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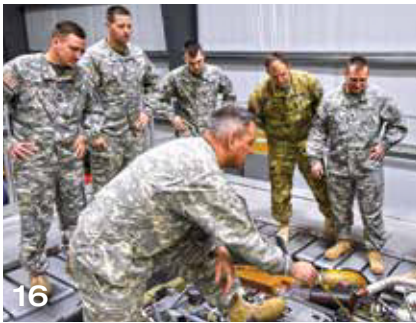
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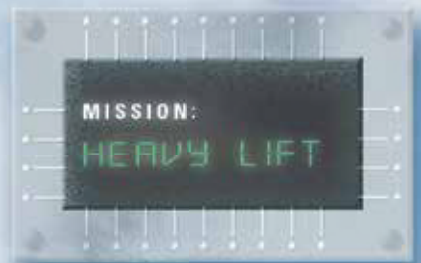
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On The Cover

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New Commander-in-Chief



President Donald J. Trump and Vice President Michael Pence flank Army Chief of Staff, GEN Mark Milley, while observing the 58th Presidential Inauguration Parade at the White House reviewing stand in Washington D.C., Jan. 20, 2017. More than 5,000 military members from across all branches of the armed forces of the United States, including Reserve and National Guard components, provided ceremonial support and Defense Support of Civil Authorities during the inaugural period.

SECDEF Hits the Ground Running



Secretary of Defense James Mattis hosts his first "Top 4" roundtable after arriving at the Pentagon in Washington, D.C., Saturday, Jan. 21, 2017. Also in attendance were Deputy Secretary of Defense Bob Work; U.S. Marine Corps Gen. Joseph Dunford, Chairman of the Joint Chiefs of Staff; and U.S. Air Force Gen. Paul Selva, Vice CJCS. Almost immediately after taking office the evening before, Mattis issued a message to the men and women of the Defense Department stating, "Together with the Intelligence Community, we are the sentinels and guardians of our nation... You represent an America committed to the common good; an America that is never complacent about defending its freedoms;

and an America that remains a steady beacon of hope for all mankind."

Todd Takes Over as PEO Avn



LTG Michael Williams (right), principal military deputy to the Assistant Secretary of the Army for Acquisition, Logistics and Technology, presented the U.S. Army Program Executive Office for Aviation charter to BG Thomas Todd III during a change of charter ceremony Jan. 11 at Redstone Arsenal, AL. In his position as the Program Executive Officer for Army Aviation, Todd becomes the Army's top acquisition officer responsible for the largest procurement budget in the Army. He takes over from BG(P) Robert L. Marion who has assumed the duties of deputy for Acquisition and Systems Management in the OASAALT, Washington, DC.

Last Flight of the Iconic "Huey"



The White Sands Missile Range U.S. Army flight crew poses for a photo in front of the last Huey in the Army before it was transferred over to the Louisiana State Police. UH-1 Huey, tail number 74-22478, made its final flight at WSMR, NM as a U. S. Army operated aircraft Dec. 15, 2016. As confirmed by the Utility Helicopter Project Office, it was the final flight for any National Guard, Reserve, or active inventory UH-1, closing the book on that portion of aviation history.



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Your Voice – Loud and Clear

As you know, the four pillars of our mission statement, to “Support the U.S. Army Aviation Soldier and Family,” are **Networking**, **Recognition**, **Voice** and **Support**.

Last month we really hit the **Voice** pillar hard on behalf of Army Aviation Soldiers and their Families.

First, the Army Aviation Caucus that we have supported and hosted since its inception in 2011, met for the first time in over a year. Caucus meetings had been delayed as the Army worked through recommendations from the Aviation Restructuring Initiative and the Commission for the Future Restructuring of the Army. The Caucus has been reorganized with new co-chairs. Rosa Delauro (D-CT-3), Martha Roby (R-AL-20), and Tulsi Gabbard (D-HI-2) have joined founding chairman Mo Brooks (R-AL-5) as co-chairs and we had our first meeting on Tuesday January 24, 2017.

