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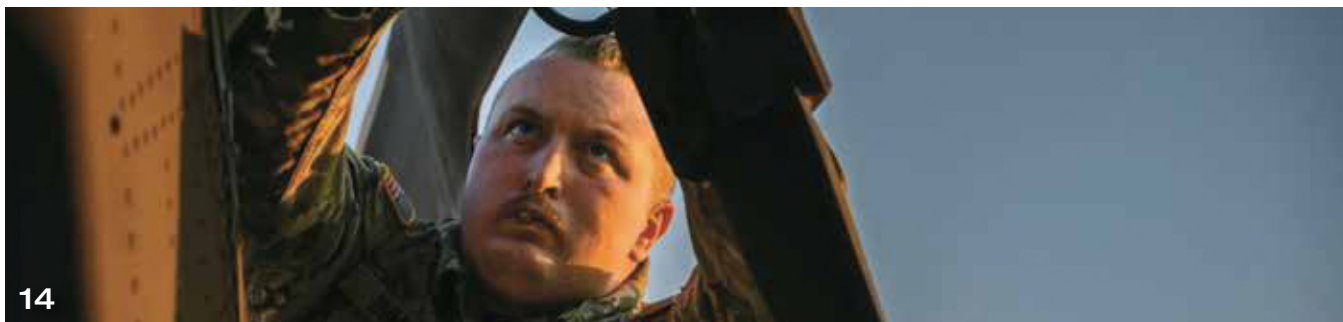
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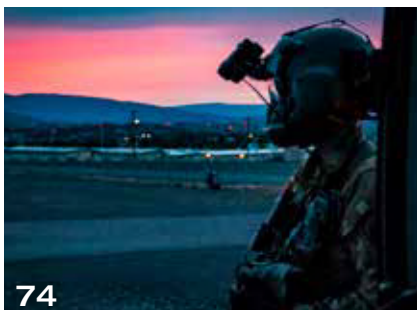
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On The Cover

PAID ADVERTISEMENT: The UH-60M is the workhorse of the Army Division and will be integral for decades to come. The BLACK HAWK NEXT™ program will make this aircraft more powerful, more connected, and more digital, to give Soldiers a decisive advantage in the future fight. *Caption provided by the advertiser.*

Briefings

Mohan Assumes Command of AMC



U.S. ARMY PHOTO

LTG Christopher O. Mohan was confirmed by the Senate on Nov. 20, 2025 for re-appointment to the rank of lieutenant general and assignment as Commanding General, United States Army Materiel Command (AMC), Redstone Arsenal, Alabama. He previously served as AMC Deputy Commanding General/Chief of Staff.

McCurry Takes Command of FCC



U.S. ARMY PHOTO

LTG Michael C. McCurry II was promoted to his current rank on October 31, 2025 and assumed command of the newly formed Futures and Concepts Command (FCC), Joint Base Langley-Eustis, Virginia. A former Army Aviation Branch Chief, he most recently served as Chief of Staff, United States Army Futures Command, Austin, TX.

Taylor Gets 3rd Star and Heads to NATO



U.S. ARMY PHOTO

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

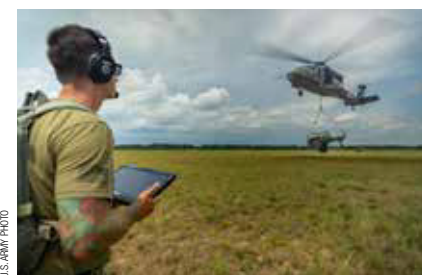


U.S. ARMY PHOTO

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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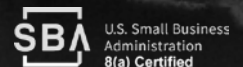


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Transitioning Into the New Year Full-Throttle



AAAA PHOTO BY VALERY CANALES

We 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

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By BG David C. Phillips



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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 Direct-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

By SGM Leon C. Black III

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-75 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-75 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.



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

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.



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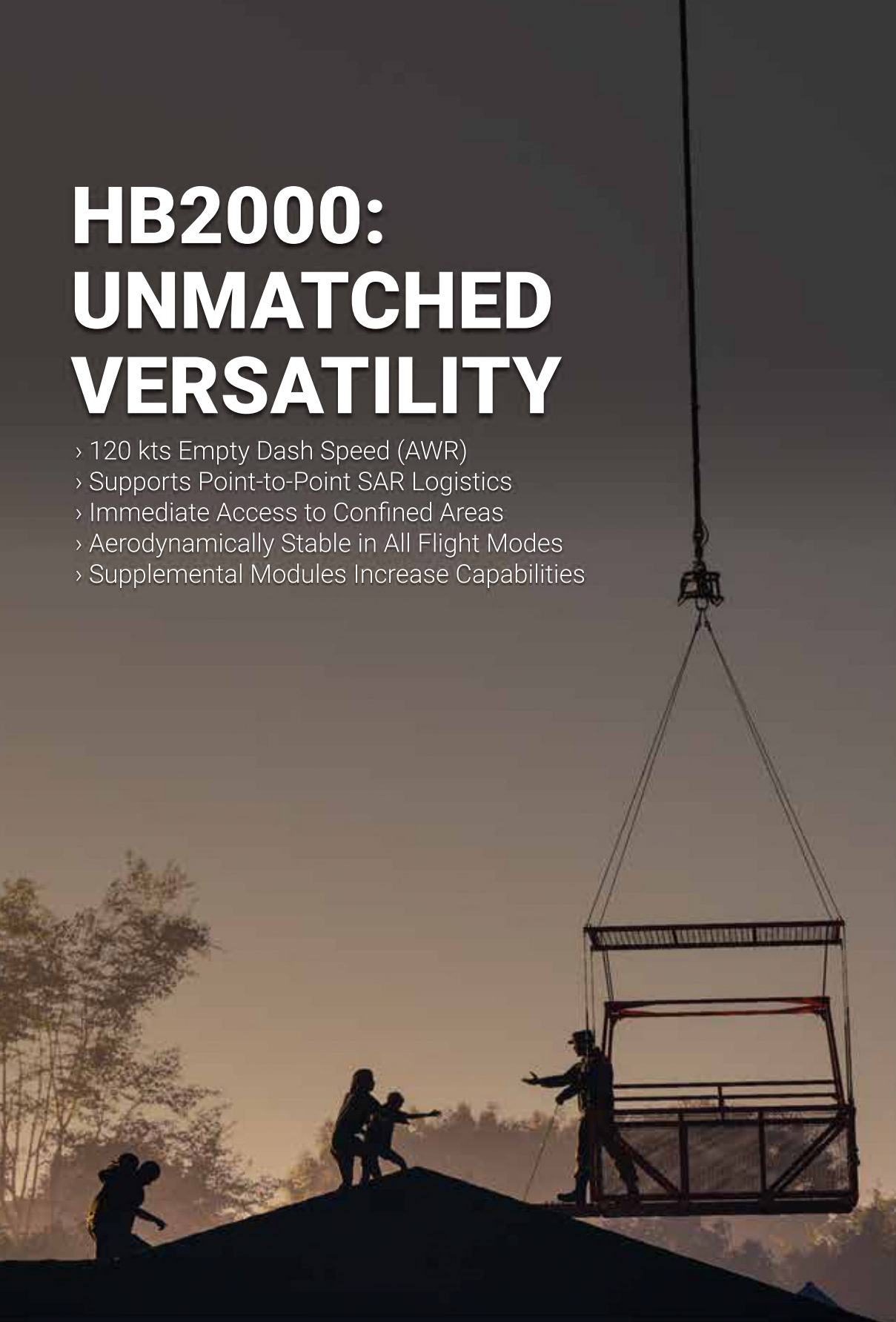
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The Drone Revolution: Lessons from Ukraine

