
Kathryn's High Tee
John M. Kelly-IHO WO Francis J. Klassen
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Joseph E. Mattingly
Stephen T. Mauro
Patricia McBride-IHO COL Gary David
Mathew K. McCauley
Charles E. McCormick
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PM Apache
William & Linda Pohlmann
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Marilyn C. Rickmeyer
Fredric F. Robins
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Kenneth Todd Royar
Nicholas Ryan-IHO CPT Luke Yustin
S3-System Studies & Simulation
Latny & Jonathan Salt
Pat J Salvo-IHO COL Gary David
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Michael Woodrow Schrumpf
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Jeremy Wade-IHO Theodore T. Sendak
Peter L. Weiland
Jerry & Paula Wheeler
Karen White-IHO CW5 Frank E. White
Ronald Lawson Williams-IHO Theodore T. Sendak
Anne Williams-IHO Theodore T. Sendak
Myrna Williamson-IHO MG Carl McNair
Christopher Wimsatt
Wreaths Across America
Richard Wurzbach-IHO Lt. Col. Anthony C. Schneider
Michelle F. Yarborough
Michelle F. Yarborough-IHO Theodore T. Sendak
Zieff Family Fund-IHO Bill Harris & Janis Arena
John Graham Zierdt Jr.-IHO Theodore T. Sendak

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.

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.

East/West Industries Picked by Bell

BELL COURTESY PHOTO

East/West Industries, Inc., has been selected by Bell Textron Inc., a Textron company, to equip the U.S. Army's Future Long Range Assault Aircraft (FLRAA) with their state-of-the-art Troop and Gunner Seats.

FAA Approves Red Cat to Fly Drones Without Remote ID

RED CAT COURTESY PHOTO

Red Cat Holdings, Inc., a drone technology company integrating robotic hardware and software for military, government, and commercial operations, announced it has received authorization from the Federal Aviation Administration (FAA) to operate unmanned aircraft systems (UAS) in U.S. airspace without broadcasting remote identification (Remote ID) information, specifically for the purpose of aeronautical research. Effective immediately, the approval remains valid through January 31, 2028, barring earlier rescission or extension. Remote ID regulations, often referred to as a "digital license plate" for drones, play a vital role in enhancing safety and security in the NAS.

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

Airbus U.S. Space & Defense Inc., Arlington, VA, was awarded a $315,043,393 modification to contract W58RGZ-22-C-0022 for UH-72 Lakota contractor logistics support and engineering services; work will be performed in Grand Prairie, TX, with an estimated completion date of Dec. 31, 2025.

Amentum Services Inc., Chantilly, VA, was awarded a $48,937,575 modification to contract W9124G-17-C-0005 for Initial Entry Rotary Wing flight training; work will be performed at Fort Novosel, AL, with an estimated completion date of Jan. 9, 2027.

Lockheed Martin, Orlando, FL, was awarded a $71,620,674 modification to contract W58RGZ-21-C-0016 for Apache attack helicopter depot-level support; work will be performed in Orlando, with an estimated completion date of Dec. 31, 2025.

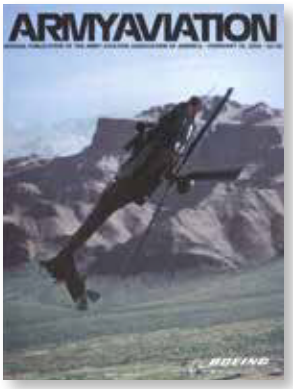
The University of Alabama in Huntsville, Huntsville, AL, was awarded a $48,993,371 cost-no-fee contract for research and development engineering and aviation services; work locations and funding will be determined with each order, with an estimated completion date of Dec. 31, 2029.

ADVERTISER INDEX

Art's Attic

By Mark Albertson

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



25 Years Ago

February 29, 2000

Briefing

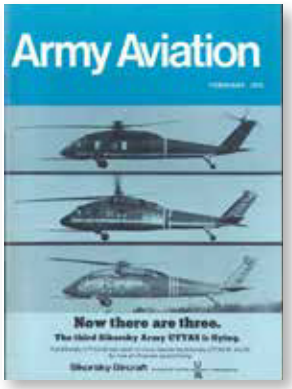
Fort Eustis, Virginia: The Aviation Applied Technology Directorate (AATD) recently conducted drop tests with external fuel tanks on a UH-60A Black Hawk. Undertaken at NASA's Langley Research Center in Hampton, Virginia, the test was part of an agreement between AATD and Robertson Aviation. Objective: Develop a crashworthy, ballistic-tolerant external fuel tank. Tanks were filled with 200 gallons of water and mounted on to a crash-damaged UH-60A and were able to withstand a 65-feet-per-second impact without leaking. The drop test caused noticeable damage to the outer shell of the tank; but no resulting leaks.