The Army Aviation leadership represented by MG Erik Peterson, Director of Army Aviation HQDA G3/5/7; MG Doug Gabram, commanding general of Aviation and Missile Command; BG John Evans, commanding general of Army Special Operations Aviation Command; BG Tom Todd, Program Executive Officer Aviation; and COL Tom Drew, deputy commander of U.S. Army Aviation Center of Excellence, informed the Members of Congress about the current state of the Branch with special emphasis on force structure, manning and training challenges and the ongoing effects of past budgets on readiness.

Congresswoman Roby remarked how critical it is that Congress pro-



Hosted by AAAAA, members of the 115th Congress House of Representatives Army Aviation Caucus and their staffs are updated by top Army Aviation leadership on Tuesday, Jan. 24, 2017 at the Rayburn Building in Washington, DC. Pictured (l to r, front row) are co-chairs, Representatives Martha Roby, Mo Brooks, Rosa Delauro, and member, Marc Veasey.

vides predictable funding so industry and the Army can properly invest efficiently in acquisition and modernization. Co-chair DeLauro also expressed her complete support and concern for adequate funding to keep the industrial base healthy and Soldiers properly equipped. Representative Veasey from Texas also had great follow-up questions for the briefers on unmanned aircraft systems.

There were dynamic discussions prompted by Chairman Brooks on the possible impacts of the new administration on future budgets. For some time after the formal close, the over 40 congressional staffers present engaged in one on one discussion with the Army briefers. All in all it was one of the best ever Caucus meetings and the members left with a much clearer view of what you need to succeed in your mission areas.

The next evening, January 25th, we hosted the Senior Executive Associates dinner. Outgoing chairman GEN Jack Keane was unavoidably called out of town and new chairman, GEN Scott Wallace took the gavel. The same Army leadership that had addressed the Caucus addressed this group of retired three and four star non-Aviator general officers. Associates in addition to GEN Wallace included GEN Pete

Schoemaker, GEN Paul Kern, GEN J.D. Thurman, LTG Roger Schultz, and LTG Frank Wiercinski.

After an initial written statement from GEN Keane was read to the body, discussion again ensued at a high professional level on training, equipping and maintaining the current force with a view to possible expansion. Like the prior day, these retired senior leaders left the room with a frank perspective on current and future challenges facing the Army and Army Aviation.

Bottom line is that AAAAA is looking out for Army Aviation Soldiers and Families by making sure that key civilian and senior retired influencers are plugged in and are fully informed of the daily challenges faced in everything from combat to acquisition, logistics, and training. This is why AAAAA is your Voice and one of the reasons you have told us you joined and remain members of the strongest branch association there is... AAAAA!

We look forward to seeing you in Nashville in April at the Annual Summit!!

Above the Best!

BG E.J. Sinclair, Ret.
32nd President, AAAAA
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Read Paul's full story and others
at colheli.com/ourstory/faces.



► PEO Aviation Update

Publisher's Note: For this Rotary Wing Project Manager special focus issue, the branch chief, MG William K. Gayler, has coordinated with the Program Executive Officer for Aviation, BG Thomas H. Todd, to provide the lead, "To the Field," article.

Getting It Right

By BG Thomas H. Todd III



U.S. ARMY PHOTO BY SHAWNICK KERRPATRICK, PEO AVIA PUBLICATIONS

Aviation Family, I was deeply honored to receive the charter to become the Program Executive Officer for Army Aviation in January. I sincerely appreciate the opportunity to return to the tremendous team of more than 3,000 Soldiers, civilians and support contractors who make up this world class organization.

The engineering development model UH-60V Black Hawk hovers above the runway as part of its successful initial test flight Jan. 19 in Meridianville, AL. The UH-60V is being designed to update existing UH-60L analog architecture with a digital infrastructure to address evolving interoperability and survivability requirements.