By LTC Robert Whitaker



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

The 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 (GWREF) 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 (NRREF) 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 (VTASREF) or the non-dimensional Advance Ratio (μ) 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 (SHPREF) or non-dimensional Coefficient of Power (C_p) 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 NRREF.

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

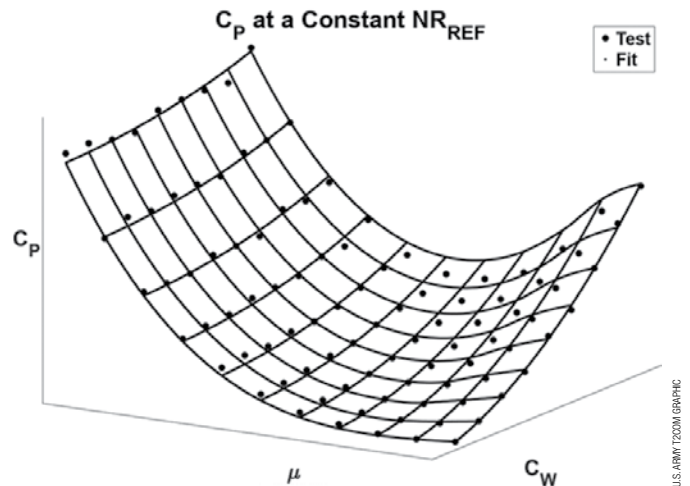


Figure 1. Rotor speeds comparison

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 ($PIW \times VIW$) should be related to VIW raised to the fourth power (VIW^4) 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. 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. 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

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.



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.

To improve quality and cost effectiveness, Amentum has introduced technological innovations including augmented reality and artificial intelligence.

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



System 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 OCONUS in the Kingdom of Saudia 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.

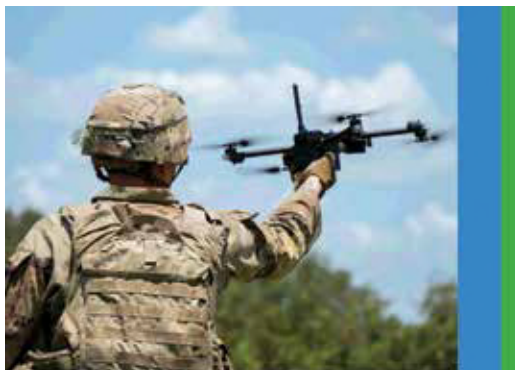
Committed to continuous improvement and performance excellence, GLSS ensures customers receive dependable, cost-effective, and mission-ready support, reinforcing S3's reputation for reliability and technical precision.

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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ARMY AVIATION Magazine's Industry Partners Directory is a paid advertising section of **ARMY AVIATION**'s world-wide, year-round reference for individuals and organizations engaged in the overall field of U.S. Army Aviation. The organizations are listed by the following categories: Artificial Intelligence, Associations, Consulting/Special Services, Educational, Fixed Wing, Launched Effects, Maintenance/Product Overhaul, Manufacturing, Training/Simulation, Unmanned Aircraft Systems, and Other Services.

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

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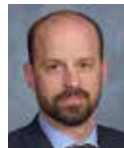
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Airworthiness Framework for Autonomy and Artificial Intelligence

By Mr. Robert R. Copeland



DEVCOM 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.

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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



The 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 VMFT-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

The 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 Based 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 warfighters 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.

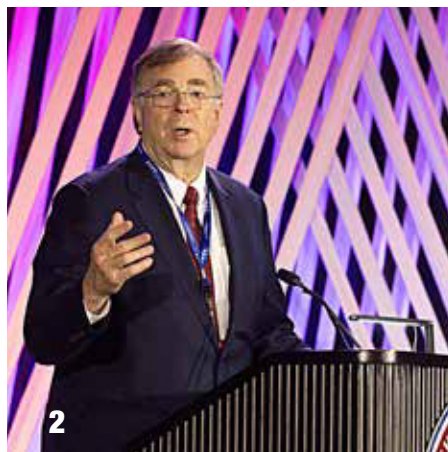
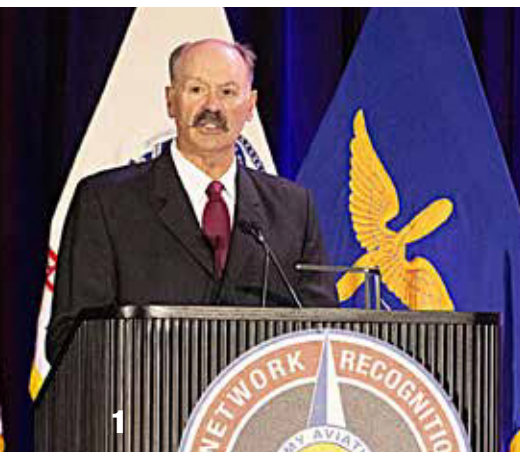
With a call for action from the CSA, we stood up the Airspace Control Sprint OPT eight months ago spanning over 20 Army and Joint stakeholder organizations. They identified nine distinct deliverables encompassing material, software, doctrine and training, and Center for Army Lessons Learned (CALL) products. 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.





