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On The Cover

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Briefings > Late Breaking News - Announcements

NDAA Signed



Defense Secretary Dr. Mark T. Esper and Army GEN Mark A. Milley, chairman of the Joint Chiefs of Staff, attend the National Defense Authorization Act signing by President Donald J. Trump at Joint Base Andrews, MD, Dec. 20, 2019. The signing avoided a government shutdown and established the sixth branch of the U.S. Armed Forces, Space Force. See the Legislative Report on page 65.

New SEAC Sworn In



Chairman of the Joint Chiefs of Staff Army GEN Mark A. Millev administers the oath of office to Senior Enlisted Advisor to the Chairman of the Joint Chiefs of Staff Ramon "CZ" Colon-Lopez, U.S. Air Force, at Joint Base Mver-Henderson Hall, VA, Dec. 13, 2019. With Colon-Lopez is his wife, Janet. He replaces outgoing SEAC John W. Troxell, U.S. Army, who held the position since Dec. 11, 2015. Created in 2005, the position was established to advise the Chairman on all matters involving enlisted personnel in a joint environment. Then Chairman Marine GEN Peter Pace selected Army Command Sergeant



Major William Gainev to serve as the first SEAC, beginning October 1, 2005. Colon-Lopez is now the fourth SEAC and wears the new and distinctive rank insignia that was announced by Troxell on Dec. 9, 2019.

45 Percent of Officers Get First Job Choice Under ATAP



The first Army Talent Alignment Process (ATAP) marketplace closed Dec. 6, matching more than 6,500 of the nearly 14,500 officers to their first job choice in a preliminary match process as announced by Army Vice Chief of Staff GEN Joseph Martin; that's almost half of officers matched to units that also preferenced them for the summer movement cycle. The ATAP is a decentralized, regulated, market-style hiring system which aligns officers with jobs based on preferences. "It is a fundamentally different way of assigning people," said MG J.P. McGee, director of the Army Talent Management Task Force. "The brigade commander or above picks his or her entire slate of officers," he added. "It is all based on preferences of the individual moving officer first – which is weighed more heavily – and then the unit second to that."

TRICARE Expands Coverage

TRICARE recently expanded coverage for beneficiaries who meet certain criteria. Cover- T R I



age now includes concurrent pediatric hospice and curative care, portable continuous positive airway pressure (CPAP) machine, and platelet rich plasma injections. Beginning Jan. 1, digital breast tomosynthesis (DBT), a 3D mammogram said to better detect breast cancer, will be available as both a primary and preventative health care service for Tricare users and will be fully implemented by early 2020.

CORRECTION





CW2 Fuchigami

CW2 Knadle On page 83 of the December 2019 issue. the names of the Fallen Heroes were inadvertently swapped under their photos; we apologize for the error.

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Taking Off Into the New Year!



e start off 2020 with a deep dive into the fundamentals of our Army Aviation profession: maintenance, sustainment, and logistics.

Attendees at the opening professional session of the 2019 Army Aviation Mission Solutions Summit on April 16 in Nashville, TN.

As a deputy division commander in Iraq and a division commander in Afghanistan, it was clear to me that no matter how well planned and led our operations were, our ultimate success was equally dependent on logistics, and everything and everyone that support our combat formations' sustainment.

In this issue, our Branch Chief, MG Dave Francis, introduces our theme: sustainment and maintenance that enables Army Aviation independent maneuver and expeditionary aviation operations. Army Material Command (ÂMC) CG General Gustave "Gus" Perna discusses Army precision logistics for responsive and what I would call "anticipatory" sustainment in support of Large-Scale Combat Operations (LSCO). General Perna sets the bar higher for our aviation fleet readiness, seeking to move beyond the 75% fully mission-capable goal. AMCOM CG MG Todd Royar pinpoints a critical readiness enhancer - the unit Logistics Assistance Representative, or LAR and gives recommendations on how to enhance their contributions to unit level sustainment and readiness.

Much of the remainder of the issue

talks to AMCOM initiatives to drive readiness, as well as an in-depth look at changes at the PEO for PM Aviation Turbine Engine. Finally, Kevin Cochie gives us insight into the Congressional budget process. As I am writing this at the end of 2019, we now have both an authorization bill as well as the appropriations to support it, but we were all on pins and needles for much of the last quarter of 2019.

The bills themselves show strong support for the current Army Aviation fleet and Future Vertical Lift programs, and provide a significant pay raise to our well deserving military members. As you read this in January, the next budget, PB 21, will almost be complete and ready for release. All of us hope to see continued strong support for Army Aviation as our military continues to operate around the world in difficult and dangerous locations, and as we begin to execute Army modernization. To support our Branch Chief and his fellow "Six Pack" of Aviation senior leaders, we will be hosting another Army Aviation Caucus on Capitol Hill, this time in March, to continue the critical dialogue with our elected representatives.

Your AAAA team is deep into final preparations for our AAAA Army Aviation Mission Solutions Summit in Nashville April 22-24. We have been working closely with our Branch Chief, MG Francis, and his staff to make this the best Summit so far. Our Army Chief of Staff and Master Army Aviator, GEN Jim McConville, will present our keynote address. Mark your calendars!

It's an exciting time for our Army and Army Aviation, and I predict 2020 will be a critical year. We at AAAA are dedicated to helping make it so through building effective networks at all levels, recognizing excellence in our ranks, supporting our aviators, crew and maintainers as well as their loved ones, and perhaps most importantly, speaking out for Army Aviation to elected officials as well as providing forums for Army senior leaders to voice their priorities.

Let's all work together to make 2020 a great year for Army Aviation!

MG Jeff Schloesser, U.S. Army Retired 34th President, AAAA *jeff.schloesser@quad-a.org*

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Mastering the Fundamentals

By MG David J. Francis



The adversaries we face in Large Scale Combat Operations (LSCO) will employ multiple layers of standoff across all domains in an attempt to disrupt our operations in competition as well as in conflict. U.S. Army SGT Darrel Rueger, mechanic assigned to the 1st Combat Aviation Brigade, 1st Infantry Division, checks an engine while performing 40-hour maintenance on a UH-60 Black Hawk helicopter staged on Chièvres Air Base, Belgium, Jan. 31, 2019. Chièvres Air Base served as an intermediate staging area before the 1st Combat Aviation Brigade deploys to Germany, Poland, Latvia and Romania for nine months to train with NATO partners in support of Atlantic Resolve.

This change of strategy requires a counter stratagem on our part, which is what the concept of Multi-Domain Operations (MDO) provides. Central to Army Aviation within MDO is the concept of independent maneuver. This entails continuing operations in a contested environment for an extended period without continuous support from higher echelons while retaining the ability to converge capabilities rapidly at the time and place of our choosing to present multiple dilemmas to our adversaries.

One of the significant factors of independent maneuver for Army Aviation is the manner in which we maintain and sustain our aircraft during the execution of this operational construct. The solution to maintaining our aircraft is not simple, but it is relatively straight forward and achievable – by mastering the fundamentals. Over the last decade plus, the nature of the fight and the OPTEMPO drove us to rely heavily upon contract maintenance, which was feasible for counterinsurgency operations. That same approach is not compatible with independent maneuver at the battalion and brigade level. Our doctrinal definition of Expeditionary Aviation Operations, however, is well-suited for that mission. Within our definition are two vital departure points for leaders and Soldiers to grasp regarding maintenance and sustainment. First is that we must be prepared to operate with limited external resupply and sustainment for up to a few weeks at a flight hour rate per month per airframe double that of normal training rates. Second, we must be prepared to move our formations at a minimum of every few days, and at worst case multiple times a day – depending on the nature of the threat. In this scenario it is incumbent upon leaders and Soldiers that they know, and are capable of upholding, maintenance standards in this austere and expeditionary environment.

The Soldiers that are graduating today from the 128th Aviation Brigade at Ft. Eustis, VA will be the platoon sergeants and experienced aviation maintenance techs across our formations in 2028 when we are MDO capable and they will be the sergeants major and brigade/ division maintenance officers in 2035 when we are MDO ready. These are the Soldiers that must understand the ramifications of fighting in LSCO, and



must help shape that capability.

With the intent of providing clarity on a common way forward for these Soldiers, and all Soldiers across Aviation, the branch is producing an SOP that will streamline maintenance standards across the force. Additionally, our requirements for future vertical lift must ensure that maintainability and sustainability are incorporated to increase time between major maintenance actions. Based on how we expect to conduct operations in LSCO, this will be an essential operational requirement. 2028 is right around the corner. The time is now to ensure we build those invaluable foundational maintenance skills for leaders and Soldiers across the Aviation branch so that in 2028 and 2035 we continue to provide the Army an asymmetric advantage in Large Scale Combat Operations.

Above the Best!

MG David J. Francis is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.





This is Your Army!

Enabling Aviation Readiness to Decisively Support Large-Scale Combat Operations

By GEN Gustave F. Perna

A s the U.S. Army's sustainment enterprise, we must execute precision logistics and provide a reliable, agile and responsive sustainment capability to support Army aviation capabilities across contingencies and operations.

Supply availability and equipment readiness are the foundation of materiel and aviation readiness, ensuring Soldiers and units have the right equipment, parts and materiel to achieve their mission – anytime, anyplace. Army aviation has long held and delivered on its commitment to a 75% fully mission-capable metric, as defined in Army Regulation 700-138, "Army Logistics Readiness and Sustainability." While this is our current standard, Army Materiel Command, through Army Aviation and Missile Command (AMCOM), is committed to both leading and influencing sustainment practices and initiatives that consistently generate improved readiness well above this mark.

Reducing NMCS Rates

Over the past two years, AMC and AMCOM have delivered on our



U.S. Soldiers assigned to Company D, 1st Battalion, 3rd Aviation Regiment (Attack Reconnaissance) conduct 500-hour phase maintenance on an AH-64 Apache helicopter at Katterbach Army Airfield, Germany, Nov. 14, 2019.

promise to reduce not mission capable supply (NMCS) rates across the Total Army, holding ourselves accountable to maintaining rates consistently at or below 5% across all three Mission Design Series (MDS) fleets. We have achieved this through disciplined, riskfocused management of the supply chain and key readiness drivers, effective industry engagement and increasingly close integration and partnership with operating units. Collaboration across the Department of the Army, Defense Logistics Agency, U.S. Army Aviation Center of Excellence and peer commands has allowed our Army's aviation enterprise to see itself and drive the necessary transformation to deliver fully mission capable (FMC) fleet rates at 80%. This collective enterprise achievement will drive the Army to codify NMCS and FMC rates

to our new standard, delivering Army and Joint Force leaders with aviation capabilities ready for the challenges we face today and tomorrow.

AMCOM, in conjunction with Army Materiel Command's other Major Subordinate Commands, is leading several parallel lines of efforts to achieve further reductions in NMCS time. For example, AMCOM is developing a responsive, agile supply chain automated tool to more accurately forecast supply chain disruptions before they result in supply chain challenges that threaten our readiness posture and operations across our force. We are streamlining our technology and business practices, and continuously learning from our operations so that we are predictively alerted to supply disruptions. Across our MSCs, we are intensively studying the effects of demand increases, contract delays, organic repair reductions, fielding schedules and other related factors to develop effective automated forecasting that allow us to leverage time to fix problems before they surface.

Across our Army Materiel Command footprint, we have fully embraced Advanced Manufacturing technologies and processes to enable both commercial industry supply evolution and a supporting organic surge supply capability for our Army. For our industry partners, Advanced Manufacturing represents the next and natural evolution of production. Advanced Manufacturing can reduce supply chain disruptions and quality escapes as cutting-edge systems fabricate parts to exacting standards, on demand. Organically, we are investing in Advanced Manufacturing technologies within our Army's Organic Industrial Base to surge when required, and to mitigate supply chain risk for diminishing manufacturing resources, obsolescence and related events. These critical investments, supporting Army readiness, allow us to further press reductions in NMCS rates in our future operating environment.

Influencing to Achieve More Gains

While the aviation enterprise's work is achieving meaningful outcomes for Army and Joint Force readiness, AMCOM will push beyond what it can lead, and focus on what it can influence across our formations to achieve even more gains. AMCOM will develop and harness artificial intelligence and machine learning, applying it to supply chain data to develop an accurate and actionable risk picture, mitigating challenges before they translate to combat aviation unit problems. This is a consistent theme across Army Materiel Command, where the current and historical data exists on record, but we have lacked the tools to effectively harness the meaningful data that we can act on in the moment.

Army Materiel Command and its MSCs are applying resources to reduce maintenance times for operational units. AMCOM, in partnership with the Combat Capabilities Development Command – Aviation and Missile Center, is intensively studying phased maintenance across our supported aviation fleets. This work will likely lead to reductions in phased maintenance requirements, further unencumbering operational units, reducing maintenance times and increasing FMC rates.

Across the Army Materiel Command enterprise, we will continue to view established standards as a challenge, and their achievement as a wavpoint, not an end-state. We will continue to leverage our role as the Army's sustainment leader to harness our resources and expertise and apply them to the challenges we will face in large scale combat operations. While we are proud of the work we have achieved in Army aviation, we have more work to do, and it is indicative of the changes we are driving across the command - changes that will provide our Army with the supply availability and equipment readiness required to defeat our adversaries.



GEN Gustave F. Perna is the commanding general of U.S. Army Materiel Command headquartered at Redstone Arsenal, AL.



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AMCOM Commander Update

Editor's Note: For this AMCOM – Aviation Maintenance special focus issue, the branch chief, MG David J. Francis, has coordinated having the Army Aviation Enterprise maintenance / sustainment leader, MG K. Todd Royar, his command sergeant major, and the Branch Aviation Maintenance Officer, provide the lead, "To the Field," command group articles.

Leveraging Your LAR BY MG K. Todd Royar



very commander has the responsibility to maintain the readiness of both their equipment and personnel. Ultimately it's about being able to generate combat power at the time and place needed. Senior Technical Representative Mike Straub discussing engine replacement procedures with Soldiers.

Being able to effectively achieve and sustain readiness in Large Scale Combat Operations is a daunting challenge but it can be done. One asset that commanders can and should utilize to enable their readiness is the effective use of their Logistics Assistance Representative(s) (LAR).

While certainly not the only tool in the kitbag, the data is clear in that effective use of LARs result in roughly an average increase of 3% in a unit's fully mission capable (FMC) rate per month. That may not seem like a lot, but it may mean the difference in combat.

As the AMCOM Commander, I'm committed to provide the best trained and most effective AMC Aviation LARs to the field. We have deliberately increased their level of training and access to data to enable your readiness. Bottom line is that they are an asset to you.

Consequently, I urge you to consider the following recommendations that will help you get the most out of them:

Include them in every maintenance process. Their attendance at your PC meetings, Phase Briefings, etc., will allow them to hear and help resolve problems immediately. For example, none of us want an aircraft to remain Not Mission Capable Supply (NMCS) for a part not on hand – your LAR has direct access to the item managers that can most likely expedite delivery if the part is not on hand.

Provide them a place to work on the flight line. AMC Aviation LARs have clear guidance to be on the flight line every day. However, providing a place to work on the flight line will dramatically increase their touch time with the unit. My expectation is that they know your Soldiers by name and the specifics of your aircraft. Relationships matter and the closer they are to your maintainers and aircraft, the more they can enable you.

Train as you fight. If you deploy to combat, your LAR will go with you. Consequently, I hope you will take your LAR with you whether you are training in the back 40 or attending a Combat Training Center (CTC) rotation. To provide you better support while on training exercises, we have instituted several changes. Effective 1 January 2019, the AMC Aviation LAR that covers down on your unit will go into the box and live with

you at a CTC (just as they would in combat) if you as the commander want them to. They will need a place to sleep, Class I, transportation, and connectivity through your VSAT, but in my opinion, these are issues that need to be worked out in training and not for the first time in combat. Additionally, we are methodically adjusting the LAR rotation schedules to ensure that the LAR that covers down on you at home station will be the same one that deploys with you to Operation Freedom's Sentinel, Operation Atlantic Resolve, or Operation Inherent Resolve.

Leverage their expertise to help train your Soldiers. The primary trainer of Soldiers should always remain noncommissioned officers. However, there may be tasks that due to no fault of anyone your NCOs are either not as proficient as desired or are not available for whatever reason. The LAR can be a critical enabler to help train tasks. My guidance to them is to never do the work on their own but work with the unit to train Soldiers so they become proficient in their profession. Almost all AMC Aviation LARs are former NCOs or warrant officers and they want to see your unit succeed. Use them.

Demand Excellence. AMC Aviation LARs are assigned to AMCOM and under the operational control (OPCON) of the applicable Army Field Support Battalion (AFSBn). They work as a team with the other LARs and the rest of the AMC sustainment enterprise. They should be a one stop shop for support - if you ask them for help, my expectation is for them to coordinate the required assistance even if it may not be their particular area of expertise.

In summary, I am extremely confident in our AMC Aviation LARs and their ability to support you and your mission. You deserve the best our Army has to offer because of the mission you have. AMCOM is here to enable your success and integration of your LAR(s) is one way we can help you remain Above the Best!

MG K. Todd Royar is the commanding general of the U.S. Army Aviation and Missile Command at Redstone Arsenal, AL.



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"1.0 or I Don't Go!"-The Stubby Pencil

Maintenance Burden By CW5 Michael D. Cavaco



We've all been there... Showtime three hours prior to takeoff, crank to meet commo check, takeoff at noon for a five-hour mission, hit the FARP, and back to the house – mission complete. Or is it?

The chances are pretty high in that scenario that a 1200 takeoff and engine shutdown at 1722 got logged as 5.5 flight hours. We've all heard the excuses – "The FAA starts the clock when the engine starts, so I'm getting credit where it's due" or "Close enough for government work." But they're just that... excuses. But does that extra twotenths of an hour really matter? The short answer is yes. The tendency might be to think that rounding occurs in both directions and cancels each other out, but that is decidedly not the case.

In an effort to capture the difference between actual flight time recorded by onboard systems and flight time logged by aircrews, AH-64 Apache helicopters from 3rd Combat Aviation Brigade, 3rd Infantry Division, await to be reassembled October 27, 2019, in Volos, Greece. 3-CAB is arriving in Europe in support of Atlantic Resolve to conduct bilateral, joint, and multinational training.

AMCOM studied actual ULLS-A aircrew flight logs (DA Form 2408-12) and compared them to UH-60 Health and Usage Monitoring Systems (HUMS) over the course of a year in 2006. HUMS flight data was tracked using rotor speed (>95%), Weight-on-wheels switch (in flight), combined torque (>40%) and radar altitude (>5 feet).

Recorded vs. Logged

Right out of the gate, there were some very interesting findings - remarkably, 45% of all flights ended on the hour or the half hour. More importantly, the study determined that HUMS recorded 15,945.6 flight hours across four units, two deployed and two in garrison. However, the 2408-12s for the same flights totaled 18,541.4 flight hours. That's a difference of 2,595.8 flight hours hours that were logged, but not flown - or six extra (unnecessary) phases per year. Put another way, eliminating that difference also eliminates the following for a CAB: 88 inspections, 116 unavailable days, over 2,000 maintenance manhours, and saves approximately \$2.9M in flying hour funding.

The obvious result is that aircrews are logging approximately 16% more flight time than the aircraft is recording. By and large, this is done without malice, but the result is the same – increased maintenance burden. At a time when the demand for Army aviation support remains as high as ever, we can ill afford to accommodate recreational maintenance. It is imperative that we decrease this maintenance burden – consider it a "War on –M time." There are multiple ways we can tackle this issue, most notably by completely re-addressing the scheduled maintenance program of all our airframes to make sure we are accomplishing the right task at the right time. This will take time and effort, but part and parcel to all of it is accurately capturing the operating hours on all the dynamic components and subsystems. In order to do that, we need to take the "stubby pencil" out of the equation.

Removing the Stubby Pencil

So, how do we do that? Our modernized fleet all have some sort of health monitoring system that records the operation of the aircraft and its systems. And the data captured by these systems is the absolute most accurate way to compute flight time. Whether via the Black Hawk IVHMS, the Apache MDR, or the Chinook CPHE, we can capture this data post-flight to populate the flight pack (specifically, the DA Form 2408-13). Bottom line, the aircraft knows exactly what it flew, so why don't we let the aircraft tell us when we need to perform scheduled maintenance? It makes sense, and it's coming... and sooner rather than later.

There is currently an EXORD in

staffing that will direct automated flight time reporting via aircraft systems. So, re-imagine the scenario from the beginning of this article. This time, end the scenario with "back to the house, MDR download, fill out the book, and then mission complete." It's not far-fetched, and there's no good reason NOT to do it. There are still some details to be worked out regarding the daily execution of this task, particularly for those aircraft yet to be fielded with HUMS systems, but the savings in unnecessary maintenance leads to increased aircraft availability, and, ultimately, more flight time available for everybody.

