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# Contents

December 31, 2025, Vol. 74, No. 12

## TO THE FIELD

---

**10 PEO Aviation Update**  
By BG David C. Phillips

**14 PEO Aviation Command Chief Warrant Officer Update**  
By CW4 Reginald Oliver, introduction by CW5 Jaime I. Craig

**18 Sergeant Major of the PEO, Aviation Update**  
By SGM Leon C. Black III

**24 Reserve Component Aviation Update**  
By LTC Robert Whitaker

**28 CCDC AVMC Tech Talk**  
By Mr. John R. Sims

**30 Ask the Flight Surgeon**  
By CPT (Dr.) Michael Emerson and CPT (Dr.) Eliezer Bar-Meir

## SPECIAL FOCUS – Industry Support & Challenges

---

**32 Amentum Delivers Innovative and Trusted Aviation Solutions for the Warfighter**  
By Ken J. Kliethermes

**34 Forged in the Field- United Rotorcraft's Enduring Commitment to Army Aviation**  
By Kurt Mueller

**36 S3: Enhancing Defense. Evolving Capability**  
By Ms Jan Smith

## SPECIAL FOCUS – Industry Partners Directory

---

**38 2025 Industry Partners Directory - ARMY AVIATION** Magazine's original directory of current contact information for year round reference to the industry partners of the Army Aviation team.



60



64



66



74



90

# Contents

December 31, 2025, Vol. 74, No. 12

## SPECIAL FOCUS – Science & Technology/Research & Development

### 60 Airworthiness Framework for Autonomy and Artificial Intelligence

By Mr. Robert R. Copeland

### 62 T901 Engine Completes First Flight Test

By Gina Bublitz

### 64 U.S. Army Redstone Test Center is Ready for FLRAA

By Christy Barnett

## SPECIAL FOCUS – Aviation Future Capabilities Directorate

### 66 Transforming to the Aviation Future Capability Directorate

By BG Phillip C. Baker

## SPECIAL FOCUS – 2025 Cribbins Futures Forum

### 68 Concept Driven Transformation – Cribbins Futures Forum!

## FROM THE FIELD

### 72 The 1st Air Cavalry Brigade's Modern Adversary sUAS Tactics Team – Operation Deter, Assure, and Reinforce Rotation

By SSG Marcus Groves

### 74 Expanding the Logistics Horizon: Integrating Air Support for Faster Resupply and Distribution

By COL Phillip Lamb and MAJ Mikhail "MJ" Jackson

## DEPARTMENTS

### AAAA NEWS

AAAA President's Cockpit .....	8
AAAA VP Chapter Affairs .....	86
Chapter News .....	87
Chapter OSMs .....	87, 88
AAAA VP Membership .....	90
New Members .....	91
AAAA Family Forum .....	92
AAAA Legislative Report .....	96
AAAA Scholarship Foundation, Donors .....	84, 85
AAAA TLC Foundation .....	83

### ARMY AVIATION COMMUNITY NEWS

Advertisers Index .....	97
Advertiser Spotlight .....	95
Art's Attic .....	98
Briefings .....	6
Enlisted Spotlight .....	22
Hall of Fame .....	99
Historical Perspective .....	78
Industry News .....	97
People on the Move .....	93
VHPA Feature .....	80

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## On The Cover

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# Briefings

## Mohan Assumes Command of AMC



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## McCurry Takes Command of FCC



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## Taylor Gets 3rd Star and Heads to NATO



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LTG William D. "Hank" Taylor was promoted to his current rank on November 12, 2025 and assumed responsibilities as the United States Military Representative to the North Atlantic Treaty Organization Military Committee, Belgium. A former Army Director of Aviation, he most recently served as Chief of Staff, Combined Forces Command/Special Assistant to Commander, United Nations Command/Combined Forces Command/United States Forces Korea, Republic of Korea.

## U.S. Army Reserve Aviation Last Rotary Wing Flights



U.S. ARMY PHOTO

Three Sikorsky HH-60M Black Hawk helicopters hover near the Military Operations on Urban Terrain (MOUT) site at Ft. Carson, CO

during their final formation training flight on Sept. 14, 2025. U.S. Army Reserve Aviation Command completed rotary-wing flying operations when eight HH-60M Black Hawk from Co. C (Air Ambulance), 7th Bn., 158th Avn. Regt., 11th Exp. Cbt. Avn. Bde., based at Ft. Carson flew across the state for their final training mission. According to Execution Order Army Transition Initiative (ATI) EXORD 222-25 all rotary-wing flight operations were to be completed no later than Sept. 15, 2025. Other elements of the 11th ECAB completed similar flights around the country in their respective aircraft in the weeks before.

## OPV Black Hawk Flown by a Soldier with a Tablet



U.S. ARMY PHOTO

An Army National Guard sergeant first class became the first person without formal pilot training to plan and execute autonomous helicopter missions using Lockheed Martin Sikorsky's MATRIX technology. During the Northern Strike 25-2 exercises at Camp Grayling, Michigan in August, Sikorsky fielded its Optionally Piloted Black Hawk. The trials marked the first time an autonomous Black Hawk flew under the full control of a Soldier rather than a trained test pilot or engineer. The sergeant first class, learned to use the system's handheld tablet in under an hour before independently commanding the aircraft to transport a 2,900-pound water tank, conduct precision parachute drops, and complete a medical evacuation simulation. The test showcased MATRIX's ability to manage complex missions such as logistics, cargo delivery, and personnel recovery without direct pilot input. Across three demonstrations, the aircraft performed precision logistics drops over Lake Huron, completed autonomous sling load hookups, and executed a simulated MEDEVAC transfer at an unimproved landing site.

## SUSPENSES:

**January 1 Submission Deadline** – National Awards and Top Chapter

**January 15 Submission Deadline** – Scholarship Application Supporting Documents  
**January 13** ARMY AVIATION Magazine 2025 Photo Contest Deadline



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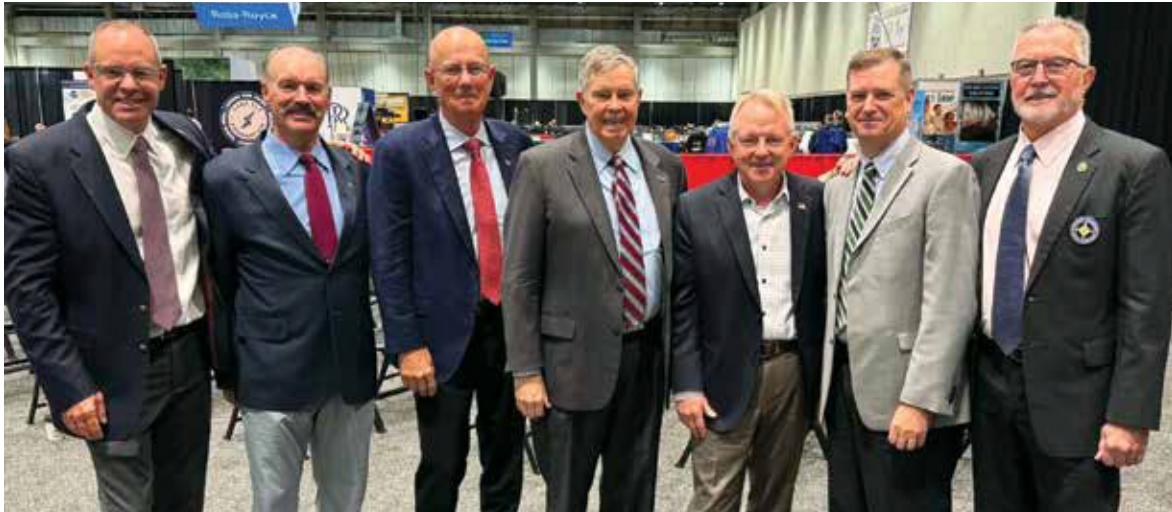
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# Transitioning Into the New Year Full-Throttle



AAA PHOTO BY AUBREY CANNLES

**W**e just completed our “new-format” 2025 Cribbins Futures Forum in Huntsville, AL. It was touch-and-go for a while with the government shutdown, but AAAA staff, our exhibitors and attendees executed with aplomb!

At the end of the day, very few exhibitors cancelled, our sponsorship was up, and attendance was only slightly down. Truly a remarkable result considering that early Monday November 10, three days before the AAAA staff arrived on site in Huntsville, we made the decision to go ahead after cancelling the prior Friday night when all Senate talks had completely collapsed!

Thank you to our Soldier and Industry Partners and all our subcontractors and vendors who stuck with us through the chaos and uncertainty. It was humbling indeed to witness your loyalty and support. AAAA is truly one big family! See the wrap-up on page 68 of this issue.

We’re declaring our new Cribbins format an unmitigated success! Special thanks to our National Treasurer, MG (Ret.) Todd Royar, who developed a very innovative plan for the Cribbins agenda that proved very effective. The afternoon “Open Mic” sessions on topics like artificial intelligence (AI), manned/unmanned aircraft ratios, air-space congestion, were particularly productive and resulted in well-received back-briefs to the Aviation General Of-

ficer Steering Committee (AVGOSC).

The AAAA National Executive Board (NEB) meeting, held at Cribbins, highlighted a few new items. Following feedback from chapter officers, going forward, the national AAAA organization will pay for all bank charges on transactions with the new chapter banking vendor. Three new National Executive Board Members Emeritus were approved to include MG (Ret.) Richard Sherlock, MG (Ret.) Kelly Thomas, and LTC (Ret.) Jan Drabczuk. Finally, the Strategic Plan, first developed over two years ago, was formally approved by the NEB as a living document that will continue to evolve and be modified with the goals and objectives of the officers and committees of AAAA.

Our lineup for future AAAA Summits looks like Nashville in 2026, Kansas City in 2027, New Orleans in 2028, and although not yet officially contracted, it looks like we will be going to Atlanta in 2029 and St. Louis in 2030.

Less than an hour after the Cribbins Forum closed, the AAAA staff, along with MG (Ret.) Todd Royar, BG (Ret.) Tim Edens and COL (Ret.) Liz

Several generations of retired Army Aviation General Officers pause for a Kodak moment during the Cribbins Futures Forum: (l to r) MG John Kline, MG Wally Golden, MG Jim Myles, LTG Bill Phillips, LTG Doug Gabram, MG Todd Royar, and BG Tim Edens.

Martin executed our first in-progress review (IPR) for the upcoming AAAA sponsored Army Best Drone Warfighter Competition. This event will take place at the University of Alabama Huntsville’s (UAH) 2,300-acre drone and counter drone range near the Huntsville airport. Things are moving fast and furious on this first-ever Army competition. By the time you read this, registration will have opened, and we will be well on the way to execution on 17-19 February 2026.

The 2026 AAAA Annual Summit in Nashville, 15-17 April, will be on us before you know it. Check out the 4-page separate handout shipped with this issue for all the details. We are tracking record attendance so don’t wait to register!

Finally, Jo Ann and I and the entire AAAA leadership and staff wish you all a peaceful and restful Holiday season and a very happy New Year. See you in 2026!

MG Wally Golden, U.S. Army Retired  
37th President, AAAA  
[walter.golden@quad-a.org](mailto:walter.golden@quad-a.org)

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# PEO Aviation: Accelerating the Delivery of World-Class Capabilities to Our Warfighters

By BG David C. Phillips



**A**t PEO Aviation, our mission is clear: to design, develop, deliver, and support the very best aviation capabilities in the world for our Warfighters, the Joint Force, and our partners and allies.

This mission drives everything we do, from modernizing our current fleet to developing next-generation systems that ensure overmatch in contested environments. As we navigate the complexities of today's operational landscape, our commitment to delivering war-winning capabilities remains steadfast and resolute.

### **Modernization: The Future of Army Aviation**

The MV-75 Future Long-Range Assault Aircraft (FLRAA) represents a cornerstone of the Army's aviation modernization. Purpose built to meet the needs of the Joint Force, FLRAA

will deliver greater speed, range, and survivability with unparalleled capability and multi-mission versatility.

The Army along with Bell and over 300 tier one suppliers is accelerating the timeline for prototype delivery, with the first prototype aircraft expected in the early fiscal year 2027 and on track to deliver an effective weapon system to the Warfighter starting in the fiscal year 2030. Employing robust digital engineering, an innovative intellectual property strategy, and a modular open systems approach, the Army will have unprecedented insights into the design and manufacture for FLRAA, the right to repair, and plug and play upgradability.

The High Accuracy Detection and Exploitation System (HADES) is also redefining aerial intelligence, surveillance, and reconnaissance (AISR) capabilities. With the delivery of two Bombardier Global 6500 aircraft earlier this year, the Army is preparing for operational demonstrations in 2026 and 2027.

HADES will provide deep sensing capabilities organic to the Army that address the growing and consistent demand for AISR information in contested environments. By leveraging advanced sensors and modular payloads, HADES ensures the Army can detect, exploit, and act on critical intelligence with precision and speed.

Launched Effects (LE) capabilities are also transforming how the Army conducts reconnaissance, surveillance, and precision strikes. These air- and ground-launched systems provide commanders with scalable, autonomous capabilities that enhance situational awareness and

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disrupt adversary operations.

Recent demonstrations have showcased the versatility of LE systems, with Soldiers providing feedback on payload effectiveness, autonomy, and integration. This iterative approach ensures LE systems are tailored to meet operational needs while maintaining adaptability for future threats. This next year will see a broad scaling of these capabilities across Army formations from Divisions to Corps including multi-domain task forces in EUCOM and INDOPACOM.

### **Unmanned Aircraft Systems – Transforming the Army in Contact**

The Army's investment in UAS continues to grow rapidly, with capabilities like the Short-Range Reconnaissance (SRR) and Joint Tactical Autonomous Aerial Resupply System (JTAARS) delivering critical capabilities to Soldiers.

The UAS team recently awarded a new contract to Skydio Inc. for their X10D UAS to field Tranche 2 capability providing real-time reconnaissance and target acquisition capabilities. Meanwhile, the Army has also provided JTAARS capability to transformation in contact units to enable autonomous aerial resupply, reduce reliance on ground convoys and improve sustainment operations in dispersed environments.

The Company-Level Directed Requirement (CoLvl DR) UAS is another key capability, focused on delivering Medium Range Reconnaissance (MRR) capabilities to transform-in-contact (TiC) brigades. These systems are designed to provide real-time reconnaissance, surveillance, and target acquisition capabilities, giving Soldiers the information to make rapid and informed decisions in dynamic environments.

Soldiers in TiC brigades have been instrumental in testing and refining CoLvl DR UAS systems, providing feedback that has led to improvements in ease of use, durability, and payload effectiveness. The acceleration of the UAS efforts at echelon will ensure that maneuver units are equipped with modular, reconfigurable, and attritable systems that enhance operational flexibility and survivability.

### **Lethality and Survivability of the Current Fleet**

While modernization is a priority, PEO Aviation remains committed to

improving the Army's current fleet to ensure readiness and reliability.

The UH-60 Black Hawk continues to serve as the Army's combat proven workhorse, providing critical lift and transport capabilities. Recent upgrades include improved avionics with the integration of degraded visual environment (DVE) systems, enhanced airframe, and digital backbone with the integration of launched effects improved communications systems, and continued flight test of the improved turbine engine, the 3,000 shaft horsepower T-901.

The CH-47 Chinook remains the Army's time tested heavy-lift cargo platform, capable of transporting troops, equipment, and supplies in austere environments. Modernization efforts include Block II production that brings increased range and payload focused on INDOPACOM; and digital cockpit upgrades, laying the foundation for DVE and Next Generation Command and Control.

As the world's very best attack helicopter, the AH-64E Apache team continues to bring on modernized capabilities to improve lethality and survivability, to remain relevant in large scale combat operations for years to come. Key upgrades include:

- Version 6.5 Software with an open systems interface for interoperability and rapid integration of future capabilities
- Improved Tail Rotor Blade (ITRB) that will boost performance and handling qualities
- MUMT-X (manned-unmanned teaming expansion) improving the ability to sense the environment, gather, analyze, and act on critical information

These efforts ensure the Apache remains a lethal and survivable platform capable of countering evolving threats on the battlefield, including the ability to destroy and defeat all types of threat UAS.

### **UAS Marketplace: Driving Innovation and Competition**

The UAS Marketplace will revolutionize how the Army acquires and integrates unmanned systems. This free-market approach fosters continuous competition, reduces barriers for commercial vendors, and provides Soldiers with access to validated and rated systems tailored to their mission needs.

Recent fielding efforts have demonstrated the Marketplace's potential to

rapidly scale the industrial base and quickly onboard cutting-edge solutions. Soldiers in TiC Brigades are already testing and refining small UAS capabilities, providing feedback that informs future iterations and requirements.

The Marketplace also addresses critical supply chain security concerns by validating compliance with Section 848 of the National Defense Authorization Act (NDAA). While this has historically been a challenge, the expansion of NDAA compliant systems will ensure critical parts are not sourced from countries deemed national security risks. This leads to fielded UAS capabilities that meet the Army's requirements while maintaining operational readiness, and a healthy supply chain.

### **Commitment to the Mission**

At PEO Aviation, our mission is more than a statement—it is a promise to our Soldiers, the Joint Force, and our partners and allies. We are committed to delivering world-class aviation capabilities that improve lethality, survivability, and readiness, enabling overmatch for the Soldiers we support on the ground, and ensuring success on future battlefields across joint and multi-domain operations.

This commitment drives our accelerated modernization efforts, from next-generation platforms like FLRAA and HADES to improvements in the current fleet and the integration of advanced technologies like UAS and launched effects. It also underscores our dedication to fostering innovation and competition across industry through initiatives like the UAS Marketplace.

As we look to the future, PEO Aviation will continue to prioritize war winning capabilities with a team of teams that must remain agile, adaptable, and collaborative to acquire capabilities that our Soldiers will employ in future conflicts. Together, we will ensure that the United States Army's aviation capabilities remain the best in the world, delivering capabilities to our Warfighters in order to continue to defend our nation and win on the battlefields of tomorrow.

---

*BG David C. Phillips is the Army Program Executive Officer, Aviation at Redstone Arsenal, AL.*

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# Army Aviation Modernization: Griffin AI and A-MAP Transform Sustainment

By CW4 Reginald Oliver with an introduction by CW5 Jaime I. Craig



U.S. ARMY PHOTO BY SPC MICHAEL SCHWENK, U.S. ARNG

**A**rmy Aviation is at the forefront of modernization, leveraging cutting-edge technologies like artificial intelligence (AI) and machine learning (ML) to transform how we sustain and maintain our aviation fleet. These advancements are not just about technology, they are about empowering Soldiers with the tools they need to make faster, smarter decisions that improve readiness and operational effectiveness. As we continue to integrate AI into our sustainment processes, Soldier feedback remains critical to ensuring these systems meet real-world needs and deliver measurable results. For this month's magazine I've asked my teammate CW4 Reggie Oliver to write about the tremendous work already happening in this space throughout our Combat Aviation Brigades.

## The Future is Now

Army Aviation has transitioned from experimentation to delivering tangible, everyday effects with Griffin AI and the Aviation Maintainer Analytics Platform (A-MAP). Developed by the Army's Artificial Intelligence Integration Center (AI2C), these maintainer-first web applications are revolutionizing aviation sustainment by enabling more accurate reporting, faster workflows, and transparent fleet visibility across formations.

Griffin AI is an aviation maintenance management tool that uses machine learning (ML) to anticipate component needs, streamline aircraft status updates, and identify logistics bottlenecks early. This provides commanders with critical early warnings about risks across multiple echelons.

A-MAP complements Griffin by consolidating maintainer readiness data into a single, user-friendly interface. It highlights training trends and provides a clear picture of unit readiness, allowing crews, staff, and commanders to act on the same reliable information. Together, these tools have transformed

SGT Joshua Inman, 1st Battalion, 150th Assault Helicopter Regiment, New Jersey Army National Guard, performs maintenance on a UH-60 Black Hawk helicopter at the Army Aviation Support Facility on Joint Base McGuire-Dix-Lakehurst, New Jersey. Griffin uses AI/ML algorithms to predict maintenance needs.

sustainment decisions from anecdotal "hunches" to data-driven assessments at scale and speed.

## A Maintainer-First Approach

The success of Griffin AI and A-MAP lies in their application-first design, which prioritizes the needs of maintenance managers and their teams. AI2C built these tools with modular models that align with unit workflows and measure success based on readiness outcomes like staging parts or planning downtime, rather than abstract accuracy. This approach keeps maintainers and production control officers in the loop, ensuring they can trace inputs, understand cues, and take informed actions. By focusing on practical outcomes, such as fewer manual roll-ups, clearer phase



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timelines, earlier component analysis, and reduced rework, these tools have delivered measurable improvements across the Aviation Enterprise.

### Building Trust in AI Systems

Trust in AI systems stems from traceable inputs and familiar outputs. Griffin AI and A-MAP consume authoritative Army data from sources of record, presenting predictions alongside the tools and artifacts maintainers already use. This design choice allows leaders to explain decisions rather than simply act on them, while giving maintainers hands-on experience with AI/ML in a job-relevant context.

The cultural impact of these tools is as significant as the technical advancements. As formations integrate Griffin AI and A-MAP into their daily operations, Soldiers develop intuition about where AI adds value and where it doesn't. This exposure broadens support across echelons and demonstrates that AI/ML tools, when paired with proper training, can improve sustainment workflows and operational outcomes.

### Soldier Input Drives Success

Soldier feedback has been instrumental in the development and fielding of Griffin AI, A-MAP, and other modernization efforts. A recent example is the Aviation Ground Power Unit (AGPU) 1.1, where maintainers provided critical input that led to improvements in reliability, ease of maintenance, and user interface design. These upgrades ensure the AGPU 1.1 meets the demands of modern aviation maintenance operations, further highlighting the importance of Soldier involvement in shaping effective solutions.

### Enterprise-Level AI/ML Integration

The Army has turned localized AI/ML successes into an enterprise-wide pattern. The Army CIO has established Army Vantage as the analytics backbone for AI/ML applications, providing a centralized platform for data modernization and consolidation. Recent policy guidance, such as PPM CIO-092, formalizes how systems and authoritative data are identified and managed, enabling repeatable AI/ML operations (AI/MLops).

This enterprise approach ensures governed data ingestion, lineage tracking, monitoring, and deployment patterns, allowing teams to upgrade

models without rebuilding infrastructure. The result is a scalable framework that supports AI/ML implementation across formations, empowering Soldiers to identify creative use cases and develop innovative solutions.

### PEO Aviation's Role in Modernization

PEO Aviation plays a critical role in supporting acquisition modernization, business transformation, and digital integration:

- **Acquisition Modernization:** Program offices can evaluate vendors based on mission-relevant performance using authoritative datasets, treating models and pipelines as configuration-controlled deliverables. This reduces custom integration work and rewards measurable sustainment value.
- **Business Transformation:** Consolidated, governed data shortens reporting cycles, reduces reconciliation efforts, and provides synchronized visibility from the shop floor to brigade level, tying expenditures to availability with fewer delays.
- **Digital Transformation:** Griffin AI and A-MAP operate as front-end tools over shared back-end pipelines, leveraging Vantage as the Army's analytics backbone. This ensures scalability from pilot programs to enterprise-wide implementation without creating brittle, one-off solutions.

### The Path Forward

PEO Aviation's mission is to turn frontline friction into clear opportunities whether through hardware, software, or workflow improvements and ensure solutions align with enterprise standards. Griffin AI and A-MAP exemplify this approach: start with authoritative data, design tools that meet maintainers where they work, measure success in readiness outcomes, and iterate with Soldiers actively involved in the process.

With broad fielding now underway, the benefits are clear and cumulative: improved fleet visibility, earlier interventions, and faster decision-making across Army Aviation's sustainment enterprise. These tools are not just transforming how we sustain our aviation fleet, they are building a foundation for the Army's future where AI/ML capabilities empower Soldiers to achieve overmatch in multi-domain operations.

*CW4 Reginald Oliver and CCWO CW5 Jaime I. Craig are assigned to the Program Executive Office, Redstone Arsenal, AL.*



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# The Importance of Soldier Feedback in Army Aviation Modernization

As the Sergeant Major for PEO Aviation, I have the privilege of witnessing firsthand the critical role Soldiers play in shaping the future of Army aviation.

Whether it's manned platforms like the MV-22 Future Long-Range Assault Aircraft (FLRAA), ground support equipment, Launched Effects (LE), or uncrewed systems like Small Uncrewed Aircraft Systems (SUAS), Soldier feedback is the cornerstone of our design and development process. Their insights ensure that the systems we deliver are not only technologically advanced but also operationally effective and tailored to meet the demands of the modern battlefield.

### Soldier Feedback: A Force Multiplier

Soldiers are the ultimate end-users of the aviation systems we develop, and their feedback provides invaluable perspective on how these systems perform in real-world scenarios. Putting capability into their hands to employ under varying conditions gives unique insight into the viability of the systems. This approach brings operational experience, tactical knowledge, and a deep understanding of mission requirements that cannot be replicated in a lab or design studio.

By integrating Soldier feedback early and often, we ensure that our systems are intuitive, reliable, and capable of addressing the challenges posed by peer and near-peer adversaries. This approach not only enhances the effectiveness of our platforms but also builds trust and confidence among the Soldiers who rely on them in combat.

### Special User Evaluations and Demonstrations

Recent Special User Evaluations



*Soldiers from the 173rd Airborne Brigade Combat Team employ the PDW C100 medium range reconnaissance UAS.*

U.S. ARMY PHOTO

(SUEs) and demonstrations have highlighted the importance of Soldier involvement in the development of aviation systems. For example, during the evaluation of the MV-22 FLRAA prototypes, Soldiers provided critical feedback on cockpit and cabin design, mission systems, and flight performance. Their input directly influenced adjustments to ensure the platform meets operational needs, such as improved situational awareness, enhanced survivability, and greater mission flexibility.

Similarly, demonstrations of Launched Effects (LE) have shown the transformative potential of these systems in multi-domain operations. Soldiers assigned to I Corps recently tested various LE configurations at Joint Base Lewis-McChord providing feedback on payload effectiveness, autonomy, and integration with existing systems. This feedback is driving iterative improvements to ensure LE systems deliver precision effects, disrupt adversary operations, and enhance situational awareness across the battlefield.

### Fielding Small UAS to Transformation-in-Contact Brigades

One of the most exciting developments in Army aviation modernization is the fielding of Small Uncrewed Aircraft Systems (SUAS) to Transformation in Contact (TiC) Brigades. These systems are designed to provide Soldiers with real-time reconnaissance, surveillance, and target acquisition capabilities at echelon, empowering them to make rapid and informed decisions in dynamic environments.

Soldiers in TiC Brigades have been instrumental in testing and refining SUAS capabilities. Their feedback has led to improvements in areas such as:

- Ease of Use: Ensuring systems are intuitive and require minimal training for operation.
- Durability: Enhancing system resilience to withstand harsh environmental conditions and operational wear.
- Payload Effectiveness: Optimizing sensors and cameras to deliver actionable intelligence in real time.

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The SUAS fielding effort also aligns with the Army's UAS Marketplace Strategy, which fosters continuous competition and innovation among industry partners. By leveraging Soldier feedback in the Marketplace, the Army is able to refine requirements, onboard cutting-edge solutions, and scale production to meet operational demand.

### **Soldier Input in AGPU 1.1 Development**

Another recent example of the impact of Soldier feedback is the development and fielding of the Aviation Ground Power Unit (AGPU) 1.1. Soldiers provided critical input on the design and functionality of this upgraded system, ensuring it meets the demands of modern aviation maintenance operations.

Their feedback led to key improvements, including:

- Enhanced Reliability: Upgrades to ensure consistent performance in austere environments.
- Ease of Maintenance: Simplified components and processes to reduce downtime and improve operational readiness.
- Improved User Interface: Adjustments to controls and displays based on Soldier recommendations, making the system more intuitive and efficient to operate.

The AGPU 1.1 is being fielded across Army aviation units, providing maintainers with a more effective and reliable tool to support mission-critical operations. This success underscores the importance of Soldier input in delivering systems that meet real-world needs.

### **Building Systems Soldiers Can Trust**

Soldier feedback is not just about improving technology—it's about building systems Soldiers can trust. Trust is earned when Soldiers see their input reflected in the systems they

use, whether it's a redesigned cockpit layout, a more intuitive control interface, or a payload that delivers actionable intelligence when it matters most.

This trust is especially critical in aviation systems, where the stakes are high and the margin for error is small. By prioritizing Soldier feedback, we ensure that our platforms are not only effective but also reliable and resilient in the face of adversity.