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.) T.J. Jamison and MAJ (Ret.) Mike Goodwin; and Autonomy

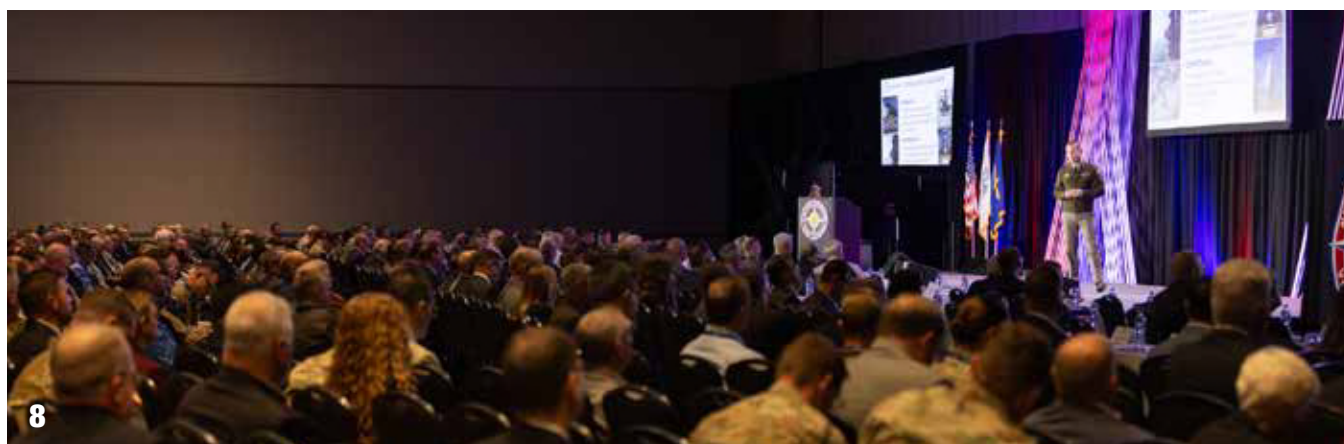
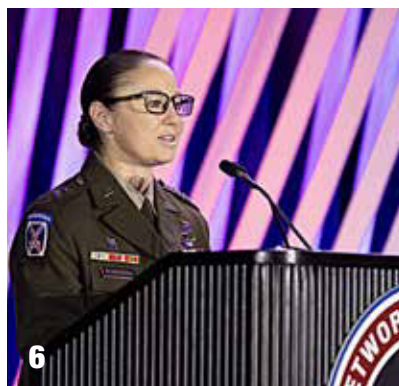
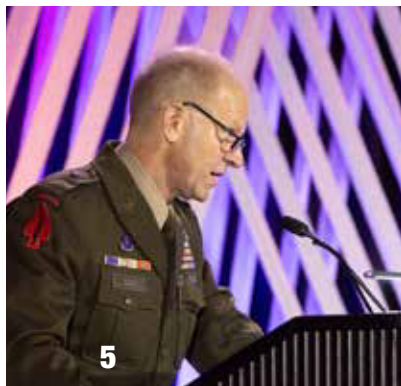
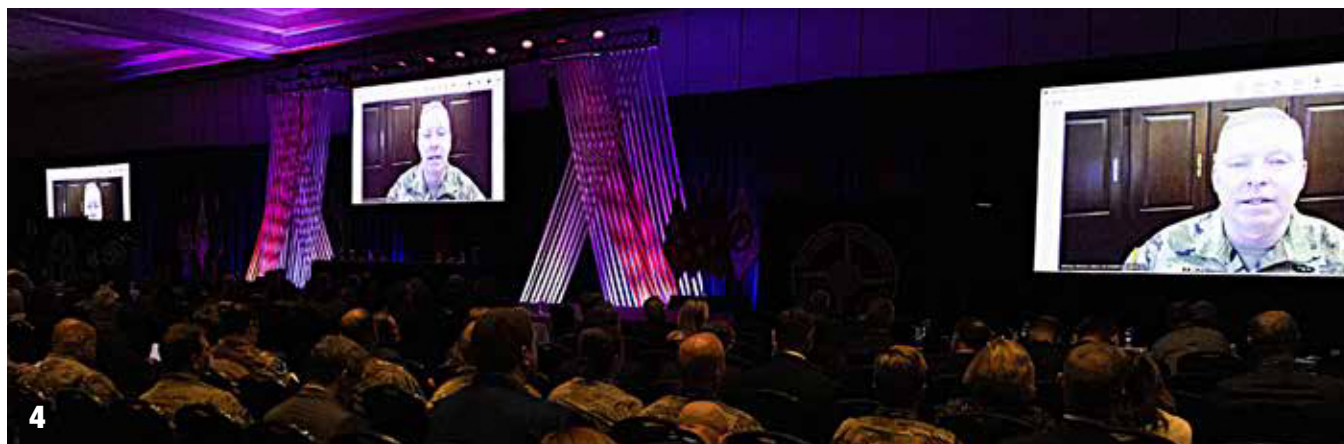
and AI in Army Aviation facilitated by MG (Ret.) John Kline with SMEs COL (Ret.) Josh Higgins and COL (Ret.) Tom Von Eschenbach.

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.