PEO Aviation and the Aviation community owe a heartfelt thank you to BG Bob Marion for the truly outstanding job during his tenure as PEO. His leadership and vision during the past four years will have deep and lasting impacts throughout the Aviation Enterprise well into the future.

Stewardship

It's no secret that as a force, Army Aviation is stretched and stressed, yet it has been able to sustain an incredibly high operations tempo support-

ing combatant commanders across the globe. But more than 14 years of continuous deployment and the associated strain have taken a toll on the fleet. Limited resources, unpredictable funding and changing requirements continue to place challenges on our ability to maintain the relevance of the current Army aviation portfolio while laying the foundation for continued modernization.

At PEO Aviation we have been given great responsibility as the stewards of very finite resources to effectively ex-

ecute the Army's life cycle management for aviation weapon systems while getting the most out of every dollar spent. For instance, the Apache Program Office is on track to implement a multi-year contract across fiscal years 2017 through 2021 which will save over \$425 million that would have been spent using single year contracts to purchase 244 remanufactured AH-64Es.

The Utility Program Office, working with the U.S. Army Prototype Integration Facility, Northrop Grumman, and Redstone Defense Systems successfully

completed the initial flight of the UH-60V Black Hawk development model on 19 Jan in Huntsville, AL. This milestone was the culmination of a cockpit design and development effort that was completed on schedule, to the day, within 26 months of the original contract award.

These are just a couple of examples of the work taking place within the various Program Offices in collaboration with organizations across the Aviation Enterprise to meet current and emerging requirements.

In this issue of Army Aviation magazine, the PM updates will give you a sense of the tireless effort the PEO Aviation workforce puts in to deliver capabilities to Soldiers every single day that continue to earn the ground commander's confidence and respect through hard work, devotion, and intelligent application of strategies.

Looking Forward

PEO Aviation, along with the rest of the Aviation Enterprise continue to execute effective programs that successfully remodify, upgrade, and remanufacture existing platforms to increase the life of our aircraft's relevance and survivability today, while addressing the requirements to transform and modernize the aviation fleet for tomorrow.

Our top priority in PEO Aviation is the Soldier and ensuring they can execute the challenging missions they perform every day.

Being a returning PEO Aviation alumni, I am very proud to say that my experience has been that when this organization has been challenged to deliver capability, they get it right. Maintaining that high level of success is imperative and I am confident that we will continue to effectively deliver capabilities that support our great Soldiers and that the Army remains the world's premier combat force.

There is no better team in our Army than the Aviation Team of Soldiers, civilians, support contractors and our industry partners, and I am proud and honored to be a part of it.

BG Thomas H. Todd III is the U.S. Army Program Executive Officer for Aviation located at Redstone Arsenal, AL.

▶ NEWS SPOTLIGHT

Army Aviators Work Maritime Tactics

By MAJ Ian Benson and MAJ Erin Braswell



U.S. ARMY PHOTO BY CPT ERIN SHERWOOD

Two U.S. Army AH-64D Apache attack helicopters assigned to the 2-6th CAV, 25th Combat Aviation Brigade launch eight "fire and forget" AGM-114L Hellfire Air to Surface Missiles during a training exercise off the coast of Oahu, HI as part of the RIMPAC 2016 SINKEX with the decommissioned Pearl Harbor frigate USS Crommelin (FFG-37) on July 19, 2016.

2nd Squadron, 6th Cavalry AH-64s from 25th Combat Aviation Brigade Task Force Saber participated in sinking a target vessel as an exercise (SINKEX), part of the annual Rim of the Pacific (RIMPAC) exercises. The Navy provided a decommissioned naval vessel that was anchored over 50 miles offshore and engaged by over 6 different Naval, Air force and Army platforms. The AH-64 conducted eight different engagements against the littoral target and validated the helicopter's lethality not only on land but in the littoral environment as well.