Automated flight recording is just one small piece of Conditions-Based-Maintenance (CBM), but it's the foundation for getting our scheduled maintenance right. We MUST continue to press forward to make sure all our aircraft and logistics information systems can capture each flight hour to the second. We simply can't afford not to.

CW5 Michael D. Cavaco is the Aviation Branch Maintenance Officer, U.S. Army Aviation and Missile Command at Redstone Arsenal, AL.



AMCOM Command Sergeant Major Update

Combat Aviation Brigade Authorized Stockage List (C-ASL) By CSM G. Mike Dove

n my previous article (October 2019) I discussed NCOs on the flight line in order to reduce Non Mission Capable– Maintenance (NMCM) time. This month I would like to discuss what the Aviation Enterprise and the U.S. Army Material Command are doing to assist with Non Mission Capable–Supply (NMCS) time.

According to Army Regulation 700-130 Army Logistics Readiness and Sustainability, NMCS is defined as NMC time caused by a lack of supplies, such as repair parts, needed to restore the aviation system to a fully mission capable condition. NMCS time will start when the supply demand is made, and the requested materiel or part is not available. NMCS time halts further maintenance and causes a work stoppage. NMCS time will stop, and NMCM time will resume, when the maintenance personnel receive the required items.

The U.S. Army Material Command initially provided the Expeditionary Common Authorized Stockage List (ECASL) to Armored brigade combat teams (BCTs), Stryker BCTs, and Infantry BCTs in order to increase readiness by ensuring high-demand repair parts are available to Soldiers. This year, FY20, the combat aviation brigades (CABs) will receive the Common CAB ASL or CASL. The fielding started in October 2019 with the 1st Armored Division CAB followed by the 101st CAB in November 2019. The majority of the CABs will be fielded throughout FY20 with the final CABs fielded in the first quarter of FY21.

The CASL is standardized across all CABs and eliminates the individual understanding of items to stock. The Combined Arms Support Command along with the U.S. Army Material Command and the Aviation enterprise used historical consumption analysis to identify the necessary quantities to build the CASL. The CASL greatly reduces the current discrepancies noted between CABs. For example, one CAB stocks 2,200 lines while another CAB stocks over 4,600 lines even though both CABs are within 800 miles of each other and they are both very similar in composition. The CASL places the parts where they are needed most which increases readiness and the reach needed to support Large Scale Combat Operations (LSCO) and Expeditionary Operations in support of Multi Domain Operations. Each CAB will be standardized with 2,600 lines of stockage.



The Expeditionary Common Authorized Stockage List (ECASL) container can be used in garrison or in field environments and transported by the HEMTT LHS or PLS.

Each CAB will receive 18 specially designed shipping containers to store the CASL. The containers are modular with internal storage devices configured for each individual Supply Support Activity (SSA). Each container includes modular storage and bulk devices that utilize an adjustable rack storage system, hazardous material spill containment devices and multiple level flooring. The containers can be used in garrison or in field environments with the HEMTT LHS or PLS for transportation. A key advantage of the CASL containers is the ability to easily move an entire CASL from location to location while providing readily accessible parts 24 hours a day. The CASL and its containers essentially provide a CAB with an expeditionary warehouse. The containers are a standard 20 feet long and are authorized for multi-modal use; sea, land or air. Further, the design configuration drastically reduces the blocking and bracing requirements during transportation movements thereby making movements more user friendly.

The CASL at the brigade level SSA is designed to enhance readiness and support the aircraft and Aviation units during LSCO and expeditionary operations. The 1st Infantry Division CAB deployed their SSA to the European Theater for Operation Atlantic Resolve in 2019. They had not converted to the common ASL; however, they attributed their success to having their SSA deployed in a Non-Counter-Insurgency Mission. Future rotations to Europe and other locations around the world will be greatly enhanced with the CASL.

Tradition of Excellence!

CSM G. Mike Dove is the command sergeant major of the Aviation and Missile Command at Redstone Arsenal, AL.

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 2019 National winners will be featured in the April/May AAAA Annual Summit issue.

Henry Q. Dunn Crew Chief of the Year, 2014

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SPC Benjamin J. Rosa

Company A, 1st Battalion, 229th Aviation Regiment Joint Base Lewis-McChord, Washington

SPC Benjamin Rosa displayed exceptionally meritorious service in aviation maintenance while deployed in support of Operation Enduring Freedom XIV.

His accomplishments, though simple in nature, distinguished him from his peers on a daily basis and, as a result of his professionalism and attention to detail he was selected to be the senior crew chief for his aircraft, despite being a PFC at the time.

He had one of the highest operational readiness rates in his task force, maintained the

highest physical training score in the company, and was promoted well ahead of his peers as one of only three Soldiers in the task force to receive a battlefield promotion.

SPC Rosa volunteered to stay in theater after his company redeployed and spent nearly two more months in combat through the transition to Operation Resolute Support.

He has proven himself as a trusted maintainer, a positive team player and excellent Soldier dedicated to supporting his fellow Soldiers and his unit and his abilities directly contributed to the success of the task force.

SPC Rosa's extraordinary hard work and dedication to excellence in aviation maintenance have earned him recognition as the 2014 Army Aviation Association of America Henry Q. Dunn Crew Chief of the Year.







Aviation Safety and Standardization Conference

By SPC Laura Bauer

ore than 380 Army National Guard and Active Army aviators and civilians gathered in Tucson, AZ on December 10 for the Fiscal-Year 2020 Aviation Safety and Standardization Conference.



Soldiers and civilians from across the nation's aviation community gathered in Tucson, AZ, for the Fiscal-Year 2020 Aviation Safety and Standardization Conference on Dec. 10, 2019. The conference started with a memorial service for the Minnesota Army National Guard Soldiers who were killed in a UH-60 Black Hawk helicopter crash Dec. 5 just outside St. Cloud, MN.

Aviators from across the 54 U.S. states and territories came together to focus on aviation safety trends, presenting the latest information and incident mitigation techniques.

This pre-scheduled annual event came one week after the Minnesota Army National Guard lost three of their members in a fatal UH-60 Black Hawk helicopter crash. CW2 James A. Rogers Jr., CW2 Charles P. Nord and SGT Kort M. Plantenberg died on Dec. 5 when their Black Hawk went down outside St. Cloud, MN. While the cause of the crash is still under investigation, the incident was at the forefront of everyone's mind during the conference.

"Our organization feels the loss of these men deeply," said BG Joseph R. Baldwin, Arizona Army National Guard Land Component Commander. "Sometimes it takes something like what happened in Minnesota to remind us that it is important to continuously build safety into everything that we do."

The theme for this year's conference focused on the route to readiness: learning from the past, and training for the future. Learning from and using the accidents and mishaps that have happened in years past as teaching points is key to unit success, safety and readiness, according to COL Jason Miller, deputy commanding officer of the U.S. Army Combat Readiness Center at Fort Rucker, AL. "We have to do something different. The environment is changing, and we have to change with it," said COL Miller.

In FY19, the Army suffered 142 mishaps, and 116 fatalities, according to operational risk management statistics. The leading cause of incident was a failure to adhere to safety standards such as seatbelt securement requirements.

"The accident in Minnesota really drives home how inherently dangerous our business is," said BG J. Ray Davis, Army National Guard Assistant Director for Aviation. "Even when you are doing the right thing – the safe thing – accidents can still happen. It's our intent to give these people the tools and information they need to help lessen those chances."

Årizona Army National Guard Chaplain LTC Jonathan Harrop opened the conference with a memorial service for those who died in the crash.

"We lost good pilots and a crew chief; men who were passionate about the DUSTOFF mission," said LTC Harrop. "As a result, we also lost future safety officers, and a sergeant major, or whatever other roles they would have played in their careers. Their loss is felt and will continue to be felt."

SPC Laura Bauer is a public affairs specialist with the Arizona National Guard's 123rd Mobile Public Affairs Detachment.

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Koith Wordcock



Maintenance Mission Command in the Army Reserve By COL Andrew Cecil and Robert Singler



The Army Reserve's (AR) CH-47F fleet consistently meets or exceeds Department of the Army (DA) standards in Operational Readiness (OR) rates.

The average AR CH-47F fleet OR rate for 2018 was 79% and for 2019 it was 82% Making 2019's OR rate even more impressive is the fact that the AR Aviation Support Facilities (ASF) are operating at 60% of their authorized personnel strength but still maintaining 100% of their CH-47 fleet. The key to this success is effective Mission Command which enables and promotes engaged leadership, unity of effort, pride in ownership, and collaboration.

The Army Reserve Aviation Command (ARAC) is a unique organization in relation to the U.S. Army Active Component (AC) Combat Aviation Brigades (CAB) or Army National Guard (ARNG) Expeditionary Aviation Brigades (ECAB). It is the only multi Aviation Brigade organization in the Army outside of the Corps. The Command has units geographically dispersed across the nation in 12 states and in 14 different locations, covering all four CONUS time zones. Each of these locations has an ASF with the dual responsibilities of maintaining the fleet of aircraft and providing individual rated and non-rated crew member training. Army Reserve ASFs consist of a civilian workforce under the direction of an ASF Supervisor. This workforce is comprised of military technicians (MILTEC) and Department of the Army Civilians (DAC). An Aviation Program Manager (APM) at the ARAC headquarters enables much of the collaboration and coordination

Aviation Support Facility Eustis and 5-159 General Support Aviation Battalion (GSAB) Soldiers conduct maintenance on a CH-47F at Fort Eustis, VA.

between ASFs which is critical to success. The ARAC is commanded by a brigadier general who provides the vision and resources for a unified organization.

There is no "secret" formula to success. The Army's principles of Mission Command clearly lay out the ARAC's path to success. The ASFs and units build cohesive teams through mutual trust. The CG provides clear commander's intent which fosters a shared understanding. She then empowers her Commanders to exercise disciplined initiative while accepting prudent risk. The ASFs are part of this. They are not separate entities but a part of the whole team. The ARAC is a single entity striving for success and empowered by effective mission command to enable decisions at the lowest level.

Success in maintenance utilizes the same formula as success in combat – power down authority, resources, decision making and flexibility to the lowest level commensurate with risk accountability. Effective Mission Command enables unity of effort, cooperation, and collaboration through effective leadership. Effective Mission Command empowers fourteen separate facilities to manage their own CL IX accounts, budgets, and phase plans based on Commander's Intent. Every DA Civilian, MILTEC, and Soldier in the ARAC understands that there is only one measure of success – mission accomplishment. Mission Command makes it possible.

COL Andrew D. Cecil is the deputy commanding officer and Mr. Robert F. Singler is the Aviation Program Manager for the Army Reserve Aviation Command at Fort Knox, KY.



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Warrant Officer and Enlisted Maintenance Training By CPT James C. King III, CW5 Patrick A. Black and SGM Nicholas D. Burney

he 128th Aviation Brigade has been working hard this past year to ensure the future success of Army Aviation as it continues to provide world-class operational support on the modern battlefield.

The brigade's mission here at Joint Base Langley-Eustis is to "generate disciplined, physically fit, technically proficient Aviation maintenance Soldiers and leaders" while maintaining relevancy to the operational force. The following are some of the 128th Aviation Brigade's maintenance training highlights from the past 12 months.

Warrant Officer Basic and Advanced Training

The Warrant Officer Training Division (WOTD), developed and implemented more realistic, rigorous training for the Warrant Officer Basic Course (WOBC). With the addition of a new field training exercise consisting of a tactical foot march and Forward Arming and Refueling Point (FARP) operation to the course, a 151A Aviation Maintenance Technician is better equipped to provide immediate support after arrival to a combat aviation brigade (CAB).

The WOTD developed a scenario that causes them to think about how Army Aviation fits into large scale combat operations (LSCO) against a nearpeer adversary in a multi-domain environment (MDO). Specifically, WOTD implemented a capstone training exercise, where every WOBC student plays the role of a Production Control (PC) Officer for an aviation battalion task force. That student is now responsible for developing a pre-deployment and deployment sustainment plan that enables their task force to operate in a contested



Students from the Warrant Officer Basic Course take part in a mock PC meeting.

and austere environment for approximately nine months. Once complete, each PC Officer then briefs their plans to the members of a Combat Aviation Brigade Maintenance Meeting, represented by Cadre, where they are put to the test to prepare them for what is to come in their first unit of assignment. The Warrant Officer Advanced Course (WOAC) will have a similar exercise, currently under development, focused on the pre-deployment and deployment sustainment plans for an entire CAB.

Enlisted Training

The 128th AB has hosted multiple Critical Task and Site Selection Boards (CTSSB) to ensure the development of quality and relevant training for the 11 Career Management Field (CMF) 15 courses. The board is conducted by subject matter experts (SME) within the given CMF and relies heavily on input from various CABs. Throughout 2019, four CTSSBs were conducted for the 15D, Aircraft Powertrain Repairer, 15B, Aircraft Powerplant Repairer, 15R, AH-64 Attack Helicopter Repairer, and 15H, Aircraft Pneudraulics Repairer courses. In 2020, the brigade is scheduled to conduct CTSSBs for the following MOSs: 15N, Avionic Mechanic and 15F, Aircraft Electrician.

The 128th AB has been leading AIT

trainees through a host of mentally and physically challenging situational training exercises (STX) that require all participants to successfully train and conduct 9-line medical evacuation (MEDEVAC) reports, Spot Reports (SPOTREP), SA-LUTE reports, Call for Fire/Adjust Fire reports, radio calls, and visual communication techniques to standard. Once complete, the Trainees then execute a 16-event obstacle course with scenariobased events throughout in a more realistic combat environment. This culminating event increases stress while also building confidence in the future Soldiers so that they develop themselves into fully mission capable Aviation Warfighters.

Summary

The Phoenix Brigade has made great strides in its warrant officer and enlisted Soldier maintenance training programs in 2019 and will continue to do so, ensuring it remains relevant to Army Aviation and the operational force of the United States military.

CPT James C. King III is the commander of Bravo Company, 1–210th Aviation Regiment, CW5 Patrick A. Black is the Command Chief Warrant Officer and SGM Nicholas D. Burney, Senior Enlisted Advisor, 128th Aviation Brigade, Joint Base Langley-Eustis, VA.

NEWS SPOTLIGHT

OV-1 Mohawk and the Oregon ARNG

By MG (Ret) Charles Rosenfel



One of two OV-1 Mohawks providing surveillance of the Mt. St. Helens eruption in 1980.

October 1972, a lone Mohawk departed Fort Rucker, Alabama en route to the Army Aviation Support Facility (AASF) in Salem, Oregon. This was the beginning of the 1042 Military Intelligence Co. (Aerial Surveillance) of the Oregon Army National Guard. The 1042nd would become one of only six aerial intelligence units focused on detecting the strength, disposition and activity of enemy forces day or night, regardless of weather.

While optimized for battlefield surveillance, the 'weekend warriors' recognized that the capabilities of the OV-1 had numerous applications in public safety, disaster reduction, transportation planning, and environmental monitoring... it's utility was greatly expanded. The Oregon Department of Forestry credited the infrared mapping capability of the 1042nd with greatly improving forest fire fighting, saving thousands of man hours at major fires, potentially saving many residences in 1973 alone. Agriculture and Water Resources used infrared imagery and detected leakage areas in irrigation canals, the Department of Energy mapped heat loss from campuses and government buildings, and DEQ detected sources of industrial pollution in rivers and streams.

This expertise attracted global attention as Mt. St. Helens progressed toward a major eruption on May 18, 1980. Two Mohawks were airborne as the eruption started, followed by over a dozen missions that covered the volcanic activity and its effects that day. Due to this surveillance, St. Helens became the best documented eruption in history... photos and radar imagery from the Mohawks were shown on national news, and unit members briefed President Carter and the affected State Governors.

When the Army retired the OV-1 Mohawk in October 1992, the 20-year history of the Oregon Mohawks ended, but the legacy of these units lives on. Mohawk 926, one of the original aircraft, was found in 2016, and with the help of many, including the AAAA Oregon Trail Chapter, restored and returned home. It stands as a tribute to the men and women whose innovation and dedication carried forth the tradition of excellence of Oregon Army Aviation.

MG (Ret) Charles Rosenfeld served as the Assistant Adjutant General, Oregon Army National Guard from Oct 1997 - Oct 2000





📴 Гесh Talk

In Pursuit of Innovation in Airworthiness

By Mr. David B. Cripps

n last January's edition of *ARMYAVIATION* magazine, Mr. Keith Darrow, the Director, Aviation Engineering Directorate (AED) and I reached out to industry members who were potential offerors for the Future Attack Reconnaissance Aircraft (FARA) competitive prototype (CP) contract.

We encouraged industry to propose their preferred methods for assuring appropriate flight safety/airworthiness during the CP phase, and to collaborate with AED to jointly develop plans to achieve a safe CP flight test and demonstration program. I am pleased to report that the five FARA CP performers have done just that. AED's Future Vertical Lift (FVL) Division has assigned dedicated teams to each FARA CP performer, and together we have reviewed airworthiness requirements and crafted strategies for assuring airworthiness to be formally presented during the upcoming Initial Design and Risk Review (IDRR) for each performer. Two performers will soon be selected to convert their plans into flying prototypes on a very aggressive schedule. AED will continue to collaborate with each to enable the successful and safe flight tests and demonstrations prior to a subsequent down-select to a single company for engineering and manufacturing development in the FARA program of record.

AED is intent on introducing innovation into the Army's airworthiness assurance processes, not just for FARA, but also for the Future Long-Range Assault Aircraft (FLRAA) and all other future aircraft developments. Our conventional methods for assuring flight safety were simply not designed for the highly complex and often non-deterministic behaviors of emerging technologies. As a result, applying conventional airworthiness approaches to emerging technology systems might well result in excessively lengthy and costly qualification and certification programs. We need to develop new approaches. This realization is in no way a condemnation of the airworthiness process as it has evolved to date. To the contrary, the robustness and effectiveness of the Army's current airworthiness system remain significant contributors to the consistently low class A-C accident rates Army Aviation has experienced over recent years. But our nation's current strategic situation necessitates transition of new technologies into fielded capabilities in timelines that are much more constrained than we have seen in generations. Our challenge is to continue achieving the same



outcome of extremely safe aircraft systems but on a more accelerated schedule and without increased cost of certification.

Toward that end, AED has established a new senior position of Chief Airworthiness Engineer, which I am fortunate to initially hold. My charter is to seek innovation and shape AED's future capability to meet the airworthiness demands of tomorrow and beyond. Adapting a taxonomy from John Garstka (*A Conceptual Framework for Innovation in Capability Development*, see *https://apps.dtic.mil/dtic/tr/fulltext/u2/a512355. pdf#page=34*), my approach to this will focus on five areas.

Concept innovation – examining new approaches to achieve necessary reliability levels of flight- and safety-critical functions, particularly focused on new and emerging technologies. *People innovation* – encouraging individual government airworthiness engineers to adopt new approaches for their roles.

Organization innovation – addressing organizational structural change to address the highest priorities with the constrained workforce.

Process innovation – redefined processes to achieve greater efficiency and effectiveness.

Technology innovation – making better use of supporting technologies to perform the airworthiness engineering functions.

In this endeavor, I will be reaching out to academia, industry, and governmental organizations to explore how other domains with requirements for extremely high reliabilities of critical functions are approaching similar challenges and then synthesizing how their approaches can be adapted to the airworthiness mission. If you have recommendations for how AED can approach airworthiness of the future, please forward them to

usarmy.redstone.ccdc-avmc.mbx.airworthiness@mail.mil to the attention of the AED Chief Airworthiness Engineer, and I'll follow up with you.

Mr. David B. Cripps is the chief airworthiness engineer for the Aviation Engineering Directorate, CCDC Aviation and Missile Center, Redstone Arsenal AL.



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Platelet-Rich Plasma: Is it for me?

By CPT Frank C. Stafford, D.O.

Q I have had shoulder pain for years and I've been told I have problems with the muscles and tendons around the shoulder. I read on the internet that Platelet-Rich Plasma (PRP) can help with this kind of problem. Is that true? Will PRP treatments down me?

FS: Platelet-Rich Plasma (PRP) is one of the newer treatments in the category of regenerative medicine. It has been used to treat both acute and chronic tendon and ligament concerns. Tendons and ligaments are both tough bands of fibrous connective tissues with tendons connecting muscles to bones and ligaments connecting bone to bone. Injured tendons and ligaments heal very slowly and often never return to their pre-injury strength. This is mainly due to their poor blood supply that has difficulty delivering enough cells and repair signaling chemicals necessary for repair. PRP is created by using the injured individual's own blood. Once the patient's blood is drawn, a centrifuge separates the platelets from the other components of blood. Platelets are round cell fragments that have a central role in blood clotting and the immune system. These platelets contain multiple proteins known as growth factors that stimulate cellular growth, proliferation and healing. Some of these factors encourage the growth of blood vessels that can increase the blood flow to the area. While other factors activate cells called fibroblasts that become the basic building blocks for tendons and ligaments and take an active role in these tissues' repair.