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 Thailus 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 Fixed Wing 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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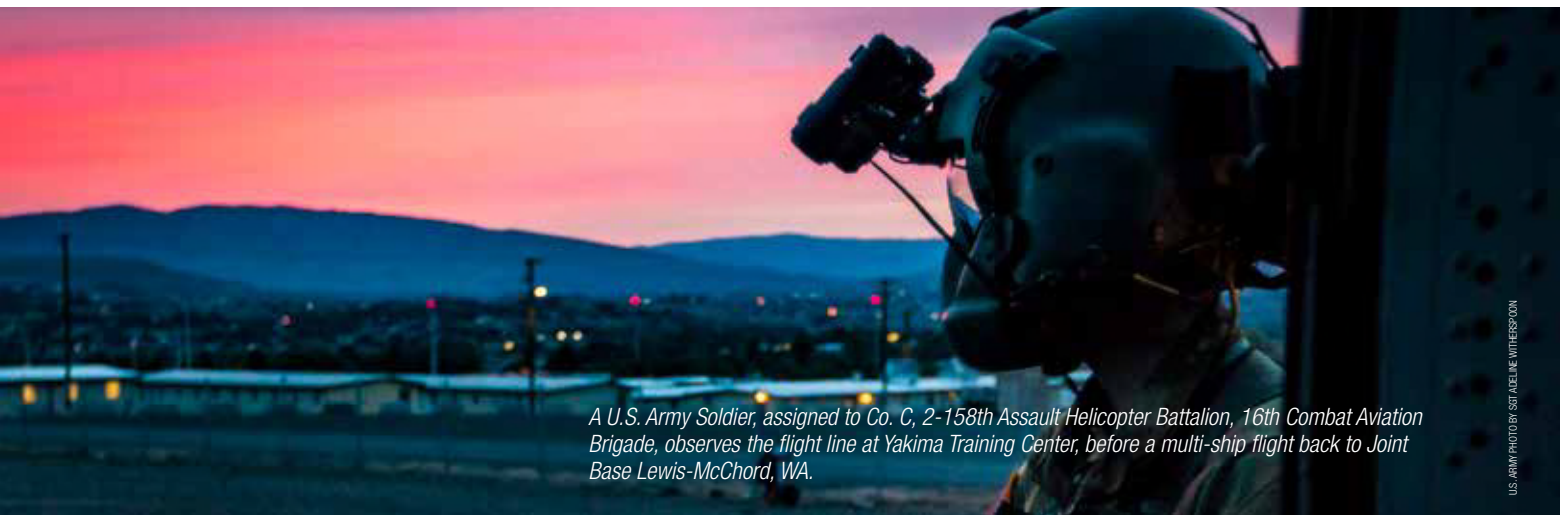
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Expanding the Logistics Horizon: Integrating Air Support for Faster Resupply and Distribution

By COL Phillip Lamb and MAJ Mikhail “MJ” Jackson



A U.S. Army Soldier, assigned to Co. C, 2-158th Assault Helicopter Battalion, 16th Combat Aviation Brigade, observes the flight line at Yakima Training Center, before a multi-ship flight back to Joint Base Lewis-McChord, WA.

U.S. ARMY PHOTO BY SGT ADRIANE WITHERSPON

As 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.

U.S. ARMY PHOTO BY SGT ADRIANE WITHERSPON

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)

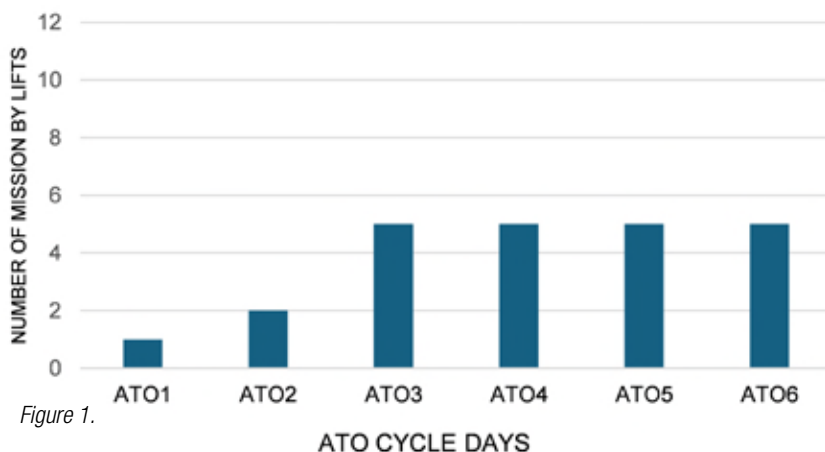


Figure 1.

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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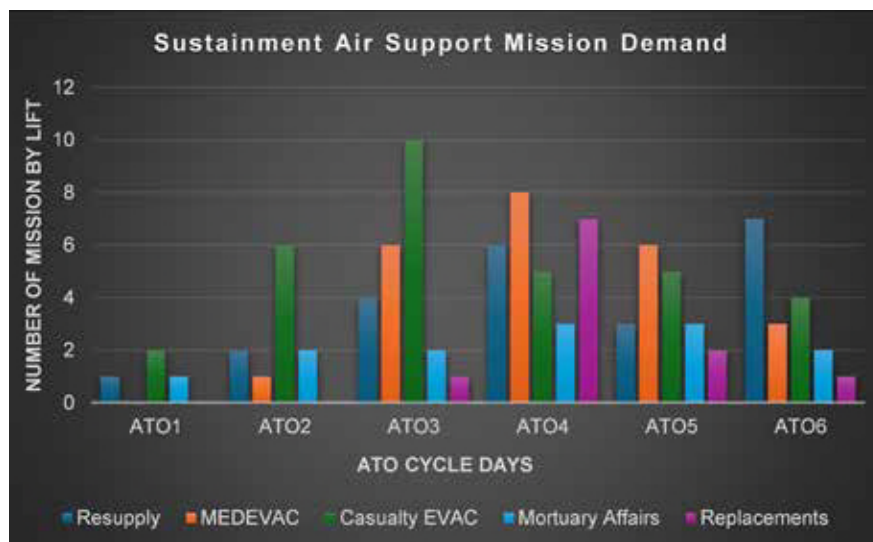





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leaders, within the Corps Sustainment Command (CSC) to oversee air support operations. In the short term, a practical solution might be to ensure that when aircraft like CH-47s and UH-60s are assigned to missions, aviation personnel are also designated 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.