### **The Path Forward**

As we look to the future, Soldier feedback will remain central to our modernization efforts. Programs like the MV-75 FLRAA, Launched Effects, SUAS, and AGPU 1.1 are just the beginning. The Army's commitment to iterative development, informed by Soldier input, ensures that we stay ahead of emerging threats and deliver capabilities that enable overmatch in multi-domain operations.

Soldiers are the heart of Army aviation modernization. Their feedback is not just a data point - it's a force multiplier that drives innovation, enhances operational effectiveness, and ensures that the systems we deliver are ready to perform when it matters most.

As the Sergeant Major for PEO Aviation, I am proud to represent the Soldiers who are shaping the future of Army aviation. Their insights, dedication, and expertise are the foundation of our success, and I look forward to continuing this partnership as we build the next generation of aviation systems together.

---

*SGM Leon C. Black III is the Senior Enlisted Advisor for PEO Aviation in Huntsville, AL.*



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## 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 2024 National winners were featured in the May/June AAAA Army Aviation Mission Solutions Summit issue.



SAMPLE PHOTO

## **Gary G. Wetzel Aviation Soldier of the Year**

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**SPC Megan A. Weir**

Company D, 1st Battalion, 3rd Aviation Regiment,  
12th Combat Aviation Brigade  
Katterbach Kaserne, Ansbach Germany

**AP FILE PHOTO**



Throughout 2022, SPC Weir has shown immeasurable enthusiasm and motivation to work her way from a Private First Class to becoming an experienced and trusted Specialist as a 15Y Armament Electrical Avionics Systems Repairer. In February of 2022, SPC Weir deployed with 1-3rd Attack Battalion as part of Saber Strike 22 to Lielvarde, Latvia. When the three-week deployment was reflagged as a named mission, SPC Weir took the unexpected extension as an opportunity to hone her skills. She was selected to lead her first FARP Team while in Latvia, loading 30mm and rockets in support of the Battalion's aerial gunnery. This was SPC Weir's inaugural Battalion event, and to receive that level of responsibility on her initial iteration is exceptional, and indicative of the chain-of-command's trust. She was selected to provide downed aircraft recovery team support, over 50 other qualified soldiers for two AH-64Ds and their movement to Kielce, Poland. She drove over 1000KM with the maintenance support package, across multiple countries, maintaining contact with the higher HQ and was one of only a handful of battalion members present in support of their NATO partners in Poland. SPC Weir's focus, dedication and clear professionalism make her the only selection for the 2022 AAAA Aviation Soldier of the Year.

The image displays a Technisonic TDFM 9300 communication unit on the left and a Dallas Avionics advertisement on the right.

**Technisonic TDFM 9300:** A handheld communication device with a keypad and a small display screen. The display shows the following information:

WEATHER	162-4500	HP	0A
Zone 1	CHASE 5	HP	0A
AURORA	TAC 2	HP	0A
Zone 1	MED NW	HP	0A
Zone 1	REGIONAL P1		0A
Zone 1	LZ 02	HP	0A
Zone Chan	FPP	User 1	Vol - 20

**Dallas Avionics:** The Dallas Avionics logo is a stylized 'D' and 'A' icon. The text "DALLAS AVIONICS.COM" is at the top, followed by "ISO 9001:2015 and AS9100 Rev D" at the bottom.

**Technisonic Communications:** The Technisonic logo is a stylized 'T' and 'i' icon. The text "TECHNISONIC" is in large, bold letters, with "COMMUNICATIONS" in smaller letters below it.

**TDFM 9300:** The text "TDFM 9300" is displayed prominently.

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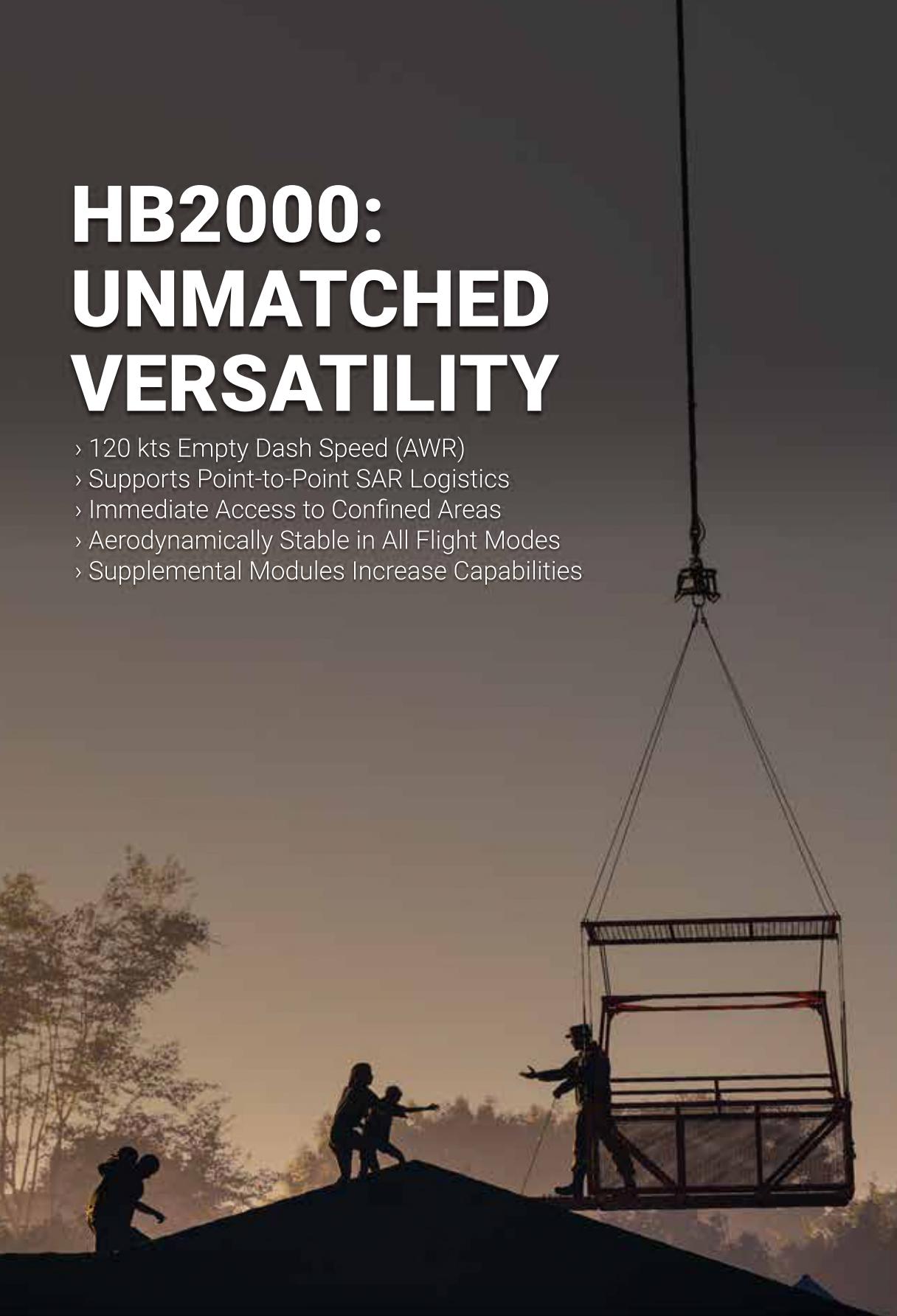
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## ► Reserve Component Aviation Update

# The Drone Revolution: Lessons from Ukraine

By LTC Robert Whitaker



U.S. Army National Guard photos by Capt. Leanne Dornbush

**T**he war in Ukraine isn't just a land war; it's a drone war.

The conflict has fundamentally altered modern warfare, demonstrating the decisive impact of Unmanned Aerial Systems (UAS) across the spectrum of conflict. What began with a Russian technological advantage has evolved into a dynamic battlefield where Ukrainian innovation, bolstered by Western aid, is rewriting the rules of engagement. This demands a critical re-evaluation of how we think about, train for, and equip ourselves for the future.

### The Lethality of Small Machines

The most striking observation from Ukraine is the disproportionate vulnerability of aviation assets – helicopters and aircraft on the ground – and support elements like logistics convoys and command posts to attack by First Person View (FPV) drones. These inexpensive, highly maneuverable platforms have proven devastatingly effective in reconnaissance-strike loops, artillery correction, and direct attack. The speed with which drones shorten the “kill chain” – the time between identifying a target and engaging it – is a decisive advantage. Minimizing delays between sensor and shooter is paramount.

To counter this, we must invest in loitering munitions with increased range and payload, integrated targeting sys-

tems, and low-cost training programs like FPV simulator courses, emphasizing rapid target designation. Research into miniaturized, software defined radios that can automatically switch between available networks the way your mobile phone switches between cellular towers is also critical.

### A Difficult Defense

Defending against UAS is exceptionally challenging. Their low cost, small size, and diverse operating characteristics make kinetic interception inefficient and expensive. Electronic Warfare (EW) is currently the most effective countermeasure, but adversaries quickly adapt, utilizing techniques like fiber optic control lines to bypass jamming.

We must adopt a layered C-UAS approach combining kinetic, electronic, and cyber countermeasures, alongside advanced jamming and spoofing technologies. Strict emissions control and low-signature tactics are vital, as is widespread use of camouflage and hardened infrastructure.

### The Power of Mass: A “Drone Economy”

The proliferation of commercially available drone technology has dramat-

Left: First person view drones bearing the unit logos of the U.S. Army Combat Capabilities Development Command, 28th Infantry Division and 173rd Airborne Brigade stand ready prior to taking flight in an innovative unmanned aircraft system project at Grafenwoehr Training Area, Germany, Feb. 20, 2025. Coined “Project Shiv”, the innovative exercise involved using FPV drones assembled at Balli Airfield with development munitions created by the U.S. Army Combat Capabilities Development Command (DEVCOM) Armaments Center.

Right: CW2 Nathan Shea flying a first person view drone during an innovative unmanned aircraft system project at Grafenwoehr Training Area, Germany, Feb. 17-20, 2025.

ically lowered the barrier to entry, leading to a potential mass of UAS attacks that can overwhelm traditional defenses. This necessitates a shift in thinking: from targeting with individual drones to managing swarms and protecting critical assets. Russia, for instance, is using 2-3 Geran-2s to double and triple-tap targets, now using almost 90-degree angles of attack, so even if the UAS is intercepted the payload will still impact on or near the intended targets.

Investing in vast quantities of low-cost, expendable drones – alongside a smaller number of high-end platforms – is essential. High-dollar platforms will be destroyed by low-cost drones, making an economically unsustainable military strategy.



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## EW: The Dominant Battlefield

Electronic Warfare has become the dominant form of UAS warfare. Jamming and spoofing are key tactics, constantly countered by operator adaptations. EW systems themselves are vulnerable to attack, highlighting the need for integrated EW, distributed sensors, and other C-UAS measures. Control of the electromagnetic spectrum is paramount.

Significant investment in advanced jamming, spoofing, and anti-jamming technologies is crucial, alongside UAS-based EW platforms for mobile response. Secure communication protocols and spectrum dominance through advanced EW and signal intelligence are also essential.

## Sustaining the Fight: The Consumable Challenge

Low-cost UAS rely on consumables like rechargeable batteries and 3D printing filament. However, current procurement policies often prohibit replenishing these supplies once an initial purchase is made, hindering operational readiness. We must classify these items as consumables, allowing for ongoing procurement to ensure a continuous supply.

## Airspace Management in the Age of Drones

The increasing density of UAS operations is creating significant challenges for airspace management. Traditional air traffic control systems are ill-equipped to handle this complexity. Accurate, real-time airspace awareness is paramount, requiring advanced, AI-powered systems and integration of UAS-based sensors into a common operational picture. Automated deconfliction algorithms and clear rules of engagement are essential to detection and then deciding friend or foe.

## Training: Bridging the Gap

Current institutional training programs are inadequate. The single course at Fort Benning, GA focused on policy rather than tactical employment is insufficient to create the quantity of Master Trainers needed as thousands of SUAS are fielded over the next few years. There's a significant disconnect between classroom instruction and the realities of modern UAS warfare. The success of focused courses like 7th Army Training Command's three-week FPV course developed for new Ukrainian UAS operators demonstrates the value

of tactically oriented training. We need to establish regional UAS training centers prioritizing practical skills, tactical employment, and the latest threat updates, and revamp existing curricula to reflect battlefield realities.

## Red Air: Replicating the Threat

Establishing dedicated "Red Air" capability – teams trained to emulate enemy UAS tactics – is crucial. This will instill situational awareness, develop defensive measures, and reinforce a realistic understanding of the threat. Too often at collective training events the training audience recognizes the UAS surveilling them (often waiving at them), but don't take any action to conceal themselves or defeat the drone.

## Looking Ahead

One thing is clear: the drone revolution is here, and adapting to it is no longer optional – it's a matter of strategic survival..

*LTC Robert Whitaker is the Chief, UAS & Launched Effects Branch, Aviation & Safety Division, Army National Guard, Arlington, VA*

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# Flight Performance Data Reduction Methods

By Mr. John R. Sims

**A**prior article, *Accredited Flight Performance Models*, noted that the datasets within flight performance models should be traceable to flight test data.

Every aircraft program is limited in its ability to actually flight test across the full envelope of desired performance, and yet aircraft Operator's Manuals will generally have a chapter devoted to Performance Data filled with dozens of charts that provide guidance on power management, airspeed limits, expected fuel flow, and other relevant aircraft performance parameters across a wide range of conditions.

For power/torque required data, this is typically accomplished by carefully selecting test conditions that can be reduced to a "non-dimensional" or "referred" characterization of the aircraft performance. This general characterization is then expanded into all the conditions enumerated in the Operator's Manual. The main parameters of interest are the Gross Weight (GW), Pressure Altitude (PA), Free Air Temperature (FAT), True Airspeed (VTAS), and for a rotorcraft the Rotor Speed (NR) for a given configuration. Other parameters are held constant under test, and corrections are applied to the predicted performance as needed, for example the effect of changing the drag area.

For a rotorcraft, the effect produced by the combination of the GW, PA, FAT, and NR is characterized by the Referred Gross Weight (GW<sub>REF</sub>) or the non-dimensional Coefficient of Weight (CW). This normalized weight term is directly proportional to the actual GW, inversely proportional to the air density given by the PA and FAT, and inversely proportional to the NR squared.

In a similar way, other terms are defined to characterize rotorcraft performance. Referred Rotor Speed (NR<sub>REF</sub>) or the non-dimensional Tip Mach Number (MTIP) is used to generalize the rotor speed and help account for the effects of compressibility and blade stall. Referred True Airspeed (VTAS<sub>REF</sub>) or the non-dimensional Advance Ratio ( $\mu$ ) relates the airspeed to the rotor blade tip speed and assists with bookkeeping various losses to drag across the speed envelope. Finally, Referred Shaft Horsepower (SHP<sub>REF</sub>) or non-dimensional Coefficient of Power (C<sub>P</sub>) is used as the generalized power required. Using this method, the five input parameters of interest (GW, PA, FAT, VTAS, and NR) are reduced to three referred or non-dimensional terms that can be used to predict the power required throughout the flight envelope. These are typically visualized as complex surfaces as depicted in Figure 1 for each NR<sub>REF</sub>.

An analogous procedure exists for fixed wing aircraft though differing terms are developed. A typical turbo prop airplane's cruise power required can be characterized by referred terms

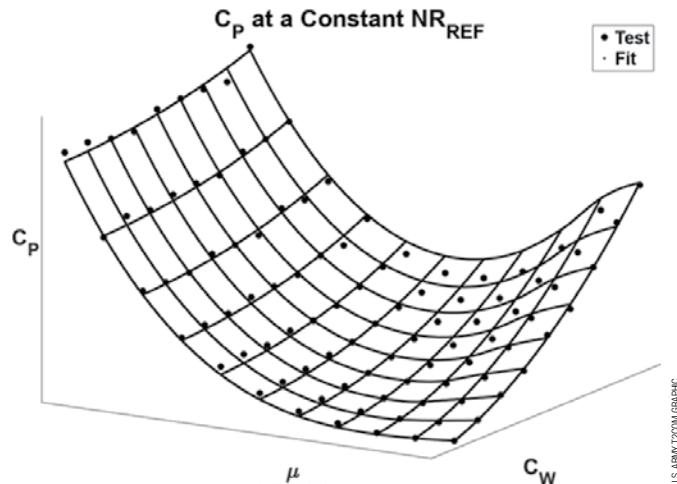


Figure 1. Rotor speeds comparison

produced by the Weight-Independent Method. The four input parameters of interest in that case (GW, PA, FAT, and VTAS) can be reduced to two terms: Velocity Independent of Weight (VIW) and Power Independent of Weight (PIW). These provide an airspeed versus power required relationship that normalizes for the air density and GW.

Once the raw referred or non-dimensional dataset is generated from flight test, it is analyzed for the expected characteristics for the type of aircraft. Physics-based analyses of conventional aircraft have produced expected mathematical models that can be fit to test data to produce a smooth dataset to use for making performance predictions. Figure 1 displays the characteristic shape of the data for a rotorcraft. For a turbo prop airplane, the product of PIW and VIW (PIW<sub>x</sub>VIW) should be related to VIW raised to the fourth power (VIW<sup>4</sup>) by a straight line.

Establishing traceability to demonstrated performance in test through these general relationships substantiates the accuracy of the performance charts over a wide range of conditions. The Systems Readiness Directorate's Aeromechanics Division utilizes flight performance models routinely in core parts of its airworthiness mission. The models are developed as sources of truth to assess Airworthiness Releases (AWRs), impacts of modifications, technical manual charts, fielded mission planning models, and aircraft specification compliance. Accurate flight test performance data reduction supports the Aeromechanics Division's engineering mission of enabling airworthy systems that unburden the aviation warfighters and enhance their capabilities.

*Mr. John R. Sims is an Aerospace Engineer, Aeromechanics Systems Readiness Directorate, U.S. Army Combat Capabilities Development Command Aviation & Missile Center, Redstone Arsenal, AL.*

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## ► Ask the Flight Surgeon

# FAA Flight Physicals

By CPT (Dr.) Michael Emerson and CPT (Dr.) Eliezer Bar-Meir

**Q:** Can my flight surgeon conduct an FAA flight physical for me?

**FS:** U.S. Army Flight Surgeons are authorized to perform FAA flight physicals for Army aviators if they are also designated as Federal Aviation Administration (FAA) Aviation Medical Examiners (AMEs). Not many Army Flight Surgeons are also AMEs because the certification process is different. Only designated military AMEs can conduct FAA medical examinations and issue FAA medical certificates. There are also limitations on the type of medical certificate that they can issue based on their designation level. Keep this in mind while you pursue your civilian aviation career goals.

■ Third-Class Airman Medical Certificate: Allows the holder to exercise the privileges of a private pilot license

- Second-Class Airman Medical Certificate: Required for commercial pilot operations
- First-Class Airman Medical Certificate: Necessary for airline transport pilot duties

Military AMEs are authorized to issue Second-Class and Third-Class medical certificates. Due to current policies, military AMEs are not authorized to issue First-Class medical certificates.

### Initiating the FAA Medical Certification Process

Army aviators seeking an FAA medical certificate should begin by completing the FAA MedXPress application online at <https://medxpress.faa.gov>. This system allows you, the applicant, to enter your medical history and other required information electronically before the examination. Be sure to submit all required medical information. Potentially disqualifying medical conditions or medications that may need further documentation can be found online at [https://www.faa.gov/ame\\_guide](https://www.faa.gov/ame_guide). The FAA has a denial rate of up to 2% mostly due

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to lack of medical information. Reviewing your information and making sure you have the needed documentation can significantly increase the chance of your application's success. The requirements vary between classes and are similar to military aeromedical standards, but not identical.

While aeromedical waivers granted for military flying duty do not automatically transfer to the FAA, a history of safely flying in a military setting with waivers may be taken into consideration during the FAA medical certification process. Even if your military flight surgeon is not designated as an FAA AME, they may be able to assist with making sure you have the correct documentation for your medical conditions.

Upon submission, the system provides a confirmation number, which you must bring to the medical examination. The designated AME uses this number to access your application. The AME exam must then be completed within 60 days of submitting the application, so scheduling an appointment promptly is advisable.

### Exam

The AME physician will perform the exam in person as part of the process of medical certification. It is like physical exams that are routine for military accession and military flight physicals. The exact components can be found on the FAA website.

### Next Steps/Approval

If there are no disqualifying conditions and all the appropriate documentation is present, the AME can issue a medical certificate immediately. Depending on your medical history, the AME may need to defer to the FAA

— comparable to how in the military flight physical process, a flight surgeon may have to wait for waiver/exception to policy approval. The final approval authority is the Aerospace Medical Certification Division at Civil Aerospace Medical Institute (CAMI).

### Summary

Military flight surgeons are deeply invested in the success of Army aviators, both during active duty and as you transition to civilian careers. Consult with a military Flight Surgeon who holds an FAA AME designation as early as two years prior to your separation or retirement. Allow yourself ample time to understand the requirements for civilian medical certification and to gather necessary medical documentation. A proactive approach can facilitate a smoother transition and help maintain your qualifications without interruption.

Fly Safe!

### Questions for the Flight Surgeon?

If you have a question that you would like addressed, email it to [AskFS@quad-a.org](mailto: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.

*CPT Michael Emerson, D.O., MPH, is an Aerospace Medicine Resident and a designated FAA medical examiner; and CPT Eliezer Bar-Meir, M.D., is an Aerospace Medicine Resident at the Department of Aviation Medicine, Fort Rucker, AL.*



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## Amentum Delivers Innovative and Trusted Aviation Solutions for the Warfighter

By Ken J. Kliethermes

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*Above: Amentum's Rotary Wing Flight Training (RWFT) organization has trained and educated more than 35,000 Army, Air Force, and allied partner helicopter pilots.*

*Below: Amentum's aviation solutions business delivers unrivaled expertise, global reach, innovative practices, and commitment to quality.*



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**A** global leader in advanced engineering and innovative technology solutions, Amentum solves today's most challenging problems—from ensuring energy security and the warfighter advantage anywhere in the world to safeguarding space. The company blends highly complementary strengths across engineering, science, and technology in key end-markets including space, energy, environment, intelligence, commercial, and defense.

Specifically, in defense, Amentum has delivered solutions to the Army since 1957. As the Army's premier global sustainment and logistics provider, Amentum supports the entire Army fielded fleet (Active, National Guard and Army Reserve) to include the AH-64 Apache, UH-60 Black Hawk, CH-47 Chinook, UH-72 Lakota, as well as fixed-wing aircraft like the C-12, UC-35, and C-26.

Amentum's solutions cover the full spectrum of aviation sustainment. This includes commercial depot maintenance, limited Army approved depot maintenance, advanced glass cockpit upgrades, phase and reset maintenance, installation and removal of Modification Work Orders (MWO), and pass-back maintenance for combat aviation brigades.

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Amentum's *Augmented Reality (AR) Remote Expert* technology offering is a two-way, video-enabled AR capability

allowing real-time, remote reach-back support, connecting forward-deployed areas with technical experts worldwide. This innovation significantly enhances repair processes and oversight capabilities, reducing downtime and operational costs.

Amentum's *MerlinMX™* tool uses artificial intelligence to predict when aircraft parts require maintenance. By accurately forecasting the remaining lifespan of parts, MerlinMX™ helps reduce unnecessary repairs and increase the availability of aircraft and ground support equipment. Designed to address the specific challenges faced by military personnel, it improves decision-making, enhances fleet readiness, and optimizes maintenance schedules. MerlinMX™ uses a Modular Open Systems Approach (MOSA), allowing rapid, cost-effective integration and seamless information sharing with other Army systems to advance the mission.

These innovations and Amentum's commitment to quality have enabled the company to exceed performance metrics in first-pass rates, technical inspections, and quality audits. Using Aerospace Standard 9110 Revision C (AS9110C), Amentum's dedication to quality has yielded outstanding results, including a 99% pass rate on aviation program team audit inspections and a 98% or greater pass rate on Quality Assurance Surveillance Plan (QASP) audits.

Amentum's commitment to quality extends to flight training. Since 1989, Amentum has been a contractor of choice supporting the flight training enterprise at Fort Rucker. Amentum's *Rotary Wing Flight Training (RWFT)* organization has trained and educated more than 35,000 Army, Air Force, and allied partner helicopter pilots, delivering unparalleled flight instruction under day, night, instrument, and night vision goggle conditions. With a team of experts collectively holding nearly three million flight hours of experience, many of our experts have served in some of the military's most heralded units. Amentum provides basic aviator training necessary for follow-on training in advanced aircraft for operational use.

Amentum has played a key role in the evolution of flight training by transitioning from single-engine, non-modernized and manually hand-flown TH-67 helicopters to the technically advanced UH-72A Lakota. Adapting to changing warfighter needs is an Amentum core competency, whether leveraging virtual reality or modernizing via new aircraft.

Amentum's solutions span multiple contract vehicles, including as a prime contractor for the U.S. Army Aviation and Missile Command (AMCOM). Under *AMCOM Aviation Field Maintenance-East*, Amentum provides aircraft maintenance services at Army installations east of the Mississippi River and international locations. This includes notable installations such as Bragg, Campbell, Drum, Hunter Army Airfield, and locations in Germany, Honduras, Egypt, Kosovo, Iraq, Poland, Morocco, United Kingdom and Kuwait. AFM East also provides support to Fort Rucker with phase surge capacity as needed since 2020. The AFM-E team has significantly contributed to the operational readiness of the Army helicopter fleet through the completion of Reset inspections, MWOS, and phase maintenance, achieving mission success rates that consistently exceed Army requirements.

Through *Aviation Field Maintenance-West*, Amentum supports additional Army installations west of the Mississippi River including Forts Hood, Bliss, Riley, Carson, and Joint

Base Lewis-McChord and OCONUS locations that include Republic of South Korea and Townsville, Australia. AFM West also provides support to Fort Rucker with phase surge capacity more recently. The AFM-W Team has also achieved impressive results, completing aircraft phases and resets well within prescribed timelines and budget, thereby saving the government substantial costs and enhancing fleet readiness.

Under a contract with PEO Aviation, Amentum's *Army Transport Life Cycle Services* team manages an extensive fleet of fixed-wing transport aircraft. The team's efforts have resulted in an average 93% Mission Capable (MC) rate, exceeding contract metrics, and ensuring high availability of these critical assets. Innovations such as the use of augmented reality headsets for remote inventory have reduced travel costs and enhanced efficiency.

Amentum's aviation solutions business delivers unrivaled expertise, global reach, innovative practices, and commitment to quality. Through its management of U.S. Army rotary aircraft training, modernization, sustainment and logistics, Amentum readies the Army's aviation assets for mission success.

With approximately 50,000 employees on all seven continents and supporting joint military exercises in Europe and East Asia, Amentum is one of the most experienced aviation service providers in the world.



*Ken J. Kliethermes is the Vice President of Army Aviation Programs for Amentum, Chantilly, VA.*

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## Forged in the Field-United Rotorcraft's Enduring Commitment to Army Aviation

By Kurt Mueller

In the world of rotary-wing aviation, every mission begins long before the rotors turn. It starts in the hangars and design bays where engineers, technicians and fabricators prepare aircraft to meet the demands of those who fly them. For more than three decades, United Rotorcraft has been part of that mission, quietly shaping the tools and technologies that keep aviators ready, whether saving lives in a MEDEVAC mission or supporting the nation's armed forces.

### From Air Medical to the Battlefield

United Rotorcraft is a division of Air Methods LLC, long known for lifesaving air medical transport across the United States. Over time, that same commitment to reliability and rapid response evolved into something broader: a deep expertise in mission

*UH-60 Firehawk from 1-140th Aviation prepares to take in water from Irvine Lake, CA.*

systems integration and aircraft modification that now serves both civilian and military operators worldwide for life saving missions.

Today, United Rotorcraft is a trusted partner to military and government aviation programs, providing aircraft completions, modernization, and sustainment. Its work spans custom MEDEVAC interiors, mission systems integration, communication suites, and Black Hawk conversions – capabilities that mirror the Army's own emphasis on readiness, adaptability, and precision.

### One Team, One Mission

Step inside the United Rotorcraft Denver facility and the sense of pur-

pose is unmistakable. Engineers, manufacturers, and technicians work side by side – from design through delivery – in a vertically integrated process that reduces handoffs, accelerates timelines, and delivers aircraft and mission equipment back to the field faster.

The company's AS9100 and ISO 9001 certifications reflect its alignment with aerospace and defense standards, while multiple FAA Diamond Awards of Excellence highlight a culture of craftsmanship, safety, and accountability – values familiar to anyone in Army Aviation.

This vertical integration means that United Rotorcraft controls every phase of the project: design, manufacturing, installation, testing, certification, and sustainment. That end-to-end capability ensures cost efficiency, shortens development and modification cycles, and enhances mission readiness the moment the aircraft leaves the hangar.