Benefits or side effects?

Medical researchers believe that injecting PRP into the damaged areas of the tendon or ligament delivers growth factors and associated chemicals to increase healing. Laboratory studies on tissue samples have demonstrated healing changes. However, clinical trials on actual patients have had mixed results with some studies indicating significant positive changes and others showing

no change in healing outcomes. One consistent result from all clinical trials is that PRP rarely has significant, harmful side effects. The most common was pain at the injection site comparable to pain from other injections. However, occasional severe pain and swelling has occurred. Interestingly, PRP has been shown to be more successful treating certain areas of the body such as the elbow versus others such as the Achilles tendon of the back of the lower leg. Keep in mind that with PRP treatments there will be a downing period for observation. Provided that your pain is not distracting, and you have adequate function of the injured body part, the PRP local injection has little body-wide effects and you will generally be back flying in a few days.

How is the treatment applied?

The treatment can be done in office where the sample of your blood is prepped for injection. The provider then uses ultrasound to visualize the site for injection and the area is cleaned and numbed. The injection will be placed into the tendon or ligament using ultrasound to guide the placement. Once finished, you will be observed for a short period of time in office to monitor for any concerns. On the day of the procedure, you should bring someone along to drive you home after the treatment. You can anticipate pain at the injection site for at least 1-2 days after the injection. You may use Tylenol/ Acetaminophen to control the pain. You should not use ibuprofen, naproxen, Mobic, or other anti-inflammatory drugs for 7 days prior to and after the procedure. Their anti-inflammatory activity could block the inflammation at the site and render the shot ineffective. Your activities

are limited to typical daily activities such as getting dressed, fixing meals, etc. You should not do any strenuous activity for about a week after the procedure. It will be six to eight weeks before a full assessment of the treatment's effectiveness can be determined.

Covered or out of pocket?

These injections are usually given by family physicians, physical medicine physicians, and sports-certified physicians who have the appropriate training. Of note is that civilian insurance will not pay for these services as it is not a widely accepted treatment regimen. Due to this, out of pocket costs range from \$500 to \$2,000. In the military, it is best to seek out a military provider certified to provide PRP treatment to ensure Tricare coverage.

Is this grounding?

The Aeromedical Policy Letters do not directly address PRP. The local anesthesia requires a minimum of 12 hours of down time. Pain is potentially limiting. If the pain limits egress ability, required range of motion, or distracts you from focusing on flying, then you should not fly. Pain can be controlled with acetaminophen without necessarily grounding you. As always, a frank discussion with your local aeromedical provider is necessary to not only learn about how PRP may affect your safety in flight but to discuss all your treatment options.

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to *AskFS@quad-a.org*; we'll 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 (Dr.) Frank C. Stafford is a flight surgeon at the School of Army Aviation Medicine, Fort Rucker, AL

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Building Aviation Readiness through Repair Cycle Floats By COL John Parchem

Readiness Float (ORF) program strategy does not effectively enable the Army to sustain readiness. Therefore, the Army is transitioning to a single maintenance float concept, the Repair Cycle Float (RCF). The purpose of the RCF program is to immediately replace equipment being inducted for depot-level maintenance so readiness is not adversely affected by system unavailability during repair. Headquarters, Department of the Army (HQDA) G-4 and the U.S. Army Materiel Command aim to achieve the Army's priority of sustaining readiness for the total force through this revised national-level maintenance process.

What It Is

The RCF program is a senior leader directed program comprised of HQDA authorized quantity of select Class VII and Class VIII assets with a standard Line Item Number and National Stock Number supported by a depot level or HQDA approved field level maintenance program. The RCF program is a pull and push concept in which assets are maintained at the strategic level to affect equipment readiness rates at the corps/theater level using a one-for-one exchange of equipment requiring depot level repair. RCF assets are issued to units to replace systems and equipment turned in for a depot repair program (a supply transaction versus a repair and return maintenance transaction), ensuring units remain fully equipped and ready. Conceptually, assets turned in for depot maintenance and/or repair become the systems used to replenish the RCF pool to support future requirements. This concept is designed to bring increased readiness to the field while providing some workload stability as well as maintain weapon system proficiency for the depots.

Determining RCF Candidates

Army Regulation 750-1, U.S. Army Material Maintenance Policy, is the governing regulation for the RCF program and Chapter 8-7, Army maintenance floats, is being updated based on this recent policy and process revision. The following factors are considered when determining which assets should be RCF candidates:

- Significant repair cycle / long lead supply time
- Depot level maintenance requirements
- High demand for the asset based on historical data
- Valid requirements through the Five-Year Development Plan
- Available inventory to support the RCF quantity
- Modern enough to accommodate the latest upgrades

As depicted in Figure 1, the Army RCF concept is centered on establishing float assets that are initialized through reparable assets being pulled from storage at depots, which are inducted for sustainment level maintenance, and are then kept ready for issue from the depot to the field.



Figure 1.



Figure 2.

In the near term, the RCF concept will be approached differently for Aviation units where Acquisition Project Offices manage Aviation assets that are not yet fully fielded and are further centrally managed by DA G3/5/7, DA Management Office – Aviation (DAMO-AV). As compared with ground systems, Army Aviation does not have unserviceable aircraft assets being stored at a depot awaiting repair and have not previously had allocated RCF assets. Aircraft availability is currently a limiting factor in resourcing Aviation RCF (A-RCF) assets for most Mission/Design/Series (MDS) aircraft.

In execution, A-RCF will replace Class VII equipment being inducted for depot-level maintenance or be issued to fill higher Army requirements so that Aviation readiness will not be adversely affected by the unavailability of aircraft during sustainment or extended field level maintenance or repairs. A-RCF assets may be issued to fill higher Army requirements, such as:

- Attrition replacement (crash / battle damage)
- Unscheduled sustainment level repair replacement (estimated completion is greater than 180 days)
- Planned sustainment repair replacement (estimated completion date is greater than 180 days)
- Test bed aircraft surge requirement
- Training base aircraft surge requirement

Based on the Army's plan to have RCF programs initially operationally capable in the 4th Quarter of FY20, the Aviation enterprise will establish the first two UH-60L assets as A-RCF next June with aircraft fresh off the L-to-L Rebuild line at Corpus Christi Army Depot. These aircraft will be maintained as flyable by a regionally appropriate U.S. Aviation and Missile Command (AMCOM) Logistic Readiness Center–Aviation until they are allocated.

Resourcing the Future

DAMO-AV, with input from the Acquisition Project Offices, will determine how to resource future enduring fleet A-RCF assets with additional quantities and other MDS aircraft based on fielding plans and pending Aviation force structure decisions. In addition to aircraft A-RCF assets, AMCOM is working with Aviation Ground Support Equipment (AGSE) Product Offices to determine if there are viable float assets available for systems like the Auxiliary Ground Power Unit, Standard Aircraft Towing Systems and the Generic Aircraft Nitrogen Generators. The A-RCF program would be executed similarly for all available AGSE float assets.

The A-RCF program applies to all components; the FY20 implementation is delineated in the pending RCF EXORD with Aviation Annex. The request transaction requirements are as follows: Units will request A-RCF to meet operational requirements through their chain of command; corps/theater will manage fleet/system operational readiness rates and approve A-RCF transaction requests; Army Commands/Army Service Component Commands/Direct Reporting Units will approve all A-RCF transactions via command appointed A-RCF coordinators/managers and subordinate corps level managers; DAMO-AV will review, validate, approve and centrally manage A-RCF requirements; and AMCOM will maintain A-RCF assets and issue or exchange the floats based on DAMO-AV priorities and published transfer directives. When multiple requests are received for limited A-RCF assets, HQDA 3/5/7 (DAMO-AV) will adjudicate the prioritization of units based on mission requirements.

As previously mentioned, a secondary effect of the RCF program will be the improved stabilization of the Army's Organic Industrial Base (OIB) which impacts depot readiness. The OIB is a critical component of the strategic support area in support of multi-domain operations. Ideally, the A-RCF strategy for both enduring and future fleets would be to have sufficient quantities of all MDS aircraft available for issue and in a sustainment maintenance program at the depot. This ensures that replenishment assets are on-hand and in the pipeline should they be needed in support of Large-Scale Combat Operations (LSCO). This also ensures the depot is better postured for surge capabilities and capacities that will be needed to sustain the increased replenishment rates LSCO will demand.

As the Aviation enterprise matures the A-RCF program for both the current fleet of manned and unmanned aircraft as well as the Future Vertical Lift (FVL) fleet, adequate float calculations and system procurement will inform required annual depot sustainment program types and quantities. Accuracy in this process not only enables a better program objective memorandum cycle estimates for sustainment programs and parts forecasting, it also allows depots the lead time to prepare and adapt for future workloads as well as establish capital investment program requirements for equipment and facility modernization and ensures the workforce is trained and postured to execute the necessary programs.

DA, AMCOM, the Aviation Program Executive Office, and the Army Futures Command FVL Cross Functional Team must consider, and be nested together on, a cohesive long-term A-RCF strategy. Industry does not have the capability to surge to meet the rapid replenishment demands of LSCO. If the Aviation enterprise does not get the strategy right, unit readiness will be impacted and the OIB will not be capable, modernized and postured to surge to enable the achievement of multi-domain dominance by 2035.

COL John Parchem is the Operations and Plans OIC for the AMCOM Logistics Center at Redstone Arsenal, AL.

Special Focus > Aviation Maintenance/Sustainment



Changing the Maintenance Paradigm-A Time for Innovation and Opportunities

By COL David K. Almquist and Mr. Thomas J. Barthel

e have all heard, read and discussed the multiple efforts within Army Aviation to increase our current fleet aviation system readiness rates; transition towards peer-threat, Large Scale Combat Operations (LSCO) across multiple domains and modernize our aviation material solutions into a Future Vertical Lift (FVL) maneuver capability. This is a very complex undertaking requiring an organization that supports the Aviation Branch and the Army Aviation Enterprise by integrating the necessary materiel development efforts with a modern aviation sustainment force and capability. The integration required spans multiple institutional

Army organizations and their respective chains of command. The Army Aviation Enterprise Synchronization Model (AESM) working groups and the Army Aviation Enterprise Sustainment Strategy (AAESS) are the solutions to this complex integration.

AESM

The AESM consists of 12 interconnected working groups, a Council of Colonels and culminates with decision-making through the AESM General Officer Steering Committee, also known as the Six-Pack of Aviation General Officers. The AESM working groups report actions and issues at a Quarterly Aviation Synchronization Meeting held at Fort Rucker, AL. Within the AESM construct, the U.S. Army Aviation and Missile Command's (AMCOM) Commander has been identified as the Army Aviation Enterprise Sustainment (AAES) integrator to oversee the integration of the AAES sustainment efforts across various AESM working groups. Additionally, the AMCOM G-3/5 is assigned to lead the Army Aviation Enterprise Sustainment - Working Group (AAES-WG). The AESM Sustainment working group follows the current Army Aviation Enterprise Sustainment Strategy that aligns with the Army Modernization, Aviation Branch Training, and Aviation Modernization Strategies.



U.S. Soldiers with 1st Battalion, 3rd Aviation Regiment (Attack Reconnaissance), 12th Combat Aviation Brigade, conduct routine maintenance on an AH-64 Apache helicopter June 28, 2019, at Katterbach Army Airfield in Ansbach, Germany.

AAESS

The AAESS focuses on aviation sustainment readiness, specifically within its logistics elements, the achievement of five main objectives: Expeditionary Aviation Force, Reduced Logistics Footprint, Increased Organic Capability, Improved Operational Availability and Decreased Life Cycle Costs. The combined power of the AESM construct, and the AMCOM led AAES-WG efforts guided by the AAESS further focuses the institutional Army Aviation Enterprise on improving aviation maneuver sustainment, and its logistics support elements that enable projecting aviation combat power with the same speed, agility and reach as our maneuver force systems. That said, it is essential to note that the Army Aviation Enterprise must recognize the need for change to facilitate a reduction in current fleet sustainment efforts and those that will be required to sustain future army aviation materiel solutions.

Critical Need

Why is the AESM and identifying a lead Aviation Enterprise Sustainment Integration organization so crucial for Army Aviation to defeat a peer adversary (or combined peer adversaries) during LSCOs? It is critical that Army Aviation sustainment and logistics systems receive the same modernization scrutiny, fidelity and technology leaps that are being realized during the technology and prototyping phases of our next-generation of Army aircraft. Future fleets will go further and faster across the LSCO battlefield and wield incredible technol-

Sustainment Level Maintenance Programs

ogy. However, their effectiveness in the multi-domain battlespace will be significantly limited if we have the same logistics burdens, outdated land disparate logistics information systems and other known sustainment capability gaps that exist today. No matter how robust, lethal, far-reaching, agile and rapid our aviation system solutions become, that capability is null and void if our aviation sustainment forces cannot reach and recover a downed-aircraft or maintain, fuel and supply aircraft throughout the battlefield. We must have the ability to maintain Army Aviation on the battlefield with our current sustainment forces (manned, equipped and trained) using Army tactical supply/distribution channels while repositioning multiple times within hours to avoid peer enemy threats and negate the enemy's ability to compromise our logistics capability. This should be sobering and requires an integrated call to action to address known sustainment and logistics capability gaps with intensive Doctrine Organization Training Materiel Leadership Personnel Facilities - Policy analysis and solutions executed with cross-organizational integration. These sustainment gaps have also been noted areas of concern during recent Aviation Strategic Portfolio Analysis and Review discussions regarding the requirement to also modernize our sustainment solutions - on pace with our new weapon systems.

Furthermore, both current Army Aviation and FVL fleets must co-exist both in garrisons and on the battlefield for at least the next 20 years unless we reduce current fleets and increase FVL

Benefit: 5 Yrs Cost (OCO) (basis; FY18 OFS completions) 47F: \$1.6M avg. 60M: \$1M avg. 64E: \$1M avg. Work Performed By: AMCOM AFMA Eligible Aircraft: Army aircraft deployed to South West Asia only.	Benefit: 5+ Yrs Cost (SS): 47F: ~\$3.75M (ROM; basis 47D ASER TB) 60M: ~\$2.5M (ROM; basis 60L ASER TB) 64E: ~\$3.75M (ROM; no ASER TB written) Work Performed By: AMCOM AFMA, CCAD, or ARNG AVRAD Eligible Aircraft: All aircraft in the Army inventory in need of major structural inspection & repair. Includes strip & paint.	Benefit: 10+ Yrs Cost (SS): 47F: ~\$6.34M (ROM; no A1 SOW written) 60M: ~\$10M (ROM; basis 60L, A1 SOW) 64E: ~\$13.9M (ROM; no A1 SOW written) Work Performed By: CCAD, ARNG AVCRAD or OEM Eligible Aircraft: All aircraft in the Army inventory	Benefit: 10+ <u>Yrs</u> Cost (SS): 47F: ~\$27.5M (ROM; no A3 SOW written) 60M: ~\$11M (ROM; basis 60L, A3 SOW) 64E: ~\$16.7M (ROM; no A3 SOW written) Work Performed By: CCAD or OEM Eligible Aircraft: Aircraft selected for modernization by DA and Aircraft PM
Reset / STIR ₁	AIMS	Overhaul / Rebuild	RECAP (or REMAN)

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system production. Thus, an integrated future sustainment approach and robust sustainment force modernization is critical to allow us to afford both fleet's capabilities. So, what do we do now? One effort within the current fleet is to afford our Senior Army Aviation leadership with additional sustainment maintenance options. The systems developed many years ago require a simple yes or no answer regarding sustaining current fleet airframe life as it ages. The recapitalization (RECAP) decision at a certain point in the current fleet lifecycle was previously Army Aviation's only option to manage fleet age and overall airframe health. AMCOM through coordination across the Aviation Enterprise has developed several fleet airframe management options that enable more effective fleet health management while supporting aviation modernization efforts.

Figure 1 depicts one Army Aviation sustainment maintenance option that includes all components and can be applied to current and future fleets: Reset/Stir, Aircraft Inspection and Maintenance Schedule, Overhaul/ Rebuild and RECAP (or REMAN). We must make difficult decisions in order to sustain the current fleet and provide the developers of the new aviation systems the same options and include them in requirement document builds.

The array of sustainment options will ensure effective management of resources and improve fleet health while meeting the AAESS objectives of improved operational availability and decreasing life-cycle costs. The options also allow appropriate sustainment of the current fleet increasing viability without impeding the modernized fleet(s) as they come online. This is just one effort that Army Aviation is pursuing to close aviation sustainment gaps and continually seek modern solutions to known sustainment challenges.

Future Systems Challenges

Thus, incorporating the Army Aviation Enterprise Sustainment Strategy into modern sustainment systems engineering and development and providing materiel solutions that meet the AAESS five strategic objectives also provides solutions and options to close multiple aviation sustainment gaps. Some of the challenges that future systems must overcome are in the realm of aviation sustainment capability and capacity modernization. Future solutions must be developed that are truly expeditionary, highly mobile and designed for worst-case tactical situations with consideration to analog capability back-ups. Based on current, known threats, the cyber and space domains will be highly contested on future battlefields. Army aviation sustainment solutions must address our current over-reliance on multiple, stand-alone, web-based-commercial diagnostic tools and logistics information systems; overly complex digital computing infrastructure and systems; proprietary materiel technology and time requirements to repair very complex systems. These technologies also require huge digital networks, interconnectivity and infrastructure power requirements both on and off the battlefield. Furthermore, we must address proprietary, non-open source technologies on our weapon systems that require distant technical support (Contract Field Service Representative/Contractor/Original Equipment Manufacturer reach back, etc.). These current sustainment gaps exacerbate the degradation of organic, field level Soldier effectiveness including sustainment maintenance and depot-forward capabilities.

The Army Aviation Sustainment Enterprise is undergoing multiple transformations. The only way to ensure we will place modernized, effective aviation sustainment capacity and capability on an LSCO battlefield is to integrate our aviation sustainment force modernization efforts with the same fidelity afforded to our Aviation maneuver force modernization. The Army Aviation Enterprise has a unique opportunity to effectively integrate all the incredible current and future aviation materiel systems within modernized and effective sustainment systems. The AESM construct allows for comprehensive integration within the Army Aviation Enterprise. The Aviation Sustainment Enterprise partners using the Army Aviation Enterprise Sustainment Strategy will allow proper, cost-effective modernized alignment of aviation sustainment forces that enable our maneuver forces and allow for the transition from our current fleet to FVL.

COL David Almquist is the G-3/5, (Operations, Plans and Strategy) and Mr. Thomas Barthel is the Aviation Enterprise Sustainment Integration Lead for the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) G-3/5 at Redstone Arsenal, AL.



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Getting Left of Readiness Drivers -Pushing Predictive Analysis in the Supply Chain

By Ms. Debbie Daniel and Mr. Fred W. Pieper, Jr.

he U.S. Army Aviation and Missile Command (AMCOM) is driving forward and challenging the status quo; and that is readily present in optimizing the supply chain. The following article describes the Army's efforts to develop a predictive analysis capability integral to the supply chain management. The effort to develop the predictive analysis capability in the supply chain will span and engage all sustainment logistics business areas including, Business and Finance; Supply Chain Execution; Supply Chain Planning; Product Logistics Management; and Maintenance and Remanufacture.

The Army has metrics across all its business areas of operation to include, but not limited to, Supply Availability (SA); Performance to Promise; Administrative/Production Lead-Times (ALT and PLT); and On-Time Delivery. Each

of these metrics prove useful, but only to a certain extent, and they all have one thing in common - they are rearward looking. These metrics all measure, or compare, events in the past and historically have not been good predictors of future performance. The right application and utilization of artificial intelligence (AI) can help the Army better analyze the available data, identify patterns and trends and assist the Army to make decisions based on desired outcomes.

Early ID is Paramount

Early identification of readiness drivers (items that could potentially go into a negative supply position adversely impacting unit readiness) is of paramount importance to maintaining the supply availability necessary to keep our weapon systems in the fight. Due to the long lead times associated with certain



materials and/or shortfalls in available industrial capacity, the Army sometimes needs to forecast supply demand three to five years out. By identifying the correct data in the appropriate business area and connecting the data from multiple business areas, the Army can develop predictive analytics that will drive insight and actions throughout the supply chain. Through the selective implementation of AI, the Army will develop real-time visibility into inventory at rest and in motion, and improve the precision of supply availability and drive continual improvement throughout the supply chain.

A few of the factors that can negatively affect supply availability include protracted ALTs, lengthy PLTs, repair lead-times, delinquent deliveries, reductions in repair programs, contracts, safety messages and fluctuations in fielding or modification schedules. Developing the ability to immediately identify and analyze the possible impact of these factors on SA would enable immediate action to mitigate the impact of such events occurring.