Furthermore, to ensure widespread and sustained effectiveness, these coordination practices should be incorporated into sustainment doctrine and validated at CTC rotations and WFX; not just as ad hoc initiatives but as deliberate injects to assess operational readiness in complex theaters.

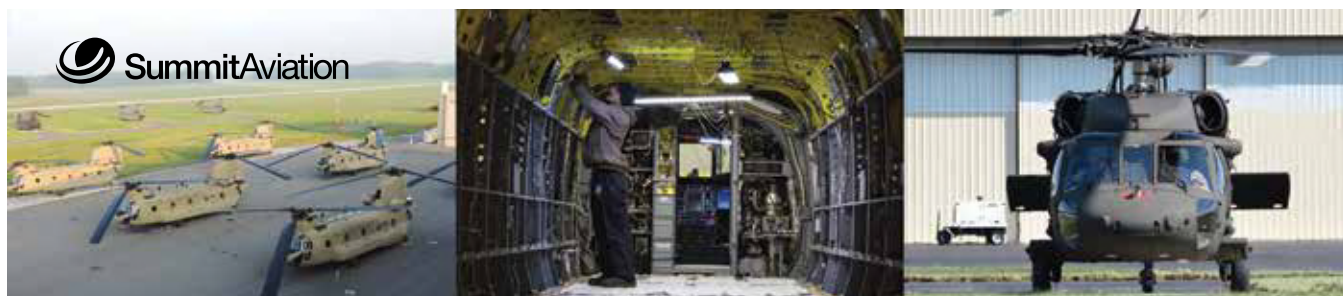
Figure 2.

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, Guttersnipes, Doodlebugs,¹ 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.”² 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 manufactur-

ing 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.³ The usual radio was the SCR-609 sender-receiver.⁴

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.”⁵

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.”⁶ 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



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."

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.⁹

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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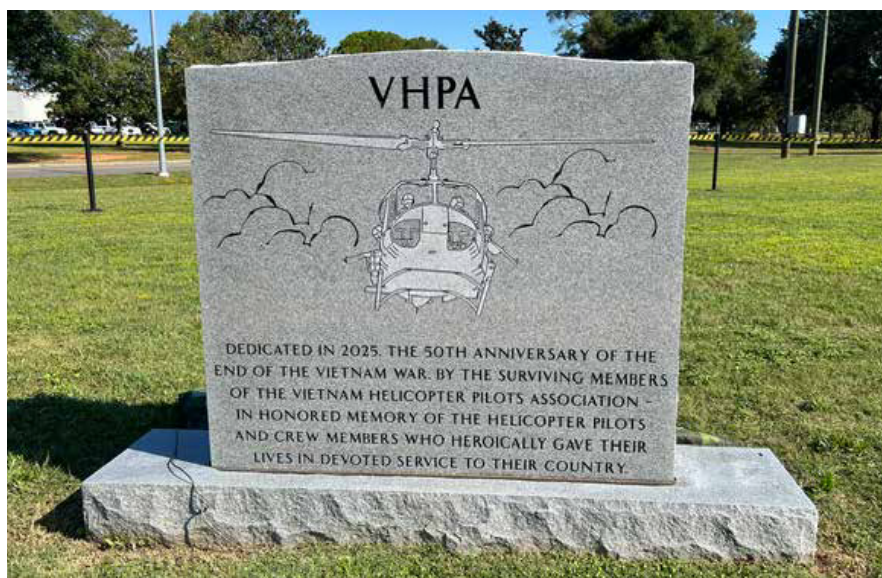
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12 CASH AWARDS

Vietnam Helicopter Pilots Association Special Feature



VHPA Memorial Dedication Keynote



General Bryan D. "Doug" Brown, U.S. Army Retired

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.

BG 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 Aircrews.

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 aircrew 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

AVIATION SENIOR AND LEGACY LEADERS!



We are looking for former colored hat wearers to serve as the guest speaker for our current Flight School Color Hat Ceremonies. Fill out the form at the QR code or link below to join our roster.



<https://forms.osi.apps.mil/r/pwZgHvDtgs>

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 Aircrews 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.



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.

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:
- **Dillon Aero** as our first *Emerald*

Sponsor (\$5,000)

- **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. 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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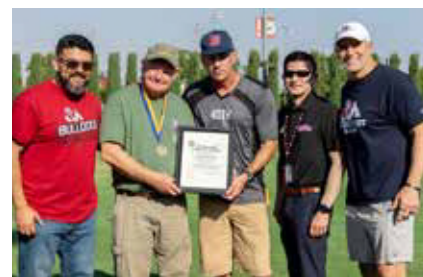
AAAA Chapter Affairs By COL (Ret.) John Broom

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



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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 Loeffler 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

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 Broom
AAAA VP for Chapter Affairs
john.broom@quad-a.org



AAAA Chapter News

Central Florida Chapter Army Aviators on the High Seas



CHAPTER PHOTO FROM LTC (RET.) JAN DRABCZUK

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 TSMG 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 MIKE 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.

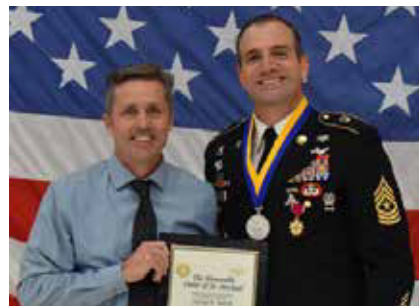
ORDER OF ST. MICHAEL INDUCTEES

Colonial Virginia Chapter



CHAPTER PHOTO BY 1SG RYAN FORD

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 1SG RYAN FORD

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 1SG RYAN FORD

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 NICK KESHA SHELIX

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.