### **The FIREHAWK®: A Black Hawk Reimagined**

Among United Rotorcraft's most visible achievements is the FIREHAWK®, developed in exclusive partnership with Sikorsky. Based on the S-70 Black Hawk, the FIREHAWK® integrates a 1,000-gallon belly tank, retractable snorkel, and modular cabin configuration that allows it to pivot quickly between missions – firefighting, medevac, search and rescue, troop transport, or utility lift.

While primarily serving civil firefighting agencies, the FIREHAWK® embodies a concept central to Army Aviation: multi-mission flexibility. The same design and integration expertise that makes the FIREHAWK® adaptable also strengthens United Rotorcraft's ability to support UH-60 fleet modernization, mission-equipment installations, and life-extension programs across Army and National Guard units.

In essence, what United Rotorcraft delivers to a wildfire crew in California and Colorado is built on the same engineering principles that can sustain a combat support helicopter in a forward operating environment – efficiency, reliability, and adaptability under pressure.

### **Supporting the Soldier**

United Rotorcraft's work has always centered on people—the pilots, crews, and maintainers who depend on their aircraft to perform in sometimes

unforgiving conditions. The company's mission-specific design approach puts the end user first, ensuring that every system, console, and stretcher layout supports operational effectiveness.

Its long heritage in MEDEVAC systems integration directly supports the Army's rotary-wing medical evacuation mission. From advanced patient-handling systems and modular medical interiors to secure communications and hoist installations, United Rotorcraft builds solutions that help crews save more lives, faster and operate more safely.

Today, United Rotorcraft actively supports several key U.S. defense programs, including BAE Systems' Armored Multi-Purpose Vehicle (AMPV), the HH-60M Black Hawk Medical Interior, the UH-60L Medical Interior, and the Stryker Medical Evacuation Mission Interior. Each of these programs demonstrates the company's ability to integrate advanced medical systems and mission equipment across both rotary- and ground-based platforms, ensuring continuity of care and operational efficiency from point of injury to higher-level treatment.

Beyond integration, the company's growing Maintenance, Repair, and Overhaul (MRO) network, expanded in 2022, ensures sustained readiness. Their facilities in Denver, CO, West Mifflin, PA and Mesa, AZ are positioned to serve both government and OEM partners, ensuring rapid turnaround and dependable lifecycle support – keeping legacy platforms like the UH-60 viable and mission-ready for years to come.

### **Engineering for the Mission Ahead**

As the Army advances its Future Vertical Lift and fleet modernization initiatives, speed and adaptability are more critical than ever. United Rotorcraft has embraced that same mindset, investing in digital design integration, lean manufacturing, and resilient supply-chain systems that reduce lead times and strengthen operational agility.

Its engineering and certification teams are fluent in both civil and military airworthiness processes, allowing seamless transition between FAA, EASA, and DoD standards. That dual-domain experience is a significant advantage for hybrid or public-private programs, where civil and military requirements often overlap.

For an Army increasingly focused on rapid prototyping and fielding new capabilities, these efficiencies translate directly into higher aircraft availability and mission readiness.

### **A Shared Ethos: Mission First, People Always**

At its core, United Rotorcraft shares the same principle that defines Army Aviation: Mission First, People Always. Whether outfitting a MEDEVAC helicopter for a civilian operator or upgrading a Black Hawk for military service, the approach is identical—enable the mission, protect the crew, and deliver uncompromising reliability.

The company's technicians and engineers take pride in the knowledge that their work supports the soldier behind the controls and the medic in the cabin. Each aircraft that leaves a United Rotorcraft hangar carries with it decades of experience, precision, and purpose – qualities forged through years of supporting those who fly in harm's way.

### **Ready for What's Next**

As Army Aviation prepares for a future defined by multi-domain operations, rapid response, and technological convergence, partners like United Rotorcraft are critical to sustaining readiness and adaptability. With a foundation built on military heritage, engineering depth, and vertically integrated sustainment, United Rotorcraft stands ready to support the Army's next generation of rotary-wing capability.

From MEDEVAC interiors to multi-mission Black Hawk conversions, from modernization programs to sustainment partnerships, United Rotorcraft continues to prove that innovation and readiness are inseparable.

Forged in the field and guided by the same principles that drive Army Aviation, United Rotorcraft remains committed to one mission: ensuring that every aircraft—and every crew—returns home safely, ready for the next call.



*Kurt Muller is the Senior Business Development Manager for Military Programs, United Rotorcraft, Englewood, CO.*

# Special Focus ▶ Industry Support & Challenges

## S3: Enhancing Defense. Evolving Capability

By Ms. Jan Smith



**S**ystem Studies & Simulation, Inc. (S3), was incorporated in 1991 in Huntsville, Alabama by current CEO, Jan Smith, to provide technical services to the Department of Defense and NASA, to address high-tech requirements within aviation and missile systems, and is an SBA-Certified Women-Owned Small Business. S3's Agile Engineering Division (AED) and its subsidiaries have strengthened U.S. (Army, Air Force, and Navy) and Partner Nation defense capabilities through innovative solutions in training, maintenance, logistics, engineering, acquisition, and program management.

S3 and its three wholly owned subsidiaries – Kachemak Bay Flying Service (KBFS), S3 International (S3I), and Global Logistics Support Services (GLSS) – take pride in their commitment to embracing emerging technology, innovation, and quality performance. As a result, the S3 family of companies expanded their geographical reach and broadened their capabilities. Today S3 operates CONUS in 22 states and OCO-NUS in the Kingdom of Saudi Arabia

(KSA) providing flight operations, international training, maintenance repair and overhaul, logistics sustainment, and aviation training to 13 countries on 13 unique aviation platforms.

S3's AED Business Sector provides innovative technical solutions and services to U.S. Military Services, U.S. security agencies, and Partner Nation militaries. Services include engineering, acquisition support, training, simulation, C4ISR, logistics, and security assistance. AED is a leading service provider to Army organizations at Redstone Arsenal, Fort Rucker AL, Fort Benning GA, Fort Sill OK, Fort Leavenworth KS, Fort Hood TX, and Joint Base Langley-Eustis VA.

AED's core competencies include modeling and simulation, knowledge management, programmatic services, life cycle management, and training for multiple PEO Missiles and Space Project Offices. Offices include Strategic Operational Rockets and Missiles (STORM), Short and Intermediate Effectors for Layered Defense (SHIELD), and Tactical Aviation and

*Above left: GLSS's maintenance technicians support Army, Navy, and Air Force customers.*

*Top right: S3I through S3A provides comprehensive rotary wing services for KSA's MNG.*

*Lower right: KBFS provides commercial and government flight training at multiple locations.*

Ground Munitions (TAGM). AED also provides end-to-end aviation technical services across multiple award IDIQ contract vehicles, supporting rotary- and fixed-wing programs, mission systems integration, and lifecycle sustainment operations for PEO Aviation HQ and the Apache and Chinook Project offices.

S3 is a strong supporter of Army Aviation, providing enduring commitment to the aviation industry. S3 provides individual pilot, maintenance test pilot, and Non-Rated Crew Member (NRCM) training in the Army's most advanced helicopter platforms and supporting Training Aids Devices Simulators and Simulation (TADSS).

S3 also provided Light Utility Helicopter (LUH) Product Office support for aircraft fielding and flight training from 2015-2024 and provides continuous support for the Apache Attack Helicopter (AAH) Project Office's NETT in the AH-64E for U.S. and FMS customers since 2016. S3 pilots have flown more than 240,000 flight hours, predominantly in U.S. Army Advanced Aircraft, and provided over 267,000 hours of Simulation Instructor/Operator (I/O) support.

### **Kachemak Bay Flying Service (KBFS): FAA-Certified Aviation Solutions**

KBFS, S3's aviation services subsidiary, offers FAA-certified fixed- and rotary-wing training to commercial, government, and partner nation customers. With operations in Temple, TX; Crestview, FL; and Geneva, AL, KBFS holds certifications under FAA Parts 133, 135, 137, 141, and 145. This combination enables KBFS to provide comprehensive aviation maintenance, flight instruction, and on-demand transport.

KBFS operates the International Intelligence, Surveillance, and Reconnaissance (ISR) Training Academy in Crestview, providing pilot, mission system operator, and crew qualification training in air-land, airdrop, and ISR mission sets. Customers include USAF Special Operations and Partner Nations. The Temple site hosts FAA certified Part 141 flight training, general aviation maintenance, and Part 145 avionics installation and repair operations. The Geneva site serves as the Fixed Base Operator for the Geneva Municipal Airport, recognized by the FAA in 2023 when Airport Manager Bryan Pike earned Airport Manager of the Year in the southeastern district.

Staffed by former military aviators and maintainers, KBFS exemplifies S3's high standard of safety, professionalism, and mission success. Through rigorous training and dedication to implementing new innovations, KBFS delivers practical, customer-focused aviation solutions.

### **S3 International, Inc. (S3I): Strengthening Global Defense Partnerships**

Established in 2012, S3I extends S3's legacy of excellence into the global defense marketplace. Dedicated to enhancing Partner Nation capabilities, S3I provides aviation training, maintenance,

logistics, UAS, and C5ISR support aligned with U.S. foreign policy, export licensing, and ITAR compliance.

S3I specializes in Foreign Military Sales (FMS) and International Military Education and Training (IMET) programs. S3 and S3I supported 14 Partner Nation cases, trained over 7,500 aircrew members, and logged over 500,000 instructional flight hours in advanced military aircraft and simulators.

S3I emphasizes expeditionary experience, rapid deployment, and cultural fluency. The company delivers comprehensive flight training packages to combine classroom, simulator, and flight instruction under rigorous quality-assurance standards that ensure safety, interoperability, and readiness.

An example of sustained excellence in S3I's customer commitment is shown by the nine years of company support to the Kingdom of Saudi Arabia's (KSA) Ministry of National Guard (MNG). S3I operates in KSA under its commercially registered business entity, S3 Arabia (S3A). Headquartered in Riyadh, Saudi Arabia, S3A provides pilots, maintainers, logisticians, firemen, ATC specialists, English Language instructors, and quality and safety specialists supporting AH-6i, AH-64E, MD-530F, and UH-60M helicopter programs. Operating under S3I oversight in Huntsville, S3A exemplifies S3's global mission of building trusted partnerships, advancing local capability, and achieving excellence in every phase of aviation support.

### **Global Logistics Support Services (GLSS): Sustainment and Readiness**

GLSS delivers field and sustainment maintenance, supply, systems modifications, and supply chain management in support of unit operational readiness. GLSS leverages decades of experience to tailored solutions for U.S. Army, Air

Force, and Navy customers across 12 installations in Arkansas, Florida, Illinois, Louisiana, Mississippi, Oklahoma, Texas, and Virginia.

GLSS capabilities include aviation and ground-system maintenance, flight line and depot-level repair, modification programs (MWO/TCTO), and multi-site program management. The company delivers comprehensive services in property accountability, inventory control, and sustainment operations, including aviation life-support equipment and non-destructive testing.

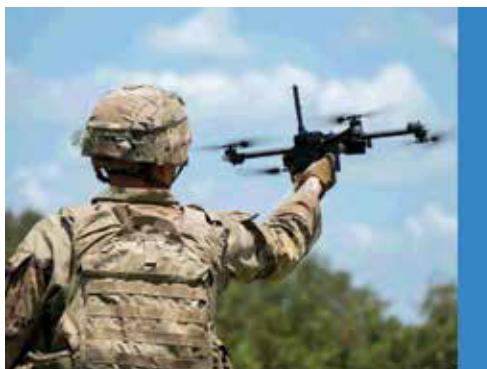
Committed to continuous improvement and performance excellence, GLSS ensures customers receive dependable, cost-effective, and mission-ready support, reinforcing S3's reputation for reliability and technical precision.

### **A Unified Enterprise**

Together, S3 and its subsidiaries – KBFS, S3I, and GLSS – form a unified enterprise supporting every phase of aviation, missile, and defense operations. From manned and unmanned aircrew and ISR training to missile engineering and analysis, S3 and its subsidiaries continue to innovate solutions and provide excellent support to military and commercial aviation customers. Staffed by 85% U.S. military veterans, S3 provides superb talent with exceptional experience to the Army's ongoing transformation into an innovative and capable force. Across continents and contract lines, the S3 family continues to advance one enduring mission: Enhancing Defense. Evolving Capability.



*Ms. Jan Smith is the founder and CEO of System Studies & Simulation, Inc. based in Huntsville, AL.*



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This year we are recognizing Companies that are current AAAA Members, Advertise in Army Aviation Magazine and donate to the Scholarship Foundation. Thank you for your continued support!

Any firm that wishes to be included in next year's Industry Partners Directory should contact Erika Burgess at Army Aviation Publications, Inc.; Telephone: (203) 268-2450 or email: [erika@quad-a.org](mailto:erika@quad-a.org)

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## Airworthiness Framework for Autonomy and Artificial Intelligence

By Mr. Robert R. Copeland



U.S. ARMY PHOTO BY CASEY KNIGHTEN/DECOM/COMIC PUBLIC AFFAIRS

**D**EVCOM AvMC has developed an airworthiness qualification framework for the application of autonomy and artificial intelligence in U.S. Army Aircraft for flight and mission functions. This process framework is being used as a means of communication between the functional needs of the warfighter and the substantiation of complex human machine interactions within system design elements to verify expected behavior and minimize the potential for human error.

Autonomy in aviation is not new. However, the complexity of these systems has evolved. As the Army continues to transform into the future, elaborate system architectures, layers of abstraction, and adaptable, scalable, and interrelated autonomous functions including artificial intelligence (AI) will become the norm. While enhancing capabilities, advanced autonomy creates new challenges that further complicate the roles and responsibilities of the human operator.

Modern military aircraft systems are intended to reduce pilot workload; however, due to the complexities of the system when a failure occurs the human may now be even

*DEVCOM AvMC AH-64E Engineering Analysis Cockpit Crewstation Evaluation of Counter UAS Pilot Vehicle Interface, 16 July 2025.*

more overloaded or distracted increasing the potential for human error and higher workload while reducing situational awareness. Thus, in the design and evaluation of autonomous functions, one must apply an understanding of human performance to the system design as part of an analysis for the consequences of failure.

Furthermore, the acquisition, processing and comprehension of often disparate and complex information is even more critical to effective decision making in combat environments. Resultant responses to automated activities occur in real-time at computing speeds that far exceed human capabilities. Therefore, an understanding of the type and nature of all human-machine interactions becomes vital. The consolidation of disparate sources of aircraft and mission knowledge into situational understanding was traditionally

the responsibility of the trained aviator, but now the breadth and depth required for information management has reached a new level. The challenge for human performance will ultimately be anchored in information management. Today, there are seven overlapping primary aviation tasks: Aviate, Navigate, Communicate, Sub-system Status, Weapon Engagement, Battlefield Awareness, and Threat Awareness/ Survivability. The management of these tasks must be clearly understood independently and in relation to each other. These tasks must be further decomposed into mission operation-based activities down to local aircraft control and applicable subsystems. Thus, the breakdown of information requirements for these tasks is dependent on task interactions and the quality or variability in data sources, that culminate into meaning for the human.

So, as we charge forward, the complexity of autonomous functions requires us to revisit a basic assumption that humans can accurately perceive and process critical information to make effective decisions instantly in the fog of war when employing autonomy. As such, the design and qualification of specific functions require us to consider how to better represent, define, and validate information requirements for human-machine interactions that accurately reflect the goals, strategies, and intended use of multi-variable, multi-use and multi-role applications. For these functions, clearly defined tasks, task elements, goals, and expectations and substantiating design elements in support of those functions allows us to properly assess the effects of the design on human performance.

### **The QAFF Process**

The Systems Readiness Directorate (SRD) at the U.S. Army Combat Capabilities Development Command Aviation & Missile Center (DEVCOM AvMC) has developed a framework for the understanding of human-machine interactions in complex system architectures using traceability between the task or function being performed, the specific design elements that support that function, and the expectations of human interaction within the intended use of the system to substantiate complex designs. SRD's Qualification of Autonomous Functions Framework (QAFF) is

an analytical process for classifying autonomous functions within the airworthiness process. Per Army Regulation 70-62, Airworthiness is defined as the "property of an air system configuration to safely attain, sustain, and complete flight in accordance with approved usage limits". Given this, establishing the basis for an airworthiness determination requires a structured, systematic, and repeatable process to determine risk, and establish mitigations based on the performance needs of required missions. Thus, the purpose of QAFF is to allow the determination of the airworthiness and safety impacts of system failure by considering the allocation between human and machine, documenting the type(s) and nature of the automation provided, and identifying the level of human interaction required.

QAFF was originally published as a means of communication between autonomy developers and the airworthiness evaluators of those systems. Subsequent development including peer reviews from academia, government and industry led to significant revisions to the framework. QAFF is being used to inform system safety and airworthiness considerations in the acquisition process by analyzing the criticality of certain tasks and functions, as well as the risks and potential consequences associated with early architecture and design decisions. The framework comprises four stages: 1) the fundamental process of task and function analysis and allocation; 2) determination of the type(s) and nature of the autonomy (i.e., input, process, decision, and/or action); 3) determination of the level of required human-machine interaction (operator insight, oversight, or override – see below); all for the sole purpose of establishing 4) the cost or consequences of functional failures.

### **The Stages**

The first stage is an analysis and allocation of the task(s) and function(s) to be performed. The first stage allows Stage 2, the classification of the type(s) of automation involved. Stage 2 requires clear task and function definition as well as a functional allocation that is predicated on potential dynamic changes in human-system roles and responsibilities. The level of human-machine interaction can then be defined and further analyzed (Stage 3).

Autonomous and Semi-Autonomous interactions must be understood with respect to human operator insight (an accurate mental model of system behaviors and relationships), operator oversight of system states, modes, and behaviors (supervisory control) to reliably predict future states, including understanding the response time and the control surfaces necessary to support any operator override capability required. All of this is needed to support an analysis of the consequences of failure when either the system or the human fail to perform as expected (Stage 4). The resultant assessment of the consequence of failure is part of a safety case analysis that forms the basis for airworthiness determinations.

In summary, the DEVCOM AvMC has developed an airworthiness qualification framework designed to address the growing complexities of autonomous and AI systems in military aviation. As these systems evolve, they introduce greater potential for human error and operational risk, driven in part by increased cognitive workload and intricate system architectures. To manage these challenges QAFF incorporates critical task analysis to identify where human-machine interactions present the greatest risk. QAFF defines, models, and validates the information requirements necessary to understand and evaluate human tasks, task elements, goals, and expectations. Through its structured and repeatable methodology – The Qualification of Autonomous Functions Framework – SRD enables consistent assessment of system risks and the development of appropriate mitigations for proper human-machine integration. Committed to maintaining operational relevance, SRD continually refines and updates this airworthiness qualification framework to meet the evolving military demands and emerging threats.

---

*Mr. Robert Copeland is an engineering psychologist, the Human Engineering Subject Matter Expert (SME) for DEVCOM AvMC who specializes in human-machine interactions, autonomy and human performance, and currently serves as the Vice Chair to the Department of War Human Factors Engineering Technical Advisory Group (DOW HFE TAG).*





## T901 Engine Completes First Flight Test

By Gina Bublitz

The U.S. Army's Improved Turbine Engine Program (ITEP) team marked a leap forward in Army Aviation modernization with the first successful flight of the T901 engine. The ITEP team leads this critical effort to modernize engine capabilities for the Army's Warfighters.

### First Flight Success

On May 13, 2025, the Army achieved a significant milestone to maintain Warfighter overmatch against United States' adversaries with the successful flight of its next-generation helicopter engine, the T901 Improved Turbine Engine. For the first time in more than 40 years, an Army Black Hawk helicopter flew with an entirely new, more powerful engine, able to carry more payload with less demand on supply and logistics in contested environments.

### A New Era for Army Aviation

The Army's ITEP office, in partnership with the Utility Helicopter office, GE Aerospace and Lockheed Martin's Sikorsky Aircraft Company, is developing, testing, qualifying, and integrating the Army's next-generation turboshaft engine designed for Black Hawk and Apache aircraft. The T901 Improved Turbine Engine (ITE) replaces the existing T700 engine from the 1970s. The T901 will improve worldwide performance from the surface up to the most challenging high-altitude, hot-temperature environmental conditions.

The engine fits the existing engine bays of the Black Hawk and Apache Helicopters and significantly enhances power up to fifty percent (total of 3,000 class shaft horsepower) with increased fuel efficiency. Additionally, the ITE extends design life, enhances reliability, lowers maintenance cost, and restores capability lost from added aircraft weight without increasing the logistics footprint.

Cutting-edge technologies like additive manufacturing and ceramic matrix composites enable increased capabilities, ensuring the Black Hawk and Apache remain a formidable force for decades to come. ITEP is the first Army program to use additive manufacturing at scale to reduce part counts by hundreds of individual parts and optimize airflow through the engine for higher performance. The program expects additive manufacturing to yield significant improvements in reliability, availability, and maintainability of the T901 over traditionally manufactured components.

### Continued Progress

Since achieving first flight, the Army has surpassed more than 1,750 hours of engine test-cell safety and reliability testing and accumulated over 40 hours of ground and flight testing, conducting various high-speed maneuvers at altitudes up to 5,800 feet and speeds of 160 knots. Additionally, altitude chamber testing has successfully demonstrated the engine will provide the power and fuel efficiency required to



In September, a UH-60M Black Hawk helicopter continued the program's ongoing integration testing efforts by conducting Forward Flight Testing with the next generation helicopter engine, the T901 Improved Turbine Engine, at West Palm Beach, Florida.

significantly enhance Warfighter capabilities on the battlefield.

As the Army and its industry partners remain committed to achieving the Army's Continuous Transformation objectives, the Army continues to conduct mission analysis on multiple courses of action for the path ahead for engine qualification and Black Hawk and Apache integration. In the near-term, ITEP's contracts remain in place to enable the ground, flight and test-cell testing that will expand the flight envelope of T901-equipped Black Hawks in preparation for comprehensive qualification testing by a combined team of Army and industry partner experimental test pilots and engineers. This will provide the opportunity for Soldier feedback during follow-on operational assessments by select aviators from an Army Combat Aviation Brigade.

The successful first flight of the T901 ITE is a testament to the dedication and expertise of the Army's ITEP and Utility Helicopters Project Offices and its combined test team partners from the Redstone Test Center, Systems Readiness Directorate, GE Aerospace, and Lockheed Martin's Sikorsky Aircraft Company. T901's inaugural flight is the first of many as the program and the Army remain fully committed to delivering groundbreaking capabilities and continuously shaping the future of Army modernization.

*Ms. Gina Bublitz is the Aviation Turbine Engines Project Manager within the Program Executive Office for Aviation, Redstone Arsenal, AL.*



## Upgrading the HADES Digital Backbone to 10 Gigabit TSN



North Atlantic Industries (NAI) is modernizing the U.S. Army's HADES platform with an upgrade from 1G to 10G Time-Sensitive Networking (TSN)—delivering higher throughput, deterministic latency, and support for next-generation ISR sensors. Powered by NAI's COSA® modular architecture, the new 10G TSN backbone ensures synchronized, real-time data across mission systems. NAI's rugged TSN endpoints, switches, and Intel®-based mission computers integrate MIL-STD-1553, ARINC-429, Serial, CANBus, and 3G-SDI video in reconfigurable small-form-factor systems for scalable, future-ready performance.



# Special Focus ▶ Research & Development

## U.S. Army Redstone Test Center is Ready for FLRAA

By Christy Barnett



U.S. ARMY PHOTO BY BOBBY WAGNER, RIC/DEPARTMENTAL TEST PILOT



U.S. ARMY PHOTO BY CHRISTY BARNETT, RIC/PRO

**T**he Future Long-Range Assault Aircraft (FLRAA) program was initiated by the United States Army in 2019 to develop a complement to the Sikorsky UH-60 Black Hawk utility helicopter as part of Future Vertical Lift (FVL), one of the Army's top six modernization priorities. In 2022, Bell was awarded the FLRAA contract after successful demonstration of its tiltrotor-based competitive prototype, the V-280 Valor. In mid-2025, the Army announced that the new FLRAA aircraft based off the V-280 prototype would be designated the MV-75.

Developed in the early 1970s and employed in 1979, the UH-60 Black Hawk has been the Army's air assault workhorse for nearly 50 years. Plans are in place to continue flying the Black Hawk for the next several years as the Army fast-tracks the rollout of a new MV-75 tiltrotor fleet.

In the acquisition process of fielding a new aircraft, Army Experimental Test Pilots (XPs) plan, execute, and report on flight test results of aviation equipment to support informed decisions for Army senior leaders. XPs from the U.S. Army Redstone Test Center (RTC) are leading the way in the test and evaluation of aircraft and aviation systems, including this top priority for Army Modernization.

### Who Is RTC?

RTC is a U.S. Army Test and Evaluation Command (ATEC) tenant activity on Redstone Arsenal, Alabama. RTC is one of the Army's Developmental Test Centers. RTC encompasses more than 14,000 acres, or about one-third of the land area of Redstone Arsenal, providing cutting-edge test and evaluation support for its customers since the early 1950's.

In October 2010, the Aviation Technical Test Center from Fort Rucker and the Redstone Technical Test Center from Redstone Arsenal, Alabama, consolidated to form RTC. The creation of RTC was the last action to merge aviation and missile test efforts into a single command. RTC's Aviation Flight Test Directorate is home to decades of aviation experience with Army XPs, Department of the Army civilian test pilots, flight test engineers (FTEs), and highly skilled maintenance technicians.

XPs and select FTEs are graduates of the U.S. Naval Test Pilot School and perform experimental and engineering flight tests. XPs are experienced officers, technical writers, and highly proficient aviators. XPs bring a wealth of both engineering and operational expertise. As such, they are key members of government and industry Integrated Test Teams (ITTs). XPs can provide early in-

*Left: RTC Experimental Test Pilot MAJ Katherine Houle prepares to take off in an MV-22B Osprey as part of the tailored familiarization training provided by VMMT-204.*

*Right: COL Joseph Alexander (left), the Commander of the U.S. Army Redstone Test Center, flies the MV-75 Virtual Prototype (VP) at Redstone Arsenal. Experimental Test Pilot MAJ Katherine Houle (right), the Utility/Assault Division Chief at the Aviation Flight Test Directorate, describes the selectable flight control laws.*

put based on mission relation to ensure the Warfighter receives the most safe and effective operational capabilities.

### FLRAA: RTC Focused Flight Test Support

RTC's XPs and FTEs are embedded with industry partners in the FLRAA program as part of an ITT and are dedicated to supporting this critical capability. RTC personnel have proven to be an integral part of the ITT; they attend regular design meetings, participate in flight control law development, and conduct aircraft handling qualities assessments in support of MV-75 critical design reviews.

RTC XPs are preparing to support FLRAA flight test activities by focusing on three distinct areas: current tiltrotor operational employment, unique tiltrotor aircraft flight test considerations, and

MV-22 flight training. These key efforts will provide the ITT with the necessary knowledge and skills to aid in lowering test risk and improve test efficiency.

So far, six Army XPs have received MV-22B Osprey familiarization at the Marine Medium Tiltrotor Training Squadron VMMT-204. The 3-month course included comprehensive aircraft systems academics, 60 hours of simulator time, and 20 hours of MV-22B flight time which provided XPs the flying skills and knowledge required to operate tiltrotor aircraft.

"VMMT-204 has been an invaluable asset to FLRAA—I cannot imagine this program without them" said MAJ Katherine Houle, an Experimental Test Pilot at RTC who received the tailored MV-22B familiarization training. "This training gives us hands-on familiarization with the only other militarized tiltrotor aircraft. Every single Marine and Air Force aviator that I encountered during my time at VMMT-204 was eager to share their experiences and lessons learned in the V-22 in hopes of making the MV-75 the best possible airframe. Their dedication to preparing U.S. Army XPs for flight test cannot be overstated."

Separately, three Army XPs attended the world class Weapons Tactics Instructor (WTI) course taught by the Marine Aviation Weapons and Tactics Squadron, MAWTS-1. The academic training focused on current MV-22 operations and tactics and provided insight into how the Marines employ the MV-22 to support their mission.

The RTC team also established a relationship with the Navy Air and Test Evaluation Squadron Two One (HX-21) and conducted technical interchanges, discussed lessons learned and demonstrated tiltrotor flight test techniques.

#### **FLRAA Flight Test: The Way Ahead**

RTC stands ready to support the FLRAA test and evaluation efforts, not only with a talented team, but with years of infrastructure investments ready to house and test the aircraft.