The AMCOM Logistics Center (ALC) strives to refine the logic for predicting future readiness drivers. It is this effort that drives the ALC to look at AI applications for the supply chain, to include Machine Learning (ML). AI makes it possible for machines to learn from experience, adjust to new inputs and perform human-like tasks. ML can analyze complex data and establish current patterns and future trends. AI augments the ALC's abilities and makes us better at what we do. AI algorithms learn differently than humans, they look at things differently. AI algorithms can see relationships and patterns that escape humans. In turn, a human/AI partnership offers the following opportunities: Brings analytics to industries and domains where it's currently underutilized. Improves the performance of existing


Breaks down economic barriers, including language and translation barriers.
Augments existing abilities and makes us better at what we do.

• Gives us better vision, better understanding, better memory and much more.

Supply Chain Optimization Efforts

The ALC's supply chain optimization efforts are multi-faceted. First, the ALC is currently developing the basic logic for identifying the correct data to analyze. Second, the ALC has partnered with Gartner Incorporated, a leading research and advisory company, Gartner is connecting the ALC with companies that are already utilizing AI as well as companies just beginning the AI journey. Third, the ALC is pursuing a proof of concept with a local company in the Huntsville, Alabama area. This local company will work with the ALC to integrate AI into a supply chain forwardlooking tool, thus providing a predictive analytical tool. The ALC is deliberately embracing AI.

A fundamental tenet of a successful supply chain is the accuracy of the data upon which the supply chain is dependent. Provisioning for parts, components and assemblies is heavily reliant on clean, accurate data; to that end, the

ALC team has developed a Data Quality Assessment Tool (DQAT). The better the provisioning of accurate data determines the success of the supply chain's ability to support the Warfighters maintaining our weapon systems. The DQAT increases the speed at which the ALC can review provisioning data, significantly reduces the number of human errors and measures the quality of Original Equipment Manufacturer (OEM) data deliveries over time, increasing our confidence in the data and improving the provisioning process overall. The data accuracy improvements are foundational in optimizing the supply chain and directly supports the efforts to develop predictive analysis tools for the supply chain. Once we have developed effective predictive analysis tools, we can more rapidly get left of readiness drivers.

As the Army implements the Enterprise Resource Planning System and improves the Logistics Modernization Program, the ALC is well postured to take advantage of AI applications to optimize the supply chain. AI has several applications in the supply chain, such as collecting information/data, supply and demand planning, data analysis, materiel distribution and warehouse management. As the ALC takes every opportunity to connect data across multiple business areas we also connect with business systems throughout the industrial base, specifically, OEMs. We are working to connect data from various business areas in order to source, process and understand that data. Ultimately, the ALC strives to more accurately forecast future supply demands.

Early identification of readiness drivers is of paramount importance to maintaining the supply availability necessary to keep our weapon systems in the fight. Getting left of those readiness drivers is our primary mission, and a formidable one at that. Bringing predictive analysis to the Army's supply chain management is what we need to do in order to prepare our sustainment logistics business area to support large-scale combat operations in the future, against a peer or near-peer threat. Getting left of readiness drivers means staying a step ahead of the threat.

Mr. Fred W. Pieper, Jr. is the deputy executive director and Ms. Debbie Daniel is with the Materiel Management Directorate of the AMCOM Logistics Center of the U.S. Army Aviation and Missile Command (AMCOM) at Redstone Arsenal, AL.

Next Generation Power: The Aviation Turbine Engines Project Office Update

By COL Roger D. Kuykendall



The GE T901 engine will regain capabilities lost due to weight gain and provide enhanced power to Army Aviation's enduring and future aircraft.

viation is entering an unrivalled modernization period with the emergence of rapidly maturing power technologies. Recent advancements in battery, generator, and engine technology offer real near-term capability increases. On the horizon, hybrid, More Electric Aircraft (MEA), and all electric technologies will conceivably change the way we think about and build helicopters. The potential opportunity, presented by these groundbreaking technologies, to increase reach and lethality in our enduring fleets is significant. Equally, if not more important, is the capability increase they will provide the Army's Future Vertical Lift (FVL) platforms and the resounding dominance that it will afford Army Aviation in Multi-Domain Operations. Army Aviation is carefully evaluating how many can be efficiently integrated to provide power solutions needed today and certainly in the future.

To address the increasing margin between power available and power required, the ATE Project Office is developing the GE T901 Improved Turbine Engine for the Apache and Black Hawk helicopters. The GE T901 will also be the engine for the Future Attack Reconnaissance Aircraft (FARA). Additionally, the ATE Project Office is also moving towards overseeing comprehensive power management for Army Aviation. Instead of focusing only on the turbine engine, the ATE Project Office is restructuring to provide power solutions that incorporate the various aircraft power systems working together holistically, along with common power technologies that can be employed across the platforms.

The Improved Turbine Engine (ITE)

The current powerhouse for the Apache and Black Hawk helicopters is the General Electric (GE) T700 turbine engine which was designed and built in the early 1970s. Over the last 40 years, the Black Hawk and Apache helicopters have been upgraded numerous times to enhance lethality to defeat ever-changing adversaries. However, with each new system came increased weight. This unaddressed weight gain directly impacted the lift, range, and maneuverability of each platform, especially during operations in regions with high-hot flight conditions.

The Improved Turbine Engine Program (ITEP), one of Army Aviation's top modernization priorities, will regain lost capability and provide affordable, reliable power to the Army's enduring platforms and power FARA, one of the Army's top six modernization efforts. ITEP is currently in the Engineering and Manufacturing Development (EMD) Phase of acquisition after achieving a successful Milestone B decision and selecting General Electric to design, develop, and deliver the T901 engine. ITEP completed Milestone B in record time, two months ahead of schedule, when the Army Contracting Command (ACC), Redstone awarded the EMD contract to GE Aviation on 1 February 2019 for their T901 turbine engine. The contract, valued at \$517,357,800 was awarded in support of the ATE Project Office to design, test, and qualify Army Aviation's next generation turboshaft engine as part of the Army's aggressive modernization efforts. GE has been incentivized to accelerate the schedule of development to ensure this capability reaches the hands of Soldiers as quickly as possible.

The GE T901 is a 3,000 SHP class engine designated for the H-60 Black Hawk, AH-64E Apache, and the FARA. The T901 will provide significant fuel savings and power enhancement over the – 701D, world-wide performance @6K/950, modular design



Electrical Power Capability Gap

Aviation platforms have electrical power capability gaps today and are not postured for future Multi-Domain Operations

The demand for electrical power capability will drastically increase over the next 30 years.



Holistic power management of integrated electrical power systems will provide enduring and future Army aircraft with the reach, lethality, protection, and sustainment needed for MDO.

that enables field level repair, and lower operation and sustainment costs.

The next milestone for ITEP will be the Critical Design Review (CDR) scheduled for 3QTR FY2020, followed by First Engine to Test (FETT) scheduled for 3QTR 2021.

Electrical Power Systems

Our current rotary wing platforms, depending on the circumstances, lack adequate power margins today. With future power demands increasing, it will only exacerbate the situation. At present, rotary wing aircraft depend on turbine engine capability as their main propulsion source. Batteries, generators, and Auxiliary Power Units (APUs) provide limited electrical support for specific tasks with little to no interface. For example, current battery storage capability is insufficient to meet the aircraft's electrical requirements for emergency situations. Also, while APUs provide abundant electrical power during ground operations they provide minimal benefit once airborne and impose a significant weight burden. The growing power margin deficiency, in part, results from how aircraft utilize their various power systems.

Holistic power management provides numerous advantages that can benefit platforms now and, in the future,. At present, if aircraft power demands exceed the power being generated, the pilot is forced to make power shedding decisions. The pilot must prioritize and then manually begin taking less important systems offline. A holistic power management system would efficiently pool available electrical power and automatically prioritize power demands eliminating the need for power shedding and significantly reducing pilot workload.

Currently, the ATE Project Office is closely tracking the performance and readiness of electrical power systems to identify significant advances in power electronics, energy storage, power generation, and power management systems that could be leveraged in the near term. Quickly leveraging technology includes consideration of rapid fielding through off-the-shelf commercially available technology and utilizing rapid contracting vehicles, such as Other Transactional Authorities (OTAs).

Battery technology is a central focus since electrical power systems are heavily reliant on energy storage systems. The ATE Project Office is currently pursuing a Common Aviation Battery for enduring platforms, FVL, Unmanned Aircraft Systems, and Fixed Wing aircraft. A recent call for white papers was issued by Aviation and Missile Technology Consortium (AMTC) based on a battery specification written by the ATE Project Office as part of a competitive prototyping effort for a common battery solution; a contract award is expected in January 2020. The ATE Project Office has also drafted specifications for a ~60KVA oil-cooled Common Generator offering advanced technology to achieve better reliability, better power

density, and improved capability for future power demands. Research is also being conducted to find and analyze an airworthy APU for inflight use that can be integrated onto current platforms.

The Future

The development of the GE T901 ITE will significantly reduce the gap between power required and power available for the enduring Black Hawk and Apache fleets while the integration of ITE into the Army's FARA will ensure Army Aviation's next generation rotary wing platform is a Multi-Domain Operation ready asset available to the Warfighter. At the same time, as industry and commercial Aviation continue to mature more efficient power generation and storage systems while developing groundbreaking hybrid and all electric systems, the ATE Project Office will posture itself, as the PEO Aviation lead, to leverage new power system technologies that will enhance Army Aviation's ability to support the Warfighter. The paradigm shift to holistic power management will present greater opportunities to increase reach and lethality in the current Aviation force structure while realistically exploring the possibility of developing next generation weapons systems, to include directed energy weapons.

COL Roger Kuykendall is the Aviation Turbine Engines Project Manager within the Program Executive Office for Aviation, Redstone Arsenal, AL.

From the Field >

The Significance of Multi-Component Solutions for Combatant Command (CCMD) Aviation Requirements

By MAJ Marvin L. "Lee" Chase and MAJ Thomas F. Pratt

s we operate in an era of reduced forces, funding, and equipment, we must utilize Multi-Component Solutions for CCMD Aviation Requirements, in order to efficiently execute full-spectrum "sister" Theater Fixed Wing Company at Wiesbaden Army Airfield, Germany. Taking the initiative, I reached out and called Major Thomas F. Pratt, then commander of E/1-214th Aviation Regiment, introduced myself, and asked Aviation, October 2016), and the pillar of Lieutenant General Frederick B. Hodges III, former Commanding General, United States Army Europe, of "integrating Army Reserve/National Guard,"Tom and I began collaborating.



2-228th (Reserve Component) and 1-214th (Active Component) Aviation Regiments integrated at Wiesbaden Army Airfield, Germany for Exercise SABRE GUARDIAN 2017.

operations across the Homeland and abroad. Per Army Directive 2012-08, "the Army will ensure that the total force is organized, trained, sustained, equipped, and employed to support combatant commander requirements."

In July 2016, while commanding C/2-228th Aviation Regiment (United States Army Reserve), one of our C-12 aircraft experienced a maintenance issue in Scotland during a transoceanic crossing from Europe to the United States. After exploring multiple options, we determined that the most feasible means of recovering and repairing the aircraft was through support from our Active Component

for his assistance. Without hesitation, Tom launched a C-12 and his team recovered our aircraft, flew it back to Germany, and repaired it for us. This event commenced a relationship that led to our developing and executing *Multi-Component Solutions for CCMD Aviation Requirements*.

Based upon Army Directive 2012-08, the Army Total Force Policy, the command model of Brigadier General Scott R. Morcomb, former Commanding General, Army Reserve Aviation Command, of "encouraging joint missions and joint training exercises with sister services and multi-component brethren" (Army

SABRE GUARDIAN

Following several e-mails and telephone discussions about this concept, I travelled to Germany in September 2016 to meet in person with Tom Pratt for the first time. Our initial meet and greet quickly evolved into us creating courses of action suitable to send through our respective commands, accelerating a battalion level commander to commander follow up discussion, and preempting preparations for our companies to mutually support Exercise SABRE GUARDIAN in the summer of 2017.

This company level engagement soon grew to the general officer level.

The outcome was that 2-228th Aviation Regiment (Reserve Component) executed three rotations of Overseas Deployment Training in the European Command (EUCOM) Area of Responsibility. I led the first rotation, consisting of a 14 troop/4 C-12 transatlantic crossing and complete integration into 1-214th Aviation Regiment (Active Component) operations, providing Multi-Component Solutions for EUCOM Aviation Requirements ISO Exercise SABRE GUARDIAN 2017. SABRE GUARDIAN is the premier training event for USAREUR and partner nations throughout Europe that builds readiness and improves interoperability under a unified command, executing a full range of military missions to support the security and stability of the Black Sea region. Taking place in Hungary, Romania, and Bulgaria, SABRE GUARDIAN involves more than 25,000 troops from over 20 Allied/Partner nations..

The results were impressive. In less than one year, our respective theater fixed wing companies from separate components and continents built an enduring, long term relationship. It met the intent of Army Total Force Policy and two commanding generals plus it achieved robust support for ground force commanders in exercise SABRE GUARDIAN 2017. Of note, the relationship between these units continues to this day. In the summer of 2019, they again supported SABRE GUARDIAN, executing integrated operations for the third year.

With decreased personnel and budgets, the Army will certainly rely ever more on its Reserve Components. By integrating the Active and Reserve Components at home and overseas, we operate in accordance with Army Total Force Policy. Additionally, this continued interaction and integration can certainly lead to the next level of warfighting effectiveness both at home and abroad. The significance of Multi-Component Solutions for CCMD Aviation Requirements is to capably execute full-spectrum operations around the globe.

MAJ Lee Chase is currently an Army attaché to the Defense Intelligence Agency, Joint Base Anacostia-Bolling, Washington, DC and MAJ Thomas Pratt is currently assigned to Army Test Evaluation Command, Future Vertical Lift Division, Aberdeen Proving Ground, Maryland.

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From the Field >

1st Armored Division Combat Aviation Brigade Utilizes New Refueling Operations to Ensure Readiness

By CPT Matthew Giersdorf

he Army mission remains to deploy, fight and win our nation's wars by providing ready, prompt, and sustained land dominance by Army forces across the full spectrum of conflicts as part of the Joint Force. The 1st Armored Division Combat Aviation Brigade from Fort



An A/S 32-R11 fuel truck is being loaded onto a C-130 aircraft during a training exercise.

Bliss, Texas, Forward Task Force Iron Eagles, is doing just that. By utilizing operations with CL III (B) fuel assets, harbored by the mobilization of the United States Air Force type A/S 32-R11 Fuel Trucks, Task Force Iron Eagles can support the battlefield commander.

Equipment

The USAF type A/S 32-R11 is a fuel servicing tank truck that the Aviation community is now using and allows commanders to anticipate storage and Forward Arming and Refueling Point (FARP) flexibility. The R11 enables forces to have a mobile FARP that has a larger storage capacity as well as a larger pumping system for faster refueling, which makes the mission far simpler. The R11 requires less equipment and personnel compared to Bags and 350 GPMs with fuel separators. The R11 has provided a way to improve how the CAB will refuel rotary and fixed wing aircraft in theater.

While Task Force Iron Eagles added these vehicles for utilization that employs refueling and bulk storage operations in austere environments throughout Afghanistan, there is another aspect. The R11, with its mobility, cuts down on wet wing refueling operations. This allows up to 6,000 gallons of fuel to be dispersed at one time. The R11 allows the task force to deploy in an austere environment for lasting land power that is required by current mission aviation assets that are organic to the CAB.

Training

Task Force Iron Eagles has conducted training and combat operations in order to utilize the R11. The training was conducted by Iron Eagles' 92F (Petroleum Supply Specialists) levels 10-30 and 88M (Motor Transport Operator) levels 10-20. This enabled our Soldiers to understand the capabilities of the vehicle, as well as the necessary maintenance and employment of the fuel system. The 92Fs were required to conduct a five-day intense training program where Soldiers performed operations and readiness training, to include loading and unloading, with the R11 during day and night. Soldiers trained with Bulk transfer, wet wing transfer and truck to truck transfers as well as cold and hot refueling of Army Aircraft organic to the CAB.

Where We Are Now

The maintenance plan with the 91J (Quartermaster and chemical equipment repairer) and 91B (wheeled vehicle mechanic) was done in accordance with the current footprint of maintainers. The maintenance and repair of the R11 is still currently in the validation process. Another identified issue is that the Global Combat Support System does not have repair parts. Iron Eagles, instead, utilized the All Things are Possible program by GPC to acquire the parts in order to maintain and repair the R11s.

Despite the challenges, the R11 increases the ability of the battlefield and the task force commander to extend the operational reach of the unit. It also increases the capacity and flexibility to provide Class III (B) at outlining areas with efficiency. With four R11 trucks, the task force commander can support and employ four FARPs with a total of 12 personnel, instead of the previous 20-24 personnel that would be needed to sustain 2-4 FARPs.



An Airman briefs instructions to task force Desert Knights petroleum specialists during a training exercise.

Results

As the Army looks past the Army 2020 vision, the use of the R11 for combat aviation brigades cannot be overlooked. The R11 needs to be organic to the CAB for expeditionary operations because it provides the combat power of warfighting functions. It enables CABs to accomplish unified actions, as defined by ADP 3-0 and JP 3-0. In conclusion, the utilization of the R11 and enabling our Soldiers to effectively use it, give the CAB the ability to conduct expeditionary operations to known and unknown battlefields, enhancing the lethality of the Joint Operations and warfighting functions.

CPT Matthew Giersdorf is a graduate of Ordnance Corp BOLC and the Logistics Captain Career course, currently serving as the deputy support operations officer for the 1st Armored Division Combat Aviation Brigade at Fort Bliss, TX.

"Army Aviation Transitioning to Multi-Domain Operations"

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<u>e</u> M

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2019 National Functional Award Winners Army Aviation Association of America

AAAA is proud to announce the winners of the 2019 National Functional Awards which will be presented during the Aviation Senior Leader Forum, January 28-30, 2020, at Ft. Rucker, AL.

Army Aviation Trainer of the Year

Sponsored by L-3 Technologies, Link Training & Simulation



CW2 Andrew J. Sines A Troop, 3rd Squadron, 6th Cavalry Regiment Task Force Heavy CAV 1st Armored Division FOB Fenty, Afghanistan

CW2 Andrew J. Sines represents the epitome of a professional whose technical and tactical intellect formulate the essence of what is demanded from an aviator and a leader within the Warrant Officer Corps. CW2 Sines served as the only AH-64D Instructor Pilot forward deployed with Task Force Heavy Cav and was charged to fulfill the role of Troop Standardization Pilot where he was directly responsible for the management of an Aircrew Training Program consisting of 30 rated AH-64D crewmembers. At a pace never equaled, Andy reinvigorated the AH-64D Pilot-in-Command (PC) program in concert with the Air Mission Commander (AMC) program which concurrently procured 12 PCs and 5 AMCs over the course of seven months, and thus marked the most formidable example of force multiplication when compared to any other AH-64 combat element in theater. While progressing three junior aviators, he simultaneously flew 150 combat missions and over 690 flight hours which stood above all other AH-64D pilots of the 1st Armored Division Combat Aviation Brigade. His accomplishments present an unparalleled professionalism, a dedication to his crews and a willingness to unselfishly put unit, peers and the mission above himself. These qualities identify him as the 2019 Army Aviation Association of America Army Aviation Trainer of the Year.

Army Aviation Medicine Award Sponsored by Gentex Corporation



MAJ Benjamin F. Stork 6th Battalion, 101st Aviation Regiment 101st Combat Aviation Brigade Fort Campbell, KY

MAJ Benjamin F. Stork, DO, MPH, distinguished himself as the Task Force (TF) Surgeon, Bagram Airfield, Afghanistan in support of Operations RESOLUTE SUPPORT and FREEDOM'S SENTINEL and through his initiative and dedication at home station. As officer-in-charge of the Aviation Consolidated Aid Station, he was responsible for over 700 Soldiers serving under TF Shadow as well as over 500 Soldiers of TF Lethal. While deployed he submitted for and was accepted to present original research and policy on Obstructive Sleep Apnea (OSA) at the European Congress of Aerospace Medicine in Prague, Czech Republic. His research will be incorporated into new OSA Aeromedical Policy Letters, CPT Stork flew over 40 hours supporting infiltration, battlefield circulation. medevac, and hoist training. After a surge in injuries among TF Soldiers, CPT Stork applied osteopathic training to stand up a bi-weekly manipulation clinic. As a newly promoted MAJ, he procured new satellite training opportunities for flight medics with Vanderbilt and Grady Medical Centers, has been sought after for teaching and recruiting events, promotes readiness, and has maintained a record of zero aero-medically avoidable mishaps during his tenure. This dedication to Aviation Medicine and his care for the soldiers in his charge make him the obvious choice for the 2019 AAAA Army Aviation Medicine Award.