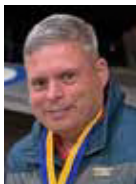
Jimmy Doolittle Chapter



CSM (Ret.)
Langenhuizen



CSM (Ret.)
Ochoa



CW5 Roberts

CHAPTER COURTESY PHOTOS

The Jimmy Doolittle Chapter inducted deserving Aviation



CW5 (Ret.) Grant



Mr. Jim Hamilton

veterans into 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 LEE INERS

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 MRS. CARLISSE 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 COUM

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 leadership and continued service as ARNG Sr. Avn. 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; Schilleci, Ottinger, Amaro; BG Issac Martinez, Asst. Dir., ARNG for Avn., Intel., and Info. (incoming); and Lukow.

On Nov. 3, 2025 chapter president, COL (Ret.) Ron Lukow (right), inducted 3 individuals into the Honorable Order of St. Michael during a ceremony at Temple Army Readiness Center, Arlington, VA. **COL Aaron Schilleci** was inducted into the Silver Honorable Order in recognition of his career service to Army Aviation and leadership as the chief of the Army National Guard (ARNG) Air and Space Division. **CW5 Andrew J. Ottinger** was inducted into the Silver Honorable Order in recognition of his extensive experience the ARNG Avn. Standardization Chief. And **CW4**



AAAA 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. Langenhuisen, 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. Perkinson
Utah Chapter
CW4 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. Neppel, 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 Rickeshia 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. Roedel
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 Duchesne
CPT Luke Ferenczy
CW2 David Mills
CW3 Tyler Moore
MAJ Alex T. Roy
CW3 Joseph M. Schwerner
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 Brennan Links
CW4 Christopher Newlon
CW3 Matthew Strohmeier
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 Timmothy 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 Laney
1SG Tomas Maysonet-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
SSG Steffano A. Ardila
SSG Alec S. Bowman
SFC Jovanta J. Champ
SSG Effe 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

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

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 Abigail 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
Shelia 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 Schwerner
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



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT

AAAA **Membership** Update By COL (Ret.) Liz Martin

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

MAJ 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.

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



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

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.

COL (Ret.) Liz Martin
AAAA Vice President for Membership
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
COL Will Cox, Jr.
Jimmy Doolittle Chapter
CW4 Dennis DuPuis
Prairie Soldier Chapter
CW4 Marc A. Groetzing
Tennessee Valley Chapter
Mr. Paul Dean
CW4 Bryan Kraus
CW5 Robert L. Morrill, Ret.
LTC Greg Delberg, Ret.
Volunteer Chapter
SSG Jessica M. Jarrett, Ret.

New Members

Air Assault Chapter
Mr. Jeff Anderson
Ms. Sarah Brechwald
Ms. Avery Cruce
PFC Evan Matthew 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. Nomar Gonzalez-Arroyo
SFC Jose Rangel
Aviation Center Chapter
W01 Barnabas A. Adomire
2LT Ryan C. Aiton
W01 Adam M. Allenspach
W01 Isaac J. Araki
2LT Sebastian D. Ashbach
W01 Daniel G. Austin
W01 Kentrell Ayers
W01 Austin R. Bailey
2LT Daniel S. Bain
2LT Evan S. Bair
W01 Steven R. Bales
2LT Christian H. Bault
Mr. Bradley Bedwell
2LT Ashlyn G. Bigelow
Miss Abigail Bishop
COL Larry Bishop
W01 Isaac Z. Bowen
W01 Gage M. Boyce
W01 Clinton T. Boyd
W01 Mark J. Brisbois
W01 Davonta A. Bullard
W01 Austin E. Bunde
2LT Conor M. Burns
W01 Jacob R. Bussiere
W01 Ariana Byrne
W01 Albert R. Cain
W01 Philip T. Campbell
W01 Christopher D. Cartledge
2LT Donovan H. Chin
W01 Axel E. Cintron
W01 Logan L. Clark
W01 Austin R. Cloyd
W01 Chelsey B. Cole
W01 Roy L. Cordova
Mr. Martin Van Craft
Mr. David Crutchfield
W01 Nigel S. Dallas
Ms. Vivian Daniels
W01 Antonio B. Davalos
2LT Eleanor W. Davis
W01 Skylar R. Degner
W01 Christopher Delgadillo
W01 Louis M. Delgado
W01 William M. Desmond
2LT Tre A. Dessalines
2LT Joseph E. Di Sarli
W01 Bryce L.G. Dlouhy

W01 Julian M. Doan
W01 Hector A. Dones
2LT Madison Doyle
W01 Zachary T. Dungey
W01 Thomas C. Dye
W01 Isaac A. Eaves
W01 Ryan J. Feidt
2LT Benjamin S. Fletcher
W01 Chase A. Fowler
W01 James M. Freeman, III
W01 Jason L. Freeman
1LT Ryan J. Freeman
2LT Gabriel J. Gallagher
W01 Jamaal N. Gaynus
W01 Juan G. Gonzales, III
W01 Julian E. Gonzalez
Zambraga
1LT Kevin R. Gonzalez
W01 Justin B. Gouge
W01 Dylan N. Gray
W01 Owen J. Grimes
2LT Taylor M. Grollman
W01 Josiah J. Hain
W01 Devan M. Hamrick
2LT Owen K. Harlow
PV2 Meredith M. Hart
W01 Kalei J. Hayes
CPT Remington H. Henderson
W01 Miguel A. H. Gorrero
W01 Taylor G. Heyen
2LT Dreyon M. Hill
2LT Glen T. Hogan
2LT Dylan V. Howard
2LT Evan D. Howard
W01 Joshua R. Hronowski
Mr. Alan Hurd
2LT Patrick L. Irvine
W01 Fidel Izaguirre
2LT Dominyck G. Jacob
W01 Jessica M. James
W01 KEVIN B. JEAN
JACQUES, III
W01 Joanna C. Jestice
W01 Joshua L. Juliot
W01 Eric S. Kasprzak
W01 Sean R. Kelly
Mr. Philippe Kirksey
2LT Jalynn R. Krieger
2LT Dennis L. Kukharev
W01 Clinton K. Lagace
W01 Connor J. Lagace
W01 Brett T. Landry
W01 Eric C. Lara
CW4 Jacob Lawrence
W01 Brian Y. Lee
2LT George R. Lewis
W01 Fred M. Lino
W01 Jonathan Lopez
2LT Jordan J. Love
1stSgt Scott Lower
W01 Joe M. Lucas
CPT Liam Lynch
W01 Stefan R. Mallory
2LT Carson R. Mantemach
W01 Davis B. Marlar
2LT Erick A. Marshall
2LT Chase C. McAllister
W01 Makayla L. McCarthy
1LT Lexi E. McComb
W01 Connor J. Meadows
CW4 Wayne Ming
W01 Mica N. Monsteller
Mr. Randy Morris
2LT Ashuin S. Moses
W01 Mica N. Mosteller
CW5 Christopher Motley
2LT Robert J. Nash
2LT Cody J. Nieters
W01 Tyler W. Nipper
W01 Daniel S. O'Connor
2LT Rosalyn A. Page
2LT Jonathan A. Passander
2LT Nicolas L. Pauley
W01 Jacob G. Pickett
Mr. Ganit Pierce
W01 Cody L. Pinson
W01 Jessica S. Ramirez
2LT Meth P. Ranaweera
2LT Teagan J. Rebol
W01 Ryan T. Reichert
1LT Nicholas P. Reid
2LT Adam J. Remsburg
2LT Johnathan G. Ritsick
1LT Shawn A. Ryan
Mr. Mark Saliba
2LT Xavier R. Sanford
2LT Benjamin W. Schneider