#### **ATIIF**

RTC constructed the Aviation Test and Instrumentation Integration Facility (ATIIF) on Redstone Arsenal in 2023. The ATIIF is a 65,000 square foot, eight bay facility. The facility complements RTC's existing hangars and ensures RTC is well postured to meet the requirements of Army Modernization,

Future Vertical Lift, and the entire Army Aviation community into the future.

#### **MSETS**

A congressionally funded project that will support FLRAA test efforts is the Military Systems Electromagnetic Test Support Facility (MSETS) which is currently under construction on the campus of RTC's Electromagnetic Environmental Effects Test Division.

This \$59 million facility will be the largest U.S. Army radio frequency test environment when completed. At more than 28,000 square feet, the MSETS will be able to assess electromagnetic spectrum impact on integrated equipment for large military vehicles and aircraft systems. A 120' x 105' anechoic chamber will provide a 100 dB RF ambient environment for instrumentation checkout, safety of flight testing (Noise Floor and Electromagnetic Capability), jammer and distributed RF cyber testing. MSETS will provide test capabilities that include GPS Denied/Synthetic GPS Wrap-Around Environments, Antenna Characterization, and potential interconnectivity for Distributed Live, Virtual and Constructive Testing. MSETS is projected to be completed in 2028.

#### **MV-75 Virtual Prototype**

The Army accepted its first MV-75 virtual prototype (VP) on June 24,

2025, at Redstone Arsenal. A second VP device was delivered to Ft. Rucker approximately one month later. The VP replicates the cockpit design, mission software, and flight dynamics models of the MV-75; it allows RTC XPs to continue developing tiltrotor experience to prepare for future flight test activities. Additionally, the RTC team actively uses the VP to expose aviators to tiltrotor unique considerations, whether in the context of training and tactics development, Special User Evaluations (SUEs) or VIP demonstrations.

#### **FLRAA: Preparing for First Flight**

Equipped with the Army's most capable and experienced Aviation Flight test workforce and a robust infrastructure, RTC is honored to support the MV-75 development and future flight test. In support to the U.S. Army Transformation in Contact initiative, the team remains focused on fielding a safe, highly effective Aviation platform that fills a critical capability gap within Army Aviation and will be a combat multiplier for the Army and the ground force commander.

*Christy Barnett is the Public Affairs Officer for the U.S Army Redstone Test Center, Redstone Arsenal, AL.*



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## Transforming to the Aviation Future Capability Directorate

By BG Phillip C. Baker

**T**he new United States Army Transformation and Training Command (T2COM) is about filling combat formations with trained, ready Soldiers to ensure warfighting dominance, strengthen unit cohesion, and meet the demands of large-scale combat operations in a rapidly evolving threat environment. As part of the Future Concepts Command (FCC) under T2COM the Capability Development Integration Directorates (CDID) combine with the Cross-Functional Teams to create the Future Capability Directorates (FCDs).

This new structure better enables unity of command and unity of effort, eliminating redundant capabilities while increasing lethality by delivering critical warfighting capabilities and eliminating waste and obsolete programs. The FCDs will drive functional transformation identifying, validating, and refining operational and functional concepts and associated capability gaps

identified by research and analysis, the warfighting concept, and persistent experimentation.

The priority for the Aviation FCD remains getting lethal capability into the hands of the warfighter which include the MV-75 Future Long Range Assault Aircraft (FLRAA), Launched Effects (LE), and Airspace management tools as part of Next Generation Command and Control (NGC2).

### **MV-75 FLRAA Acceleration**

The Army's effort to accelerate the FLRAA delivery is a testament to the success of the Joint Multi-Role Technology Demonstrator (JMRTD) program, which followed a "fly-before-you-buy" approach. This strategy allowed the Army to test and validate critical technologies early, significantly reducing technical risks and ensuring confidence in the program's foundation. Strong collaboration with industry and the proactive involvement of

*Soldiers assigned to I Corps participated in a Launched Effects Special User Demonstration (LE SUD) held at Joint Based Lewis-McChord, WA. Participating Soldiers received hands on training in both classroom and field settings to learn how to operate, maintain and deploy LE in a training environment.*

PEO Aviation and subcontractors have been key drivers in streamlining development and production, enabling the Army to maintain momentum and stay ahead of schedule.

The timeline for FLRAA remains aggressive, but the Army is well-positioned to meet its goals. The Engineering and Manufacturing Development (EMD) phase is progressing smoothly, with prototypes playing a critical role in addressing potential risks and refining the design. By leveraging the lessons learned from JMRTD, fostering strong industry partnerships, and maintaining a focus on cost, schedule, and performance, the



U.S. ARMY PHOTO

*Soldiers assigned to 7th Infantry Division participated in a Launched Effects Special User Demonstration (LE SUD) held at Joint Base Lewis-McChord, WA. Classroom instruction focused on deployment and control of LE. The LE SUD was significant as it was the first time LE had been employed and used in tactical scenarios by Soldiers.*

Army is ensuring that FLRAA will deliver the advanced capabilities needed to empower Soldiers and maintain overmatch in future conflicts.

### **Scaling Launched Effects and Increasing Capability**

The Army is taking a deliberate and phased approach to scaling LE, leveraging foundational learning from experimentation events like Project Convergence and Experimental Demonstration Gateway Event (EDGE) to Soldier focused events like the Launched Effects Special User Demonstration (LE SUD), and other use-case evaluations. These efforts have highlighted the importance of Soldier and unit training, including simulation-based training, to ensure seamless integration of LE systems into operational units. The LE SUD at Joint Base Lewis McChord (JBLM) validated the utility of short-range LE systems for division-level operations, with Soldiers emphasizing their ease of use and ability to integrate effectively into mission planning and execution. This feedback has

informed the Army's approach to scaling LE capabilities across echelons.

During the LE SUD, experts worked closely with Soldiers from the 7th Infantry Division (7ID) to evaluate all aspects of LE systems, including receipt, storage, training, employment, and management at echelon. This comprehensive collaboration helped shape the foundational elements of the doctrine, ensuring it supports the directive to field LE across the Army in every division by 2026.

The CSA and the Secretary of the Army have a plan for fielding short-range (SR) and long-range (LR) LE systems, ensuring they are aligned with operational needs and supported by robust training frameworks. The Army recognizes that scaling LE requires not only operator and staff training but also simulation tools and maneuver space with appropriate threat arrays to refine tactics, techniques, and procedures (TTPs). By incorporating lessons learned from events like the LE SUD and maintaining a focus on Soldier readiness, the Army is

ensuring that LE systems are effectively scaled and optimized to empower war-fighters and enhance operational effectiveness in future conflicts.

### **Airspace Management Application for NGC2**

To maintain freedom of action, Army formations at echelon will require the ability to attack, defend, control, and manage the physical airspace over a multi-dimensional battlefield with extended depth and frontage. We must be able to manage our airspace technical and procedural controls to dynamically integrate manned and unmanned aviation with fires and joint partners while supporting the counter-UAS fight to ensure rapid decision and execution cycles.

With a call for action from the CSA, we stood up the Airspace Control Sprint OPT eight months ago spanning over 20 Army and Joint stakeholder organizations. They identified nine distinct deliverables encompassing material, software, doctrine and training, and Center for Army Lessons Learned (CALL) products. The focus now is to solidify the 4th Infantry Division (4ID) roadmap to airspace management with the goal of an operational minimum viable product by Project Convergence Capstone 6 (PCC6). This effort will include system integration with a number of vendors and services with Anduril as the primary vendor in support of 4ID.

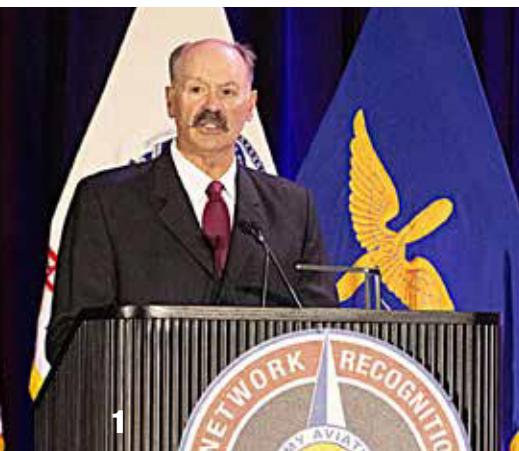
### **Conclusion**

The Army is focused on advancing programs that deliver the greatest operational impact and align with its modernization strategy, ensuring resources are allocated to initiatives that enhance readiness and overmatch in future operations. The Aviation FCD is committed to this and will continue to leverage research and analysis, the Future Studies Program, and practical experimentation events such as the upcoming Concept Focused Warfighting Experiment (CFWE) 2026 and PCC6 to not just inform requirements, but to speed innovation and identify best of breed industry solutions for hand off to our acquisition partners at PEO Aviation for immediate fielding.

*BG Phillip C. Baker is the director of the Aviation Future Capability Directorate located at Redstone Arsenal, AL.*



# Special Focus ▶ 2025 Cribbins Wrap Up



## Concept Driven Transformation – Cribbins Futures Forum!

Once again, the Army Aviation Association of America sponsored the Annual Cribbins Futures Forum 17-20 November 2025 at the Von Braun Center in Huntsville, AL. This year's event brought both Army Aviation and industry together in large numbers to focus on the state of Army Aviation and its future – in particular, Concept Driven Transformation. Planned amid the longest government shutdown in our history, most attendees were unsure whether they would be able to attend until a few days before the event, but by all accounts, this year's event went off without a hitch.

On Tuesday morning, AAAA's 37th President, MG (Ret.) Wally Golden, officially welcomed all the attendees to Cribbins and reiterated our mission of support to the soldiers and families of Army Aviation. Huntsville Mayor Tommy Battle then personalized a message of appreciation for Army Aviation as well as thanking AAAA for choosing Huntsville as the site for Cribbins.

The keynote address was provided via Teams by LTG Michael "Mac" McCurry, Commanding General, U.S. Army Futures and Concepts Command and former Aviation Branch Chief, on the topic of Concept Driven Innovation. On hand to help congratulate the AAAA National functional award winners was Aviation Center of Excellence Deputy Commanding General BG Ken Cole (on behalf of Aviation Branch Chief MG Clair Gill who was unable to attend due to military responsibilities) and SGM

Chris Cooper representing the Branch Command Sergeant Major Kirk Coley.

Following the awards, BG Cole delivered MG Gill's message on the Vision for Third Dimension Ground Combat in Manned/Unmanned Mix. Also unable to attend this year was BG Cain Baker of the Aviation Future Capabilities Directorate. Standing in for him was his chief of the Commander's Initiative Group, COL J.D. Swinney with a presentation on Autonomy and AI in Army Aviation. Rounding out the morning sessions was COL Tim Jaeger, the Director of Army Aviation in the Office of the Deputy Chief of Staff G3/5/7 for DAMO-AV with a view from the Pentagon.

Following the morning sessions was the opening of the exhibit hall and a lunch designed to allow for networking among the attendees.

In years past the afternoon sessions were deemed "working groups" and were intended to provide attendees with detailed updates about the current and future focus areas critical to Army Aviation. This year's sessions were reformatted into "open mic" discussions and allowed for more two-way communication between those in attendance and the leaders in the subject matter areas. All were well attended.

The day's open mic sessions included: Vision for Third Dimension Ground Combat in Manned/Unmanned Mix facilitated by MG (Ret.) Thomas Drew, with subject matter experts (SMEs), COL (Ret.) TJ. Jamison and MAJ (Ret.) Mike Goodwin; and Autonomy

and AI in Army Aviation facilitated by MG (Ret.) John Kline with SMEs COL (Ret.) Josh Higgins and COL (Ret.) Tom Von Eschenbach.

The day closed with an exhibit hall reception among the 90+ exhibitors and during which the TN Valley Chapter presented its Mission Area Awards.

The first session on Wednesday was on Sustainment in the Future Contested Battlefield Environment by MG Lori Robinson, Commanding General, U.S. Army Aviation and Missile Command. This was followed by BG David Phillips, Program Executive Officer Aviation, talking about CSA's vision for accelerated acquisition. He was followed by COL Roger Waleski, Commander, Army Special Operations Aviation Command, discussing launched effects, mission planning and airspace management. Mr. Joseph Giunta, Executive Director, U.S. Army Contracting Command closed out the morning with a presentation on Contracting Realities and Accelerated Acquisition Impacts.

Open mic sessions began in the exhibit hall theater following the networking lunch. The sessions were all packed – filled with lively and passionate discussions about the future of Army Aviation in multiple areas. The sessions included:

- Sustainment in the Future Contested Battlefield facilitated by LTG (Ret.) Doug Gabram with SMEs Mr. (SES) Rich Martin and CSM (Ret.) Tod Glidewell;
- Accelerated Acquisition: Industry Collaboration and Challenges facilitated



by LTG (Ret.) Thomas Todd with SMEs LTG (Ret.) Bill Phillips and Mr. (SES, Ret.) Jeff Langhout;

■ Contracting Realities and Potential Accelerated Opportunities facilitated by BG (Ret.) Ray Davis with SMEs Mr. (SES) Dale Smith and Mr. Hamid Salim, LMCO; and

■ Launched Effects, Mission Planning and Airspace Management facilitated by BG (Ret.) Tim Edens with SMEs COL (Ret.) David Sandoval and COL (Ret.) Chad Chasteen.

The last day began with two PM/ AFCD panels discussing Continuous Transformation Impacts, one focused on the Utility aircraft perspective and moderated by BG (Ret.) EJ Sinclair and the other on the Attack and UAS

perspective moderated by MG (Ret.) Wally Rugen.

The final session was a report out from the facilitators of the open mic sessions to the Aviation General Officer Steering Committee with a summary of key takeaways from those sessions to provide feedback on the various morning briefings.

The new format for the Cribbins Futures Forum has proven to be a great success! Mark your calendars and we will see you on 17-19 November 2026!

1. MG (Ret.) Wally Golden makes opening remarks at the Cribbins Readiness Forum on Tuesday, Nov. 18, 2025, at the Von Braun Center in Huntsville, AL.
2. Mayor Tommy Battle welcomes the

attendees to Huntsville.

3. More than 100 exhibitors filled South Hall at the Von Braun Center.

4. LTG Michael "Mac" McCurry, Commanding General, U.S. Army Futures and Concepts Command, provides the keynote address remotely on the opening day.

5. BG Ken Cole, deputy commanding general of the U.S. Army Aviation Center of Excellence, briefed on behalf of the Branch Chief, MG Clair Gill.

6. MG Lori Robinson, Commanding General of the U.S. Army Aviation and Missile Command speaks during the second day professional sessions.

7. Open Mic sessions, new this year, in the exhibit hall theater generated much interest and were well attended.

8. BG David Phillips, Program Executive Officer, Aviation briefs on the Chief of Staff Army's vision for Accelerated Acquisition.



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9. SGT Jared Z. Munsell, Co. D, 2nd Bn., 160th Spec. Ops. Avn. Regt. (Abn.)(SOAR(A)), Ft. Campbell, KY, winner of the Aviation Survivability Equipment Award is congratulated by (l to r) SGM Christopher Cooper, BG Kenneth Cole, MG (Ret.) Wally Golden and award sponsor BAE Systems Inc. rep Mr. Ryan Welsh.

10. The AAAA Avionics Award winner for 2025 is SGT Ethan J. Crowe, Co. D, 4th Bn., 160th SOAR(A), Ft. Campbell, KY. COL (Ret.) Alan Roberson (far right) representing the award sponsor, Cubic Defense Systems, Inc. helped to congratulate.

11. CW4 Karl D. Poland, HHC, 4th Bn., 160th SOAR(A), Ft. Campbell, KY, accepts the 2025 CW3 Christopher M. Allgaier Aviation Mission Survivability Officer Award.

12. SGT Thailius A. Mitchell, 1108th Theater Aviation Sustainment Group (TASMG), Gulfport, MS, received the Donald F. Luce Depot Maintenance Artisan of the Year award. Don Luce's daughter, Gail Davis, and COL (Ret.) Bill Morris representing award sponsor GE Aerospace were on hand to congratulate him.

13. The Material Readiness Award for an Individual was given to Mr. Janoi Cabrera with

DigiFlight, Inc. in Huntsville, AL.

14. LTC Nikolas M. Folgert, CW4 Allen A. Bender, and CSM Joshua D. Gary, commander, senior warrant officer, and senior noncommissioned officer, respectively, of 96th Avn. Spt. Bn., 101st Cbt. Avn. Bde., Ft. Campbell, KY, accept the Outstanding Logistics Support Unit of the Year award.

15. Ms. Krista Ochs, UAS/IMS Maintenance Services Program Manager for Pinnacle Solutions, Huntsville, AL, accepts the Material Readiness Award for an Industry Team, Group or Special Unit.

16. Co. D., 10th Avn. Regt., 10th Cbt. Avn. Bde., Ft. Drum, NY is the 2025 UAS Unit of the Year. Accepting the award are unit commander CPT John R. Larabee and CW2 Jeremiah S. Farmer. Ms. Sara Willett represented award sponsor Textron Systems.

17. The winner of the Logistics Support Technician of the Year award is CW2 Jon T. Pew, Co. B, 127th Avn. Spt. Bn., 1st Armored Div. Cbt. Avn. Bde., Ft. Bliss, TX.

18. The U.S. Army Special Operations Command Flight Company, Ft. Bragg, NC, is the 2025 Fixed Wing Unit of the Year. Accepting the award are

(l to r) MAJ Donald M. MacWillie (commander), CW4 Phillip E. Hebson (SWOA), 1SG Jonathan M. Gieser (SEA), CW5 Ryan Wells, and SSG Logan Mitchell. Helping to congratulate them is Mr. Bunky Litaker (far right) representing the award sponsor, CAE USA Defense and Security.

19. The 2025 UAS Operations Technician of the Year award was presented to WO1 Moises I. Valdes, Co. B., 224th Military Intelligence Bn. (Aerial Exploitation), Ft. Stewart, GA.

20. CPL Patrick D. O'Hagan, Co. E, 3rd Avn. Regt., 3rd Cbt. Avn. Bde., Ft. Stewart, GA accepts the 2025 UAS Soldier of the Year award. Mr. Jeff Kappenman representing award sponsor, General Atomics Aeronautical Systems, helps to congratulate him.

21. Mr. Merrill Stoddard, president and general manager of CAE USA out of Tampa, FL accepts the Material Readiness Award for a Major Contractor.

22. Mass Virtual in Orlando, FL, Business Development Manager, Mr. Howard Church accepts the 2025 Small Business Material Readiness Award for his company.



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**2025 AAAA CRIBBINS FUTURES FORUM**

## ► From the Field

# The 1st Air Cavalry Brigade's Modern Adversary sUAS Tactics Team – Operation Deter, Assure, and Reenforce Rotation

By SSG Marcus Groves

The rapid proliferation of small Unmanned Aircraft Systems (sUAS) presents a significant and evolving threat to military operations. To counter this vulnerability, the 1st Cavalry Division developed the Modern Adversary sUAS Tactics Team (MASTT). This team provides realistic adversarial sUAS training, develops effective counter-sUAS tactics, techniques, and procedures (TTPs), and implements technological solutions, establishing a readily adaptable model to enhance force readiness and proactively mitigate sUAS vulnerabilities across the Army. This demonstrably effective model warrants widespread adoption to ensure the continued safety and operational effectiveness of ground forces.

As discussions surfaced regarding the potential divestment of the RQ-7B system from the Army's inventory, SSG Garrett Butts and SFC Jovani Vasquez took proactive steps to develop an initiative ensuring that 15W and 15E service members could continue serving in a UAS capacity. They presented their plan to the 1st Air Cavalry Brigade (1ACB) Commander, who immediately recognized the value of integrating this team into their formation. Tasked with implementing the initiative, SSG Butts carefully selected the most skilled and capable personnel across the unit to establish the section.

The MAST-T specialized in realistic sUAS adversarial threat replication, identifying forward operating site (FOS) C-UAS (Counter-UAS) weaknesses, and addressing operational vulnerabilities within subordinate formations. To build a strong foundation, the team engaged with subject matter experts, attended C-UAS training courses, and conducted exercises alongside 1-4 Infantry's opposing forces. These



MAST-T augmenting 1-4th Infantry Skynet as OPFOR at JMRC, Hohenfels, Germany.

efforts equipped them with the knowledge and expertise necessary to prepare counterpart organizations for evolving and emerging threats.

Despite their extensive UAS expertise, the MAST-T team recognized their need for a stronger tactical foundation. To address this gap, 1-4 Infantry's UAS Skynet team, composed of 11Bs, integrated them into multiple Joint Multinational Readiness Center (JMRC) combat training center (CTC) rotations. This approach immersed them in small-unit tactics, providing essential hands-on

experience. The first rotation, Saber Junction 24-02, served as an intensive training period designed to build the team's tactical proficiency. Under the leadership of SSG Sam Gordon, they successfully completed the rotation, gained critical knowledge, and adapted to a small-unit mindset. By executing this CTC rotation, MAST-T acquired invaluable expertise, enabling them to return to their forward operating site (FOS) equipped to train their formation against the evolving sUAS threat.

Under the leadership of CW5 Daniel Layman, the 1ACB Standardiza-

tion Officer, the brigade integrated a 3D printer into its inventory. As the conflict between Russia and Ukraine persists, 3D modeling and printing have proven to be effective, low-cost methods for producing sUAS systems. Recognizing this trend, the team leveraged the technology to create highly accurate sUAS threat replications. By successfully navigating the DEVCOM airworthiness release process and HQDA ETP requirements, the team developed these systems in-house while remaining compliant with existing policies, laws, and doctrine. This approach not only streamlined production but also eliminated the need for costly procurement procedures. Additionally, it enabled the 1ACB to establish a brigade-level innovation center dedicated to advancing UAS capabilities.

Drawing from extensive training and partner-led events, the team took on the critical task of developing C-UAS instruction for their subordinate units ahead of the Combined Resolve 25-01 rotation at the JMRC CTC. Leading this initiative, SGT David Wernsman synthesized lessons learned,

external research, and data to craft a comprehensive C-UAS course. The curriculum featured two tailored briefs—one designed for warfighters who would frequently encounter the threat, and another geared toward staff personnel. Delivered to over 300 service members, this training played a pivotal role in enhancing C-UAS countermeasures on the battlefield.

Additionally, the MAST-T was tasked with developing a comprehensive MAST-T ATTP, ensuring all warfighting functions were considered in its creation. Subject matter experts from various fields contributed invaluable insights, strengthening the document's effectiveness. The ATTP includes key chapters on sUAS employment, C-UAS best practices, sUAS inputs in the military decision-making process, and strategies for integrating sUAS across different warfighting functions. Recently finalized, the document is now undergoing submission for publication.

The 1ACB's ongoing innovation in UAS operations underscores its commitment to adapting to emerging threats and advancing battlefield

capabilities. Through the integration of cutting-edge technology, extensive training, and collaborative expertise, the MAST-T has significantly enhanced its ability to identify vulnerabilities, refine counter-UAS strategies, and contribute to the Army's evolving doctrine. By leveraging 3D printing for threat replication, streamlining internal processes, and establishing a dedicated innovation center, the brigade has positioned itself as a leader in UAS development. These efforts not only strengthen operational readiness but also ensure that formations remain agile, informed, and prepared to counter the ever-changing dynamics of modern warfare.



*SSG Marcus Groves is a MAST-T squad leader assigned to the 1st Air Cavalry Brigade at Fort Hood, TX.*

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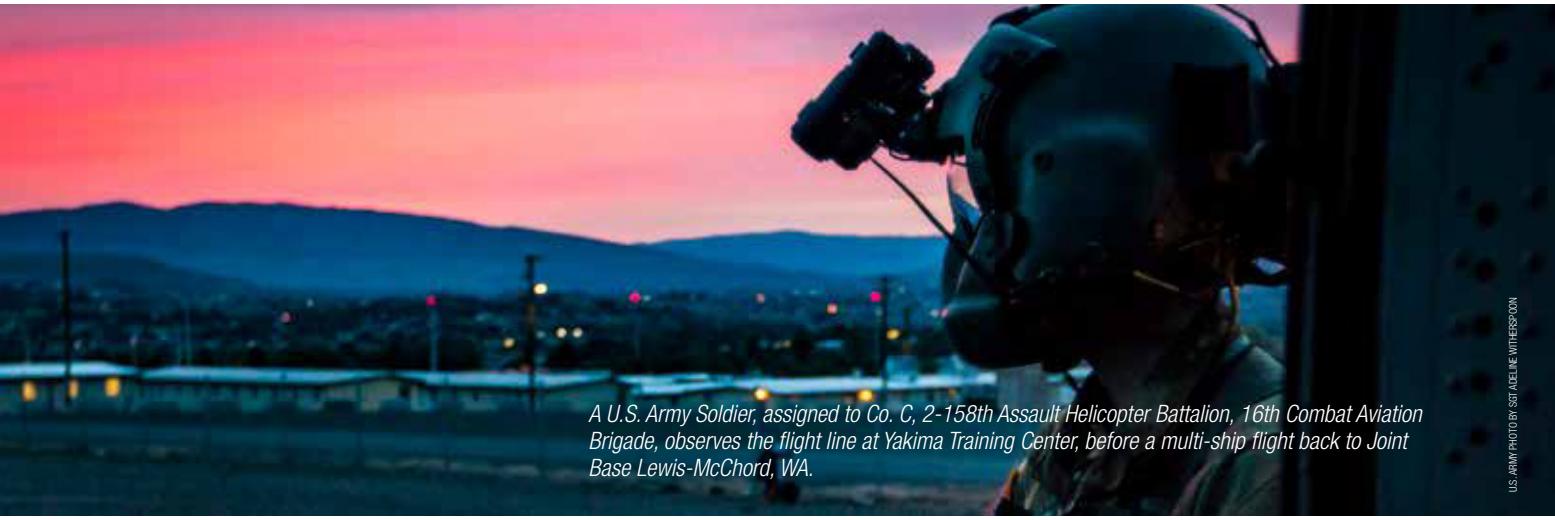
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## ► From the Field

# Expanding the Logistics Horizon: Integrating Air Support for Faster Resupply and Distribution

By COL Phillip Lamb and MAJ Mikhail "MJ" Jackson



U.S. ARMY PHOTO BY SGT ARIELLE WETHERSON

**A**s a career Army Aviator and the current Chief of Staff for America's First Corps, I can attest, "the enterprise" consistently underutilizes Rotary Wing lift in support of the Sustainment Warfighting Function. Decades of CTC and WFX AAR's confirms this including I Corps' most recent Warfighter experience.

The Army often becomes infatuated with things that go "boom" and often underplays the importance of the things that protect and sustain the "pointy end of the spear." In the INDOPACIFIC, Long Range Precision Fires in the Multi-Domain Task Force (MDTF)

are the current flavor of our lethal effects infatuation. However, where the Army remains truly the foundation of the joint force lies within Sustainment Warfighting Function (WFF). Especially in LSCO, it is what only we, the Army, can do at sufficient scale and scope.

The INDOPACIFIC operating environment requires robust and redundant multi-modal (air, land & sea) logistics capability/capacity.

To ensure lethal and survivable formations when crisis turns into conflict, we must get this right. To get this right, we must first maximize the use of cargo and utility helicopter

capacity in training (CTC/WFX) as a leading indicator of true operational readiness across the force in contact.

### Introduction

In the military, maneuver units are laser-focused on executing their mission and engaging the enemy, often without fully considering the complexities of supply logistics, which can sometimes be overlooked amid the urgency of operations. Their primary objective is to defeat the enemy, but they rely on timely resupply to ensure mission success. Meanwhile, sustainers are tasked with the intricate responsibility of delivering those supplies efficiently and swiftly to keep the fight going. Traditionally, ground transportation has been the primary means of supply delivery, valued for its reliability. However, in today's dynamic and fast-paced battlefield, one must ask: is ground transportation still the optimal solution? Could there be a more agile and strategic approach to ensuring that maneuver forces receive their supplies faster and



Pilots and flight crew, assigned to Co. C, 2-158th Assault Helicopter Battalion, 16th Combat Aviation Brigade, conduct a multi-ship flight from Joint Base Lewis-McChord, WA. The pilots, and flight crews, conducted a day and night notional air assault mission, designed to improve their planning abilities and technical knowledge.

more effectively? I argue that there is, and it lies in a more deliberate integration of rotary-wing and fixed-wing air support. In an era where contested logistics is the norm, especially in the vast and austere geography of the INDOPACIFIC, our current reliance on ground-based resupply alone is operationally risky, and tactically insufficient. While fixed-wing support presents challenges requiring joint coordination, rotary-wing assets remain a valuable and controllable resource within the Army's reach. For sustainers to truly enhance the maneuver fight, we must expand our approach to distribution – leveraging both ground and air assets. This lesson was reinforced through assessments conducted during two recent exercises, proving that success in modern warfare demands a broader perspective on logistical operations.