Army Aviation DUSTOFF Flight Medic of the Year

Sponsored by Air Methods Corporation



SSG Steven C. Gillis 4th Battalion, 160th Special Operations Aviation Regiment (Airborne) Joint Base Lewis-McChord, WA

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



2019 National Functional Award Winners Army Aviation Association of America

Army Aviation Air/Sea Rescue Award

Sponsored by UTC Aerospace Systems



4th Battalion, 160th Special Operations Aviation Regiment (Airborne)

Joint Base Lewis-McChord, WA

CPT Jeffrey M. Frantz CW4 Ryan M. Brincat CW4 James Spiri, Jr. CW3 Jacob Uber CW2 Trevor Bessner SSG Timothy R. Brosnihan SSG Anthony M. Curtis SSG Steven T. Tabor SGT Richard Drennan SGT Steven C. Gillis SGT Tyler E. Leseman SGT Jonathan E. Lucas SGT Edward Schultz SPC Boris V. Rivera

During the period of darkness from 3 to 4 April 2019 a 4-160 SOAR(A) helicopter assault force (HAF) conducted numerous casualty evacuations (CASEVAC) utilizing the rescue hoists on two MH-47G Chinook helicopters. The HAF was called in to conduct a CASEVAC of two urgent surgical casualties which required a vertical hoist extraction due to the terrain restrictions that prevented a landing. Upon arrival, the HAF hovered and the flight medic descended approximately 30 feet to retrieve the casualties. Shortly before the first hoist iterations the ground force encountered an IED resulting in 13 additional casualties. Due to the severity of the first two casualties and the complex situation on the ground, the HAF departed for patient trans-load and aircraft refuel after the first two hoist extractions were complete. The HAF immediately returned and conducted an additional four hoists with chalk two, while the ground force was still in contact with an enemy force. The flight medic remained on the ground to triage casualties as chalk two moved the casualties on board. Chalk one then returned, and the flight medic conducted the final nine required hoists. The actions of the 4-160th SOAR HAF crews are deserving of the 2019 Army Aviation Association of America Air/Sea Rescue Award.

Air Traffic Control Maintenance Technician of the Year

Sponsored by Raytheon Company



SSG Marvin Morales-Soto Company F, 2nd Battalion, 227th Aviation Regiment 1st Air Cavalry Brigade Fort Hood, TX

SSG Marvin Morales-Soto became the Air Traffic Control Maintenance Supervisor for Foxtrot Company, 2-227th General Aviation Support Battalion, almost immediately after the battalion's return from Europe and took control of a shop in disarray. The Communications & Navigation (COMNAV) section was severely understaffed, with only 1 of 5 required Soldiers spread across multiple duty stations within Europe and was staffed with Soldiers that were fresh out of the schoolhouse with no on-the-job training. SSG Morales-Soto's determination, tenacity, and attention to detail was just what was needed to bring Foxtrot Company's COMNAV section up to standards and well beyond. During his time as the company's ATC Maintenance Supervisor he established working and efficient standard operating procedures, a detailed training program that resulted in the certifications of three Soldiers earning them eight total certifications, the roll-out and integration of two new ATC systems together with the new equipment training, and a 90% score on the Aviation Resource Management Survey within the applicable ATC maintenance sections. SSG Morales-Soto's professionalism, determination, attention to detail and passion for ATC maintenance has been directly imprinted onto the next generation of technicians in his care and identify him as the 2019 Army Aviation Association of America Air Traffic Control Maintenance Technician of the Year.

Air Traffic Controller of the Year Sponsored by Raytheon Company



SSG Jalen E. Rhodus Company F, 6th Battalion, 101st Aviation Regiment Fort Campbell, KY

SSG Jalen Rhodus' performance as Foxtrot Company's Phoenix Tower Facility Chief was marked by a relentless pursuit for excellence and superb knowledge of tower control which directly influenced Phoenix Tower's ability to conduct operations without accident or incident in support of Operation Resolute Support Headquarters, Operation Freedom's Sentinel, and Task Force Destiny. During his deployment, he was a key participant in the creation of the Green Zone Aerodrome within the Kabul Base Cluster (KBC). Effectively, this allowed for all six current and future U.S. Army air traffic controllers to receive rating credentials, while enhancing the combat effectiveness of Task Force Destiny. SSG Rhodus ensured the safe, orderly, and expeditious movement of aircraft in support of various aviation missions including MEDE-VAC, reconnaissance, sling-load operations, and Distinguished Visitor operations in the KBC with his controllers completing over 73,000 aircraft movements, controlling 18,205 aircraft, and supporting over 92,000 passengers without accident or incident. He is a dedicated, passionate leader, and subject matter expert, whose innovative and strategic approach to solving complex problems for Air Traffic Control operations procedures is held in high regard within the ATC community. SSG Rhodus' accomplishments have earned him recognition as the 2019 Army Aviation Association of America Air Traffic Controller of the Year.



2019 National Functional Award Winners Army Aviation Association of America

Air Traffic Control Manager of the Year Sponsored by Raytheon Company



CW2 Nicholas J. Hirth Company F, 6th Battalion, 101st Aviation Regiment 101st Combat Aviation Brigade Fort Campbell, Kentucky

CW2 Nicholas J. Hirth performed outstandingly as the helicopter landing zone (HLZ) and Aerodrome Manager at Resolute Support Headquarters (RS HQ), in support of Task Force Destiny, and Operation Freedom's Sentinel. He led a team in managing the complex and congested airspace in the Combined Joint Area of Operations -Afghanistan (CJOA) amid a kinetic combat environment within the Kabul Base Cluster (KBC). His initiative, drive, and tireless work ethic ensured and expanded the safety, efficiency, and operational capabilities of the KBC while expertly integrating five separate HLZ containing 14 touchdown points, two unmanned aerial system platforms, civilian, contract, coalition military rotary wing aircraft, and U.S Embassy aircraft. He also oversaw the building of a new air traffic control tower and passenger terminal. He developed and coordinated the pre-accident plan, asset relocation plan, aircraft accident investigations, operational hazard reports, and flight procedures in the Airspace Information Publication (AIP) to create Phoenix Tower as an ATCT within its own aerodrome. His impact as the sole Airspace Management entity proved to be a force multiplier, and directly enhanced the daily lives of the supported personnel in Train Advise Assist Command-Capital. CW2 Hirth's outstanding accomplishments identifv him as the 2019 Army Aviation Association of America Air Traffic Control Manager of the Year.

Air Traffic Control Facility Of the Year Sponsored by Raytheon Company



Commander: CPT Philip J. Knoetgen

r: Senior NCO: etgen SFC Adam Thornton

Phoenix Tower Company F, 6th Battalion, 101st Aviation Regiment Kabul, Afghanistan

Phoenix Tower, manned by Foxtrot Company, The Skymasters, 6-101st General Support Aviation Battalion, provided exceptional execution as a forward deployed air traffic control facility in support of Operation Resolute Support Headquarters (RS HQ). Phoenix Information started as an Aerodrome Flight Information Service (AFIS) providing VFR advisory services and pertinent weather information to U.S. Army, Air Force, State Department, and multiple allied rotary wing and unmanned aerial systems in the most concested airspace in the Combined Joint Operations Area (CJOA). By forging new relationships and the development of new tactics, techniques, and procedures, Fox Company developed the Green Zone Aerodrome allowing current and future U.S. Army controllers to receive an air traffic control tower (ATCT) rating, capable of providing VFR and IFR air traffic services to all airspace users in coordination with Kabul International Airport Tower and Approach Control facilities. Fox Company controllers conducted combat operations on a daily basis while simultaneously operating the RS HQ passenger terminal. The team also upgraded several facilities that allowed Fox Company personnel to safely control five separate helicopter landing zones within the Kabul Base Cluster (KBC). The Skymasters Soldiers' outstanding accomplishments earned for them recognition as the 2019 Army Aviation Association of America Air Traffic Control Facility of the Year.

Air Traffic Control Unit Of The Year

Sponsored By Raytheon Company



Commander: CPT Tyler Carson Senior NCO: 1SG Anthony Knights

Company F, 2nd Battalion, 501st Aviation Regiment

Task Force Desert Knights & Task Force Apocalypse Afghanistan

Foxtrot Company, 2-501 Knight Watchers have effectively and safely controlled over 69,000 movements combined and 73 Precision Approach Radar (PAR) approaches since they arrived in Afghanistan in mid-January. They controlled all of those movements while also coordinating with numerous different task forces for restricted operating zones, two different fire teams, a HIMARS team, CRAM team, three separate UAS organizations and even providing ATC services while receiving indirect fire to ensure the safety of all aircraft that operate within their area of responsibility. The Soldiers of Foxtrot Company have tirelessly worked towards the betterment of Shank Tower and enhanced the MOTS and ATNAVICS system to improve efficiency and meet mission requirements. The Knight Watcher team have become the single sling load point of contact for several task forces within Afghanistan having rigged, certified and hooked up over 100 sling loads allowing for rapid transport of equipment in support of missions across the theater. With the Knight Watcher team supporting two different aviation task forces along with five different missions. Foxtrot Company 2-501's ability to run multiple operations with limited manpower and achieve mission success has proven why they are most deserving of recognition as the 2019 Army Aviation Association of America Air Traffic Control Unit of the Year.

Historical Perspective >

SOA

Reprinted from the July, 1955 Issue of ARMY AVIATION Magazine

BY CW5 STEVE KNIGHT

AERIAL REFUELING (A/R)

Seven years ago, the Army received its first modern Aerial Refuelable (A/R) helicopter. Today, it owns the largest single concentration of A/R helicopters in the world. Back then, the 160th Special Operations Aviation Group (SOAG) was borrowing and adapting Air Force and Navy programs to meet its needs. Now the 160th Special Operations

Aviation Regiment (Airborne) (SOAR(A)), with its own tested procedures and instructors, is producing an unprecedented number of A/R qualified pilots. A/R has become nearly routine. "Routine" was a long time coming.

The 1980 tragedy in the desert of Iran reiterated the need for a fleet of long range, air refuelable helicopters. From this and other seeds was born the plans for the 160th SOAR's current fleet of air refuelable helicopters.

By 1986, E Company, 160th Special Operations Aviation Group had received the first of 12 (nav package) modified MH-47Ds. It was the addition of these navigation packages that transformed the "CHs" into "MHs", not refueling probes.

How A/R became "routine" in the 160th SOAR(A) and added tremendous capability. In 1987, four of the twelve MH-47Ds were fitted with probes at Boeing's facility in Philadelphia, PA. These four remained the only Army A/R helicopters for the next three years.

The actions during the hostilities in Panama required long range helicopters and by December 1989, E/160 was ready. Three probed MH-47Ds and their crews deployed

directly from Fort Campbell, KY, arriving at Howard AFB, Panama after flying for 15 hours. They made one stop at Hurlburt Field, FL, to link up and brief with their Air Force counterparts and HC-130 tankers.

This was the first self deployment by Army helicopters from their home base directly into a combat zone. They arrived in Panama flyable and ready to fight. The crews slept, briefed, and were back in the aircraft 16 hours after arrival, preparing to execute their H-hour mission. Air refueling played a vital role during Operation Just Cause, with many of E/160's missions requiring the procedure, including the 12 hour redeployment to Hurlburt.

The rest of the MH-47D fleet was

ARMY AVIATION

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probed in 1990 and 1991. This increase in probed aircraft only exacerbated the already difficult task of training crews. The static number of worldwide tankers and the worsening ratio of tankers to receivers had the 160th working with U.S. Marine Corps as well as U.S. Air Force tankers.

In February 1991, four MH-47s and associated crews were airlifted to the western desert of Saudi Arabia for missions against Iraq during Operation DESERT STORM. All were successful. Most used A/R.

With this year's addition of 26 MH-47Es and 23 MH-60Ks, the existing 11 MH-47Ds, and plans to install probes on at least 10 MH-60Ls, a new era in Army Aviation has begun. This A/R era fixes the hardware problems identified in the deserts of Iran. It allows SOF the ability to deploy over very long distances, without wasting time or compromising surprise by "stopping to get gas". However, the new era also brings with it new challenges in training and sustaining: Staff coordination for the joint assets; joint coordination and standardization of A/R procedures; and Programs and Methods of Instruction (POIs and MOIs) updating and maintaining.

Aerial refueling of helicopters is a tremendous capability. It was used by the USAF during the raid on the POW camp at Son Tay, North Viet Nam, and is used by their rescue and special ops units today. The Navy continues to use helicopter A/R for their MH-53Es. The Army and the Night Stalkers of the 160th SOAR wholeheartedly endorse the expanding use of air refueling and accept its attached challenges. Night Stalkers Don't Quit!

* *

CW5 Knight is the Regiment SIP, 160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY.

ARMY AVIATION





AAAA Hall of Fame Inductions Suspense: June 1

AAAA Functional Awards

- Suspense: July 1
- AMSO Award
- ASE Award
- Avionics Award
- Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 1

- Logistics Unit of the Year Award
 - Materiel Readiness Award for a Contribution by a Small Business or Organization
- Materiel Readiness Award for a Contribution by an Individual Member of Industry
- Materiel Readiness Award for a Contribution by a Major Contractor
- Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
- UAS Soldier of the Year
- UAS Unit of the Year
- Fixed Wing Unit of the Year
- Suspense: September 1
- Air/Sea Rescue
- ATC Facility of the Year
- ATC Unit of the Year
- ATC Technician of the Year
- ATC Controller of the Year
- ATC Manager of the Year
- DUSTOFF Medic of the Year
- Medicine Award
- Trainer of the Year

AAAA Scholarship Foundation Awards

Applications Due: May 1 Scholarships Awarded to Aviation Soldiers, AAAA Members and their families.

Send in Your Nominations Today!

Nomination forms for all of the AAAA Awards are available on our website: **quad-a.org.**

Any questions? Call (203) 268-2450.



I greatly appreciate the support from COL Gregg Clark, Keystone Chapter President, and CPT(P) James Kistler, the Chapter Treasurer for authoring and sharing this information with our membership.

The Keystone Chapter



The Keystone Chapter is affiliated with the 28th Infantry Division, also known as "America's Oldest Division", and is comprised of the 28th Expeditionary Combat Aviation Brigade and the Eastern Army Aviation National Guard Training Site (EAATS).

Over the past three years, the Keystone Chapter has grown in members, currently comprised of over 200 active and retired Pennsylvania Guardsman and other AAAA members. Since 1981, the Keystone Chapter has played an active and vital role throughout the Commonwealth of Pennsylvania and neighboring states supporting and working with Soldiers, families, industry, and the community to ensure AAAA's motto is met: Voice,

Active Professional and Community Programs

Network, Recognition and Support.

The Keystone Chapter focuses on three primary efforts encompassing social, professional, and community events The Keystone Chapter's annual professional dinner, Dec. 6, at Lebanon Valley College, Annville, PA.



and gatherings. The chapter holds meetings and recruiting campaigns in conjunction with Aviation unit dinner dances, safety meetings, and social events. In conjunction with these events, the chapter routinely supports and aids in unit cohesion by hosting hospitality rooms open to all unit members to enjoy networking and social time among peers and Aviation leaders.

The Keystone Chapter takes great pride in the continued success of key events such as the annual golf outing, which continues to grow in sponsorships every year. The success of the Chapter's golf outing has provided donations to the AAAA Scholarship initiative, which supports both Guardsmen and community member's financial support for college education. Over the past three years, the



Keystone Chapter has awarded \$8000 annually to their Soldiers and families through AAAA scholarships. The chapter also hosts an annual river cruise on the Susquehanna River. The cruise is a great networking and social opportunity for Guardsmen, spouses, family and other AAAA members. The event has been well attended and a great time for all involved. Lastly, the Keystone Chapter holds an annual professional dinner that provides Guardsmen and spouses the opportunity to network and listen to a variety of leaders within the Aviation community. Last year, the keynote speaker was former Army aviator, Brigadier General (Ret.) Wilbur Wolf; and this year, they are proud to host COL Joseph Bishop, Deputy Assistant Director Aviation and Information Warfare, ARNG.

The Chapter's community involvement continues to thrive. Annually they support activities like Habitat for Humanity, the CW2 Jarret Yoder Memorial 6K Run, and financial scholarship assistance. These community events have significantly contributed to the visibility of the Keystone Chapter, AAAA, Fort Indiantown Gap, and, most importantly, supported the communities where our Soldiers continue to serve.

Leadership Makes the Difference

The Keystone Chapter's continued growth over the past five years is a direct reflection of the dedication and commitment by chapter leaders. Their efforts, along with the enduring support and dedication to the AAAA mission and Pennsylvania's Soldiers, have provided a framework for the Keystone Chapter to expand in membership, community events, and supporting military service. With the increased focus on community events and continued dedication to supporting unit events, the Chapter has established a committed support network, providing opportunities for members and their families, and strengthening the entire Aviation community in the Pennsylvania Guard.

The Keystone Chapter continues to work closely with the national office for continued networking within the Aviation community and to build a larger, locally based, community network for their Soldiers and aviators. With the support of local chapter officers and AAAA National, the Keystone Chapter will continue to grow, strive, and support the initiatives that shape the future of Army Aviation.

Feel free to contact me if you need help for your chapter, Executive Board support, would like your chapter featured in *ARMYAVIATION* magazine, or to obtain clarification of National procedures. I look forward to working with you and supporting AAAA.

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

AAAA Chapter News Air Assault Chapter Meeting



MG Brian Winski (center left of AAAA logo), 101st Airborne Division (Air Assault) commanding general, and BG Walter Rugen (center right of the logo), director of the Future Vertical Lift Cross-Functional Team (FVL CFT) addressed a chapter meeting at Fort Campbell, KY, November 21, 2019.

Lindbergh Chapter Winter Social



The Lindbergh AAAA Chapter held its 2019 Holiday luncheon at the Granite City Food & Brewery. Before the luncheon the Chapter held a meeting to discuss upcoming elections. In addition, the Scholarship program results were announced and plans for the chapter's 2020 events. In 2020 the chapter will celebrate its 60th birthday and planning has already started for the event.

North Texas Chapter Holiday Reception/Dinner



AAAA National President, MG (Ret.) Jeff Schloesser (center right) joins chapter president COL (Ret.) Steve Mathias (left center) and leadership from the 2nd Battalion, 149th Aviation Regiment (General Support Aviation) at a chapter Holiday Reception and Dinner on Dec. 5, 2019.

Chapter News Coninued on next page



Ragin Cajun Chapter Winter Social



The chapter held its winter social on Dec. 10 at Fort Polk, LA. Open to all Soldiers and family members, 145 attended the event which was supported by AAAA National. Raffle tickets were handed out to all adult attendees and Santa and Mrs. Claus made a visit.

Southern California Chapter Meeting



The Southern California Chapter held its 4th Qtr. 2019 meeting on Saturday, November 2, 2019 at the JFTB Fiddlers Green, Los Alamitos Army Airfield, Los Alamitos, CA. Invited guests for the late afternoon social included all Army Aviation personnel stationed at Los Alamitos Army Airfield from both California National Guard and Army Reserve units with chapter president, LTC (Ret.) John Hendrickson (4th from left), LTC (Ret.) Tom Lasser, Chapter Sr. VP (6th from left), and far right, SGM Ron Cabrera, Chapter VP for Awards and Enlisted Affairs.

Thunder Mountain Chapter Fun Run



65 runners line up at the starting line to participate in a 5k cross country fun run and 2 mile fun walk on April 27, 2019 sponsored by the 2nd Battalion, 13th Aviation Regiment and supported by the chapter and AAAA National.

Washington Potomac Chapter Dining Out



The Washington-Potomac Chapter, AAAA hosted their annual black-tie "Scholarship Dining Out" at the Army Navy Country Club on the evening of November 23, 2019. The event highlighted this year's AAAA Scholarship award winners (shown on either side of chapter president, MG (Ret.) Rudy Ostovich) through pictures and descriptions of the awardees on two large screens and the recognition of five award winners in attendance. BG Michael C. "Mac" McCurry, Director, Army Aviation (Office of the Deputy Chief of Staff, HQDA G-3/5/7), served as the keynote speaker for 170 attendees. This was an AAAA National subsidized fundraiser event for the chapter's 2020 Scholarship participation.



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Order of St. Michael and Our Lady of Loreto Inductees

Tennessee Valley Chapter



On Oct. 30, 2019, **Michael "Ski" A. Horrocks** was inducted into the Bronze Honorable Order of St. Michael by chapter president, Gary Nenninger and COL Tal Sheppard, Project Manager Apache Attack Helicopter at Redstone Arsenal, AL. Horrocks was recognized for his accomplishments while serving as the deputy product manager for Production and Fielding in the PMO. He is changing duty and assuming the position of Product Lead for Integration for the Future Attack Reconnaissance Aircraft (FARA) Project Office .