Exercises like RIMPAC mark an increased emphasis within Army Aviation on the continued development and implementation of maritime tactics. As the environment around the world continues to change it is paramount that our allies and partners understand the capability that Army Aviation brings to the fight no matter the place. Training events like RIMPAC provide our branch with more opportunities on a worldwide scale to highlight our multi-domain battle capabilities in the transitional area dividing littoral areas and coastal regions that have typically fallen outside of U.S. Army training environments.



► Chief Warrant Officer of the Branch

Recruiting the Future Today

By CW5 Joseph B. Roland and CW4 David J. Stock II

In order to provide no-fail support to our nation and the warfighter on the ground, Army Aviation strives to access, train, and develop the best aviation warfighters in the world.

When I first came on board last spring CW4 Stock briefed me on an initiative for the branch to play a much bigger role in seeking out those civilians with the character and commitment we require of our aviation professionals. Civilian entries account for 25% of the overall aviation warrant officer accession mission, yet our branch has no formal process to actively seek out our nation's best and brightest civilian talent. Aviation's current group of senior warrant officers that accessed through the Warrant Officer Flight Training (WOFT) program continue to operate and excel in key positions. It's our responsibility as guardians of this profession to ensure we actively seek out those young men and women with the character, commitment, and values to be a part of this warfighting cohort. The following was written by CW4 Dave Stock, one of our talented warfighters who make this profession what it is today.

Warrant Officer Accessions

Many of us know a warrant officer who joined the Army via the out-of-service program called Warrant



CW2 Sean Quillin, Charlie Company, 1st Battalion, 140th Aviation Regiment, greets Jeff Coleman, aviation instructor at Emerald Ridge High School, after landing his UH-60 Black Hawk helicopter on the school's football field. His visit to the high school was part of a partnership with the school's aviation program which gives aspiring pilots the chance to talk to real pilots and sit in real helicopters.

Officer Flight Training, commonly referred to as "High School to Flight School" or "Street to Seat." WOFT has been around for over 30 years and has recruited civilians with a clearly defined path to a warrant officer aviator career, but we typically access just 25% of our annual requirement from WOFT.

The majority of warrant officer aviators are enlisted first, served an average of seven years, and are approximately 28 years old when they submit their packets. Most warrant officers didn't know about WOFT before they joined the Army, and many say they would have applied for it from the start had they known. I am one of those warrants. Having no family in the Army or the internet as a source, I walked into the recruiters' office and told them I wanted to be a helicopter pilot. I was told that I had to be a mechanic first and could apply to be a pilot later. I enlisted for a different

branch and later applied through the in-service board, but those years could have been spent as an aviator had I known about WOFT. The question and circumstances aren't much different today: how do we recruit and get the word out about WOFT? Can we benefit by having younger aviators with more years of service remaining before retirement?

Reaching Out

Aviation Branch has recently made a deliberate effort to reach out and inform the public about WOFT. In the summer of 2016, we established a U.S. Army Aviation booth in the Education and Career Center at one of the world's largest aviation expos, the Experimental Aircraft Association's Airventure in Oshkosh, Wisconsin. During the event we had hundreds of aviation enthusiasts stop and learn about Army Aviation and WOFT.

One of the visitors to our booth was college educated, loved aviation, held a private pilot certificate, wanted to serve our country, and had never heard about WOFT. Within just a couple months the board selected this applicant and he is currently in basic training. This is just one example of the excitement we've seen since we started increasing our WOFT awareness events. There are more events planned in 2017 that will bring the WOFT program to additional civilian aviation forums.

Aviation Branch has also been reaching out to colleges and universities, specifically those with aviation degree programs. Many of these schools have Reserve Officer Training Corps (ROTC) programs, but they know very little about Army Aviation's warrant officer accession programs. Our goal is to ensure that qualified applicants are educated on all Army Aviation accession programs and the differing career paths; one path focused on leadership and command roles as a commissioned Aviation Branch officer, and the other path focused on specialized technical and tactical fields

as an Aviation Branch warrant officer.