### **Enhancing Mission Success through Effective Air Resupply Integration**

The use of air support for resupply is not a new concept, but it remains significantly underutilized and often overlooked in supporting mission success. The hesitance to employ air support for sustainment resupply missions can largely be attributed to many sustainers' limited familiarity with rotary and fixed-wing assets, and the perception of limited, lighter loads. Rotary-wing aircraft, in particular, are not commonly within the direct control or capability of sustainers. However, the absence of such assets does not diminish the importance of understanding how to effectively use or coordinate their employment.

As sustainers, it is critical to be proficient in various resupply methods, especially those that can serve as combat force multipliers. Air support offers the potential for faster and more efficient resupply, reducing the risk to personnel and enhancing mission success. A pervasive misconception in resupply operations is the assumption that ground transportation is the sole method of distribution. This approach is often over-relied upon, particularly in environments where terrain conditions make ground transport infeasible. In such situations, alternative distribution methods, including air support, are essential for maintaining operational effectiveness and success. Air absolutely must be incorporated into the "Log Synch matrix" and we as sustainers need to be demanding customers of both rotary and fixed wing assets.

The possession of air assets is only part of the equation when understanding the potential value of using aerial resupply; effectively utilizing those assets is equally crucial. Based on recent experiences in two distinct exercises, sustainment rotary wing air support was initially underutilized. In both cases, the 593rd Combat Sustainment Command (CSC) was assigned direct support of several rotary wing assets, only to discover that these assets were not being fully utilized at the outset. After assessing the situation, it was determined that the optimal approach was to employ a combination of ground and air assets in parallel, tailoring their use to the specific mission requirements and the environmental conditions best suited for air or ground operations.

A deeper dive into air resupply during our Assessments Working Group (AWG) at our recent Freedom Shield exercise actually helped achieve a better understanding of the real problem at hand. At the start of the AWG, rotary wing assets were not fully integrated into the sustainment plan, leading to delays and inefficiencies in critical logistics operations. As the battle evolved, the demand for air support surged, particularly in areas with difficult terrain that



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### Sustainment Air Support Mission Demand (Resupply)

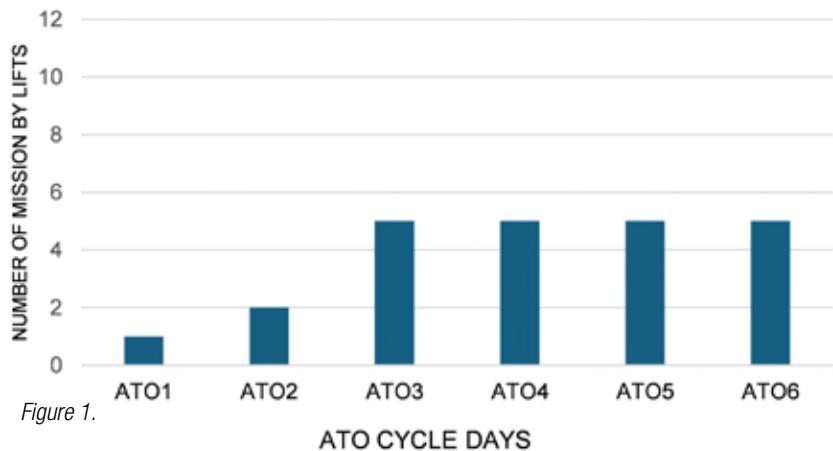


Figure 1.

hindered ground transportation. The growing dependence on rotary assets for time-sensitive operations, such as medical evacuations (MEDEVAC), casualty evacuations (CASEVAC), and resupply missions, has become increasingly evident. This trend highlights the value of rotary assets in enhancing operational flexibility and speed.

In response, we developed a concept to categorize each air support mission based on demand, dividing them into key categories: Resupply, MEDEVAC, Casualty EVAC, Mortuary Affairs, and Personnel

Replacements. This air support mission demand analysis was grounded in forecasted sustainment requirements for the upcoming Air Tasking Order (ATO) cycle days.

After the first session of the AWG, it quickly became apparent that our initial approach had been based on an incorrect understanding of distribution and fast resupply needs. Figure 1 clearly illustrates this shift in thinking, revealing that our initial focus was solely on resupply without considering the broader scope of sustainment

distribution. As a result, we overlooked critical variables, including medical support and human resources. Upon reassessment, we refocused on the actual distribution requirements of the Corps, extending our analysis beyond simple commodity resupply. This broader perspective allowed us to expand our understanding of sustainment demands, significantly increasing the need for air support, as depicted in Figure 2.

Through this revised approach, it became clear that the primary drivers of air support demand were medical operations – specifically CASEVAC and MEDEVAC – and human resource support, such as personnel replacements. These categories were found to be the key factors driving the most substantial need for rotary assets.

### Final Thoughts and Considerations

In conclusion, several considerations can be made to enhance the efficiency with which we utilize, incorporate, and integrate air support into military formations, particularly for faster resupply. One key approach could involve the coordination of subject matter experts, such as combat aviation brigade (CAB)

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leaders, within the Corps Sustainment Command (CSC) to oversee air support operations. In the short term, a practical solution might be to ensure that when aircraft like CH-47s and UH-60s are assigned to missions, aviation personnel are also designated to facilitate communication and coordination for air operations. Maximizing the use of the division and corps G3 Air shops, CAB LNOs to DMAIN and DREAR and BCT Aviation officers will drive the utilization. This ensures consistency at the tactical level by having an individual on the ground who is well-versed in aviation terminology, streamlining the coordination process. The additional efforts, time, and personnel invested in planning aviation sustainment concepts of operations yield tangible benefits, as demonstrated during WFX and FS. In the long term, we learned it may be beneficial to implement a structural change within task organization, permanently embedding aviation assets within the CSC framework, along with the necessary personnel for comprehensive management and coordination of air support operations.

This approach would improve the overall effectiveness and responsiveness of air support in military operations.

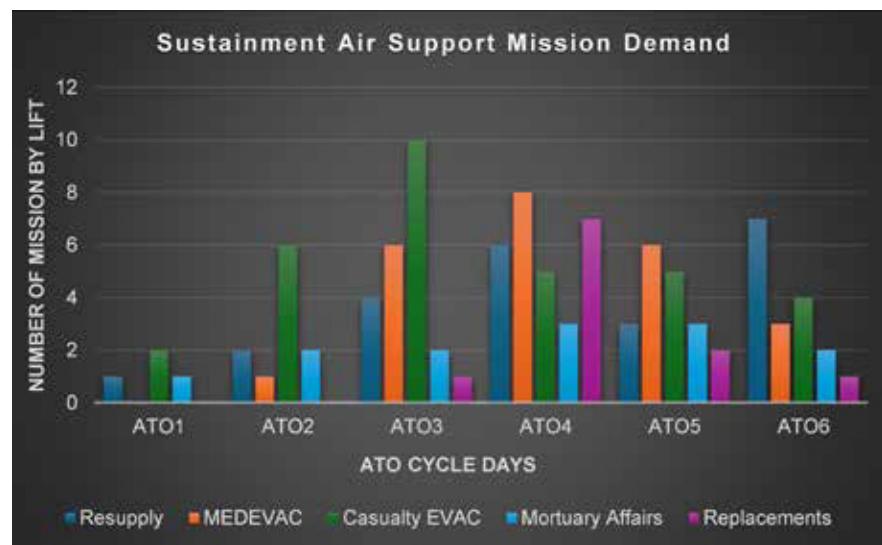


Figure 2.

*the Corps Transportation Officer (CTO) at America's First Corps at Joint Base Lewis-McChord, WA.*



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

*COL Phillip Lamb is the Chief of Staff and MAJ Mikhail "MJ" Jackson serves as*



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# Historical Perspective ► J-3/O-59/L-4 Cub

By Mark Albertson



*An L-4 aboard the USS Ranger, prior to the Operation: TORCH landings on French Northwest Africa, November 8-9, 1942. Provides a good overview of the plexiglass covering over the observer.*

MARK ALBERTSON FILE PHOTO

In World War II, the U.S. Army Field Artillery employed certain aircraft for the expressed purpose of directing artillery fire. And these aircraft incurred a variety of nicknames, such as "Grasshoppers, Maytag Messerschmitts, Puddle-jumpers, Gutter-snipes, Doodlebugs,<sup>1</sup> and Little Stinky. The Dutch people always referred to them as 'Droeviga' the Sad Ones,' – obvious reference to their slow speed and apparent vulnerability. The Germans, suffering under their most effective use, but most respectful of all, used, Little Bastard, "Iron Horse, First Sergeant, and Corporal of the Guard because they were alert and punished severely the least violation of camouflage or air defense discipline.<sup>2</sup>" These nomenclatures blanketed all the flivver planes employed; but, the most numerous of them all was the L-4 Cub built by Piper Aircraft.

1935, in the midst of the Depression, C. Gilbert Taylor sold his rights in the Taylor Aircraft Corporation to oilman William T. Piper. Then with Taylor starting another light plane manufac-

ting company, Piper named his establishment Piper Aircraft Corporation, based in Lock Haven, Pennsylvania.

Walter Jamouneau, a designer for Piper, redesigned the previous E-2 Cub to become the J-3 Cub ("J" inferring Jamouneau). With acceptability by the Army, it became the O-59 and later the L-4.

The Cub was prepared for its new career in the Army. A major alteration was the plexiglass atop the plane for improved visibility and a modified cockpit.<sup>3</sup> The usual radio was the SCR-609 sender-receiver.<sup>4</sup>

A number of advantages accrued with the L-4 as the chosen ride for the Air Observation Post, beginning with the fuselage designed by C. Gilbert Taylor; to which must be added "its wing to a National Advisory Committee for Aeronautics design that gave it exceptional low-speed handling characteristics, and its 65 horse power, 4 cylinder engine to the Continental Engine Corporation.<sup>5</sup>"

A forgiving aircraft to fly, the L-4 provided the pilot "with ample and

obvious warning so he could take corrective measures in the event of stalling."<sup>6</sup> The J-3 came with tandem seating, with sticks provided for both. With an observer, the pilot could fly the plane from the front seat; or when solo, from the back seat. Top speed was 87 mph with a service ceiling of 9,300 feet. Range, 190 miles. On turf, the L-4 could lift off in 300 feet. Its wingspan of 35 feet, length of 22 feet and height of 6 feet, 8 inches made the plane difficult to spot from higher altitudes; while on the ground, it was easy to camouflage and/or conceal. When empty, the J-3 tipped the scales at 708 pounds, making it easy to move or hide by two or three men. And, unlike other planes of its type, it could and did operate off soft ground. This provided the Air OPs a distinct advantage as to easy access to the front, leaving the artillerymen the ability to get their spotter into air for more rapid results.

Indeed, the J-3 was made with the amateur pilot in mind; which together with the ease of maintenance and off-the-shelf simplicity, rendered the Cub the

## L-4 (A, B, H, J)

### Observation, Reconnaissance

AIRFRAME	Piper
MANUFACTURER	
PERSONNEL	Pilot and Observer
ENGINE	
MANUFACTURER	Continental
MODEL DESIGNATION	O-170-3
TAKE-OFF HORSEPOWER	65
DESCRIPTION	4 cyl., direct drive, horizontally opposed, aircooled
PROPELLER	
Sensenich fixed pitch, 6' two-bladed, wooden propeller.	
PROCUREMENT DATA	
Delivered	1942-45 (9,404 procured)
PERFORMANCE	
RANGE	165 nautical miles
SERVICE CEILING	9,300 feet
GROSS WEIGHT	1,220 lbs
CRUISING SPEED	66 knots

**REMARKS**  
Metal-frame, fabric-covered aircraft. Purchased in 10 versions. Originally designated the O-59. The L-2, L-3, and L-4 were all unofficially called "Grasshoppers."



right plane for the Air Observation Post.

"And the Cub came highly recommended: For instance, President Franklin D. Roosevelt's Civilian Pilot Training Pilot Program. Seventy-five percent of the 435,165 graduates of the C.P.T.P. (known after 1942 as the War Training Service) flew the Cub."<sup>7</sup>

The L-4 was employed in a variety of uses, besides that of directing artillery fire: route column control; observation and reconnaissance; air taxi for brass; light transport; evacuation of wounded; wire laying and low cost, easy maintenance, robust construction and reliability. It is safe to say that here, the taxpayer got the proverbial bang for the buck.

Appearances, though, were deceiving. For despite being an unarmed, low-speed put-put, the Cub wore the well-deserved reputation of being one of the most lethal planes in the U.S. arsenal. For just a single aviator with an observer, armed with a radio and bin-

oculars could bring down upon the enemy the fearsome wrath of the United States Army Field Artillery.

The L-4 was by far the most produced U.S. cooperation aircraft in World War II at 5,671 copies. Cubs served in nearly every theater of the war.

### Piper Cub J-3/O-59/L-48

Power plant: Continental A-65-8, 4 cylinder, 65 hp.  
Wingspan: 35 feet, 2.5 inches.  
Length: 22 feet, 4.5 inches.  
Height: 6 feet, 8 inches.  
Wing area: 178.5 square feet.  
Wing chord: 5 feet, 2 inches.  
Weight empty: 708 pounds.  
Weight gross: 1,220 pounds.  
Fuel capacity: 12 U.S. gallons.  
Fuel consumption: 4.08 gallons per hour.  
Top speed: 87 miles-per-hour.  
Cruising speed: 73 miles-per-hour.  
Stalling speed: 38 miles-per-hour.  
Rate-of-climb: 450 feet-per-minute.  
Cruising range: 220 miles.  
Service ceiling: 11,500 feet.<sup>9</sup>

### Endnotes

1. "Doodlebug" was a nickname applied to the Fi-103 missile built by the Gerhard Fieseler Werke G.M.B.H. The weapon was known by its more

popular name, the V-1 Rocket or the Vergeltungswaffe Eins (Revenge Weapon One). Another nickname for the V-1 was the "Buzz Bomb." See page 47, "Fixed Wing Aircraft of World War II," Army Aviation, by Mark Albertson, February 29, 2012.

2. "Jeeps in the Sky, Lieutenant Colonel Andrew Ten Eyck, 42.
3. Chapter Five, "Piper/O-59/L-4 Grasshopper," L-Birds, by Terry M. Love, 28.
4. Mark Albertson, 47.
5. "Prologue: Aerial Observation to 1938," Eyes of Artillery, by Edgar F. Raines, Jr., 22 & 23.
6. Edgar F. Raines, Jr., 23
7. Mark Albertson, 47.
8. Chapter Eleven, "The Planes," Box Seat Over Hell, by Hardy D. Cannon, 24.
9. A number of sources put the service ceiling at 9,300 feet; for instance, the National Museum of the United States Air Force; Army Aviation: Cub to Comanche, Army Aviation Publications, Inc., 1992.

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

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# Vietnam Helicopter Pilots Association Special Feature



## VHPA Memorial Dedication Keynote



AIRPHOTOS BY BILL HARRIS

*On September 10, 2025 at Fort Rucker, AL, the VHPA dedicated a memorial to all the helicopter pilots and crew members who heroically gave their lives in devoted service to their country. What follows are the keynote comments by GEN (Ret.) Doug Brown at the ceremony.*

**B** G Ken Cole, Mr. Jim Criglar, let me start by acknowledging the incredible work on this project by Mr. Art Jacobs. Art cannot be with us today, he is having some health issues and is currently in a Nashville hospital - Art, get well soon.

Members of the VietNam Helicopter Pilots Association, guests and active-duty Soldiers, Sailors, Airmen and Marines and a special shout out to

Director Robert Mitchell, LTG Mark Curran, the President of the Museum Foundation and curator Mr. Bryan McFarland for the work they do caring for this incredible museum that makes us all proud every time we step through the front door. Thanks to Fort Rucker for hosting this event and recognizing the Vietnam Aircrues.

If you are a Viet Nam Vet in the crowd today – welcome home!

Over 50 years ago many of the members of this audience were engaged halfway around the world in a war that lasted from 1966 to 1975, in a country called Vietnam. They flew in units with incredible call signs – even today when you hear the unit names it causes you to swell with great pride – call signs like the Warlords, the Dragoons, Bulldogs and Cobra Guns, The Famous Flying Circus, Darkhorse, Mustangs, Thunderbirds, Greyhounds, Ghost Riders, Hill Climbers, Pachyderm,

Gladiators, Big Windy, Boxcars, Jolly Green, Nomads, Seawolves, The Blue Max and maybe the most famous of them all – DUSTOFF. As you know there were many, many more, with great names and powerful combat lineage and traditions, not only army aviation units but in all the services and of course our brothers in Air America.

You will be proud to know that many of those call signs and those lineages are today still engaged around the world and have been since Sep. 11, 2001, when they immediately deployed to insert the now famous Horse Soldiers of the Green Berets and to this day, your Army Aviation crews are still deployed doing combat operations in the middle east. They have never not been on the battlefield since 2001 and they would make you extremely proud for they are skilled, dedicated, courageous Americans taking the fight to the enemies of this Nation.

As you know, over 11,000 helicopters were deployed of about 16 different types, and of course over half, about 5,607 were lost in combat. The centerpiece of this type of warfare and the symbol of the helicopter war, was, of course, the UH-1 Huey. The esteemed Huey flew over 9,000,000 hours; its partner, the AH-1 Cobra flew over a million. This was the helicopter war, period and today as we see “a new way of war” taking place with the revolutionary change in tactics employing drones and unmanned systems, remember it was the helicopter that was the “new way of warfare” in Vietnam. Now soldiers and marines could be taken directly to the battle, they could go quickly, have direct impact, be resupplied, be medevac’d and when the battle was over, quickly brought back to base to recover. This was a new way of war and it was just as unique and powerful as the changes in the use of unmanned aircraft are today. Helicopters were going directly into combat. In fact, it is said that an infantryman in Vietnam saw more direct combat than any other war as they were delivered right to the point of conflict – and you did it!

The Huey was the centerpiece. It was purpose built for the task at hand and it was amazing. But it wasn’t alone. The CH-53 Sea Stallions and CH-46 Sea Knight, flown by the Marines, and the HH-53 Jolly Green flown by the U.S. Air Force, we all still love the OH-6 LOACH still in use by SOF today, the OH-58 Kiowa, the CH-54 Tarhe an amazing aircraft and many, many more including the OH-23 Raven with its wooden blades that I learned to fly at Fort Wolters, Texas and of course the U.S. Army’s CH-47 Chinook which has found new life and been the superstar in the mountains of Afghanistan and in the Middle East, especially in our Special Operations Fleet.

The equipment was remarkable. I loved going to the flight line every day and getting in my Huey, strapping into the web seat, firing it up and hovering out of the revetment – ready for another day that could range from 13 hours of resupply to the many peaks around Lane AHP or joining a combat assault or picking up a VIP or maybe even Miss America. Whatever it was it was going to be exciting and it always was!

But as we all know humans are more important than hardware and it was the people that were the most amazing. It was the pilots and the crew chiefs

and the door gunners that strapped on those aircraft every day and went in harm’s way. There were no front lines; when you crossed the wire you were immediately vulnerable. Whether your mission was a full-up combat assault into the teeth of the enemy or a resupply deep in the jungles where usually there were limited LZs or no LZs and you might have to chop some bamboo or elephant grass, the mission had to be done. It was 24 hours a day. Today our crews operate with an incredible night vision capability. We operated with no night vision capability, flying into a jungle LZ on a totally black night was only for the most courageous but it had to be done. When a 9-line was received requesting DUSTOFF, DUSTOFF was going, period. Ask COL Bruce Crandell as he hovered straight down into an LZ marked by a single flashlight on a night with zero illumination in the Ia Drang – just one of many amazing exploits he performed that day that was the basis for his Medal of Honor.

These pilots volunteered to go to Flight School knowing very well what was ahead. They didn’t head for the Canadian Border; they didn’t work hard at finding ways to avoid Service and dodge the draft. They stepped up to the plate – the Nation called and they answered along with millions of other great Americans.

Many of the books about the life of a Vietnam aircrrew being written, especially over the last few years, are the stories of courageous, brave men that launched everyday knowing when they took off what they were planning to do but never knowing what they were going to do and what they were going to be asked to do. CWO Frederick Ferguson was on a normal resupply when he got the call that troops were in trouble and needed urgent rescue. Flying through heavy fire, and with his aircraft damaged by a mortar fire while in the LZ, he rescued five Soldiers from a downed aircraft. Flying out through a barrage of bullets his Huey was torn apart but made it home. That day he started with a routine resupply and ended up with the Medal of Honor.

As we read story after story the immense courage of the Vietnam helicopter pilot, day after day valor and audacity was routine. Our teammates in the back on our door guns that kept us safe going into LZs were priceless, much like Medal of Honor recipient Specialist Rodney Yano – heavily

burned, with loss of the use of one arm found the courage to remove an exploded white phosphorous grenade and all the on-board ammo in the cargo compartment of a Huey saving the lives of the crew even though it cost him his life. Bravery was abundant.

Going into a hot LZ with Cobra guns blowing up everything around you and your door gunners lighting it up as you inserted or extracted your ground partners was damn exciting! But just like today’s combat rotary aviation force you were directly linked to the ground force; that is the way it was, how it is today and that’s how it should stay – no flight level 1-8-0 and autopilot for combat helo pilots!

We must also acknowledge the incredible maintenance folks that worked tirelessly, many times working through the night repairing and often patching the holes in your aircraft so we could launch into the morning sky.

So today it is fitting we lay this monumental stone dedicated to those brave helicopter pilots that served in Vietnam. When they were needed they saddled up and rode to the sound of the guns. This monument is also fitting as the homecoming for the Vietnam vet who got way less than they deserved when returning to the States. So, these types of tributes are critical as someday not far down the road all the Vietnam pilots will just be memories but as people in the future as they visit this museum they will stop, read the inscription and quietly say “these guys were something special.” The legacy of the Vietnam helicopter pilot will live in history as one of the greatest collection of warriors ever assembled by this Nation.

Now, we cannot do this dedication without a very special tribute to those that would have loved to be here today but perished in the jungles and rice paddies on the other side of the globe. They understood the risk, but they understood the call of their beloved Nation and didn’t shy away from the challenge. There will be a great reunion one day in heaven at Fiddler’s Green but for the first time all the war stories will have to be true!

If you were a crewmember in Viet Nam you should take great pride in today’s Aviation Force, they are standing on your shoulders, you were the pioneers, you set the bar at a high level. So when the Night Stalkers of the 160th flew on the opening night

*Continued on next page*

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of the war in Afghanistan – a raid that was longer than Doolittle's WWII raid and included multiple night aerial refueling – you were on that mission; when you read about Apaches taking out critical ISIS targets in Syria/Iraq you were part of those missions; and when you read about Army helicopters penetrating the border of foreign country carrying U.S. Navy SEALS to kill America's #1 enemy Osama Bin Laden your chest should swell because you had a piece of that mission. You took a nascent aviation capability to the Ph.D. level of tactics, technology and capability and for more than 50 years since you left Vietnam it has improved and improved.

I have the opportunity to come to Fort Rucker from time to time but I never, never visit without spending time in the museum and sitting quietly in the Vietnam Memorial so wonderfully done to the memory of 4,347 Army crew members whose names are enshrined there, including 1,889 names of those still missing in action. If you haven't done it please find the time – it is a solemn tribute to those not with us today.

On my next visit because of the amazing work done by Art Jacobs and the VHPA I will also have the opportunity to stop at the monument about to be unveiled to the surviving members of Vietnam Acrews and those we lost. Art, members of the VHPA, thank you for doing this. It is important. God Bless You and God Bless America...

*General Bryan D. "Doug" Brown, U.S. Army Retired served with the 129th Avn Company at An Son, Vietnam 1971-1972 and retired as the U.S. Special Operations Command Commander in 2007.*

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# What a Year 2025 Has Been!

By BG (Ret.) Steve Mundt

It's hard to believe that we incorporated the Trade School Licensing and Certification Foundation Inc. (TLC) just four short years ago.

What began as a dream to help our enlisted aviation maintainers earn their FAA A&P Certification has grown into a foundation that supports all our members – and their families – in achieving success across the fast-growing skilled trades and in professions requiring licensing or certification.

Similar to AAAA's other 501(c)(3) organization, AAAA-SFI, TLC provides financial support to help individuals achieve their professional aspirations. While SFI offers scholarships for college degrees, TLC provides grants – essentially free money! – to help members acquire the technical skills and certifications necessary for their careers. As the current President of AAAA-TLC Inc., I'm proud to share what we've accomplished together:

- Raised over **\$250,000** in just four years!
- Welcomed our first two corporate sponsors:
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Chapter Vice President, Jacqueline Gordon (left) presented a check on behalf of the Old Tucson Chapter for the Trade School, Licensing and Certification (TLC) Foundation to foundation board member Jennifer A. Potts and Executive Director, Art Agnew at the Cribbins Futures Forum in Huntsville, Alabama on Tuesday, November 18, 2025.

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- **Sierra Nevada Corporation** as our first *Ruby Sponsor* (\$2,500)
- Celebrated the **Tennessee Valley Chapter** as the first to establish a *perpetual grant* – the **TVC Super 64 Perpetual Grant** – and the creation of another in memory of **Colonel Joe Hoecherl**.
- Partnered with the **Air Assault Chapter** and **Steve Smith (Vali Corporation)** to host our annual AAAA Golf Tournament during the Summit, raising funds for both AAAA-TLC Inc. and AAAA-SFI. Each organization received a check for **\$14,611.25** from the event.
- Recognized the **Old Tucson Chapter**, which has authorized an annual donation of **\$1,000** to AAAA-TLC Inc.
- Honored our members who have personally established perpetual grants, including the **Bill Harris, Steve and Betsy Mundt, and MG Anthony W. Potts Memorial** perpetual grants.

Another significant milestone: we successfully completed our 2024 financial review and will continue to do so annually, ensuring transparency and accountability for every dollar generously contributed.

Finally, we're proud to share that **16** grants have been awarded to date – and we are eager to help more applicants in the coming year! While we always appreciate donations, what we need most now is *awareness*. Please help us find and encourage deserving individuals to apply. **AAAA-TLC Inc.** is here to help them achieve their life goals through trade education, licensing, and certification opportunities.

Together, we're building stronger careers, stronger families, and a stronger future.

*BG (Ret.) Steve Mundt is the inaugural president of the Army Aviation Association of America Trade School, Licensing, and Certification Foundation, Inc.*



# The Role and Importance of AAAA Scholarship Evaluators

By Dr. Kelly Brown, U.S. Army Retired

The Army Aviation Association of America (AAAA) Scholarship Program remains a premier AAAA membership benefit for Army Aviation Servicemembers and their families.

Each year, more than 600 applicants – from college freshman to graduates – apply for approximately 400 AAAA Scholarships. To determine who will receive an AAAA scholarship, a team of dedicated volunteers review and evaluate every application.

## We Want You!

We need 200 volunteers to fully support the evaluation process. Any AAAA member, affiliated Aviation Heritage member, or spouse may volunteer to serve as an Evaluator. Enlisted, Warrant Officer, Officer, civilian, and industry partner members – we want you! No specific skills, background, or experience are necessary – only a strong desire to support AAAA members and their families.

To those who have volunteered as Evaluators in the past – Thank You! Please volunteer again this year. To those who have yet to volunteer – Welcome! We are happy to include you as new members of the Evaluator team.

## What do Evaluators Do?

The primary role of AAAA Scholarship Evaluators is to review and assess scholarship applications. Evaluators are responsible for ensuring each application is examined holistically, considering not only academic achievements but also the merit of the whole applicant. Much like a promotion or selection board, Evaluators: Review application files containing academic records, extracurricular activities, personal essays, recommendation letters, and additional supporting

documentation. Score each file on a scale from 1 to 10.

Never sat on a promotion or selection board before? No worries! The AAAA Scholarship Team provides comprehensive training and an evaluation grading tool to help guide Evaluators through the assessment process. Additionally, help from the AAAA Scholarship Team is a phone call or email away.

## How are Applications Evaluated?

Teams of 10-12 Evaluators assess 40-50 applications each, using a set of well-defined criteria. These criteria include academic excellence, leadership, community service, recommendations, and an essay. Academic excellence is gauged through grades and standardized test scores, while leadership and community service are assessed via the applicants' involvement in various activities, organizations, or employment. Evaluators also consider personal essays and recommendations, which provide insight into the applicants' aspirations, values, and motivations.

Although Evaluators are allotted 2 weeks to assess 40-50 applications, most Evaluators finish reviewing their assigned files in less than 8 hours.