John K. Jolly, logistics chief for Product Manager Air Warrior, was inducted into the Bronze Honorable Order of St. Michael by chapter president, Gary Nenninger on Dec. 5, 2019 at Redstone Arsenal, AL. Jolly was recognized for successfully fielding over 35,000 pieces of equipment to include – Primary Survival Gear Carrier, Microclimate Cooling Garment, Overwater Gear Carrier and Electronic Data Manager.

In Memoriam

It is with great sadness that AAAA announces the passing of a member of the Army Aviation Association of America's "The Originals," otherwise known as the Cub Club.





LTC Thomas F. McNamara

LTC Thomas F. (Mac) McNamara, passed away early Monday morning, December 9, 2019 – he was 91. Born on March 7, 1928 in Watertown, Massachusetts, he grew up in Lexington, MA. Following his graduation from Kemper Military School in Boonville,

MO, he enlisted in the United States Army and subsequently graduated Officer Candidate Training School in Oklahoma as a Signal Corps lieutenant. He attended flight school, and in November 1951 married Ann York. Following a brief wedding trip, he was deployed to Korea where he served as an army aviator and later served in the Vietnam War as a helicopter pilot. He was a proud member of the "Originals," the corps of WWII veteran Army pilots who chose to remain in the Army as aviators after the Air Force was established in 1947.

He retired from the Army in October 1966 after 20 years of service and settled in Tinton Falls, NJ with Ann and their five children. As a civilian, Tom served as a test pilot at Lakehurst, NJ and at Ft. Monmouth in the Communications-Electronics Research, Development & Engineering Center. He retired from his civilian career in 2011 when Fort Monmouth was closed.

A funeral mass was celebrated on December 16th at the Church of Saint Anselm in Tinton Falls followed by a private interment with full military honors at Brigadier General William C. Doyle Veterans Memorial Cemetery in Wrightstown, NJ.

May he rest in peace.

NASA



LTC Anne McClain was inducted into the Silver Honorable Order of St. Michael on July 29, 2019 at NASA's Johnson Space Center, Houston, TX by COL (Ret.) Patrick Forrester, Chief of the Astronaut Office. LTC McClain recently returned from a 6-month mission to the International Space Station.

AAAA Membership Update By CW4 Becki Chambers

AAAA's Chapter Sponsored Soldier Program

ave you heard of AAAA's Chapter Sponsored Soldier Program? Don't worry if you haven't. I had not until I started in this position of VP of Membership.

AAAA started the Professional Forum Soldier Sponsorship program to help underwrite the cost of sending one junior Soldier (LT, WO1, E1-4) from each chapter to the AAAA Annual Professional Forum. AAAA provides one room, registration and tickets to all events for a Soldier and their spouse from each chapter. All the chapters have to do is select the recipient and underwrite the travel and cost of getting them to the Forum site. At this past Summit/Forum, Leon Hite and I had the pleasure of meeting and working with all the sponsored Soldiers.

One of the sponsored Soldiers was SGT Ashley Sanchez. Ashley grew up in Brooklyn, New York, but wanted to be a part of something bigger than herself and to travel, so she joined the Army in 2014. She served as a UH-60 mechanic for 3 years, then deployed as a crew chief in 2017 with the 16th CAB and has been in a flight company ever since. Ashley is currently assigned to The Army Aviation Brigade where she served on contingency and in support of the key senior leadership in the Military District of Washington. She says the most unique part of her current duty assignment is being able to crew and maintain the VH-60s that are specific to A Co 12th AVN BN, the only 4 in the Army's inventory.

Ashley and Derek Loury have been married for 4 years having met in high school. Derek was also able to attend the Professional Forum and he was able to see how much of a tight knit community Army Aviation is and to see the pride in what we do. She said it was a great opportunity for them both. She said that being a Sponsored Soldier for the Washington-Potomac Chapter, and being able to enjoy all that is AAAA, opened her eyes to how much is offered via Network and Recognition, the two pillars that are important to her.

Ashley believes that as the Army profession grows and



Ashley Sanchez and husband, Derek Loury.

changes, it is essential to be able to adapt and join a professional community like AAAA that provides benefits on many levels. She has had the opportunity to connect and grow with great leaders past and present. AAAA allows its members to bridge the gap between the military and civilian profession.

After meeting her and being impressed by her accomplishments, Ashley was charged by our President, MG (Ret.) Jeff Schloesser, to sit on the National Executive Board as a member-at-large, participating in her first meeting this past October. She believes that AAAA does need, and seeks out, the support for the enlisted and Junior Leaders. She wants to help AAAA to reach all its potential and help get out the message that AAAA is not just an organization for pilots or senior officers. Her honest feeling is that without maintainers there are no aircraft, and without the aircraft there are no pilots.

Ashley looks forward to helping establish some new recognition prizes for the enlisted Soldiers that key into what they really do. Additionally, she plans on using the new Airframe and Powerplant Scholarship Program to show more enlisted Soldiers what AAAA can do for them.

In November, we held a membership contest to help us reach our 20K by 20 Summit goal. Everyone that referred a new member was entered for a drawing for a \$100 Visa gift card, with 7 cards being given away. I would like to congratulate the following winners: CPT Deborah Sherrick Lopez, CPT Alexander Vichinsky, CW5(Ret) George C. Arzente, Ms. Ingrid E. Strange, COL(Ret) James Barker, MAJ Marco Acevedo, CW3 Ronald Ziehmer. We are so close to achieving our goal. Keep signing up those new members!!

> CW4 Becki Chambers AAAA Vice President for Membership



New AAAA Life Members

Aviation Center Chapter CW4 Miguel A. Serrano-Gonzalez Gold Standard Chapter Skip Budny Great Lakes Chapter Mr. Christopher Turner Iron Mike Chapter COL Olin E. Saunders, Jr. Mount Rainier Chapter SGT Samir Elsadig Hag Elaagib Kent Paxton Savannah Chapter MAJ Luis Carreras, Ret. Tennessee Valley Chapter 1SG David E. Cole, Ret. Volunteer Chapter William D. Lewis Washington-Potomac Chapter MAJ Brent Pafford

New AAAA Members

Air Assault Chapter SGT Jonathan R. Mangosing Aloha Chapter PV2 Devin Lanakila leriko SPC Sky Borne Okimoto Aviation Center Chapter 2LT Anne Allen **2LT Hunter Coppinger** 2LT Blake Davis **2LT Chelsee Dellinger** 2LT Logan Fox 2LT James Garza 2LT Ray Gaspardo 2LT Mark General 2LT John Gephart 2LT Caleb Guillory 2LT Christian T. Mason **2LT Robert Niehof** SGT Russell Scott Powell 2LT Tanner D. Reed PV2 Kolen Zane Sims 2LT Shannon Sperry 2LT Ryan Warneke 2LT Cameron Wasser Battle Born Chapter PFC Garrett E. Janisch Central Florida Chapter **1LT Zachary Kossiver** Colonial Vírginia Chapter PFC Levi Grant Scott W01 Chase A. Shedor Cowboy Chapter PV2 Katlynne Ann Hytrek COL Terry Jenkins Delaware Valley Chapter SPC Fahad Kazi Flying Gator Chapter PV2 Jeffrey Jordan Harris Frontier Army Chapter PFC Kyle Eugene Mitchell Great Lakes Chapter Cole Bovsen PV2 Mark Andrew Eaton Jr. PFC Michael William Piechocki Jr. PFC Daniel E. Riveraromero PVT Joseph Gale Rogers Greater Atlanta Chapter 2LT Christopher Bisset Griffin Chapter SFC Adam J. Heins Idaho Snake River Chapter PV2 Geoffrey Calvin Karr Iron Mike Chapter SGT Michiel D. Randles Jack H. Dibrell/Alamo Chapter PFC Sydney A. Davila Lonestar Chapter PV2 Zachary Ryan Kennedy MacArthur Chapter PFC Abhishek Kumar SPC Julian Camilo Penadelgado **PVT Renardo West** Magnolia Chapter PFC Davis A. Gibson PFC Austin Michael Gill **CW2 Brian Sanders** Mid-Atlantic Chapter **PVT Seth Heard** PV2 Quinn David Jenkins SPC Daniyel Kim PFC Chang Y. Ohn Minuteman Chapter SPC Douglas A. Maguire Mount Rainier Chapter Dennis John Hill SGT Billy Lor PVT Christian Mysak PV2 Sengarthit Billy Xamonty Narragansett Bay Chapter SPC Adam Robert Johnson North Country Chapter CPT Bridger Scott Opp SFC Michael Patrick North Star Chapter PFC Lucas J. Fleischhacker North Texas Chapter SPC Suman Pallekonda Northern Lights Chapter MAJ Titus J. Rund, O.D. Prairie Soldier Chapter PV2 Gabriel Herman Haney **Rio Grande Chapter** PV2 Joseph H. Elkins PVT David Gomez, Jr. Savannah Chapter PFC Vladimir Monroy Southern California Chapter SPC Isaac John E. Gayo SPC Yoosung Park Stonewall Jackson Chapter PV2 Tyler Winston Kirby Tarheel Chapter PV2 Jacob Michael Schwendeman PV2 Jonluke A. Wilson Utah Chapter CW4 Joshua Nutter Volunteer Chapter CPT Alexander Jacob Buchanan Voodoo Chapter PV2 Tyrone C. Bennett

Top Recruiter Program

AAAA awards \$100 to the member who recruits the most new members in a given month (minimum of 10 members to qualify).

AAAA congratulates the following Top Recruiter: CW3 Ronald F. Ziehmer Great Lakes Chapter

Recruited 32 new members in November 2019!

For more information on this and other programs, contact your Chapter officers or go to quad-a.org.

SPC Kristiana Kenny Washington-Potomac Chapter PFC Kvu Min Lee COL Yolonda R. Summons Winged Warriors Chapter CW2 Lloyd S. Mills SGT Julie C. Sargent Wright Brothers Chapter PV2 Caleb M. Carter CPT Katelyn N. Radack PFC Zachary J. Russell SPC Julie Nicole Schlosser PFC Luke J. Shephard PV2 Garrett Robert Tester No Chapter Affiliation SPC Dmytro Aleksandrenko PV2 Kevin Bannister SPC Luke Austin Burleson PFC Ethan Thomas Carter PFC Kish E. Charles SFC Casey G. Clevenger 2LT Ross Curran PV2 Michael Anthony Chris Flores PFC Harley McCain Gordon PFC David A. Havles MSG Yovanka Hilbert PV2 Zacariah Douglas Hodgkiss PV2 Uraia VB Mocelolo Jikoiono PV2 Andrew Stephen Lanier PFC Cody McCullars PV2 Rylan Merchen PV2 Glacius K. Misaion PV2 Sierra Rose Monhollen W01 Eric E. Oliver PV2 Nicholas Osbourne PFC Francis-Scott Phee Paras PVT Cesar Nieves Perez PV2 Tucker L. Pickett PV2 Jared Joseph Price PV2 Elijah Alexandar Rangel A1C Derek Michael Roth PV2 Russell L. Sanchez **PVT Richard Aaron Shell** PVT Jake Alexander Six PFC Timothy J. Sula PFC James Cameron Whitaker PVT Zavveon K. Williams PV2 Mathew Scott Young

Lost Members

Help AAAA locate a lost member from this list and receive a free one month extension to your AAAA membership! PFC Anthony Aleman CPT Robert S. Boham Harold V. Bowie, Jr. MAJ James E. Bruckart SPC Brett Christopher Butler E. W. Cavanaugh LTC Richard G. Cercone, Jr. LTC Tzu-Shan Chang COL James A. Coar, Ret. SPC Derrell L. Coats MAJ Harry L. Connors, Jr. Ret. Bruno Cussiah SGT Travis Bonham Darnell CW3 Matthew John Decker MSG Brady Scott Fowler, Ret. 2LT Arthur W. Galloway Michael F. Glass MAJ Gregory W. Glover LTC William T. Goforth Mary H. Gorman COL Gerhard Granz, Ret. Trevor Harker COL Jose L. Hinojosa, Ret. SFC Carroll Elmo Hinson, V COL Eldon H. Ideus. Ret. CW4 Delbert Jackson, Ret. MAJ Gregory R. Jenkins MAJ David A. Jobe LTC Peter D. Kowal Beth N. Kramer CW3 Vladimir Kultschizky CW3 Timothy J. Larz MSG David W. Little, Ret. SPC Poblo C. Lopez CSM Vernie Nance, Ret. Fred A. Newcomb SFC Henry R. Rathbone, Ret. Brendon Á. Roan SPC Cameron B. Rumbo LTC Martin Scheld Thomas R. Schiltz LTC Jerry D. Scott SPC Jeremy L. Sharkey SPC Shelton T. Shia Jeremy Smith MAJ James F. Speelman LTC Friedrich Stern WO1 Armando B. Torres Kevin L. Tucker Rose Weast Nadia O. Whatley SSG Johan G. Zarae



Resolve To Make A Difference!

By Judy Konitzer



t is that time for making New Year's resolutions, and here is one that is truly worth considering. Become a **VOLUNTEER!**

The word derived from the French "Voluntaire" dates back to around 1600 as "one who offered himself for military service." By the mid-19th century, the word "volunteering" expanded to a non-military sense which included community service.

On December 17, 1985 the General Assembly of the United Nations declared December 5 "International Volunteer Day" and an opportunity to celebrate the power and potential of volunteerism. This year's theme is "Volunteer for an Inclusive Future," Secretary-General with Antonio Gutteras thanking volunteers from around the world.

Statistics are disappointing because many are "too busy" and have expectations that someone else will step up and reduce the stress of an extra obligation to an already full plate. Many Americans today equate their worth or time in terms of dollars or cents, but volunteers in any capacity are those who have no explainable cost. They bring compassion, unselfishness, caring, patience, need, and just plain loving one another. Their very presence transcends politics, religion, ethnic background, marital status, sexism, and oh, by the way, there are health benefits for volunteering.

Research shows that any type of volunteering reduces stress and boosts self-confidence. It increases what is called "helper's high," increases trust in others, and increases social interaction. Building a support system based on common interests can also decrease depression. Volunteering in any capacity Above left: Since 1994 COL (Ret.) Buzz Lasch has met with members of the Old American Boat Club to volunteer ringing the bell for the Salvation Army during the first week of December in Alexandria, Virginia's Old Town.

Above right: On 8 Dec. Charlie Company, 2916th Avn Bn, 916th Support Brigade, NTC, Fort Irwin. CA organized "Black Hawk Photos with Santa." Soldier and Family members volunteered to fulfill the roles as photographer, photo op assistant and greeter, flyer creator and distributor, festive Black Hawk display set-up team, food and drink prep, and assistance with the fundraiser table. The annual event has been a big hit for Soldiers and their families.

(full time or for a one- time event) can give one a sense of purpose and increase valuable skills. However, people sometimes feel they need to commit full time to something, which is not always the case as any kind of helpful act can create benefits. For example, "Virtual volunteering" done on a computer and on your own time frame evaluating



AAAA scholarship applications next July. It's been a valuable experience for everyone involved in the past, and I have personally learned so much about our youth and their aspirations. I highly recommend you consider it by contacting *sue@quad-org*.

For those having gone through life transitions like retirement, bereavement, or no longer having children at home, finding the opportunity to volunteer somewhere could be a way to replenish some social ties. It is also a way to focus on something or someone else and can provide a useful perspective so your problems might not seem as bad. A Mayo Clinic study showed that volunteers with chronic or serious illness experienced a decline in their pain intensity and depression when serving as peer volunteers for others suffering from chronic pain.

Our family always believed that we needed to support the units and families we have had the privilege of serving, as well as our church and community wherever we lived. Over the years it would have been a lot easier to depend on someone else to coach the teams, be scout leaders, teach religious education, hug Special Olympians, etc., but we would have missed the joy and valuable lessons learned from being involved and doing "our part". As a result, we are very blessed as our "Magnificent Seven" continue this tradition of volunteering in their communities today.

The opportunities for volunteering are too numerous to mention, but if you are interested in volunteering with any Veterans or Military Service Organizations or State Veterans affairs, the Department of Veterans Affairs in Washington D.C. supplies information concerning organizations that provide these services. Their inclusion does not endorse or constitute approval of the organizations, but is helpful www. va.gov/VSO-Directory.pdf.

As you begin this New Year, why don't you make a resolution to become a VOLUNTEER! "Be the change you wish to see in the world." -Gandhi. You will be a better person for it.

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

AAAA **Awards**



Order of St. Michael Inductees

Silver

CW5 Brian Bentley CW5 Scott A. Bean CW4 Michael A. Spalsbury CW5 Christopher Éicher Jack A. Holmes CW4 Mark Ellis Jay John P. Graham LTC Brian E. Supko Wayne Ferguson CW5 Paul C. Bretey CSM William E. Haddon Bronze Deborah H. Book SGM Jason D. Guenther CW3 Brian Gilmour SSG Steven A. Spellman SFC Arthur J. Pruitt SFC Menard Y. Sanchez SFC Matthew K. Krehbiel SFC Jeremy M. McNichol SFC Roger A. Mann MAJ Stephan J. Arnold SSG Johnny J. Huff CW2 TsuYoshi Konno **CPT Ernest Greenford** CW3 Robert Gannon SFC Jonathan Friend SFC Brock S. Rogers Gregory A. Davis CW3 James C. Smith CPT Todd J. Winkelbauer 1SG Julian B. Adams, Jr. CW2 James W. Phipps CW3 Erik J. Mikkelborg CW3 Matthew L. Colon MAJ Cameron P. Turner SFC Benjamin J. Peralta SFC Christopher L. Svitak SFC Travis P. Harden CW4 Brian L. Gaston SFC David R. Van Metre LTC Kevin P. O'Brien CPT Amanda Waldusky CW4 James H. Funk 1SG Ryan C. Wagner CW3 William C. Durfey CW2 (R) Jaclyn D. Ciffra CW4 Jon C. Eidem SFC Bradley A. Kempner SFC Jose R. Ramirez CW4 Steven E. Campbell

CW3 Thomas T. Wiggins CW3 Andrew Smith SFC Roger D. Frazier CW3 Robert C. Stewart LTC John S. Hellums CW4 Phillip Lee Cantrell CW4 Clifford J. Westerman CW4 Robert J. Vanoever CW4 Paul D. Jennings CW4 Richard Kirk Charles F. Dabundo David M. Koopersmith SFC Matthew K. Beaupre CW3 Landon S. Yearsley CW2 Jeff Woodside CW4 Jason D. Warren Jerry L. Stahl 1SG Thomas R. Zawisza CW4 John Crownhart Francine Greathouse CPT Michael I. McAlister MSG Aaron S. Rosenblum CW2 Charles P. Nord* CW2 James A. Rogers, Jr.* SGT Kort M. Plantenberg* CW3 Robert J. Smith CW5 (R) Robert J. Frazier, Jr. SFC Major J. Wilburn SFC Franklyn R. Vegas SFC James A. Young SFC Zbigniew Kopciuch CW4 Lewis W. Blase CW3 Robert Campbell Elder CW3 Michael Patrick McHugh 1SG Brice A. Jackson CW4 Brandon L. Leggett 1SG Tiera N. Sprauve MAJ Sean C. Dansberger CW4 Roby D. Jorstad LTC (R) Shiloh P. Briggs CW4 Lucas A. Eggers CW4 (R) Brendon J. Despres

Order of St. Michael Knight Inductees



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Our Lady of Loreto Inductees



Kimberly F. Clyde Danielle A. Doss Colleen Turner Angelika Christopherson Elizabeth Davis Tracy Todd Dina Boley Stephanie Whitman Joann Chicoski Cathy Buss Tanesha Holland Jennifer Alexander Julie Maynard **OShemiqua** Carridice Dana Baylie Jennifer Smith

NCO of the Quarter

Iron Mike Chapter SGT Michiel D Randles, 4th Quarter

NCO of the Month

Mount Rainier Chapter SGT Billy Lor, 12/19 *Grizzly Chapter* SGT Michael A Loft, 12/19 SGT William R. Stepp, 10/19

Soldier of the Month,

Mount Rainier Chapter SPC Michael Gormley, 12/19 SSG Rory C. Cavanaugh, 11/19 SPC Harvey T. Schinkal, , 11/19 PFC Timothy D Dawson, 12/19 *Gold Standard Chapter* SSG Brandon W. Blassingame, 10/19

Distinguished Instructor of the Month,

Mount Rainier Chapter SGT Sherman L. Burkhead, 12/19

AAAA Scholarship Foundation Incorporated – Strong, Reliable And Responsive Well Into The Next Decade!