Apache Field Toolkits from CCAD

The Corpus Christi Army Depot has designed and fabricated an AH-64 Apache transmission toolkit for mechanics in the field. The 700-pound kit is mounted on a pushcart. Each kit contains 36 tool items arrayed in four drawers. Included is a stand if required to mount the transmission for repairs. Eight such kits are slated to be built, with three already complete.

He Was Right

Seated to the left is Larry Bell. He had just returned from flying an actual MASH mission in Korea. Bell had been touring the front lines during the final year of the conflict. Upon his return to the United States, he offered: "One of the worthwhile achievements to come out of the Korean War was the advancement of the helicopter. The operation of helicopters on observation, supply, rescue and evacuation missions has accelerated the entire industry by 20 to 30 years in terms of service experience."



50 Years Ago

February 28,1975

U.S. Helicopter Exports Up

While the dollar value of the 420 U.S. made helicopters exported in 1974 rose 46% when compared to 1971, the number of units exported only rose 2% over the 413 shipped in 1973. Canada was the largest purchaser with 64 units, followed by Italy with 44.

Increase in Hospital Heliports

Reported is a 1,600 percent increase in hospital heliports in almost ten years. In 1965, 34 hospital heliports were reported. Latest data shows a jump to 487. This expanded use of rotary wing ambulances is indicative of an increased use by state and civil agencies, as well as the Army-supported Military Assistance to Safety and Traffic Program.

Joint Operation

Members of the British Berlin Brigade's First Parachute Regiment are shown entering a UH-1H helicopter of the American Forces, Berlin Brigade Aviation Detachment. The American unit recently airlifted the British paratroopers as part of the Aggressor Force participation in a joint Anglo-American exercise in West Berlin.

Integrated Barracks!

Front left, Sergeant Debra Fox and, Specialist 4 Vicki Jones, front right, lend a hand to Privates First Class William J. Dittrich. Jr., rear left and, Daniel M. Sweet of the 141st Military Police Company. Dittrich and Sweet had been assigned to the formerly all-female barracks at Fort Rucker, Alabama. The move was the culmination of a six-month program to integrate housing facilities on the post. Three days prior to the move, Company A, the WAC Company, was officially deactivated.

Army Aviation Hall of Fame

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, Ala.

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

Chief Warrant Officer Five Paul Loree Price

Army Aviation Hall of Fame 2018 Induction - Nashville, TN

CW5 Paul Price entered the Army in 1974 and served as a crew chief with the 101st Aviation Group. Following a Black Hawk qualification, he was immersed in training to rescue hostages held in Iran. Upon the hostages' release, he was permanently assigned to the newly formed TF 160 as a special operations aviator.

CW5 Price was instrumental in the development of emerging air tactics, and responsible for developing and honing skills using night vision goggles, perfecting what would become the standard + 30 seconds time on target. In October 1983, these skills allowed TF 160 to insert Special Operations Forces to rescue Americans held in Grenada.

In 1985 he was selected by a Special Mission Unit as a rotary/fixed wing instructor and standardization pilot, planner, maintenance / research and development officer and troop commander. Much of this work remains classified, but his efforts were directly instrumental in the capture of our nation's most wanted enemies.

In 1997 he deployed to Bosnia and flew operations to capture war criminals charged with crimes against humanity. Following 9-11, he executed advanced force operations around the world in support of the SOF mission including long range insertions, direct action, reconnaissance, and target snatches.

A Master Army Aviator, he logged more than 11,100 hours, including 800 combat hours in some 30 different airframes. He retired from the Army and continues serving as a Department of Army Civilian working at Night Vision and Electronic Sensor Directorate, Ft. Belvoir, VA. Paul volunteered and deployed as a DAC aviator to Iraq and Afghanistan ISO counter IED find and destroy operations. Many of the mission equipment packages and night vision systems used today were developed and tested by Paul Price.

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