## Fostering Future Leaders

The impact of Evaluators extends beyond merely awarding scholarships. By selecting students who demonstrate academic excellence, leadership potential, and a commitment to service, Evaluators help cultivate the next generation of leaders within the broader Army Aviation community. Every scholarship enhances opportunities for recipient growth, enabling them to pursue their educational and career goals with greater confidence and support.

## How to Support

Ready to join the team? Send an email to Joanne Hansrote, Executive Director of AAAA Scholarships at [joanne@quad-a.org](mailto:joanne@quad-a.org). Evaluator training sessions (30 minute Zoom meeting – you only need to attend one!) will be held February 15 to February 28. Scholarship evaluations run from around March 1 to March 31.

Thank you for your support!

---

*Dr. Kelly Brown, U.S. Army Retired is the secretary of the AAAA Scholarship Foundation Inc. Board of Governors and vice-chair of the Strategic Planning Committee.*



## ATTN: Government Employees

Support Soldiers and their Families Education through the Combined Federal Campaign (CFC). The AAAA Scholarship Foundation (CFC #10516 under Military Family and Veterans) benefits soldiers, their children, grandchildren, and spouses pursuing higher education. Your tax-deductible gift makes a lasting impact.



The AAAA Scholarship Foundation, Inc

# 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 November 2024 through November 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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For more information about the Foundation or to make a contribution, go online to [www.quad-a.org](http://www.quad-a.org); contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.



# AAAA Chapter Affairs

NETWORK | RECOGNITION | VOICE | SUPPORT

By COL (Ret.) John Broam

*I greatly appreciate the support from COL Shiloh Briggs & MAJ Joe Gentry, Grizzly Chapter President and Secretary, for authoring and sharing this information to our membership.*

## The Grizzly Chapter



CHAPTER COURTESY PHOTO

The Grizzly Chapter, located in Fresno, CA (Central Valley), helps individuals, learn, network, and succeed in the aviation sector of the Army National Guard.

We have both military and civilian members, mostly comprised of current and prior service aviators, crew chiefs, supply and logistics and friends and family of Army Aviation. Like AAAA National, we look to provide an opportunity for Networking, Recognition, Voice, and Support.

### Key Event

AAAA Grizzly hosted our 3rd annual “Salute to Service,” event on September 13, 2025 at the Fresno State vs Southern football game. The Grizzly Chapter, in support with other Veteran nonprofits from the Central Valley, fed 1,000 Veterans and their families for free at our tailgate event. This intergenerational event brought together both young and old Veterans, current service members, and supporters of the Armed Forces from all over the Central Valley.

The Mississippi Aviation Classification Repair Activity Depot (AVCRAD) landed a UH-60M Black Hawk helicopter on the center of the soccer field, which is adjacent to the Fresno State Bulldog football stadium. The public had the opportunity to sit inside the aircraft

and interact with the aircrew.

The 40th Combat Aviation Brigade played a flag football game versus the 1106th TASMG dubbed “The Wrenches vs Rotors Bowl,” near our tailgate spot. The Voice of the Bulldogs Paul Loefler and former Coach Pat Hill did the play by play calling for our flag football game. Former NFL quarterback (QB) Tyler Bray was the QB for both teams. A special guest appearance was made by two time NFL MVP, Super Bowl MVP and Super Bowl Champion Kurt Warner and his wife and former Marine, Brenda Warner. They both interacted with the Soldiers for over an hour and watched our flag football game.

The Order of Saint Michael was presented to Vietnam Veteran, David Sorenson during the halftime of our flag football game. A \$500 academic scholarship was presented to a current Fresno State Student Veteran. A second \$500 academic scholarship was presented to a Fresno Pacific University Student.

### Contact Us!

Chelsea Jarvis, our AAAA Assistant Director of Member Engagement, hosts



CHAPTER COURTESY PHOTO

Above left: The 40th CAB and 1106th TASMG, CA ARNG Flag Football Team with NFL Legend Kurt Warner (back row, third from right) before the game.

Above right: The Order of St. Michael being presented to Vietnam Veteran David Sorenson. Pictured left to right are Clovis Veterans Memorial District President Lorenzo Rios, Sorenson, AAAA Grizzly Chapter President COL Shiloh Briggs, Fresno State President Dr. Saul Jimenez-Sandoval and NFL Legend Kurt Warner.

an open Zoom meeting on the second Tuesday of each month from 3:00 PM to 4:00 PM Eastern Standard Time. Chapter officers are welcome to drop in at any time during the hour to talk about their chapter, ask questions, or get help with anything they need. No appointment is necessary.

Feel free to contact me if you need help with your Chapter, Executive Board support, would like your chapter featured in the AAAA magazine, or to obtain clarification of National procedures. Chapters are the backbone of AAAA. If you are not having Fun in AAAA then that needs to change. I look forward to working with you and supporting AAAA.

COL (Ret) John Broam  
AAAA VP for Chapter Affairs  
[john.broam@quad-a.org](mailto:john.broam@quad-a.org)



## AAAA Chapter News

### Central Florida Chapter Army Aviators on the High Seas



CHAPTER PHOTO FROM LTC RUE JAMES W. RUEZ/22K

Chapter members enjoying their Seabourn Cruise from Dubrovnik, Croatia to Istanbul, Turkey in October. (l to r) Mike Garretson, Jan Drabczuk, Bill Lewis, Sam Gemar and Matt Griffin.

### Jack H. Dibrell-Alamo Chapter Hosts Golf Tournament



CHAPTER COURTESY PHOTO

The Jack H. Dibrell-Alamo Chapter hosted their first Chapter golf tournament in nearly 20 years to raise funds for their academic scholarship program. The tournament raised nearly \$10,000. The funds will be used to support students in the chapter's area and will be combined with AAAA National matching funds. Chapter President CW4 Pedro Vargas spoke at the end of the event thanking the attendees for their support of the chapter and area students.

### Magnolia Chapter Hosts Ball



CHAPTER COURTESY PHOTO

On Saturday, September 6, 2025, the Magnolia Chapter proudly hosted its second annual Aviation Ball at Table 100 in Flowood, MS. The event brought together more than 165 attendees including Soldiers, spouses, veterans, community leaders, and distinguished guests, all united in celebration of Army Aviation's proud legacy and enduring traditions. Chapter president COL Andrew Ratcliffe inducted seven individuals into the

Bronze Honorable Order of Saint Michael, one Silver Honorable Order inductee, and one Knight of the Honorable Order. Pictured is COL Andrew Ratcliffe III, 1108th TASMG Commander congratulating CW5 Jesse Lindsey, Executive Officer for the General Staff, following his induction as a Knight of the Honorable Order.

### Washington-Potomac Chapter Honors Soldier of the Quarter



CHAPTER COURTESY PHOTO

The Washington-Potomac Chapter recognized SPC Luis M. Pizarro, Flight Instructor for Co. B, 12th Avn. Bn., as the Soldier of the Quarter for Third Quarter, Fiscal Year 2025 at Ft. Belvoir, VA on September 26, 2025. From left to right: CSM "AC" Collins, chapter VP Enlisted Affairs; CSM Robert Thibault, 12th Avn. Bn. Command Sergeant Major; SSG Daniel Alvarez, B/12th Avn. Bn. Platoon Sergeant; Pizarro; and CW4 Matt Vennie, chapter VP Operations.

### Washington-Potomac Chapter Recognizes Department of the Army Civilians



CHAPTER PHOTO BY SGT MKE JUSTO

The Washington-Potomac Chapter 3rd Quarter, FY25 Department of the Army Civilian of the Month and Quarter awards were presented to Mr. Mark Mogensen (3QFY25), Mr. Jean Lauture (May 2025), Ms. Cassandra Asberry (June 2025), and Mr. Otto Viteri (not pictured) on September 24th, 2025 at Davison Army Airfield, Fort Belvoir, VA. The awards were presented by (l to r) CW5 Pat Curran, Command Chief Warrant Officer, The U.S. Army Aviation Brigade (TAAB); CSM Scott Campbell, TAAB CSM; COL Andy DeForest, Commander, TAAB; and COL (Ret.) Ron Lukow, chapter president.

## ORDER OF ST. MICHAEL INDUCTEES

### Colonial Virginia Chapter



CHAPTER PHOTO BY TSgt RYAN FORBES

**MSG Gabriel V. Mendoza** is inducted into the Silver Honorable Order of St. Michael by SGM (Ret.) Steve Weyrauch, during an Oct. 10, 2025 ceremony at Joint Base Langley Eustis, VA. SGM (Ret.) Mendoza retired after more than two decades of service and over 40 combat deployments as a flight medic and a BSM w/V recipient.



CHAPTER PHOTO BY SGT RYAN FORBES

**SGM Dave Pelich** is inducted into the Silver Honorable Order of St. Michael by SGM (Ret.) Steve Weyrauch, during a ceremony at Joint Base Langley Eustis, VA on Oct. 10, 2025. Pelich retired after 25 years of service and nearly two dozen combat rotations to spend time with family and make up for lost time.



CHAPTER PHOTO BY TSgt RYAN FORBES

**CW3 Chad H. Patterson** (right) is inducted into the Bronze Honorable Order of St. Michael by CW5 Samuel Puentes (left), Detachment Commander Joint Base Langley Eustis, VA on Oct. 10, 2025. Patterson retires after 22 years, the last five years spent as a rotary wing platform manager. His devotion to duty and stellar work ethic lead to a five-year average of an 88% OR rate.

## OSMs *continued*

### Gold Standard Chapter



CHAPTER PHOTO BY MSG NESHIA BROWN

**CW3 (Ret.) John Jones** is inducted into the Silver Honorable Order of St. Michael by LTC Corey D. Campbell, 1st Theater Sustainment Command, Distribution Integration Branch Chief, on Sep. 5, 2025 at Ft. Knox, KY. Jones was recognized for his accomplishments as an aviation logistics management specialist in the 1st TSC. Pictured are (l to r): SFC Justin D. Visser, Campbell, Jones, and SGM Latevia M. Williams-Green.

### Jimmy Doolittle Chapter



CHAPTER COURTESY/PHOTOS

**CSM (Ret.) Langenhuizen**, **CSM (Ret.) Ochoa**, and **CW5 Roberts** The Jimmy Doolittle Chapter inducted deserving Aviation veterans into **CW5 (Ret.) Grant** and **Mr. Jim Hamilton** the Honorable Order of St. Michael on November 1, 2025 during their semi-annual awards ceremony at The South Carolina Aviation

Heritage Hangar at Hamilton-Owens Airport in Columbia, SC. Silver inductees were, **CSM (Ret.) Bruce Langenhuizen** and **CSM (Ret.) Bernie Ochoa**; Bronze inductees were **CW5 Michael Roberts**, **CW5 (Ret.) Lem Grant**, and **Mr. Jim Hamilton**. LTC Steven Seigler, chapter president, presented the awards.

### Prairie Soldier Chapter



CHAPTER PHOTO BY 1ST LT MILES

**CW4 Zachary S. Hartmann** is inducted into the Silver Honorable Order of St. Michael by CW5 Jeffery J. Caniglia, Nebraska Army National Guard, State Command Chief Warrant Officer, during a May 29, 2025 ceremony in Lincoln, NE. Hartmann received the award for his contributions as Former AAAA President, Company/Battalion/Facility/State Standardization Pilot and Instrument Evaluator.

### Tennessee Valley Chapter



CHAPTER PHOTO BY MS. CAROLE SPENCER

**Mr. James B. Logan** is inducted into the Bronze Honorable Order of St. Michael by

SGM (Ret.) Randy Wise, chapter VP, Awards, during a ceremony at Redstone Arsenal, AL on Aug. 21, 2025. Logan was recognized for his direct impact on the successful execution of multiple critical program milestones for the Improved Turbine Engine Program.

### Thunder Mountain Chapter



CHAPTER PHOTO BY MR. CHRISTOPHER OOM

**CW5 (Ret.) Luis Zamudio** is inducted into the Gold Honorable Order of St. Michael by BG (Ret.) Tim Edens (left), AAAA National Senior VP, and chapter president, Mr. Raymond Rivera on September 17, 2025, at the Pueblo Del Sol Country Club in Sierra Vista, AZ. Zamudio was recognized for over 48 years of service to the Army Aviation branch as an Instructor Pilot Aviation Safety Officer for assignments around the globe. As a Department of the Army Civilian, he was part of a handful of senior aviation personnel that established the UAS Training Battalion at Fort Huachuca, AZ where he served as the Operations Officer and built the first UAS ATP and Instructor Operator course. He was part of establishing the AAAA Thunder Mountain Chapter serving as VP of Scholarships and as the chapter's president for the last 15 years.

### Washington-Potomac Chapter



CHAPTER COURTESY PHOTO

as an Instructor Pilot, Maintenance Test Flight Examiner, and ARMS Team Lead, and service as **Juan A. Amaro** was inducted into the Bronze Honorable Order in recognition of his distinguished Logistics Officer. Pictured are (l to r) BG David Doran, Asst. Dir., ARNG, for Aviation, Intelligence, and Information (outgoing); MG Daniel Degelow, Asst. Dir., ARNG, Chief of Staff, Schillicci, Ottinger, Amaro; BG Issac Martinez, Asst. Dir., ARNG for Avn., Intel., and Info. (incoming); and Lukow.



# AAAAA Awards



## Order of St. Michael Silver

*Air Assault Chapter*  
CW4 Allen A. Bender  
CW5 Nicholas A. Koeppen  
CSM Marcus R. Pitts  
CW4 Jeremy S. Wendt  
*Aviation Center Chapter*  
David R. Arnold  
Kevin D. Hottell  
COL Donald R. Kirk  
COL Mary E. Scott  
*Bavarian Chapter*  
MSG Matthew Bastin  
*Colonial Virginia Chapter*  
CW4 Terry L. Duquette, Ret.  
CW5 Craig Ernst, Ret.  
Robert L. Henning  
CW5 Samuel J. Puentes  
Dr. Oliver Wong  
Richard Wright  
*Corpus Christi Chapter*  
Richard P. Stevenson  
*Griffin Chapter*  
CW5 Jonathan S. Hulse  
CW5 Raleigh W. Strabala  
CW5 Michael A. Weisskopf  
*Iron Mike Chapter*  
COL Samuel L. Fricks  
*Jimmy Doolittle Chapter*  
CSM Bruce E. Langenhuijen, Ret.  
CSM Bernie H. Ochoa, Ret.  
*Keystone Chapter*  
CW5 Richard G. Adams II  
CW5 Jacob M. Russell  
*Land of Lincoln Chapter*  
CSM Brian L. Boyer  
*Mount Rainier Chapter*  
CW5 Erik R. Olsen  
*Tennessee Valley Chapter*  
Hank Isenberg  
John D. Perkins  
*Utah Chapter*  
CW5 Matt Garrand  
CW5 Stephen F. Rugg, Ret.  
*Washington-Potomac Chapter*  
LTC Ryan L. Rooks  
COL Aaron C. Schilleci  
**Bronze**  
*Air Assault Chapter*  
CW3 Cesar Cano  
CW2 David W. Caskey  
MAJ Evan S. Dawson  
MAJ Kevin M. Dobbyn  
CW3 Joseph J. Duncan  
CW3 Randall Forrester  
CW3 D'Mario A. Graham  
SFC David M. Gray  
CPT Kyler C. Harmeling  
SFC Ryan M. Landrum  
1SG Jacob L. McNear Jr.  
1SG Joel D. Neppi, Ret.  
MAJ Johnathan W. Roth

CPT Dillon R. Siener  
SFC Daniel C. White  
*Aloha Chapter*  
SFC Blake Jones  
CPT April M. Mattos  
SFC Charles Lee Ontiveros, Ret.  
1SG Adriana I. Towns  
*Arizona Chapter*  
LTC William A. Gorosave  
*Aviation Center Chapter*  
SFC Arun Aramanai  
SFC Rakeshia N. Calhoun  
Jorge R. Camara Falu  
SFC Jeremy D. Charm  
CW3 Bradley A. Cook  
CW3 Brandon L. Countryman  
CW3 Justin A. Crowley  
SGM Marla D. Darby  
1SG Jacob A. Durski  
SFC Joshua E. Escobedo  
SFC Mark A. Garvin  
CW3 Randall S. Griffith  
CW4 Clay Grooms, Ret.  
CPT Kevin P. Harris  
CW3 Michael R. Holmes  
Stephanie Irwin  
CW3 Jayson Johnson  
MSG Breana T. Major-Funchess  
CW3 Matthew D. Marshall  
MSG Johnny T. Reyes  
Benjamin A. Roedl  
SFC Adam R. Serio  
CSM Matthew D. Thomas  
SSG Julian Wright  
*Colonial Virginia Chapter*  
SFC Stephen Berger  
SSG Ian L. Brown  
CW5 Preston M. Coon  
SSG Swade L. Cornelison  
SFC Joshua D. Gordon  
SFC Justin T. Kniss  
COL Shane L. Larson  
SSG Joshua T. Lefevre  
SSG Nicholas S. McKinnon  
SSG John M. Norton  
CW3 Chad H. Patterson  
MSG Eric J. Preckl  
Lorenzo Riddick  
SSG Samuel G. Smith  
SFC Aaron Tuten  
*Diamond State Chapter*  
1SG Jeremiah Bundren  
SFC Brandon Dostert  
SFC Cory Hornaday  
SFC Richard Johnson  
SSG Justin Rintz  
1SG Jared Timms  
CW3 Jordan Whitney  
*Embry Riddle Eagle Chapter*  
Dahl K. Mason  
*Gold Standard Chapter*  
SSG Ryan M. Howell  
SSG John W. Powers  
*Greater Atlanta Chapter*  
MSG Matthew D. Couch  
CPT(P) Joshua K. Kamber  
SFC Clifton R. Marable II  
MAJ Jason E. Shelton  
CW4 Amanda R. Shortt  
SFC Paul A. Webb  
*Griffin Chapter*  
CW3 Anthony Degel  
MAJ Daniel Spratt  
CPT Noah Strong  
*Grizzly Chapter*  
LTC Marco A. Acevedo

LTC John B. Allen  
David Sorenson  
*High Desert Chapter*  
CPT Timothy W. Boharsik  
WO1 Brandon T. Burns  
CW4 David B. Christie  
CW3 Luis Diaz Dunesne  
CPT Luke Ferenczy  
CW2 David Mills  
CW3 Tyler Moore  
MAJ Alex T. Roy  
CW3 Joseph M. Schwermer  
SSG Julio E. Vargas  
CPT Jacob M. Zinge  
*Iron Mike Chapter*  
MAJ Christopher Aldretti  
CW5 Jason E. Allen  
SFC Paul A. Bohnert  
LTC Larry S. Crews  
CPT Elliott L. Fairbrass  
LTC Robert C. McBride  
SFC John C. McMichael Jr.  
SSG Keith C. Mulhern  
MAJ Suzannah E. Palmer  
SFC Joseph T. Pinchott  
CW4 Kevin W. Powell  
CPT Brandon L. Rhea  
CW3 Phillip M. Schleicher  
SFC Jason B. Taylor  
CW2 Hector Y. Villegas Hernandez  
*Jimmy Doolittle Chapter*  
Jimmie L. Hamilton  
CW5 Michael S. Roberts  
*Keystone Chapter*  
CW3 Shain Bourassa  
CW3 Michael Denux  
1SG Gregory L. Heinbaugh  
SFC Joshua Willard  
*Land of Lincoln Chapter*  
CW3 Robert Childers  
CW3 George Frimpong  
CW2 Andrew Hager  
CW4 Jamie C. Huebner  
CW3 Jason Lillie  
CW3 Brennon Links  
CW4 Christopher Newlon  
CW3 Matthew Strohmeyer  
CW3 Daniel Wentworth  
CW4 Jason Wentworth  
*Live Free or Die Chapter*  
CW4 David Breton  
SGM Craig W. Courser  
CW3 Kevin A. Doyle  
CW3 Michael D. Fletcher  
CW4 Jeremy J. Gray  
SGM Brian D. McKay, Ret.  
SFC Alan C. Robinson  
SFC Joshua R. Stone  
*Magnolia Chapter*  
MAJ Lewis F. Howard  
MSG Timmorthy G. Lewis  
*Mount Rainier Chapter*  
SFC Michael O. Cushman  
1SG Aaron L. Eichhorn  
Harless A. Lukenbill  
CW3 Karen D. Treece  
*Narragansett Bay Chapter*  
SFC Paul Hanley  
SFC James St. Laurent  
Frank J. Thoman  
*North Star Chapter*  
MAJ Vincent G. Gonsior  
CW3 Austin R. Johnson  
CW3 Aaron K. Lawrence  
CW4 Derek A. Shoemaker  
*North Texas Chapter*  
SSG Cory Fish  
*Phantom Corps Chapter*  
CPT John C. Erskine

SFC Matthew L. Greathouse  
CW3 Jacob A. Krustchinsky  
CPT Kyle Miller  
CPT Robert T. Niehof  
CPT Jacob A. Peterson  
CW3 Joseph J. Strauf  
CW2 Dionte M. Sullivan  
CW2 Anthony M. Taylor  
CW2 Colby T. Thompson  
MAJ Mario D. Turi  
*Prairie Soldier Chapter*  
MAJ Nathanael Rutherford  
*Ragin' Cajun Chapter*  
SFC William S. Pool  
CW3 Richard F. Quarles  
*Savannah Chapter*  
CW3 Brian C. Beursken  
1SG Travis H. Ostler  
*Southern California Chapter*  
1SG Andrew O. Stedman  
*Tennessee Valley Chapter*  
Joseph Andrzejewski  
Sabrina L. Dean  
MAJ Quinton Fenley  
John Hannon  
Daryl T. Hawkins  
Adam Hudson  
MAJ Dak Kibler  
Luther Lane  
1SG Tomas Mayonet-Rios, Ret.  
SSG Kyle R. McKee  
CW4 Matthew L. Merryman, Ret.  
CSM Steven L. Peterson, Ret.  
Grant VanOostrom  
Andrew J. Warren  
CW4 Jonathan D. Ziarkowski  
*Thunder Mountain Chapter*  
SFC Joshua Willard  
SSG Steffano A. Ardila  
SSG Alec S. Bowman  
SFC Jovanta J. Champ  
SSG Effoe Comlanvi  
SSG Asia Dickerson  
SSG Davin T. Harris  
SSG Dillon G. Johnson  
SSG Nathan A. Morales  
SSG Ram K. Pun  
1SG William A. Riley  
SSG Andres A. Romero  
SSG Colin A. Shakespeare  
SFC Junior A. Vegaortiz  
*Thunderbird Chapter*  
CW4 Stoney W. Hobbs  
*Washington-Potomac Chapter*  
CW4 Juan A. Amaro  
1SG Manuel J. Bou  
CW5 Andrew J. Ottinger  
SGM Butch Still

Ruben R. Ayala Jr.  
Stephen J. Haas  
Karen C. Hicks  
LTC John M. Williams II, Ph.D.  
*Bavarian Chapter*  
CW4 Bryan A. White  
*Diamond State Chapter*  
LTC Noyal Brasfield  
LTC Matthew Leimberg  
CSM Jeff Michau  
SMSgt Paul Wilkerson  
*Gold Standard Chapter*  
SFC Ashley A. Hackley  
*Griffin Chapter*  
1LT Abbigail F. Ciganek  
MG Maciej Jablonski  
*Magnolia Chapter*  
SSG Hilaree Orgeron  
*North Texas Chapter*  
SFC Bradley D. Adair Jr., Ret.  
*Phantom Corps Chapter*  
SFC Derek J. Cool  
CPT Tyler R. Davis  
*Tennessee Valley Chapter*  
Thomas W. Clark  
*Thunder Mountain Chapter*  
SFC Dorian Espinoza  
*Washington-Potomac Chapter*  
Tau S. Liou

## Our Lady of Loreto



*Air Assault Chapter*  
Dana Baca  
Amy Cook  
*Aloha Chapter*  
Bricia G. Miranda  
*Aviation Center Chapter*  
Guy Bass  
Humela Gracia Alunday Dickson  
Katherine Johnston  
Rachel Napoli  
Sheila Rizzi  
Suzanne Snyder  
*Diamond State Chapter*  
Jessica M. Baker  
Rachel Brewer  
*Griffin Chapter*  
Mikayla Degel  
*High Desert Chapter*  
Jaqueline Boharsik  
Mirya Burns  
Kathryn Mills  
Sugeily Mojica  
Jessica Moore  
Tanya Roy  
Melissa Schwermer  
Karla Vargas  
*Iron Mike Chapter*  
Cathy Glassman  
Brenna Simpson  
Amanda Sulpizio  
Karla H. Tombrello  
*Mount Rainier Chapter*  
David M. Treece  
North Star Chapter  
Diana L. Berberich  
*North Texas Chapter*  
Paula Davis  
*Tennessee Valley Chapter*  
Megan Greer  
Anna Kelton  
Manuela York

## Knight



*Air Assault Chapter*  
MSG Jack M. Bone  
SFC Luis Cruzarevalo  
CPT Kirby Einck  
SFC Bridgett B. Garcia  
MAJ Thomas Huens  
*Aloha Chapter*  
COL John R. Abella  
CPT Marcus Grice  
COL Robert M. Shaw  
CPT Samuel R. Soliday  
*Aviation Center Chapter*



## AAAA Membership Update

By COL (Ret.) Liz Martin

# From the Cockpit to Horseback – Major Roberta Woronowicz is No Stranger to Elite Challenges

**M**AJ Roberta Woronowicz has built a career and life defined by hard work, scope, performance, and grit.

She is a committed Army Aviation professional and a proud AAAA member whose path reflects the best of our branch.

Raised in Seattle, Roberta graduated from the U.S. Military Academy, West Point, NY in 2014 with a degree in Geopolitics. She knew early that she wanted to serve and fly. In her words, “there is nothing cooler than being a helicopter pilot.”

Roberta started her career as a UH-60 Black Hawk pilot. Her first tactical assignment was 6-101st General Support Aviation Battalion, where she learned how to lead Soldiers and fly in demanding operational environments. She later commanded an assault helicopter company in 2-82nd Assault Helicopter Battalion (AHB). After company command, she transitioned to the Acquisition Corps to support the larger Army Aviation Enterprise. Her roles in this capacity have included serving as Aide-de-Camp to the U.S. Army Security Assistance Command Commander and later as the CH-47 Cargo Assistant Program Manager at PEO Aviation.

Roberta was selected for the Army's competitive Advanced Civil Schooling (ACS) program and is currently pursuing a Master of Business Administration (MBA) at the University of Alabama in Huntsville, AL.

When she's not in the pilot's seat, Roberta can be found in the saddle. Roberta is an elite Eventing athlete and is an active member of U.S. Army Outdoors Team as an At Large Athlete. Roberta competes at Preliminary Level Eventing all over the U.S. with her horse, Fuerst Fargeaux. In August, the pair competed at the Bouckaert Equestrian



MAJ Roberta Woronowicz deployed with 6-101st GSAB in 2019.



MAJ Woronowicz and Fuerst Fargeaux competing at the 2025 Bouckaert Equestrian H.T. International.

PHOTO BY LIZ DOWNEY PHOTOGRAPHY

H.T. International, Fairburn, GA, finishing in 7th Place in the CCI2\* (S Division), a major achievement against some of the Nation's best riders!

Eventing is an Olympic sport with origins deeply rooted in military history. Referred to as the equestrian version of a triathlon, the sport was designed to test Cavalry Soldiers and their horses on their fitness, suitability for mission, and partnership. It consists of dressage, stadium jumping, and cross country to showcase skills from the parade ground, speed, and stamina. Although the sport has changed much over the last century, it has not shaken its military roots, with many competitors at the CCI level competing in military uniform.

Roberta's love for horses started early. She began riding at age four, competed at the collegiate level for the United States Military Academy Equestrian Team, and has owned horses at every duty station over her eleven-year career. She rides, competes, and instructs

whenever she can.

Roberta is married to MAJ Frank Arnold of West Hartford, CT. They met during Buckner Phase at West Point and share a love for Army Aviation. Frank began his career as an enlisted Soldier, also earned his commission through West Point, and flew UH-60s Black Hawks in 5-101st and 2-82nd AHBs. Frank was competitively selected to be an Experimental Test Pilot and is assigned to the Redstone Test Center at Redstone Arsenal, AL flying a myriad of aircraft.

Roberta plans to return to competition with Fargeaux in March 2026 and will complete her MBA later that year. She looks forward to returning to Redstone and continuing her work in support of Soldiers across Army Aviation.