The Army Aviation Association of America Scholarship Foundation, Incorporated (AAAASFI), is a non-profit, tax-exempt corporation established to render financial assistance for the college-level education of AAAA's members.

Spouses, children, grandchildren and unmarried siblings of current and deceased AAAA members are also eligible for scholarships as Freshmen, Upperclassmen, and Graduate students. 100% of every dollar donated to the Scholarship Foundation goes toward scholarships based on AAAA's National Executive Board paying all overhead expenses for the Scholarship Foundation minus the investment brokerage fees. The scholarships are merit-based and range from \$1,000 to \$12,000. Applicants submit applications annually and are judged on academic achievement, leadership, volunteer service, work experience and essay responses.

The first scholarship was awarded in 1963 and the program has grown to over 5,000 in 2019. In AAAASFI's 56-year history, 5,021 scholarships with a combined value of \$8,064,375 have been awarded. Our 2020 priorities are to increase funding and scholarships through

- Individual Giving
 - Corporate Giving
- Heritage Giving
- Wreaths Across America Program
- Amazon SMILE Program
- Grants

Please join in donating generously to support the AAAA SFI fundraising efforts. Thank you for all your past support including corporate and individual donors. Your support and generosity have enabled us to continue our program sustainment. In 2019 AAAASFI awarded \$515,500.00 to three hundred three (303) awardees.

Presently, the AAAA membership is more than 19,000. Just imagine, a donation of at least \$20 from each member would significantly increase our annual scholarship program to even more members and their families. Corporate members who are either supporting our aviation platforms or become friends of our profession, are also invited to become donors. We are counting on you to make our program even better as we enter a new decade!

Make your tax deductible gift today at *www.quad-a.org/ Scholarship* and join AAAASFI's Team of Supporters!

> Tommy Marks Chairman, AAAASFI Marketing & Publicity Committee



FALLEN HEROES

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

CONUS

The Minnesota National Guard announced the deaths of three soldiers who died when their helicopter crashed during a routine maintenance test flight shortly after takeoff from the Army Aviation Support Facility in St. Cloud on December 5, 2019.



CW2 Rogers



CW2 Nord



WOC Plantenberg

Killed were: Chief Warrant Officer 2 James Arnold Rogers, Jr., 28, from Winsted; Chief Warrant Officer 2 Charles Paul Nord, 30, from Perham; and, Warrant Officer Candidate Kort Miller Plantenberg, 28, from Avon.

All three soldiers were assigned to Company C, 2nd Battalion (General Support Aviation), 211th Aviation Regiment based in St. Cloud and had recently returned from a nine-month deployment to the Middle East in May 2019, where they conducted medical evacuations in support of Operations Spartan Shield and Inherent Resolve.

The accident is presently under investigation.

May they rest in peace.

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

2020 Scholarship Program - Now Open!



Rebekah D. (Scholarship Recipient) Majoring in Geospatial Science at the United States Air Force Academy with a minor in French.

> "Your program inspired me to excel in academics."



Give the Gift of a College Education **Donate Today!**

CFC #10516

AAAA Scholarship Foundation, Inc. | quad-a.org/scholarship





Thank You to Our Scholarship Fund Donors



AAAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation, Inc. from January through December 2019. 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 to a grant as a result of the Army Aviation Association of America subsidizing all administrative costs (minus investment brokerage fees).

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Daniel T Madish & Elisabeth Madish

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Jolanda Masters

Paul McCarthy Lewis McConnell Thomas F. McNamara Jerry P. Mellick AAAA Mid-Atlantic Chapter Emily M Miller Raymond Milora AAAA Minuteman Chapter AAAA Mount Rainier Chapter S D Mundt & B J Mundt Donald Munsch, Munsch & Co. Aeromechanics Bonnie & Gary Nenninger Gary N. & Christine A. Nesta William Newby AAAA North Star Chapter AAAA North Texas Chapter AAAA Northern Lights Chapter Northrop Grumman LTC (Ret.) Jerry O. & Vivian A. Obert Rudolph & Pamela N. Ostovich III The OV-1 Mohawk Association Patriot Taxiway Industries, Inc Lawrence P. Peduzzi, Peduzzi Associates LTD Alvssa Perrv AAAA Phantom Corps Chapter Phantom Products Inc. LTG (Ret.) William & Marilyn Phillips William Phillips Piasecki Foundation Karissa Poe PotomacKnightChapter,114thAviation Project Manager Apache QuantiTech. Inc. Marlene Raczkowski Ellen Luz Ramil & Manuel B Ramil Marc Rassler Christie Revenga Marilyn Rickmeyer Roberson Giving Fund, Keith Roberson **Robertson Fuel Systems** James E. Rogers & Reba A. Rogers Safran El. & Def., Avionics USA Safran Helicopter Engines Safran USA Virginia Malinda & Edward Schmidt Edwin W. Schmierer III Robert Seigle Nancy Shaffer

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Shashy Family Charitable Fund

Foundation or to make a contribution, go online to www.quad-a.org/ scholarship: contributions can also be mailed to AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.

New AAAA Scholarship Awardee Announced



The AAAA Scholarship Foundation announced a new scholarship recipient for 2019. Jessica Akins, daughter of SSG Michael Akins, Paoli, OK, has been selected to receive the Thunderbird Chapter Matching Scholarship in the amount of \$1,000 for 1 year. Jessica is attending the University of Science & Arts of Oklahoma.





SPOUSE PROGRAMS & ACTIVITIES



The Evolution of Rosie the Riveter (Spotlighting Army Spouses)



Multiple Deployments Presented by Tim Hoyt, Ph.D. - Chief, Psychological Health Promotion Branch Psychological Health Center of Excellence



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Strategies for Living with Gaylord Opryland Garden Tour



April 22-24, 2020

Gaylord Opryland Hotel & Convention Center Nashville, TN **quad-a.org/20SUMMIT**





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.

Arsenault to CEO at BAE Systems



BAE SYSTEMS

Current chief operating officer Tom Arseneault will move to CEO of the U.S. subsidiary of U.K.-based BAE Systems in April 2020 the company announced on Dec. 17. He will replace Jerry DeMuro who

will take on a newly created role of executive vice president of strategic initiatives; DeMuro will also continue to serve on the board of directors.

Leidos Acquires Dynetics

Leidos announced on Dec. 17 it will procure defense technology firm Dynetics for \$1.65 billion giving Leidos a boost in a few future technologies for the Pentagon. Leidos plans to keep Dynetics as a wholly owned subsidiary, which should both smooth the transition and make sure current programs and partnerships are not interrupted. Ranked as the 21st largest defense contractor in the world according to the Defense News Top 100 list, Leidos grew its business in recent years by focusing on core competencies in government services; by contrast, Dynetics is a product-focused company.

Army Testing Grenade-Firing Drone



The Army is testing an experimental drone armed with a multi-shot, 40mm grenade launcher. The man-packable Cerberus GL unmanned aerial system – made by Skyborne Technologies Pty. Ltd. – is being evaluated in the Army Expeditionary Warfare Experiments 2020 at Fort Benning, GA. It

weighs 14 pounds, has a range of two miles and can fire three 40mm high-explosive grenades at defiladed targets well beyond the 400-meter maximum effective range of the M320 grenade launcher.

 ${\color{black} Contracts}$ – (From various sources. An "*" by a company name indicates a small business contract)

AeroVironment Inc., Simi Valley, CA, was awarded an \$8,584,734 firm-fixed-priced Foreign Military Sales (Tunisia) contract for procurement of eight unmanned aircraft systems and initial spares package with operating software; work will be performed in Tunisia with an estimated completion date of May 31, 2020.

Lockheed Martin Corp., Orlando, FL, was awarded two contract modifications: a \$15,547,894 modification to contract W31P4Q-15-C-0102 for the Joint Air-to-Ground Missile (JAGM) production line for a rate ramp increase of 50 to 100 missiles per month; work will be performed in Orlando, with an estimated completion date of March 30, 2022; and,

a \$64,736,518 modification to contract W58RGZ-16-C-0008 for the Modernized Target Acquisition Designation Sight Pilot Night Vision Sensor Performance Based Logistics program sustainment, support elements, system components, test equipment and the supply retrograde infrastructure; work will be performed in Orlando, with an estimated completion date of Dec. 31, 2020.

Montana State University, Bozeman, MN, was awarded an \$8,600,000 modification to contract W911W6-18-C-0050 for primary aircraft structure, to understand and overcome challenges to production of primary aircraft structure using stretch-broken carbon fiber; work will be performed in Bozeman, with an estimated completion date of Sept. 30, 2021.

Sikorsky Aircraft Corp., Stratford, CT, was awarded a \$556,184,343 modification to contract W58RGZ-17-C-0009 for Black Hawk production, associated services for program system management, engineering, technical data and publications; work will be performed in Stratford, with an estimated completion date of June 30, 2021.

The Boeing Co., St. Louis, MO, has been awarded a maximum \$835,737,596 modification exercising the five-year option period of a five-year base contract (SPRPA1-14-D-002U) with one five-year option period for performance-based support of consumable items for various aviation platforms; work will be performed in Missouri, with a Sept. 16, 2024 completion date.

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UPCOMING EVENTS

MARCH 2020

5-7 31st Annual International Women in Aviation Conference, Lake Buena Vista, FL

APRIL 2020

22-24 AAAA Army Aviation Mission Solutions Summit, Nashville, TN



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

Happy New Year; A Budget We Have!

As this edition hits your mailbox in late January, 2019 will be in our rear view mirror as will those awful words, "Continuing Resolution," which generated so much uncertainty for our Army Aviation enterprise. The week before Christmas, Washington D.C. was filled with high drama with the House of Representatives impeaching our President. The impeachment hearings, stern debate, and the ultimate vote marked a somber historical moment that will play out in the coming months in the U.S. Senate. Fortunately, and despite a week of impeachment gloom and doom, Members of Congress were working behind the scenes on mini-bus appropriations bills for various government agencies. What once looked like an all-year Continuing Resolution situation came to an end the Friday before Christmas as Congress passed the appropriation bills that included a Defense budget totaling \$738B. Happy Holidays DoD; no government shutdown and appropriations bill. What does this mean? It means full funding for the DoD. to include our Army Aviation enterprise, thus new start programs can commence and our leaders in the Pentagon can focus exclusively on the FY21 defense budget that will go to Congress in February.

What's in the Funding Bill for Us?

Once again, Congress has looked favorably on Army Aviation. Notable funding lines include money for 74 new Black Hawks, 49 remanufactured Apaches, and long lead funding for the Chinook Block II upgrade program. We also saw generous funding for our future capabilities. \$505M was appropriated for Future Vertical Lift (FVL) and an additional \$75.6M to accelerate the Future Long Range Assault Aircraft (FLRAA). Not too shabby for the health of our current fleet and the future fleet our children will employ. More good news is that the funding includes a 3.1% military pay raise.

Onto the FY21 Cycle

Finally, a new cycle to write about! For our junior reader base, it's important to

understand the historical context of Defense funding. In 2017, DoD faced severe readiness issues to include Army Aviation readiness challenges. When this current administration took over, our fleet was beginning to atrophy, and research and development dollars had been cut for vears. Our crew readiness rates were suffering, and our modernization plans were stalling. The administration took bold action to repair the state of our readiness with a huge focus on Operations and Maintenance (O&M) funding. Both FY17 and FY18's generous appropriations quickly reversed the detrimental trend. FY19 also saw generous funding along with "procurement dollars" to buy new aircraft and to modernize our existing fleets. Now, with the approval of the FY20 budget, there is more funding for modernization and a big uptick in research and development dollars to fund FVL.

But what will this mean for FY21? Essentially only our Army Aviation leaders know what's in the upcoming budget that will go to Capitol Hill in February. For industry, February is like Christmas time and they have to wait to until then to unwrap this document to see what is in it. It then drives the strategies they employ to influence Capitol Hill staffers and lawmakers to make adjustments for the benefit of their companies. We should expect more robust research and development funding to support the FVL efforts, but we should also expect modest funding increases for the continued modernization of our current fleets and for our training and combat operations. The budget that will go to Capitol Hill will commence the FY21 Congressional markup process that we've discussed in the past.

The Early Process

Late January when you read this, our leaders will be preparing for a busy month ahead when the budget moves over to Capitol Hill. This assumes of course, the budget moves from the White House to the Office of Management and Budget (OMB) and then over to Capitol Hill per the annual timeline of early February. Of course, action within the beltway rarely happens on time, so we should not be surprised if there are delays. Once the FY21 budget reaches Capitol Hill, the hearings processes,

meetings, and defense committee markups will commence. Defense industry enterprises will employ platoons of lobbyists to promote their interests and our Aviation leaders will testify and meet with lawmakers to justify their budget requests. Over the course of months, based on the recommendations of DoD and the persuasions from Industry, staffers and Members of Congress will put together next year's Defense budget. For the last four years, Army Aviation has fared well so hopefully FY21 will continue that trend. We are fortunate to have several folks in our enterprise that have decades of combined experience working in the Pentagon and with our lawmakers. BG McCurry, BG Rugen, and MG Todd have built a foundation of trust with Capitol Hill that will serve us well in the year to come. Not to mention that our Chief of Staff of the Army, General James McConville, is an Aviator with a decade of Pentagon experience to include leading Army Congressional Affairs. We certainly cannot call victory for FY21 yet, but we can embrace optimism that the upcoming budget cycle will continue to support and foster Army Aviation's endeavors.



People On The Move

Aviation General Officer Promotions/ Assignments



LTG Michael Lundy (second from right), prepares to relinquish command of the Combined Arms Center and Fort Leavenworth, Kansas to LTG James Rainey (second from left) during a change of command ceremony hosted by U.S. Army Training and Doctrine Command commanding general, GEN Paul Funk (right), Dec. 16, 2019 in the Lewis and Clark Center's Eisenhower Auditorium. CAC Command Sergeant Major Eric Dostie (left) provided the colors.



MG Douglas M. Gabram was confirmed by the Senate on Dec. 18, 2019 for appointment to the rank of lieutenant general and assignment as Commanding General, Installation Management Command, Joint Base San Antonio, Texas; he is currently serving as Director for Test, Missile Defense Agency, Redstone Arsenal, AL.



Charles "Charlie" Hausman of the Missouri Army National Guard was promoted to brigadier general in a ceremony at the lke Skelton Training Site in Jefferson City, MO. A native of St. Joseph, MO, he was joined by his wife Julie and daughter Libby and was promoted by the Missouri ARNG Adjutant General, BG Levon Cumpton. He recently commanded the 35th Combat Aviation Brigade and was deployed in support of Operations Spartan Shield/Inherent Resolve in 2018-19. He currently serves as the Director of the Joint Staff, Missouri National Guard.

Flight School Graduates

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



Aviation Soldier and Family.

2019 **Commissioned Officers** 2LT Highum, Cole A. - DG 2LT Dombrowski, Jonathan M. - HG 2LT Greer, Ian A. - HG 2LT Klehn, Spencer W. - HG 2LT Wilsford, Daniel K. - HG 2LT Ausen, Brenton S. 2LT Belin, Tyler J. 2LT Ernst, Megan L. 2LT Farina, Ryan O. 2LT Gautreaux, Alexandria R. Cadet Moritz Gmeiner (Germany) 2LT Hellmers, Ryan W. 1LT Yannik Leibauer (Germany) 2LT Meyers, Peter C. 2LT Moore, Alexander B. 2LT Murphy, Patrick W. 2LT Naylor, Dakota L. 2LT Hagen Odenthal (Germany) 2LT Perley, Matthew D. 2LT Petriuc, Alexander S.

66 Officers November 21, 1LT Stefan Schmidt (Germany) 2LT Siebman, Derrick T. 2LT Spaulding, Michael D. 2LT Spencer, Kiersten E. 2LT Sullivan, Kevin D. 2LT Tarpey, Tristan G. 2LT Taylor, Wesley M. 2LT Thurston, Lyndsey R. 2LT Walas, Avery J. Warrant Officers WO1 Keena, John Robert G.-DG WO1 Goyne, Donovan T. - HG WO1 Patton, Isaac H. - HG WO1 Terry, Parker O. - HG WO1 Williams, Brannan S. - HG WO1 Adawag, Travis A. WO1 Bohrmann, Zachary A. WO1 Burgess, Anna M. WO1 Burgess, Christopher A. WO1 Douglass, Kristopher L. WO1 Gadney, Dane B. WO1 Green, Cameron P. WO1 Guthrie, Evan R. W01 Jenkins, Brandi E. WO1 Kemper, Collin J.



WO1 LaMondy, Dustin S. WO1 Lohr, Jared M. WO1 Looby, Joseph M. WO1 McDaniel, Dustin R. WO1 Orlando, Anthony L. WO1 Oscarson, Joel E. WO1 Otstot, Joshua R.

W01 Perez, Julian A. WO1 Person, Erik F. WO1 Schirber, Jacob A. WO1 Schmidt, Colton S. WO1 Scott, Isaac J. WO1 Smith, Trent A. WO1 Su, Ryan C. (CL)

WO1 Swanson, Daniel J. WO1 Taylor, Kadesh E. WO1 Torrent. Fernando WO1 Turner, Christian T. WO1 Wojasinski, Jacob L. WO1 Woolbright, Boyce L.



People On The Move

Flight School Graduates

Warrant Officers

November 5, 2019 Commissioned Officers 2LT O'Neill, Jacob R. - DG 2LT DeWees, Sydney D. - HG WO1 Sherwood, David M. - HG 2LT Furlong, Patrick M. - HG WO1 Adams, Brett D. 2LT Mills, Timothy J. - HG 2LT Buelow, Andrew F. 2LT Drum, Conner H. 2LT Ford, Hayden J. 2LT Griffin, Austin G. 2LT Hartman, Samantha P. 2LT Jackson, Bradley M. 2LT Johnson, Dean T. 2LT Kane, Thierno M. 2LT Maguire, Madison A. 2LT Moeller, Brandon M. 2LT Oh. Theodore J. 2LT Olmstead, Christopher M. 2LT Oncay, Grant J. 2LT Parkinson, Alexander C. 2LT Paxton, Sumerr R. 2LT Payne, Taylor M. 2LT Sheetz, Kraig E. 2LT Weisser, Alexandra G.