Army Aviation has recently coordinated our efforts with Aircraft Owners and Pilots Association (AOPA), the world's largest aviation advocacy organization. AOPA has an annual Aviation High School Symposium that provides a forum and resources for aviation high school programs. In November 2016, Army Aviation distributed WOFT brochures and spoke with numerous aviation high school principals during the symposium. Out of all of the aviation schools, only one person knew of WOFT and all thought it was a great option for their students. Army Aviation will be a featured guest during the 2017 symposium and will continue to inform educators about the WOFT program and how it may benefit their graduates.

While we've been making great strides to improve the awareness of our WOFT program, we've also been seeking more in-service applicants, with a specific focus on installations with unique military occupational specialties (MOSs) and skillsets. Intelligence

professionals, Special Operations personnel, and other low density MOSs should be aware of the requirements and opportunities in Army Aviation. Their education, training, and experience is valuable, and we'll continue to aggressively seek them out!

It's been said that we are all Aviation Safety Officers...well, the same can be said that we can all be warrant officer recruiters. We will utilize our local units and command chief warrant officers to help facilitate greater execution and maximize our reach. We will also continue the Branch initiatives that are providing positive results. With your help, WOFT can transform from the most unknown program to the most sought after program. Recruiting the future force requires a deliberate plan of attack and it must start today.

Above the Best!

CW5 Joseph B. Roland is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL; and CW4 David J. Stock is the USAACE Aviation Warrant Officer Proponent.



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▶ Branch Command Sergeant Major

Gaining and Maintaining the Edge on Aircraft Maintenance!

By CSM Gregory M. Chambers



U.S. ARMY PHOTO BY CSM GREGORY M. CHAMBERS

Gaining the edge on aircraft maintenance and maintaining aircraft maintenance proficiency takes leader engagement at all levels to be successful.

Soldiers from Company D, 1st Battalion (Attack/Recon), 229th Aviation Regiment gather near a unit AH-64D undergoing scheduled maintenance in September 2016 at Joint Base Lewis-McChord, WA.

More importantly, when we succeed at this as a branch, the branch and the Army succeeds.

In this month's issue of ARMY AVIATION magazine, the focus is on the Program Managers. I briefly talked about them as part of the "Enterprise" a couple of months ago. Bottom line, our PM teams are the personnel and organizations that are responsible for getting us our new aircraft and managing those aircraft throughout their lifecycle.

Once we receive those new aircraft it's up to the operational units to maintain those highly sophisticated machines. We all know that the ratio between maintenance time and flight time is huge, meaning we will spend hundreds more hours maintaining an aircraft than we will flying it. Rightfully

so, I think we all want to fly airworthy and safe aircraft.

It's our responsibility as senior NCOs and officers to train our Soldiers, specifically in their technical field as an Aviation mechanic. We all know the importance and the advantage of a well-trained Soldier and a well-trained unit. Using aircraft maintenance whether it's scheduled or unscheduled is the best venue we have to train our Aviation Soldiers. I believe as a branch we are making great headway on collective maintenance tasks such as phases and the removal and reinstallation of major end item components on aircraft. These are great events to train Soldiers but we need to continue to look at other means of training as it concerns aircraft maintenance.

Military Occupational Specialty (MOS) testing, I am not talking about the old SQT examination, but there is nothing stopping us at the unit level from developing our "your" own test. Most Soldiers thrive on learning, sometimes they really want to know where they stand in their own field. There is endless material out there to develop your own test. For example, a 15B supervisor could develop a component identification test on an engine to ensure one, his Soldiers know what all the components are and two, the 15R and 15T knows what the components are because that engine is on their aircraft.

Cross training between MOSs, although our branch has a lot of specialty MOSs due to the complexities of work

required on our aircraft, there is no reason why we can't cross train or at least educate across MOSs. Cross training builds knowledge and proficiency and more importantly creates cohesive teams that can work independently on their own.