2LT Annika G. Scott
CW4 Brian Serna
W01 Asa J. Shillig
W01 Jacob M. Sierpinski
W01 George A. Smith
2LT Jacob T. Smith
2LT David J. Sommerhader
W01 Caleb J. Sorrow
W01 Chase A. Soyner
2LT Woodson D. Squier
W01 Mathew B. Stamps
2LT Zachary J. Standifer
2LT Landon C. Stauffer
W01 Aron D. Stutts
2LT Joshua J. Szep
1SG Donnie Taylor
W01 Brayden T. Thurman
W01 Zachary S. Towe
W01 Andrew J. Tucker
SSG Brian Tuttle
W01 Carsyn S. Vaughn
2LT Emmanuel P. Vululleh
2LT Michaela R. Wann
W01 Da'Quan E. Williams
CSM Gary J. Williams
PV2 Stephen M. Williamson
W01 Jeffrey C. Wilson
2LT James C. Windsor
2LT Elisha T. Wright
Mr. Jason Wright
W01 Lloyd A. Yonce
Badger Chapter
SGT Malik Agus
SPC 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 Najah
SSG Michael Parrish
SSG Angel Velez
Connecticut Chapter
CDR Richard Brown
Mr. Jacob Moore
Capt JMD Smith
Corpus Christi Chapter
Mr. Miguel Sanchez
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 Demetrius 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 Broznowski
SPC Tylor Lee Collier
COL Todd Fitzpatrick
W01 Michael Glaser
Mr. Brendan Kretzschmar

Greater Atlanta Chapter
SPC Sade Angeleta Hylton
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
W01 Joshua D. Brand
SPC Jacob M. Brofford
W01 Hugo F. Camacho
CPL Gabriel C. Campbell
SPC Stevin G. Capella
SGM Lemuel Noel Cromwell
PV2 Robert D. Davis-Padilla
SSG Jonathan G. Fuentes
SPC Manuel Galindo
SGT Kelsi J. Guallpa-Minchala
SPC Elisabeth 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. Penaloza
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. Schlittenhard
Ms. Jennifer Schoenhuth
CW4 Cody T. Schoonover
SPC Rasham J. Skoda
MAJ Thomas Terry
SGT Michel A. Viruet
SSG John W. Williams
CW2 Justin Young
Grizzly Chapter
SSG Trae 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
W02 Brannan Williams
CW2 Hyun Ho Yun
High Desert Chapter
LTC James J. Kelly
Iowa Chapter
SGT Bryan Baisley
Mrs. Lynnette Iams
PV2 Kyle Leighton Stone
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
Jack H. Dibrell/Alamo Chapter
Mr. Nathan Bishop
Mr. Mark Eckstrom
Mr. Aaron French
Mr. Gus Huertner
Ms. Lynn Kimble
Mr. Daniel Mishket
PV2 Taylor J. Varughese
Mr. Alexander Widish
Jimmy Doolittle Chapter
COL Thomas A. Balish, Ret.
SGT Brice Becker
PFC Wilson Thomas Davis
CW5 Dennis DuPuis
SGT Dayton J. Hines

CW4 James Honour
PFC Rusty J. Keeney
CSM Bruce Langenhuisen
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
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
W01 Orlando David
Mr. Alex Fishman
Mr. Brian Forsberg
Ms. Laura Geenen
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. Kieron McNelis
Mr. Daey Shim
Mr. Anthony Wang
Minuteman Chapter
Mr. Bob Collopy
SFC Brian Garrison
SPC David Kiriene
Ms. Paula Operach
Mr. Jim Tierney
Ms. Julie Vida
Morning Calm Chapter
SSG William Becker
SSG Jeremiah Kulkay
CW2 Pantarat Peakipat
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 P. Robinson
CW4 Randy Wickard
North Star Chapter
CSM marc Dempsey
PFC Molly Ann Eickman
CW3 Austin Johnson
LTC Andrew Lang
CW3 Bloung Vue
North Texas Chapter
PV2 Kevin Vu Dang
Mrs. Jessica Davis
Mrs. Christina Kang
Mr. Marcelle Phillips
Mr. Ty Reed
Northern Lights Chapter
PFC Daniel W. Costa
SSG Adam P. McCarthy
CPT Denzel Mosley
Old Tucson Chapter
SPC Dylan Beck
Oregon Trail Chapter