41 Officers,

WO1 Higgins, William C. - DG WO1 Clark, Bennett J. - HG CW2 Pronzati, Evan - HG WO1 Blair, John P. WO1 Blume, James W. WO1 Branham, Tommie J. WO1 Grim, Kyle J. WO1 Harkness, James R. WO1 James, Hudena L. WO1 Lahue, Zachary V. WO1 Middaugh, Andrew R. WO1 Mistor, Andrew E. WO1 Piper, Ty R. W01 Torres, Matias F. WO1 Totten, Simon P. WO1 Wilcox, Adam M. WO1 Xayasanh, Billy P. -DG: Distinguished Graduate



ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

-HG: Honor Graduate

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 038-19 SPC Fahad Kazi-DG PV2 Matthew Callahan PV2 John Connolly, III PV2 Toni Dukes PV2 Santiago Figueromarte SGT Christopher Grant PV2 Roman Haas PV2 Justin Hooper PV2 Uriah Nevin PV2 Ilio Sanchez, Jr. Class 039-19 PVT Seth Heard-DG PV2 Anthony Anglin PVT Luis Cano PV2 Nathaniel Carmichael PFC Rodwealth Espana PV2 Ryan Fahy PFC Orlando Figueroa PV2 Gregory Fitzsimmons SPC Dongwan Kim SSG Hamad Rashaid Al Henaitem CW3 Eisa Abdulla Al Arqubi Class 040-19 SPC Suman Pallekonda-DG SPC Hyunuk Kim PVT Christian Mariano

PVT Braden McDow **PVT Robert Mendez PVT Michael Middleton** PV2 Eric Miller PV2 Angel Schacht **PVT Cory Stokes** SPC Thomas Ursetti SGT Christopher Willcox Class 041-19 PVT Renardo West-DG **PVT James Frye** PFC Travis Hudson **PVT Tommy Key** PV2 Yegor Kondratov PVT Abel Lopez PFC Mica Mosteller PFC William Pitcher **PVT Colby Russell** PV2 Alexis Soriano-Paulino **PVT Rawle Stapleton** PVT Nciholas Villegas CH-47 Medium Helicopter Repairer (15U) Class 032-19 PV2 Michael A. Chris Flores-DG PV2 Austin Lee Anthony **PV2** Andrew Arias PV2 Nathan Patrick Hartin PV2 Bryce Allyn Hill PV2 Bryson Travis Hooper PV2 Terry Michael Kramer, Jr PV2 Pizano Victor Mendoza PV2 Dylan William Mutter PFC Galvan Rafael Nunez PV2 Kendrick Cornell Vereen PV2 Taylor William Watson

Class 033-19

PV2 Tyler Winston Kirby-DG PFC Jordan Malik Brooks PV2 Sage Grayson Gager PV2 Colton Lee Hill PFC Anthony Austin Mayo PV2 Hunter Scott Nix PV2 Kevin James Roberts PV2 Alex Hunter Youngblood Class 034-19 PV2 Uraia Vb M. Jikoiono-DG PV2 Joshua Adrian Camacho PV2 Austin Wayne Flora PV2 Yeisser Gamez Reyes SFC Vasileios Karagiannis PV2 Cole Allen Kirby SPC Aristeidis Savvpoulos PV2 Jacob Ryan Smith MSG Nickolaos Sotiropoulos MSG Panagiotis Tziliras PV2 Sharon Jo Ragnas Class 035-19 PV2 Kolen Zane Sims-DG PV2 Jacob Matthew Barton SGT Christopher Daniel Kellner SPC Cody James Makowski SPC Luis Alfredo Manautou SPC Shannon Parnitudom PFC Lucas Manuel Perez PV2 Eugene Matthew Sanchez PV2 Sean Austin Staley Class 201-19 PV2 Gabriel Herman Haney-DG PV2 Konner Andretti Case PFC Romero Cornell Coote PV2 Marcus Gabriel Dalmas PFC Nathan David Floysand PFC Juan Raman Garcia Santana

PV2 Damion Hoke Hadaway PV2 Ian Jeffery Holmes PV2 Desmond Andrell PV2 Aaron Paul Jones

UH-60 Helicopter Repairer (15T)

Class 077-19 SPC Julie Nicole Schlosser-DG PV2 Dejai Moses Isaiah Felix SPC Juan Lopez PV2 Jamal Dante Madison PFC Samedy Muth SPC Justin David Lim Pascual PV2 Daniel Arcesio Rivas PFC Shaneria Alees Robinson **PV2 Carlos Enrique Torres** PV2 Christopher Vasquez PV2 Logan Alexander Wilson SPC Eric Joseph Wollermann Class 078-19 PFC Luke Timothy Smith-DG PV2 Braxton Lee Bragg PFC Jacob Coffey SPC Adriel Espinoza Dominguez SPC Ronald Edward Gibson, III PV2 David Preston Gren. Jr SGT Christopher Charles Hoskins SPC Adam Robert Johnson PV2 Abiodun Jomilave PV2 Austin Tate Kilgo PV2 Hunter William Lane PV2 Nelson Lee Williams Class 079-19 PFC Austin Michael Gill-DG PFC Philip Everitt Basinger PFC Joseph Michael Conway, III PV2 Justin Allen Cotton

People On The Move

SPC Luke Arthur Dahm PFC Rhett Douglas Farrell PV2 Christian Neil Foshee PV2 Rene Roberto Gonzalez, Jr. SPC Matthew Edward Hickins PV2 Zachary Thomas Hintze PV2 Ante Josip Vanjak PV2 Gabriel Alexander Weston Class 080-19 PFC Michael W. Piechocki-DG SGT Colton Riley Jones PV2 Hunter Jordan Kline PFC Michael Alfred Leone PV2 Raymond Alexander Morin SPC Nicholas Alan Nelson PV2 Tyler Rios SPC Grant Thomas Rudolph PV2 Konrad Peter Schuessler PV2 Jacob Thomas Sharp PV2 Joshua Adrian Camacho PV2 Austin Wavne Flora PV2 Yeisser Gamez Reyes PV2 Uraia Vb Mocelolo Jikoiono SFC Vasileios Karagiannis PV2 Cole Allen Kirby SPC Aristeidis Savvpoulos PV2 Jacob Ryan Smith MSG Nickolaos Sotiropoulos MSG Panagiotis Tziliras PV2 Sharon Jo Ragnas PV2 Joshua Parker Wellman Class 081-19 SPC Dmytro Aleksandrenko-DG SPC Thomas John Abraham SPC Jorge Luis Bellomacias PV2 Anna Danielle Cantwell SGT Jaimie Davenport SPC Stephen Dewen Foote, Jr. SPC Austin Tyler Griffis SPC Thwait Roxroy Hanson PV2 Huntere Matthew Hudgins SPC Spencer McKinney Moyers SPC Augustine Nsiah SPC Rikianne Maya Obyrne Class 082-19 PV2 Quinn David Jenkins-DG PV2 Gideon Jerome Ellison PV2 Tyler Daniel Gates PV2 Leonardo Daniel Gaytan PV2 Logan Floyd Hall PV2 Renzo Robert Arevalo Javier PV2 Joseph R. W. Jennings PV2 Jeffrey James Lawless PV2 Kyle Blaine Pace PV2 Zachary Richard Parham PV2 Connar Gene Westfall Class 083-19 PV2 Katlynne Ann Hytrek-DG SPC Shane Otto Anuszewski PV2 William Owen Blakenev PV2 Anui Borsada SPC David Josiah Breeden PV2 Henry Troy Buckelew PV2 Kenneth Allen Cline PFC Jeremy Overton Dalton PV2 Jacob Bernard Debruvne PFC Randy Todd Ebdrup PV2 Nathan C. Greenhagen PV2 Adrianna Ellen Schroeder Class 084-19

PFC James C.Whitaker-DG PV2 Joshua Mikel Hoohnstreiter SPC Nikolai Viktorovic Kochegin PV2 Steven Gene Parks SPC Andrew James Rodgers PFC Branson Lee Austin Steed PV2 Joseph Peter Taylor, III PV2 Mark Taylor Treadway PV2 Zecharie Brandon Watkins SPC Nicholas Michael White SPC Cody Rick Willard PFC Karsten Randall Willis

Aircraft Powerplant Repairer (15B)

Class 014-19 SPC Luke Austin Burleson-DG PFC Thanh Lam Nguyenchau PFC Danni Adona Osorio PV2 Derrionta Jamel Powell PV2 Chris Joel Santiago PFC Matthew Vega PV2 Bilford Andrew Young

Aircraft Powertrain Repairer (15D)

Class 009-19 PFC Vladimir Monroy-DG PV2 Austin Reed Blythe SPC Carlos Eduardo Cortes PV2 James Carl Driver PV2 Clinton Jayms Faltus SPC Matthew Lee Farrias PV2 Earl Gerard Giese PV2 Jerry Allen Goodwin PV2 Kristopher Lucas Munoz PV2 Caleb James Phillips PV2 Ivan Rodriguez PFC Lavar Lashawn Solomon PV2 Kobe Jerwon Tate PV2 Zesru Imhoteo Moiet Leonard

Aircraft Electrician (15F)

Class 018-19 PV2 Devin Lanakila leriko-DG SPC Andrew Logan Alexander PV2 Aldo Renee Alvarez SPC Orraymiosiris H. Guevara PV2 Jon Édmund Johnston Jr. PV2 Austin Wade Kerbow Class 019-19 SPC Julian Camilo Pena-DG PV2 Alex Michael Casper Riehl PV2 Andrew Thomas Shields PV2 Dakota Kelsy Stuart PV2 Rashun Lavelle Williams PV2 John Lance Roque Torres SPC Julian Zuluagajarmillo SSG Casey Dennis Tyler

Aircraft Pnedraulics Repairer (15H)

Class 013-19 PV2 Sierra Rose Monhollen-DG PV2 Michael Edward Anderton PV2 Omar Deleon PV2 Elijah Keivon Eford PV2 Brenan Ronald Hudson PV2 Jonathan Ryan Adam Larson PV2 Joseph Lee Mateo PV2 Cameron David Orsburn PV2 Nicholas Deshon Releford SPC Dimas Alberto Zuniga Cuellar

Aircraft Structural Repairer (15G) Class 011-19

PV2 Jeffrey Jordan Harris-DG SPC Demario Rashad Bell PV2 Quinn Xavier Brenneck PFC Luis Alberto Garcia Jr. SPC Gavin Creed Harrison PV2 Rosalio Thomas Herrera III SPC Jaysen John Marton PV2 Mathaniel John McNulty SPC Reed Alexander Ralston PV2 Shane Wyatt Stecker PV2 David Jerome Sykes

Avionic Repairer (15N) Class 016-19

PV2 Mark Andrew Eaton Jr.-DG PV2 Shedrick Brockington III PFC Christian Dale Directo PFC Jacinda Ann Drayton PV2 Adrian Loren Harbin PV2 Valerie Theodore Class 017-19 SGT Edwin Gabriel Vadell-Aponte PV2 Phuc Ngo Huynh PV2 William Lee Jones PV2 Daniel Jesaias Martinez PV2 Luis Fernando Martinez PV2 Christopher Carter Nelon Class 018-19 PV2 John Leroy Santos Guzman PV2 Skye Donggun Seo PV2 Javier Arturo Vasquez PV2 Alexander Jacob Willits

Aviation Operations Specialist (15P) Class 19-041

Class 19-041 PVT Trevor Cox - DG PVT Francisco Castillo - HG SPC Marcus Johnson PFC Bryce Dlouhylass PV2 Jevauni Jones PV1 Tristin Harry PVT Christian Tafoya

Class 19-042 PFC Halev Berghager - DG PFC Nestor Corea PFC Arona Kinge PV2 Javcee Call PV2 Jordan Matthews PV2 Monica Moreno-Torres PV2 Joseph Womack PVT Jared Ablao PVT Jaylen Bonds PVT Kentrell Lomax Class 19-043 PFC Dylan McConkey PFC Dawson Miller PV2 John Atwell PV2 Kelvin Brown PV2 Celine Craft PV2 Ethan Fitzgerald PV2 Arturo Melendez PVT Deiia Banion

PVT Kavla Caldwell PVT Demarrion Fobbs Class 19-045 PFC Patrick Odom **PV2 Michal Jeffers** PV2 Brandon Juarez-Vazquez PV2 Loran Whitaker PVT Jovan Botello PVT Stephanie Harney PVT Alexander Hernandez **PVT Edwin Lopez** PVT John Pavne PVT Mateo Ruiz Class 19-046 SPC D'Andre Johnson PFC Ian Murphy PV2 Keshawn Burns PV2 Jeneux Culpepper PV2 Victor Frias-Gasca PV2 Julia Hyde PV2 Perrion Neal PV2 Aaron Riley PVT Damond Baltimore **PVT Alexis Casias** PVT Mahamadou Galledou PVT McKinley Price Class 19-047 SPC Victor Leon PFC Gina Lucciono PV2 Gabriel Bernal PV2 Trey Devos PV2 Shamari Leverett PV2 Luis Rodriguez PVT Carlos Cook PVT Damondzea Hollowav PVT Ignacio Rangel Class 19-048 PFC Anthony Innella - DG PFC Makenzie Fetch PFC Andrew Hill PV2 Louis Auguilera PV2 Amber Cocolan PV2 Harrison Demyers PV2 Willie Murphy PV2 Kymarii Nora PVT Rodney Bodine PVT Edward Emerv PVT Brandon Jones PVT Marco Sosa Class 20-004 PFC Diana Castellano PFC Lauren Grav PV2 Michael Hernandez PV2 Victoria Sims PVT Destinee Chavez PVT Diana Cuellar PVT Analeah Hernandez PVT Leilany Melendez PVT Caleb Owens PVT Chadwick Phipps PVT Logan Schroth PVT Ariana Stewart PVT Coltin Waibel

Air Traffic Control Operator (15Q)

Class 19-025 SPC Jason Friedlander SPC Kyle Martin SPC Jesse Pavel PFC Luis Hernandez



People On The Move

PV2 Robert Ordaz **PVT Samuel Cross** PVT Joseph Kallav Class 19-026 PV2 Tristian Niehans - DG SPC Michael Adams SPC Angel Castro SPC Tyler Deane SPC Bryan Forrestal PFC Manuel Reves PFC Mary Wood PV2 Mayzha Holmes PV2 Cole Joosten PV2 Jim Lee Class 19-027 SPC Rahsaan Johnson SPC Kyle Navlor PV2 Calvin Ruhnau PV2 Lucas Turner PVT Isaiah Saldivar Class 19-030 PFC David Skapyak PV2 Brennan Dohertv PV2 Nathan Kurkowski **PVT Zachery Fisher** PVT Cameron McGowan PVT Matthew Prichard PVT Jacob Rein Class 19-031 SPC Nickolis Allan SPC Ebony Welch PFC William Fox PV2 Hassiel Ruiz PV2 Woodrow Weaver **PVT Chuman Nam PVT Andrew Shelley PVT Dakota Willis**

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

Class 017-19 SPC Matthew Aggrey PV2 Corey Campbell PFC Rj Kennward Clemente PVT Daniel Corzine SPC Joshua Culbreath PV2 John Fight PV2 Alexander Haussman PVT Keith Malmoren PVT Izaul Martinez **PVT Michael Morris** PFC Duy Tran Class 018-19 PVT Joseph Rogers-DG SPC Robert Angell PFC Thomas Easlev PV2 Joseph Green PVT Tristen Noack PV2 Keonidonavan Ogo **PVT Michael Rose PVT Anthony Soto** SPC Elijah Theirse PV2 Howard Thorpe **PVT Corey Walker** PVT Zachary Sharp

-DG: Distinguished Graduate HG: Honor Graduate

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATION

UAS REPAIRER

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

Shadow UAS Repairer Course

6 Graduates, 05 Nov 2019 SPC Daniel Cuccapota - HG PFC Dominick J. Dunn SSG Vincent A. Edwards SPC Jacob W. M. Adams SPC Timothy A. Lindsay JR PV2 Gonzalo J. Vivas

Gray Eagle UAS Repairer Course

16 Graduates, 01 Nov 2019 PV2 Tyler M. Vincent - DHG PFC Richard W. Stepp - HG SPC Michael J. Avalasanchez SPC Shae T. Perdue SPC John V. Shrock SPC Charles E. Sweeten PFC Jacob A. Coffey PFC Dustin J. Fulford PFC Johnathan W. Maness PFC Colin S. Minerick PFC Zachary M. Wittig PV2 Carlos Bernal PV2 Kenneth J. Duncan PV2 Isreal E. Gutierrez PV2 Cody D. Hazel PV2 Tyler M. Presley

UAS OPERATOR

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

Shadow UAS Operator Course

29 Graduates, 07 Nov 2019 SPC Amir E. Cooper - DHG SGT Yurisnel Hernandez - HG SGT Trent A. Gouveia SGT Brian S. Imaca CPL Francisco C. Rascoe SPC David S. Jimenez SPC Laure K. Olson SPC Chance L. Piccolo SPC Brandon D. Popplewell SPC Darrel L. Wheat PFC Charles E. Hall PFC Benjamin H. Lindsey PFC Cody J. Morin PFC Joshua A. Shreve PFC Troy A. Todd PV2 Jordan M. Bell PV2 Jeffery B. Gunn PV2 Joseph B. Hoffman PV2 Kevin G. Isham PV2 Nicholas C. Knight PV2 Nicole M. Sinnott PV2 Cody D. Sivils PV2 Jacob D. Suiter PV2 Kyle B. Vanpay PV2 Josiah L. Yazzie PVT Ashtin L. Brewer PVT Matthew J Chrisley PVT Benjamin F. Dorn PVT Gage S. Oldham

Gray Eagle UAS Operator Course

15 Graduates, 15 Nov 2019 PFC Dathan J. Elensky - DHG PFC Adrian A. Warrick - HG SPC Troy M. Askew SPC Dmitry A. Lipsky PFC Russel C. Adams PFC Christopher E. Bednarz PFC Addison Crews PFC Nathan D. Fuller PFC Brett M. Hermann PFC William J. Peralta PFC Jawaan M. Provencial PFC David Santiago PFC Morgan A. Turner PV2 Nicholas E. Adkins PV2 Shanell K. Barretto PV2 Shawn M. Brack PV2 Tushawn D. Davis PV2 Tommy J. Escobia PV2 Matthew L. Garcia PV2 Steven A. Garcia PV2 Jordan A. Gentile PV2 Quintin J. Holbert PV2 Daniel Jusino PV2 Isaiah C. Lopez PV2 Jacob R. Salo * PV2 Brandon L. Skilton PV2 Jackson A. Wisner **PVT Daniel W. Turnbull**

 $\begin{array}{l} DHG = Distinguished \mbox{ Honor} \\ Graduate \\ HG = \mbox{ Honor} \mbox{ Graduate} \\ ^{*} = \mbox{ AAA} \mbox{ Member} \end{array}$





Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten was our founder and first publisher from 1953 to 1987. He was also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson selects a few key items from each historic issue. The cartoon, right, was done 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 January 31,1995

Briefings

December 17, 1994, an OH-58A Kiowa strayed into North Korean airspace. The aircraft was lost in Kumgang County, People's Democratic Republic of Korea (DPRK).Whether the Kiowa was shot down or was a victim

of mechanical failure is unclear. CW2 Davis Hilemon from Clarksville, Tennessee was killed; his body was returned, and later laid to rest, December 28, 1994. CW2 Bobby Hall from Brookville, Florida, was repatriated, December 30, 1994, at the Panmunjom, Republic of Korea. Both aviators served with Company A, 4th Battalion, 501st Aviation Regiment, Camp Page, Republic of Korea.

Change of Command

October 17, 1994. The 160th Special Operations Aviation Regiment (Airborne), made Army history by conducting its change of command ceremony aboard the aircraft



carrier, USS America (CV-66), during Operation: UPHOLD DEMOCRACY. The Regimental Colors were handed from the outgoing commander, BG Bryan D. Brown, to incoming commander, Colonel Dell L. Daily. This was Colonel Daily's fourth and final posting with the 160th, following previous company and battalion commands. Presiding over the ceremony was LTG James T. Scott, Commanding General, U.S. Army Special Operations Command (USASOC), Fort Bragg, N.C.



Korean War

Army Aviators, 25th Infantry Division, who flew helicopter support missions during the Korean War, October 1952: Left to right: 1LT F.E. Raymond, CPT Leland H. Willard, CPT Michael R. Cullen and LTC Charles W. Matheny.



50 Years Ago

January 27, 1970

Air Controller

PFC Pierre Hughes,

25th Infantry's Gold-

en Dragons, 2nd

Battalion, 14th In-

fantry, directs a Co-

bra gunship. Target

was a booby-trap, in



the form of a 105 mm round lying in wait in a tree. The Cobra took out the hazard.

Learning the Ropes



USAAVNS students lift their Hueys in a simulated assault. They are training at the Ranger Jungle Warfare School at Eglin AFB, Florida. Training is supervised by Tac X personnel from Fort

Rucker. The trainees are being prepared for what they are going to encounter in Vietnam.

Cu Chi Vietnam

No, it is not one of Claire Chennault's Flying Tigers. The aircraft is a Cobra, not a P-40. Three ground crewmen work on the transmission of the pictured Cobra. These men belong to Echo Company, 725th Maintenance Battalion, 25th Infantry Division.



Celebrity Ad

Army Aviation as a socially-conscious medium. Well-known actor, Tony Curtis, is pictured proclaiming, "You can quit cigarettes." Tony Curtis appeared in some 100 films, such as Houdi-



ni with Janet Leigh, Trapeze with Burt Lancaster, The Vikings with Kirk Douglas, Some Like it Hot with Jack Lemmon, Operation Petticoat with one of his acting idols, Cary Grant, and Spartacus, again with Kirk Douglas as well as Sir Laurence Olivier, Jean Simmons, Charles Laughton and Peter Ustinov. Tony Curtis died on September 29, 2010 at age 85. His daughter is the actress Jamie Lee Curtis.



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, Ala.

The deadline for nominations for the 2021 induction is June 1, 2020

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

Command Sergeant Major Donnie Calvery Jr.

Army Aviation Hall of Fame 2013 Induction – Ft. Worth, TX

Con July 31, 1973 becoming an aircraft armament repairman and volunteered for service in Task Force 160 10 years later. His exceptional leadership skills and dedication to the special operations aviation mission



allowed him to rise through the ranks serving 19 of his 30 year career in the 160th Special Operations Aviation Regiment (Airborne), culminating as the regimental command sergeant major.

He was there for the unit's baptism of fire in Operation Urgent Fury, the first of many combat operations as a Night Stalker and was the epitome of the unit's motto "Night Stalkers Don't Quit." Of significance was his participation in the first combat airborne operation since Vietnam; the first jumper out the door, during Operation Just Cause.

He was instrumental in the development of programs for the selection and training of enlisted members volunteering to serve in the 160th SOAR (A). His personal attention to the needs of families led to formation of family readiness groups to support the needs of Night Stalker families separated by the constant deployment of service members.

He is an exceptional Soldier whose outstanding accomplishments and selfless service contributed significantly to the success of the 160th SOAR (A) and the Army Aviation Branch. His career embodies what Aviation Branch envisioned as the model for young enlisted aviator maintainers to emulate.

CSM Calvery retired in 2003 and continues serving as a force modernization analyst providing his experience, technical expertise and special operations forces knowledge to the future transformation of SOF aviation.

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