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COL (Ret.) Liz Martin  
AAAA Vice President for Membership  
[liz.martin@quad-a.org](mailto:liz.martin@quad-a.org)

## New AAAA Life Members

**Aviation Center Chapter**  
SGM Kristopher Souza  
MAJ Serge Michael Starkman, Ret.

**Delaware Valley Chapter**  
LTC Lionel Macklin, Jr.  
**Free Dominion Chapter**  
Mr. Danny E. Good  
**Gold Standard Chapter**  
COL Peter Demos  
**Greater Atlanta Chapter**  
CO Will Cox, Jr.  
**Jimmy Doolittle Chapter**  
CW5 Dennis DuPuis  
**Prairie Soldier Chapter**  
CW4 Marc A. Grotzinger  
**Tennessee Valley Chapter**  
Mr. Paul Dean  
CW4 Bryan Kraus  
CW5 Robert L. Morrill, Ret.  
LTC Greg Oelberg, Ret.  
**Volunteer Chapter**  
SSG Jessica M. Jarrett, Ret.

## New Members

**Air Assault Chapter**  
Mr. Jeff Anderson  
Ms. Sarah Brechwald  
Ms. Avery Cruce  
PFC Evan Mathew Dewey  
CPT Donald Galli, Ret.  
CW5 Michael Gibson, Ret.  
**CW4 Jared Marsh**  
CPT Christian McClure  
CW5 Michael Parreco  
**Aloha Chapter**  
SFC Telvin Anderson  
SPC Gilbert Apilado  
PV2 Anthony J. Kurzein  
SSG Justin Nye

**Arizona Chapter**  
Mr. Norman Gonzalez-Arroyo  
SFC Jose Rangel  
**Aviation Center Chapter**  
WO1 Barnabas A. Adombire  
2LT Ryan C. Aiton

WO1 Adam M. Alenspach  
WO1 Isaac J. Araki

2LT Sebastian D. Ashbach

WO1 Daniel G. Austin

WO1 Kentrell Ayers

WO1 Austin R. Bailey

2LT Daniel S. Bain

2LT Evan S. Bain

WO1 Steven R. Bales

2LT Christian H. Bault

Mr. Bradley Bedwell

2LT Ashlyn G. Bigelow

Miss Abigail Bishop

COL Larry Bishop

WO1 Isaac Z. Bowen

WO1 Gage M. Boyce

WO1 Clinton T. Boyd

WO1 Mark J. Brisbois

WO1 Davonta A. Bullard

WO1 Austin E. Bunde

2LT Conor M. Burns

WO1 Jacob R. Bussiere

WO1 Ariana Byrne

WO1 Albert R. Cain

WO1 Philip T. Campbell

WO1 Christopher D. Cartledge

2LT Donovan H. Chin

WO1 Axel E. Cintron

WO1 Logan L. Clark

WO1 Austin R. Cloyd

WO1 Chelsby B. Cole

WO1 Roy L. Cordova

Mr. Martin Van Craft

Mr. David Crutchfield

WO1 Nigel S. Dallas

Ms. Vivian Daniels

WO1 Antonio B. Davalos

2LT Eleanor W. Davis

WO1 Skylar R. Degner

WO1 Christopher Delgadillo

WO1 Louis M. Delgado

WO1 William M. Desmond

2LT Tre A. Dessalines

2LT Joseph E. Di Sarli

WO1 Bryce L.G. Dlouhy

WO1 Julian M. Doan  
WO1 Hector A. Dones  
2LT Madison Doyle  
WO1 Zachary C. Dungey  
WO1 Thomas C. Dye  
WO1 Isaac A. Eaves  
WO1 Ryan J. Feidt  
2LT Benjamin S. Fletcher  
WO1 Chase A. Fowler  
WO1 James M. Freeman, III  
WO1 Jason L. Freeman  
1LT Ryan J. Freeman  
2LT Gabriel J. Gallagher  
WO1 Jamaal N. Gaynus  
WO1 Juan G. Gonzales, III  
WO1 Julian E. Gonzalez  
Zambraga  
1LT Kevin R. Gonzalez  
WO1 Justin B. Gouge  
WO1 Dylan N. Gray  
WO1 Owen J. Grimes  
2LT Taylor M. Grollman  
WO1 Josiah J. Hain  
WO1 Devan M. Hamrick  
2LT Owen K. Harlow  
WO1 Meredith M. Hart  
WO1 Kaley J. Hayes  
CPT Remington H. Henderson  
WO1 Miguel A. Herrero  
WO1 Taylor G. Heyen  
2LT Dreyson M. Hill  
2LT Glen T. Hogan  
2LT Dylan V. Howard  
2LT Evan D. Howard  
WO1 Joshua R. Hronowski  
Mr. Alan Hurd  
2LT Patrick L. Irvine  
WO1 Fidel Izaguirre  
2LT Dominick G. Jacob  
WO1 Jessica M. James  
WO1 KEVIN B. JEAN  
JACQUES, III  
WO1 Joanna C. Jestice  
WO1 Joshua L. Juliet  
WO1 Eric S. Kasprzak  
WO1 Sean R. Kelly  
Mr. Phillipie Kirksey  
2LT Lynahn R. Krieger  
2LT Dennis L. Lukhavre  
WO1 Clinton K. Lagace  
WO1 Connor J. Lagace  
WO1 Brett T. Landry  
WO1 Eric C. Lara  
CW4 Jacob Lawrence  
WO1 Brian Y. Lee  
2LT George R. Lewis  
WO1 Fred M. Lino  
WO1 Jonathan Lopez  
2LT Jordan J. Love  
1stSgt Scott Lower  
WO1 Joe M. Lucas  
CPT Liam Lynch  
WO1 Stefan R. Mallory  
2LT Carson R. Manternach  
WO1 Davis B. Marlar  
2LT Erick A. Marshall  
2LT Chase C. McAllister  
WO1 Makayla L. McCarthy  
1LT Lexi E. McComb  
WO1 Connor J. Meadows  
CW4 Wayne Ming  
WO1 Mica N. Monsteller  
Mr. Randy Morris  
2LT Ashuin S. Moses  
WO1 Mica N. Mosteller  
CW5 Christopher Motley  
2LT Robert J. Nash  
2LT Cody J. Neters  
WO1 Tyler W. Nipper  
WO1 Daniel S. O'Connor  
2LT Rosalyn A. Page  
2LT Jonathan A. Passander  
2LT Nicolas L. Pauley  
WO1 Jacob G. Pickett  
Mr. Gant Pierce  
WO1 Cody L. Pinson  
WO1 Jessica S. Ramirez  
2LT Meth P. Ranawera  
2LT Teagan J. Rebolli  
WO1 Ryan T. Reichert  
1LT Nicholas P. Reid  
2LT Adam J. Remsberg  
2LT Jonathan H. Ritsick  
1LT Shawn A. Ryan  
Mr. Mark Saliba  
2LT Xavier R. Sanford  
2LT Benjamin W. Schneider

2LT Annika G. Scott  
CW4 Brian Serna  
WO1 Asa J. Shillig  
WO1 Jacob M. Sierpinski  
WO1 George A. Smith  
2LT Jacob T. Smith  
2LT David J. Sommerhader  
WO1 Caleb J. Sorrow  
WO1 Ryan E. Sooyer  
2LT Woodson D. Squier  
WO1 Mathew B. Stamps  
2LT Zachary J. Standifer  
2LT Landon C. Stauffer  
WO1 Aron D. Stutts  
2LT Joshua J. Szep  
1SG Donnie Taylor  
WO1 Brayden T. Thurman  
WO1 Zachary S. Towe  
WO1 Andrew J. Tucker  
SSG Brian Tuttle  
WO1 Carsyn S. Vaughn  
2LT Emmanuel P. Vululeh  
2LT Michaela R. Wann  
WO1 Da'Quan E. Williams  
CSM Gary J. Williams  
PV2 Stephen M. Williamson  
WO1 Jeffrey C. Wilson  
2LT James C. Windsor  
2LT Elisha T. Wright  
Mr. Jason Wright  
WO1 Lloyda A. Yonce  
**Badger Chapter**  
SGT Malik Agus  
SFC Gregory John Weir  
**Big Sky Chapter**  
Mr. Patrick Moore  
**Black Knights Chapter**  
Mr. Andrew Pandis  
**Central Florida Chapter**  
Mr. Quentin Avery  
LTC Ralph Briggs  
Mr. Chuck Chrzan  
Mr. Marc Faber  
SPC Christian Franklin  
SFC Carlos F. G. Da Costa  
Dr. Ross Hoehn  
Mr. Wesley Irvin  
Mr. Christopher Knapp  
SPC Ethan Lewellyn  
Dr. Laura Pogue  
PV2 Carlos Ruiz Romero  
**Colonial Virginia Chapter**  
COL Mark Cleary  
Mr. Steve Fox  
MAJ James Lavender  
SFC Raffael Maloney  
MAJ Ryan A. Melkus  
Mr. Azzouz Nahaj  
SSG Michael Parrish  
SSG Angel Velez  
**Connecticut Chapter**  
CDR Richard Brown  
Mr. Jacob Moore  
Capt JMD Smith  
**Corpus Christi Chapter**  
Mr. Miguel Sanchez  
WO2 Brannan Williams  
Capt JMD Smith  
**Delaware Valley Chapter**  
1stSgt Francis Jacobs  
Mr. Daniel Moss  
MAJ James Reeves  
**Empire Chapter**  
Mr. Trevor Dougherty  
Mr. Adam Porter  
Mr. Demetrios Xenikakis  
**Flint Hills Chapter**  
CW4 Demetrios Franklin  
**Free Dominion Chapter**  
SGT Charles K. Bauserman  
Mr. Tom Carlson  
SGT Allison M. Kilgo  
PV2 Isaac Stanton  
SPC Darrian A. Walker  
**Frontier Army Chapter**  
SSG Sira Diarra  
**Gold Standard Chapter**  
Ms. Nicole Bush  
Mr. Joe Daniel  
COL Peter Demos  
Mr. Ronald Frye  
PFC Nicholas A. Patton  
Ms. Jennifer S. Schwerin  
**Great Lakes Chapter**  
Mr. Toby Brzozowski  
SFC Tyler Lee Collier  
COL Todd Fitzpatrick  
WO1 Michael Glaser  
Mr. Brendan Kretzschmar

**Greater Atlanta Chapter**  
SPC Sade Angeleta Hyton  
Capt Roman Lessnau  
Mrs. Lori Murphy  
Mr. Jim Nicemczyk  
1LT Noah Wilson  
**Griffin Chapter**  
Mrs. Jenna P. Adams  
SSG Tayla M. Adams  
CW2 Joseph M. Aldrich  
CW2 Christopher C. Bolten  
WO1 Joshua D. Brand  
SPC Jacob M. Brofford  
WO1 Hugo F. Camacho  
CPL Gabriel C. Campbell  
SPC Steven G. Capella  
SGM Lemuel Noel Cromwell  
PV2 Robert D. Davis-Padilla  
SSG Jonathan G. Fuentes  
SPC Manuel Galindo  
SGT Kelsi J. Gualpa-Minchala  
SPC Elisabet Hernandez  
PV2 Rezwan Hossain  
SFC Elijah L. Joice  
SPC Sebastian G. Jones  
CPL Jennifer Jurado  
CW4 Colin W. Kelly  
SSG Lawrence J. Knapp  
Mrs. Marcela Knapp  
SGT Yvette D. Larralde  
PFC Nikole A. Li  
SPC Luis A. Lopez  
SSG David R. Mota  
CPT Gabrielle A. Northrop  
CPT William Northrop  
SFC Danny S. O'Neal  
SGT Andrea I. Penalosa  
CPT Trevor W. Perkins  
SSG Miguel A. Q. Colon  
SPC Eric S. Riley  
CW2 Jesse L. Ringgold  
SGT Christopher R. Ruett  
SPC Gabriel A. Salinas  
SSG Edwin Santiago  
SGT David L. Schiitland  
Ms. Jennifer Schoenhuth  
CW4 Cody T. Schoonover  
SPC Rasham J. Skoda  
MAJ Thomas Terry  
SGT Michel A. Viuet  
SSG John W. Williams  
CW2 Justin Young  
**Grizzly Chapter**  
SSG Traci Bernard  
MAJ Shawn Frazzini  
1LT Justin Godbout  
SSG Luis Lopez  
PV2 Joseph Mwangi  
SFC Jaime Olivieri Palmer  
1SG Jose Orozco  
SSG Ruben Valle  
SPC Colton Wheeler  
WO2 Brannan Williams  
CW2 Hyun Ho Yun  
**High Desert Chapter**  
LTC James J. Kelly  
**Iowa Chapter**  
SGT Bryan Baisley  
Mrs. Lynnette Iams  
Mr. Daniel Moss  
MAJ James Reeves  
**Empire Chapter**  
Mr. Trevor Dougherty  
Mr. Adam Porter  
Mr. Demetrios Xenikakis  
**Flint Hills Chapter**  
CW4 Demetrios Franklin  
**Free Dominion Chapter**  
SGT Charles K. Bauserman  
Mr. Tom Carlson  
SGT Allison M. Kilgo  
PV2 Isaac Stanton  
SPC Darrian A. Walker  
**Frontier Army Chapter**  
SSG Sira Diarra  
**Gold Standard Chapter**  
Ms. Nicole Bush  
Mr. Joe Daniel  
COL Peter Demos  
Mr. Ronald Frye  
PFC Nicholas A. Patton  
Ms. Jennifer S. Schwerin  
**Great Lakes Chapter**  
Mr. Toby Brzozowski  
SFC Tyler Lee Collier  
COL Todd Fitzpatrick  
WO1 Michael Glaser  
Mr. Brendan Kretzschmar

**CW4 James Honour**  
PFC Rusty J. Keeney  
CSM Bruce Langenhuizen  
SGT Quang Nguyen  
SGT Charles B. Richardson  
SPC Jackson Rish  
Mrs. Elizabeth Thornton  
SPC Jakob Upton  
SFC Steven Womack  
**Keystone Chapter**  
Lt. Col. Gerard Golofski  
**Land of Lincoln Chapter**  
Mr. Dion Anglin  
Mr. Nick Martin  
Mr. Chris Miller  
PV2 Logan Everett Notte  
**Lindbergh Chapter**  
SPC Carter Dubs  
Mrs. Maggie Eufinger  
SPC Manuel Galindo  
PV2 Nash Jacob Moore  
**Live Free or Die Chapter**  
PFC Carl W. Anderson  
Ms. Amy Coyne  
Mr. Jonathan Rios  
**MacArthur Chapter**  
Mr. Frank Bloomfield  
Mr. Jason Connor  
WO1 Orlando David  
Mr. Alex Fishman  
Mr. Brian Forsberg  
Ms. Laura Greenen  
Mr. Michael Hegarty  
Mr. Andrew Kim  
Ms. Amie Lange  
SPC Sungjae Mason Min  
Mr. Nicholas Naioti  
Mr. Jon Patrick  
Mr. Patrick Prato  
Mr. Orlando Rivera  
Mr. Vartges Saroyan  
Mr. Jesse Silano  
Mr. Andres Torres  
**Magnolia Chapter**  
SPC Gavin Wayne Lynch  
**Mid-Atlantic Chapter**  
Mr. Richard Daly  
Mr. Eduardo Henrique Caetano  
de Oliveira Barbosa  
Ms. Alexandra Karalekas  
Mr. Oleh Kolesnykov  
Mrs. Noah Liron-Levy  
Mr. Kieran McNelis  
Mr. Daey Shim  
Mr. Anthony Wang  
**Minuteman Chapter**  
Mr. Bob Collopy  
SPC Brian Garrison  
SPC David Kirrane  
Ms. Paula Operach  
Mr. Jim Tierney  
Ms. Julie Vida  
**Morning Calm Chapter**  
SSG William Becker  
SSG Jerry Kulayk  
CW2 Pantarat Peakpit  
SSG Edward Paul Unpingco  
SFC Jazel Yadao  
**Mount Rainier Chapter**  
Mr. Anthony Amaro  
Ms. Nicole Hansen  
Mr. Luis Munoz Miller  
Mr. Jesse Pears  
Mr. Dan Snyder  
Ms. Emily Stave  
North Country Chapter  
PFC Victor Degro Cruz  
SGT Jamie I. Robinson  
CW4 Randy Wickerd  
**North Star Chapter**  
CPL Martin T. Rhodes  
LTC Melissa B. R. Hartsell  
SFC Christian Tobler  
CW5 Ashley Wiggins  
CW3 Andrew Weers  
**Iron Mike Chapter**  
Michael Boccia  
MSG Jonathan Cherry  
Mr. Andrew Emory  
Rev. Warwick Fuller  
MAJ Christopher Jackson  
SGT Rosa Lopez Zamora  
CPL Martin T. Rhodes  
LTC Melissa B. R. Hartsell  
SFC Christian Tobler  
CW5 Ashley Wiggins  
CW3 Austin Johnson  
LTC Andrew Lang  
CW3 Bloung Vue  
**North Texas Chapter**  
PV2 Kevin Vu Dang  
Mrs. Jessica Davis  
Ms. Christina Kang  
Mr. Lynn Kimble  
Mr. Daniel Mishket  
PV2 Taylor J. Varughese  
Mr. Alexander Widish  
**Jimmy Doolittle Chapter**  
Toby Brzozowski  
SFC Tyler Lee Collier  
COL Todd Fitzpatrick  
WO1 Michael Glaser  
CW5 Dennis DuPuis  
SGT Dayton J. Hines

Mr. Cody Leisen  
Mr. Ian Neubauer  
Mr. Ivan Snegirev  
**Phantom Corps Chapter**  
SGT Dustin Morrison  
**Pikes Peak Chapter**  
Mr. Brad Albrecht  
SGT Dakota Basurto  
CW2 Richard Palmer  
**Prairie Soldier Chapter**  
Mrs. Victoria Carro  
Ms. Alison Geiger  
Mr. Bill Irby  
Mr. Brent Pope  
Mr. Monty West  
Mr. Hugues Wisniewski  
Mr. Andrew P. Woodward  
**Rio Grande Chapter**  
CW3 Nathaniel Jackson  
Mr. Francisco Landin  
COL Keith McBride  
CSM Matthew Thomas  
**Savannah Chapter**  
Mr. Andrew Maier  
Mr. Rodney Stewart  
**ShowMe Chapter**  
CSM Lawrence Welty  
**Southern California Chapter**  
Mr. Zach Carlson  
Mr. David S. Douglass  
SPC Andrea Fries  
Mr. Joseph Herrera  
Ms. Avery Jones  
Mr. Leonard Magelky  
Mr. Josh Martin  
Mrs. Hannah Pelletier  
Mr. Anthony V. Rosato  
Mr. Alvaro Saldaña  
Mr. Samuel Sarantos  
Mr. Richard Serrano  
Ms. Jessica R. Sparr  
Mr. Justin Sparr  
WO2 Nicholas Weichers  
**CW4 Lloyd Wilfong**  
**Tarheel Chapter**  
Ms. Charis Bowden  
Mr. David Hoyt  
**CW2 Douglas Mohr**  
**CW4 James Watkins**  
**Tennessee Valley Chapter**  
Ms. Dara Adams  
Ms. Katie Aitken  
LTC Stannion Banks  
Mr. Andy Barrow  
Mr. Steve Below  
Mr. Lance Breitenbach  
Mr. Carson Brown  
PFC Gage Andrew Broyles  
**CW3 Janoi Cabrera**  
Ms. Dana Cave  
MSGT Christopher Cebelak  
Mr. William Coster  
Mr. Michael Cummings  
Mr. Paul Dean  
SFC Jeffrey Estes  
**CW5 Steven Fara**  
Mr. Jose Ariel Foronda  
Mr. Dan Hull  
Mr. Al Kelly  
Ms. Mya Kerns  
Mr. Jamie King  
Mr. Jeffrey King  
Ms. Elena Landry  
Mr. David Lewis  
Mr. Thomas Lewis  
Mr. Charles Bradley Mason  
Mr. Brice McGhee  
Mr. Joe McKay  
Mrs. Anna Middleton  
Ms. Cristina Mihaila  
Mrs. Hannah Miller  
CPT Austin Neal  
Mr. Alex Norris  
Mr. John Carey Oliver  
CSM Cory Olson, Ret.  
Mrs. Denise Overstreet  
Mr. Neftali Pagan-Echevarria  
Ms. Lita Payne  
Mrs. Jackie Ramos  
Mr. David Robertson  
Mrs. Alexa Rose  
Mr. Scott Rosengren  
Mr. Joel Runnells

Continued on page 95



# Spouse Education Career Opportunities



## SPOUSE EDUCATION & CAREER OPPORTUNITIES



DOW GRAPHICS

Military spouses exploring career options are invited to visit SECO (Spouse Education Career Opportunities).

This Department of War program provides numerous resources for spouses of Active Duty, National Guard, Reserve, Gold Star, and those who are transitioning within 365 days of their separation.

Begin by contacting Military One Source at 800-342-9647, asking for SECO. Once you are verified as eligible, you may then be enrolled with a SECO Career Coach who can offer free comprehensive specialty consultation packages tailored just for you. You can then take advantage of SECO to actively:

- Review and update your resume so it's ready for host employers.
- Practice for interviews to build confidence and highlight your skills
- Explore options for training, certification programs, and licenses that strengthen your qualifications
- Identify skill-building opportunities that align with your career interests and long-term goals.

Some of SECO's specialized coaching packages include: Career Readiness, Entrepreneurial Spouse, Re-Entering the Work Force, Health Care, Intelligence and Cyber-Security, New Spouse, K-12 Education, Federal Employment, Information Technology, Career Pathways, Freelancing in a Gig Economy, Parenting, and Changing Stations.

The War Department launched the Military Career Accelerator pilot program in January 2023, and thanks to this initiative, they are making it a permanent offering beginning in January 2026. The program is built on the success rate of 1200 fellowship placements and an 86% employment rate.

The Military Career Accelerator is

competitive, offering a 12-week paid fellowship with leading organizations across the country, and is open to career ready spouses of Active-Duty servicemembers. Spouses living abroad are also eligible to apply (with job opportunities varying by location and employer participation but could be more limited for OCONUS locations.)

The Department initially partnered with Hiring Our Heroes and the National Chamber of Commerce to provide robust and meaningful fellowships. Now through DOW and Military One Source, it will provide accepted candidates with hands-on experience, professional mentorship, and personalized career coaching for specialized individualized development and a tailored career plan designed to lead to long term employment. Military spouses who are accepted into the program will be placed with host companies matching their location and work experience among other factors. At the end of the fellowship, spouses that excel in the program may be invited to join the host company as a direct hire. Prepare now for rolling applications by making sure your My-SECO profile is up to date and includes current contact information.

Employers who are interested in hosting a military spouse fellow may visit [MSEPjobs.militaryonesource.mil](https://MSEPjobs.militaryonesource.mil). Once screened and accepted into the fellowship program employers will receive the following benefits:

- Early access to a diverse pool of a highly skilled and educated workforce
- Free opportunity to connect directly with military spouses - the program is fully subsidized by the War Depart-

ment and is free to employers to participate on a rolling basis

- Recognition opportunities through promotional activities and social media engagement
- Opportunity to bring military spouses who excel in the fellowship on board as a direct hire after the program is completed

For general information and access to all SECOs resources to include webinars, weekly podcasts, and replays of monthly social media discussions, military spouses can browse <https://myseco.militaryonesource.mil>. Some resources on the website are accessible and viewable to the general public, but other resources like the resume builder, MSEP Job Search tool, and live career events require SECO eligibility for use. If there is a resource you are interested in, but you are unsure of your eligibility, you are welcome to reach out to the SECO Career Center by phone, live chat, and secure messaging, all of which can be found through <https://myseco.militaryonesource.mil/portal/contact-us>.

The SECO Program also offers the Spouse Ambassador Network, which is a group of organizations affiliated with the program's Military Spouse Employment Partnership. These organizations are dedicated to raising awareness of military spouse education and employment resources. Each organization offers a host of unique programming designed to aid and support military spouse employment and education goals. Eligibility for the resources of these organizations may vary, but some offer resources to military spouses who may not be eligible for SECO resources, like veteran or retired veteran military spouses.

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



# People On The Move

## Transfer of Authority



PHOTO BY SSG DEAN JOHNSON

### 3rd Combat Aviation Brigade Assumes Aviation Mission in Europe

The 3rd Combat Aviation Brigade, 3rd Infantry Division, assumed authority of U.S. Army aviation operations in Europe from the 1st Armored Division Combat Aviation Brigade during a transfer of authority ceremony held in Boleslawiec, Poland on October 28, 2025. The following day, on Oct. 29, the command teams of 1-501st Attack Battalion, Combat Aviation Brigade, 1st Armored Division, left, and 1-3 Attack Battalion, 3rd Combat Aviation Brigade, 3rd Infantry Division, right, salute the colors during a transfer of authority ceremony. As part of an effort to restructure and modernize the U.S. Army's fighting force, 3rd Squadron, 17th Cavalry Regiment was deactivated while the unit and its personnel were reflagged as 1-3 Attack Battalion.

## Deployments/Redeployments



PHOTO BY MAJ (R) SCOTT HOLLINGSWORTH

### Welcome Home, 101 CAB!

COL Tyler B. Partridge, Commander, and Command Sergeant Major Marcus R. Pitts, present Main Body 4 of the redeploying 101st Combat Aviation Brigade (CAB) during a Welcome Home Ceremony at Fort Campbell, KY, on Saturday, October 18, 2025. 101 CAB returns to Fort Campbell, KY after their deployment to Operation Inherent Resolve.



## Flight School Graduates

AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class ... another example of AAAA's **SUPPORT** for the U.S. Army Aviation Soldier and Family.



FSXXI Class 25-023



FSXXI Class 25-024

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

### 32 Officers September 18, 2025

#### Class 25-023

##### Commissioned Officers

2LT Perfiliev, Kirill Y. -DG  
1LT Yatzeck, Isaac L. -HG  
2LT Cantrell, Dalton E. \*  
1LT Coneo, Joe E., Jr. \*  
2LT Flores, Claudia I.

2LT Halmi, Mia E. \*  
1LT Karrasch, Jacob W.  
2LT Murphy, Cassidy A.  
2LT Nettling, Wyatt M. \*  
2LT Piccirilli, Isabella L.

##### Warrant Officers

WO1 Henderson, Jonathan J. -DG  
WO1 Adams, Matthew S. -HG  
WO1 Kurti, Christian S. -HG  
WO1 Pennington, Zachary L. -HG  
WO1 Allgood, Jacob L.  
WO1 Barton, Gage T.  
WO1 Colon, Johnathan G.  
WO1 Corazza, Jacob P.  
WO1 Diaz, Dylan J.

WO1 Flores, Jaime L.  
WO1 Goodman, Rhys  
WO1 Harrington, Brendan R.  
WO1 Jones, Brandon T.  
WO1 Maragh, Micheal N. \*

##### Warrant Officers

WO1 Mayer, Tanja W. \*  
WO1 Myska, Daniel J.  
WO1 Palumbo, Joseph A.  
WO1 Pletcher, Kyle M.  
WO1 Post, David C.  
WO1 Sing, Namakawaiwai B. \*

23 Officers  
October 2, 2025

Class 25-024  
Commissioned Officers  
2LT Word, David L. \*-DG  
1LT Dyches, Collin M. -HG  
2LT Thomas, Hayden J. -HG  
2LT Bettinger, Austin R. \*

CPT Blackford, Tyler B.  
1LT Bomke, Tessa P.  
2LT Brinkmeyer, Annabel M.  
2LT Harkins, Shane P.  
1LT Hogan, Hesten S.  
2LT Kaplan, Samuel D.  
2LT Landau, Maclean C. \*

##### Warrant Officers

WO1 Maune, Jacob C. -DG  
WO1 Miranda Hernandez, Harold J. -HG  
WO1 Ashley, Justin W.  
WO1 Cochell, Christopher M., II \*  
WO1 Lloyd, Kendall L.  
WO1 Martin, Kourtney X.  
WO1 McGrath, Hugh J. \*  
WO1 Owens, Joshua R. \*  
WO1 Patton, David M.  
WO1 Sosa, Luis A., II

-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. Rucker, AL.

### AH-64 Attack Helicopter Repairer (15R)

#### Class 033-25

PV2 Nicolas Gregory Thompson \* -DG  
PFC Brandon Travin Arvie  
SGT Blayne Russell Debusk  
SPC Quentin Shane Grant  
PV2 Adonis Cesar Lopez  
PFC Joseph Andrew Sigeyog  
PV2 Franklin Wesley Watkins  
PV2 Jacob Matthew Watson

#### Class 034-25

SPC Robert John Rubow, Jr. \* - DG

SPC Dominic Enrique Arauz

PV2 Leslie Meridith Button

SPC Ryan Caballero Pena

PFC Jeremiah Stephen Carr

PV2 Andrew Michael Overton

PV2 Ashwin Silwal

SPC Sabas Sabado Zamarripa, Jr.