Mr. Cody Leisen
Mr. Ian Neubauer
Mr. Ivan Snegirev
Phantom Corps Chapter
SGT Dustin Morrison
Pikes Peak Chapter
Mr. Brad Albrechtsen
SGT Dakota Basuto
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 Frias
Mr. Joseph Herrera
Ms. Avery Jones
Mr. Leonard Magelky
Mr. Josh Martin
Mrs. Hannah Pelletier
Mr. Anthony V. Rosato
Mr. Alvaro Saldana
Mr. Samuel Sarantos
Mr. Richard Serrano
Ms. Jessica R. Sparr
Mr. Justin Sparr
W02 Nicholas Weichers
CW4 Lloyd Wilfong
Tarheel Chapter
Ms. Chris Bowden
Mr. David Hoyt
CW2 Douglas Mohr
CW4 James Watkins
Tennessee Valley Chapter
Ms. Deta Adams
Ms. Katie Aitken
LTC Stannon 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 Cebalak
Mr. William Coster
Mr. Michael Cummings
Mr. Paul Dean
SFC Jeffrey Estes
CW5 Steven Fara
Mr. Jose Arriel 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



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT

AAAA **Family Forum** By Judy Konitzer

Spouse Education Career Opportunities



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

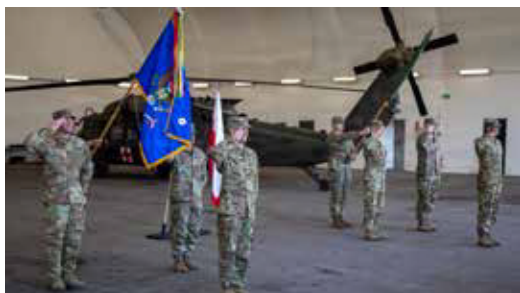


PHOTO BY SSG DEAN JOHNSON

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 Bolesławiec, 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 MAJOR 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 AAAAA'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
2LT 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 Netting, 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. *
WO1 Mayer, Tanja W. *
WO1 Myska, Daniel J.
WO1 Palumbo, Joseph A.
WO1 Pletcher, Kyle M.
WO1 Post, David C.
WO1 Sing, Namakawaiwai B. *
WO1 Sproat, Ian X. *
WO1 Watroba, Jesse E. *
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. *
2LT Lee, Samuel J.
2LT Moore, Elias W. *

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
* = AAAAA 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
PFC Sabas Sabado Zamarripa, Jr.

Class 035-25

PV2 Justin Michael Wright * -DG
SPC Rickey Bowman
PFC Alexander V. Espinosa Avevilla
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 Rhyen 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
WO1 Katleia Vargas -DG
WO1 Conner Winstead * -DG
WO1 Cody Gallmeier -HG
WO1 Quinton Bulloch -HG
WO1 Victoria Dacey
WO1 Eli Donnell
WO1 Steven Herod
WO1 Joshua Lawson
WO1 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 Yumiguano
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 Cdro 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 Oropeza-Aguilar
PV2 Max Aaron Pierce
PV2 Elouise Renee Schultz
SPC Bradley Cole Seagers
PV2 Preston Alexander Soria

Class 030-25

PV2 Tristan Auzzie Edmunds * -DG
PV2 Ashton Andrew Davis
PV2 Phillip Ronald El-Wailli
PFC Joshua Paul Henline
SPC Dominick Isaiah 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 Eujenio Figueroa
SPC Aaron Brady Forster
PFC Taylor Cheyenne Johnson
SPC Masen 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

2026 AAAA SUMMIT, NASHVILLE
AAAA SFI, INC & AAAA TLC, INC
BROUGHT TO YOU BY AIR ASSAULT CHAPTER



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>

People On The Move

Aircraft Powerplant Repairer (15B) Class 007-25

PFC Matthew David Katchmar * -DG
PFC Clif Shallone 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 Everet Frobon
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 Dane 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 Vanhooose

Avionics Repairer (15N) Class 012-25

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/Avionics Systems Repairer (15Y) Class 014-25

PFC Calvin Kawasaki Smith * -DG
PFC Scyrus Clinton Fabro Albano
PFC Caleb Andrew Doucet
PV2 Austin Lee Hawes

PFC Adrian Alejandro Lucas
SPC Donovan Stephen Martin
PFC Maxim Quinn Medina
PV2 David North
PFC Josiah Chukwudi Okechie
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
Mrs. Casey Tibbitts
Volunteer Chapter
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
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AAAA Legislative Report

By LTC (Ret.) Kevin Cochie
AAAA Representative to the Military Coalition (TMC)
kevin.cochie@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 conferencing 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.

Leonardo DRS Announces Strategic Cooperation Agreement with Axon



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



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



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



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.

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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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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-corrosive, 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.

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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.



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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.



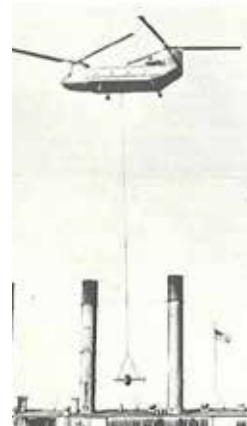
Fort Worth



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!

Hovering 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.

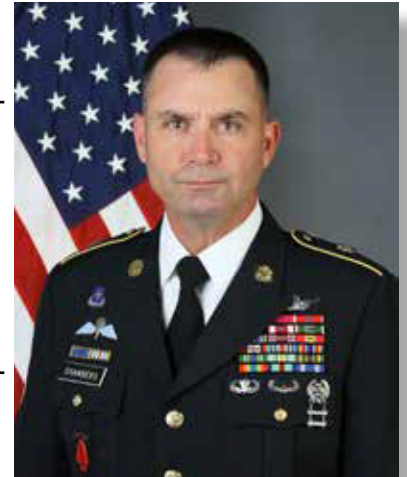
The deadline for nominations for the 2026 induction is June 1, 2026

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

Army Aviation Hall of Fame

Sergeant Major Gregory M. Chambers

Army Aviation Hall of Fame 2020 Induction - Huntsville, AL



S 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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- LTG DOUG GABRAM, USA (RET.)



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