#### Class 035-25

PV2 Justin Michael Wright \* -DG

SPC Rickey Bowman

PFC Alexander V. Espinosa Avecilla

PFC Ramiro Pena Gonzalez

PFC Matthew Her

PVT Bradley Corbin Hudson

PFC Joshua Anthony Lopez

PFC Benjamin Ramon Pena

PFC Jeremiah Issac Shon Puello

PFC Paul Hale Stuck

### UH-60 Helicopter Repairer (15T)

#### Class 070-25

PV2 Timothy Taylor Koenig \* -DG

SPC Deisy Pamela Delgadillo-Melendez

PFC Maggie Mae Donovan

PFC Joseph Michael Foley

PVT Nathan Thomas Herrada  
PFC Isaac David Lara  
PFC Cristian Sandoval  
SPC Aaron Jovan Sandy-Hewitt  
PFC Samuel Donald Smith  
PFC Lucas Valadez

#### Class 071-25

PFC Logan Matthew Gamez \* -DG  
PFC Alfredo Arce, Jr.  
PFC Christian Alejandro Barrios Alvarado  
SPC Adam Gage Funderburg  
PFC Garrett Ethan Hisler  
PV2 George Alexander Horton, III  
PFC Christopher Joseph Mcguirk  
PFC Jacob Aaron Mudge  
PV2 Ethan Taylor Perigo  
SPC Joshua Rodriguez  
SPC Dominick Justin Schilter

#### Class 072-25

PFC Andrew Vernon Bell \* -DG  
PV2 Brandon David Barnes  
SGT Yong-Teng Chen  
SGT Yi-Chen Chien  
PFC Josiah Roberto Del Rosario  
PFC Sydney Lynn Gallaher  
SGT Matus Marko  
PFC James Edward Owens  
PFC Angel Gabriel Rodriguez Espinal  
PFC Christopher Sanchez Rodriguez  
PFC King Shameek Shaw  
PV2 Tucker Wayne Stapleton

#### Class 073-25

PV2 Dave Lyster Mangan \* -DG  
SGT Alden Leonard Brennan  
PV2 Alejandro Jose Flores Antuna  
SPC Conner Dean Galicia  
SPC Collin Andrew Garrison  
PFC Manasseh Yoseph Girmay  
PFC James Richard Johnson-Renz  
PFC Niko Lawrence Kallinen  
PV2 Riley Lentz  
PFC Jack Martin  
PFC Rhyan Jacob Miller  
PV2 Gabriel Anthony Olwell

## Non-Rated Warrant Officer Graduates

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

### 12 Officers

July 11, 2025

Class 003-004

W01 Katelya Vargas -DG  
W01 Conner Winstead \* -DG  
W01 Cody Gallmeier -HG  
W01 Quinton Bulloch -HG  
W01 Victoria Dacey  
W01 Eli Donnell  
W01 Steven Herod  
W01 Joshua Lawson  
W01 Jonathan Schmaltz

\* = AAAA Member



#### Class 075-25

SPC Matthew Kevin Carpenter \* -DG  
PV2 Ahmad Adel Banihani  
PFC Christian Alexander Chesnut  
PFC Luke Isaiah Hayes  
SPC Michael Anthony Italiano, Jr.  
PFC Jack Benjamin Meixl  
SPC Joseph Troy Pesina  
SPC Jovani Romo-Hernandez  
PFC Travis James Simmons  
PFC Jake Vageli Watson  
PFC Ford Preston Yates

#### Class 077-25

SPC Diego Yael Luna Tovar \* -DG  
PFC William George Atkinson  
PFC Timothy Edward Bellinger  
PFC Justin John Drowne  
PFC Obie James Escobedo Alfaro  
PFC Kayman Jahli Fielder  
PFC Jeffrey Dale Lacher  
PFC Sohan Luitel  
PFC Erick Martinez  
PFC Danny Lee Miller  
PFC Teague Walker Warren

#### Class 078-25

PFC Dylan Gray Palasek \* -DG  
PFC David Edmundo Barriga Yumiguan  
PFC Anthony Joseph Blaisdell  
PFC Juan Salvador Cabrera  
PFC Marcus Jared Chabot  
PFC Rohit Chakraborty  
PFC Elijah Truman Jingst  
PFC Brayden Michael Alan Langdon  
PFC Kurtis Tyler Nelson  
PFC Franky Cdrio Partida  
PFC Wyatt Joseph Rockey  
PFC Jonathan Patrick Walker

### Cargo Helicopter Repairer (15U)

#### Class 028-25

PV2 Rafael Beninca Pizzin Onofre \* -DG  
SPC Jose Enrique Camarenomaisonet  
SPC James Patrick Downs, III  
SGT Samantha Kay Harvey  
SGT Keith Matthew Hoover  
PFC Connie Michelle Linares  
SPC Roshawn Odain Moncrieffe  
PFC Daniel Oropesa-Aguilar  
PV2 Max Aaron Pierce  
PV2 Elouise Renee Schultz  
SPC Bradley Cole Seagers  
PV2 Preston Alexander Soria

#### Class 030-25

PV2 Tristan Auzie Edmunds \* -DG  
PV2 Ashton Andrew Davis  
PV2 Phillip Ronald El-Wailli  
PFC Joshua Paul Henline  
SPC Dominic Isaiha Hurn  
SPC Aaron Kenneth Jones  
SPC Grant Michael Kindlesparker  
PFC Hayden Nathaniel McCall  
PFC Ryan Andrew Nichols  
PFC Gerardo Romero, Jr.  
PV2 Dylan Webster Williams

#### Class 031-25

PFC Michael Alexander Cambre \* -DG  
PV2 Shaemon Francis Brewer  
SPC Andrew Xavier Hernandez  
PV2 John Franklin Prows  
PV2 James Austin Ross  
SGT Angel Ivan Sanchezguzman  
SPC Robert Orion Smith  
PFC Selahattin Alper Unc

#### Class 032-25

PFC Michael Anthony Scott \* -DG  
PV2 Benjamin Eugenio Figueiroa  
SPC Aaron Brady Forster  
PFC Taylor Cheyenne Johnson  
SPC Maser Sawyer Jungwirth  
PV2 Jack Brian Mousch  
PFC Austin Douglas Pittman  
PV2 Jesus Rodriguez Rodriguez  
PFC Jacob Anthony Scanniello  
SPC Michael Alan Statham  
PFC Caden Samuel Willie

# GOLF TOURNAMENT 2026



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

**WHEN:** Tuesday, April 14th, 2026; Shotgun start 0730 (morning) and 1315 (afternoon)

**FORMAT:** 4 Person Scramble

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

**REGISTRATION:** <https://2026aaaagolftournament.ezregister.com>

2026 AAAA SUMMIT, NASHVILLE  
AAA SFI, INC & AAAA TLC, INC

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# People On The Move

## Aircraft Powerplant Repairer (15B)

### Class 007-25

PFC Matthew David Katchmar \* -DG  
 PFC Cliff Shallome Armstrong  
 PFC Shannon Robert Berthelot Meres  
 SPC Andrew Joseph Byrne  
 PV2 Aidan James Fennelly  
 SPC Dahlia Stacy Ann Howard  
 SPC Zhuorui Liu  
 PV2 Anthony Thomas Manganaro  
 SPC Aaron Arthur Murray  
 PV2 Gabriel William Roy Norris  
 PV2 Matheo Jarillo Rodriguez  
 PV2 Daniel Sanchez  
 PV2 Aidan Kelynn Usery  
 PV2 Saul Jr Valdes Cruz  
 PFC Dimitri Shamoy Young

## Aircraft Powertrain Repairer (15D)

### Class 006-25

PFC Meghan Eileen Longua \* -DG  
 SPC Danny Joseph Archer  
 PV2 Jameson Alexander Black  
 PFC Cadarin Devonte Edward Brown  
 PFC Anthony Zander Delgais  
 PFC Oliver Everett Frobom  
 SPC Janna Qynne Haddock

## PFC Alan Damian Moreno Espinoza

PFC Michael Steven Sewell

PFC Vincent Jose Torres

## Aircraft Structural Repairer (15G)

### Class 008-25

PFC Dana Bosnjakovic  
 PFC Andre Alan Canino, Jr.  
 PV2 Nathan Cooper Jeremiah Doyle  
 PFC Bal Krishna Khatiwada  
 PV2 Levi Cyrus Silvanus Kydd  
 PV2 Nicolas M. Laporta  
 SPC Ibiye George Edwar Tamunokuro

## PFC Hunter Shigekichi Vanhoose

### Avionic Repairer (15N)

### Class 012-25

PV2 Adam Nathan Laswell

### Class 013-25

PFC Kaddin Jay Christopher Deards \* -DG  
 PV2 Lizandro Jose Asencio  
 SPC Pablo Andres Figueroa  
 PFC Ezekiel Tito Jijon  
 SPC Christopher Victor Lusk  
 PFC Carter James Robertson

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

### Class 014-25

## PFC Calvin Kawasaki Smith \* -DG

PFC Scyrys Clinton Fabro Albano

PFC Caleb Andrew Doucet

PV2 Austin Lee Hawes

PFC Adrian Alejandro Luces

SPC Donovan Stephen Martin

PFC Maxim Quinn Medina

PV2 David North

PFC Josiah Chukwudi Okehie

PFC Curtis Taft Preslar

PFC Michael Angel Rosenbaum

### Class 015-25

PFC Paul Henry Kehr Martinka, Jr. \* -DG

SPC Noah Dannon Beard

SPC Mario Xavier Casillas, Jr

PV2 Zachary Cade Koerick

SPC Walker Britton Maxfield

SPC David Caballero Montes

PFC Tylar Marie Pitts

PFC Zoey Celeste Quintanilla

PFC Savana Paige Wilhelm

- DG: Distinguished Graduate

- HG: Honor Graduate

\* = AAAA Member

## Unmanned Aircraft Systems (UAS) Graduations

### UAS REPAIRER

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

Shadow UAS Repairer Course

5 Graduates, 7 October 2025

PFC Jacob Shultz

PFC Kevin Davis

PFC Timothy Hicks

PFC Mystical Kuhn

PV2 Tyler Murphy

### Gray Eagle Repairer Course

8 Graduates, 1 October 2025

PFC Joshua Lemieux

PFC Jacob Renken

PFC Steven Romo

PFC Emmanuel Searles

PFC Jonathan Trujillo

PV2 Sarah Clark

PV2 Christian Contreras

PV2 Destry Lewis

## New AAAA Members

continued from page 91

Mr. Michael Schovel  
 Mr. John R. Sims  
 1SG James Smith  
 Mr. Rob Snyder  
 Ms. Wilhelmina Stubblefield  
 Ms. Meaghan C. Tholstrup  
 Ms. Holly Trick  
 Mr. Peter Van Staagen  
 Mr. Steve Wakefield  
 Ms. Jessica Washburn  
 Mr. Jason Williams  
 Mr. Jeremy Williams  
 Mr. Everett Wilson

SPC TeAundre Young  
*Thunder Mountain Chapter*  
 SFC Christopher Magnusson  
 Mr. Johnny Rice  
*Thunderbird Chapter*  
 Mr. Pat Appleman  
*CPT Christopher Fry*  
 Ms. Anna Taborsky  
 SSG Kevin Watts  
 Mr. Billy Webb  
*Utah Chapter*  
 Mr. Joe Heaton  
 COL Mark Nelson, Ret.

SPC Ben Michael Thompson  
*Volunteer Chapter*  
 Mrs. Casey Tibbitts  
 WO1 Nicholas O. Kannard  
 Mr. Joshua Mullen  
*Voodoo Chapter*  
 COL Brent Lewis  
*Washington-Potomac Chapter*  
 Dr. Eyal Banai  
 Mr. Yoav Banai  
 Mr. Alexis Bickford  
 Ms. Tarishma R. Bruster  
 Mr. Dustin Butler

Mr. Nathan Christensen  
 Mr. Didier Cormary  
 MAJ Nathaniel Cumming  
 Mr. Rob Geckle  
 Ms. Monica E. Golding  
 Ms. Deneena Herrera  
 Mr. Mike Jansen  
 Ms. Janine K. Jones  
 Mr. Morgan Keese  
 Mr. Kim Kelly  
 Mr. David Kirkendall  
 Mr. Greg Knutson  
 Ms. Colette G. Morgan  
 Mr. Jonathan Murphy  
 Ms. Ayana J. Murray  
 Ms. Brittnee Porter

Mr. Charles Pucie  
 Ms. Lindsay Ratliff  
 Mr. Douglas Reed  
 Mr. Kelly Repair  
 MAJ Kacie Ryan  
 Mr. Paul Steketee  
 Ms. Tabitha Stephens  
 SPC Jacob P. Varner  
*Wright Brothers Chapter*  
 Ms. Layla Akilan  
 SGT Ishaan Ali Khan  
 Mr. Scott Baumann  
 PFC Zoey Quintanilla  
 Mr. Taj Virani  
*Zia Chapter*  
 LTC Laura Fryar

*No Chapter Affiliation*  
 Mr. Isaac Ballesteros  
 Ms. Helen Baltes  
 Mr. David Casasnovas  
 Mr. Javier Chamorro  
 Mr. Kevin Dolan  
 Ms. Tera-Lynne Dussome  
 Mr. Hector Estevez  
 LtCol Jeremy Fountain  
 Ms. Maria Freire  
 Mr. Patricio Jimenez  
 Mr. Richard Parkinson  
 Ms. Maria Pascual  
 Mr. Paul Rosewarne  
 Ms. Olalla Varela  
 MAJ Lawrence R. Welch, Ret.

# ARMYAVIATION

## ► Advertiser Spotlight

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# AAAA Legislative Report

By LTC (Ret.) Kevin Cochlie

AAAA Representative to the Military Coalition (TMC)

[kevin.cochlie@quad-a.org](mailto:kevin.cochlie@quad-a.org)

## After the Shutdown: What Comes Next for the FY26 Defense Budget – and What It Means for Army Aviation

The federal government has reopened after the longest shutdown in U.S. history – a 43-day lapse that stretched deep into the fall and left the Department of War (DOW) operating without either appropriations or a continuing resolution (CR). For the Pentagon, and particularly for Army Aviation, the end of the shutdown does not mean the end of fiscal uncertainty. Instead, it marks the start of a compressed and contentious race to complete the FY26 National Defense Authorization Act (NDAA) and the Defense Appropriations Bill before another funding deadline hits at the end of January.

## The Shutdown's Impact on Defense and Army Aviation

Ordinarily, when Congress fails to pass new appropriations by October 1, a short-term CR allows the military to continue spending at the prior year's levels. This year was different. The absence of a CR forced hundreds of thousands of DOW civilians into furlough status. Training, contracting, and program management offices were reduced to skeleton crews. The Pentagon resorted to shifting unspent procurement and RDT&E dollars; much of it taken from modernization and smaller research accounts to cover troop pay and other essential activities.

For Army Aviation, the effects were immediate and disruptive. Award timelines for aircraft procurement, depot maintenance, and digital-aviation upgrades slipped as contracting offices went dark. Several rotary-wing sustainment contracts experienced pauses or delays, compounding existing supply-chain strain. Modernization initiative lost precious schedule margin.

While flight operations for active-duty aircrews continued, the absence of civilian maintainers, depot artisans, and program-support personnel created readiness frictions that will be felt well into FY26.

## Understanding Where FY26 Goes Next

With the government funded only until January 30, Army Aviation leaders must op-

erate with an awareness that the FY26 budget process is still in flux. To understand what comes next, it helps to recall that the annual defense legislation is shaped by two parallel legislative tracks. The NDAA, crafted by the House and Senate Armed Services Committees (HASC/SASC), sets defense policy and authorizes programs. Defense Appropriations, drafted by the House and Senate Appropriations Committees (HAC/SAC), provides the actual funding the Army can obligate.

### NDAA Tracking for Passage

The defense authorization act that includes policy provisions such as policy tied to next generation flight training and funding tables of what the army is "authorized" to spend is on track to pass by the end of the calendar year. At the time of this writing in late November, the HASC and SASC were approximately 90% complete in conferring the two versions of the NDAA and on track to pass a final NDAA by Christmas.

### Defense Appropriations Bill... The Reconciliation Factor

A critical wrinkle in FY26 is the administration's use of \$113.3 billion in reconciliation funding, including \$51.9B for procurement and \$37.1B for RDT&E. The administration removed roughly \$25B of acquisition funding from the base budget and replaced it with reconciliation dollars; an unusual maneuver that reduced the visible topline of several Army programs.

Because the House Appropriations Committee drafted its bill before the FY26 request was formally submitted, the HAC markup does not recognize this shift. As a result, the House bill shows \$21B more in procurement than the administration requested. For Army Aviation, this could translate into increased flexibility for aircraft modernization, depot-level repairs, and mission-equipment upgrades; if the final appropriations bill incorporates or reconciles these anomalies.

### What Happens If Congress Fails to Pass the FY26 Defense Appropriations Bill?

Even though the shutdown has ended, the FY26 budget is far from settled. Con-

gress has until January 30 to either pass appropriations or extend funding with another CR. Several outcomes are possible:

1. A Full-Year CR (Again). This remains a real possibility. For FY25, Congress ultimately operated under a full-year CR. If that happens in FY26:
  - The Army's topline would stay flat—because the FY26 request itself was flat compared to FY25.
  - Army Aviation would retain access to reconciliation funding, which represents the only planned growth in FY26.
  - However, misaligned accounts would force the Army to shift billions of dollars internally to ensure aviation programs have adequate funding.
  - Senate-proposed plus-ups for procurement and RDT&E; potentially beneficial to aviation, could disappear unless like the full year CR in FY25, Congress allows some plus-ups to be included in the final CR.

2. Another Shutdown. This is possible if the lingering healthcare subsidy dispute resurfaces. Another shutdown would once again interrupt aviation contracting, depot operations, and modernization timelines.

3. Passage of FY26 Appropriations; the best-case scenario. A final bill would likely include higher procurement levels and potentially preserve or expand aviation-related funding modernization programs and aviation-enabler programs whose schedules depend on timely obligation of funding.

### Conclusion: FY26 Remains a Moving Target for Army Aviation

The government's reopening marks progress, but FY26 remains uncertain. For Army Aviation, where readiness, depot capacity, modernization timelines, and industrial-base stability are tightly linked, predictability is crucial. Whether Congress delivers a full appropriations bill or defaults to another CR will determine how quickly the aviation enterprise can recover lost time, regain contracting momentum, and position itself for future modernization challenges.

Until then, Army Aviation leaders will need to prepare for multiple fiscal scenarios and continue navigating a budget environment where uncertainty is becoming the norm rather than the exception.



# 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](mailto:editor@quad-a.org).

## Leonardo DRS Announces Strategic Cooperation Agreement with Axon

LEONARDO DRS PHOTOS



Leonardo DRS announced on Dec. 2 a strategic cooperation agreement with Axon Vision to pursue opportunities in advanced situational awareness, lethality, and survivability, with special emphasis on Counter-UAS (C-UAS) solutions in the U.S. defense market. The partnership is expected to address a critical demand for on-platform AI-driven capabilities that support force protection and platform modernization.

## Sikorsky Unveils Nomad UAVs

LOCKHEED MARTIN SIKORSKY XC1



Having successfully flown a 'rotor blown wing' unmanned aerial vehicle (UAV) in both helicopter and fixed-wing aircraft modes in January 2025, Lockheed Martin's Sikorsky business unveiled its Nomad future family of vertical take-off and landing (VTOL) UAVs on October 6, 2025. The twin prop-rotor Nomad design allows it to take off, hover and land vertically while also affording the ability to cruise like a fixed-wing aircraft. As importantly, the Nomad design can be scaled from a Group 3 unmanned aerial system (UAS) (56 to 1,320 lb.) to a Group 4/5 UAS (1,320+ lb.). While smaller Nomad UAVs can be powered by fuel-efficient hybrid-electric drivetrains, larger variants would use a conventional drivetrain.

## Army Orders More CH-47F Block II Chinooks



BOEING COURTESY PHOTO

The U.S. Army ordered nine Boeing CH-47F Block II Chinooks via two contract awards. The Lot 4 and 5 awards, valued at \$461 million, increase the number of CH-47F Block II aircraft under contract to 18. The awards follow the Army's recent Rapid Fielding production decision. Boeing was awarded a hybrid cost-plus-fixed-fee and firm-fixed-price contract in the amount of \$876,422,130 for up to 60 CH-47F Block II Cargo Helicopters, including performance-based logistics, training and non-recurring engineering, with an estimated completion date of Oct. 28, 2035.

## Baylouny to Take Over at Leonardo DRS

LEONARDO DRS PHOTOS



John Baylouny      Fran Fragos Townsend

The Board of Directors of Leonardo DRS, Inc. announced on October 29, 2025 that it has unanimously named Chief Operating Officer John Baylouny as President & Chief Executive Officer and a member of the Board. He will replace William J. (Bill) Lynn who is retiring after 14 years in those positions. The Board of Directors has unanimously elected Frances (Fran) Fragos Townsend as Board Chair. All changes are effective January 1, 2026.

## ADVERTISER INDEX

AAR	29
Akima	17
Army Aviation Museum Foundation	82
Blackhawk Aerospace	20
Coastal Seat Cushions, Inc.	59
Crestwood Technology Group (CTG)	25
Dallas Avionics	22
Enstrom Helicopter Corporation	31
FlightSafety International	20
General Atomics Aeronautical Systems, Inc.	11
Gill Aviation	26
Greenwood Aerospace	75
Helibasket	23
Hensoldt Inc.	73
Hoverfly Technologies Inc.	5
King Aerospace	33
Lockheed Martin	1
M1 Support Service	100
North Atlantic Industries, Inc.	63
Phantom Products, Inc.	21
Robertson Fuel Systems, LLC	15
SAFE Structure Designs LLC	39
Science and Engineering Services, LLC	9
SKEDCO, Inc.	16
Skyryse	19
Summit Aviation Inc.	77
Toray Composite Materials America, Inc.	30
True Blue Power	27
Tyonek	13
W.L. Gore & Associates, Inc.	76
Yulista Holdings LLC	7

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

**Amentum Services**, Chantilly, VA, was awarded a \$26,856,358 modification (P00062) to contract W58RGZ-25-C-0003 to provide global aviation maintenance services; the modification brings the total cumulative face value of the contract to \$234,547,115; work will be performed in Chantilly, with an estimated completion date of June 12, 2026.

**The Boeing Company**, Mesa, AZ, was awarded two contracts: a \$18,518,311.00 Cost Plus Fixed Fee, Indefinite Delivery Indefinite Quantity contract (Contract Number H9224126DE002) to provide Littlebird Engineering and Technical Support Services for the A/MH-6 Program Office at U.S. Special Operations Command; work will be performed in Mesa with an estimated completion date of Nov. 13, 2030; and, a \$4,685,369,804 firm-fixed-price contract for the procurement of new build Apache AH-64E attack helicopters, Longbow crew trainers, and associated components, spares, and accessories; work will be performed in Mesa, with an estimated completion date of May 30, 2032.

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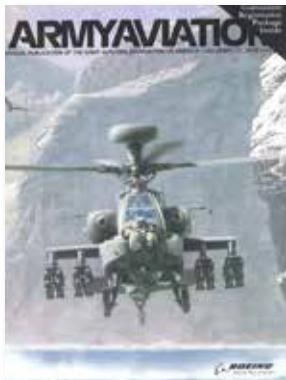
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# Art's Attic

By Mark Albertson



Art's Attic is a look back each issue at 25 and 50 years ago to see what was going on in ARMY AVIATION Magazine. Contributing editor Mark Albertson has selected a few key items from each decade's issues. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the 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

December 31, 2000

### Briefings

F.P.M. Inc. and Engineered Materials, Inc., have introduced the first anti-corrosive shrink-film for use in protecting aircraft and industrial equipment during the periods of storage and shipment. Intercept shrink-film uses a non-chemical emitting anti-cor-

rosive, permanent anti-static resin that will provide corrosion protection for up to ten years. Employed in conjunction with F.P.M.'s Shrink-wrap Coating System, an item wrapped in Intercept Shrink-film will last more than five years outside.

### Corpus Christi Army Depot

Corpus Christi Army Depot, Texas: Workers showed their talents and expertise with an AH-64 Apache shipped in from Korea. The helicopter had been involved in a mishap which not only damaged the blades but the canopy and nose section as well. The non-availability of parts within the supply system caused the workers to custom-make the parts. C.C.A.D. locally manufactured the bow beams and its structural mechanics custom installed the parts. The Apache was reassembled, checked and given a clean bill of health. The helicopter will be returned to service at Fort Bragg, North Carolina.



### Reserve Forces Policy Board and Alumni Meeting



September 19 and 20, Washington, D.C.: Convened was the meeting of the Reserve Forces Policy Board and Alumni. For the first time, A.A.A.A. was invited to participate in the event. Pictured right to left are: Major General Roger C. Schultz, director of the Army National Guard; Bill Harris, executive director of A.A.A.A. and Major General Thomas L. Plewes, chief of the Army Reserve.



## 50 Years Ago

December 31, 1975

### Engine Check

Aviators from Troop D, 1st Squadron (Air), 17th Cavalry, 82nd Airborne, perform a routine engine check on their aircraft at Fort Rucker. They are WO1 Steven Greenberg, pilot



and CW2 James R. Martin, Cobra team leader.

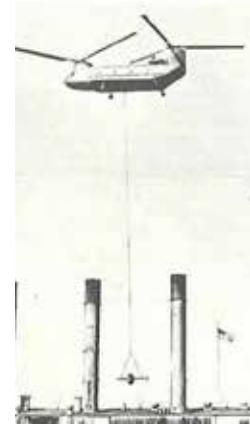
### Fort Worth



Bell Helicopter Company's first XV-15 tilt-rotor research aircraft is in its final assembly following the recent delivery of the fuselage by Rockwell International's Tulsa Division. Bell is working under a \$29.2 million joint N.A.S.A.-U.S. Army contract to design, manufacture, and test two V/STOL tilt-rotor research aircraft. The program spans more than four years, having begun in August 1973. Flight tests with Ship No. 2 will begin in 1978 after the first aircraft has completed wind tunnel testing at the N.A.S.A./Ames Research Center.

### Support!

Hanging above the Rock Island Arsenal's central steam heating plant is a Chinook from the 1105th Aviation Company (ASH), Iowa A.R.N.G., Davenport, Iowa. A draft fan on the rooftop had to be removed and lowered to the ground for replacement of its main shaft. 100 foot long straps were used to hoist the one-ton fan while the aircraft remained clear of the stacks. Following repairs a week later, the fan was airlifted back to the rooftop. 1105th personnel assigned were, Captains John L. Evans and Richard D. Dempsey; WO LaMonte B. Combs; SFC George W. McCartney; SP6s Robert B. Heaps and Robert A. Ertz; SGT Edwin T. Reiter (Crew members); Captain Clinton M. Kounk (Army advisor) and SP6 Robert T. Cash, who lent rooftop support.





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

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

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

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

# Army Aviation Hall of Fame

## Sergeant Major Gregory M. Chambers

*Army Aviation Hall of Fame 2020 Induction - Huntsville, AL*



GM Gregory M. Chambers has been a force in the Aviation Community for over 30 years. He has set and lived the standard as an Army Noncommissioned Officer, and his real passion has always been to guide younger enlisted Soldiers.

He entered the Army on November 2, 1987 and joined the 160th Special Operations Aviation Regiment (Airborne) in 1996. Quickly identified as a unique leader and mentor, he has served on 10 combat deployments supporting the Global War on Terrorism, all with Army Special Operations Aviation. From his initial experience as Green Platoon NCO in Charge to his selection as the Regimental Command Sergeant Major in 2011, he has always excelled. From 2011-2014 he was 160th SOAR(A) CSM managing five battalions that supported over five Combatant Commands and numerous missions. While maintaining a high operational tempo, he ensured the success of over 2,250 Soldiers and pulled together senior leaders from across the aviation enterprise to provide the capability for real time mission execution.

As CSM of U.S. Army Special Operations Aviation Command from 2014 to 2016, he developed a strong talent management program and supported realistic training opportunities for his units to participate in worldwide exercises. He was subsequently selected as the U.S. Army Aviation Center of Excellence Command Sergeant Major. Serving from 2016 to 2018, he provided guidance and oversight for three training brigades and two Noncommissioned Officer Academies training over 6,000 Soldiers, warrant officers and commissioned officers annually, and over 500 international students from 18 countries. He helped transform Army Aviation enlisted training and single-handedly wrote the policy and standing operating procedures to establish the USAACE program that provides up to \$650 toward Civilian Credentialing and Licenses to Enlisted Soldiers and Warrant Officers.

His legacy is today's and tomorrow's world-leading, flexible, innovative and professional Enlisted Army Aviation Soldier.



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