MOS Individual Critical Tasks List (ICTL) proficiency; you can find these ICTLs on the web in the Army's digital job book for a given MOS. ICTLs at a minimum give a good reference of what tasks are important for a Soldier to know and how to perform them for their MOS at their current rank. For example, a 15T has 91 ICTLs as it concerns working on the UH-60 aircraft. Although ICTLs are very MOS specific and are macro in size per task, one task can be selected to train multiple Soldiers. Additionally, Soldiers need to understand general aviation tasks in order to complete an ICTL successfully. Junior leaders can also use ICTLs to set up training opportunities, but probably the best thing ICTLs do for a junior leader is it gives them the ability to track progression and experience. And, if leaders track experience that can be passed onto gaining units.

Condition Based Maintenance (CBM), although not an individual training opportunity or a method to measure experience or progression, CBM offers a great method for Soldiers to learn how a particular system works on their aircraft. When Soldiers understand how a component works, interacts with the aircraft and what the component is comprised of, the Soldier becomes a better technician. Aviation Soldiers that become better technicians become better troubleshooters, they become better inspectors and they become better trainers.

Outside of scheduled aircraft maintenance actions, there are numerous ways junior leaders can train their Soldiers on their assigned aircraft. Again, the Program Manager provides us the aircraft, it's up to us to maintain it and keep it combat ready, because at the end of the day, that's what we do in our Army as an Aviation maintainer.

Above the Best!

CSM Chambers
gregory.m.chambers.mil@mail.mil

CSM Gregory M. Chambers is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, 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 2016 National winners will be featured in the April/May AAAA Annual Summit issue.

SFC James R. Lamping

Company C, 1st Battalion,
160th Special Operations Aviation
Regiment (Airborne)
Fort Campbell, Kentucky

2015 Rodney J.T. Yano Noncommissioned Officer of the Year

Sponsored by Lockheed Martin Corporation



APR FILE PHOTO

SFC James R. Lamping's performance in 2015 as a Platoon Sergeant has been nothing short of amazing. He has served as

a forward deployed noncommissioned officer in charge, responsible for the welfare of 26 Soldiers. During this time he also oversaw the withdrawal of Charlie Company, 1-160th SOAR (A)'s enduring presence in Afghanistan, a feat that required superb attention to detail with property accountability.

As a true testament to his leadership abilities he was awarded the Distinguished Flying Cross for heroism as a fully mission qualified (FMQ) nonrated crew member. While serving stateside his outstanding, dedicated leadership was still evident. Always with the future of the Night Stalkers on his mind he was responsible for four promotions within his platoon and seven aviation readiness level progressions, thus building combat power for the Regiment and more importantly the ground force. Further, he oversaw the divestment of 13 MH-60Ls worth in excess of \$346 million and did so with zero loss of equipment.



▶ Reserve Components Aviation Update

Happy New Year! This month's contribution comes from one of the Army National Guard's premiere training schools of excellence, the Eastern Army National Guard Aviation Training Site, or "EAATS" as it is commonly known. This graduate-level school trains on both current and legacy systems, and is capable of providing additional (surge) capacity to meet Army Aviation training requirements. My personal thanks to the EAATS Commander, LTC(P) Gregg Clark for submitting this well written article and for sharing the great work his team does each and every day on behalf of our aviation enterprise.

COL Davis

Eastern Army National Guard (ARNG) Aviation Training Site Achieves Major Milestones

By LTC(P) Gregg Clark and CSM (Ret.) Charles Reisinger

Last year, the Eastern ARNG Aviation Training Site (EAATS) achieved two major milestones – training and graduating the 10,000th enlisted Soldier; and breaking ground on the new Aviation Maintenance Instruction Building (AMIB) at Ft. Indiantown Gap, PA.

In April 1989, National Guard Aviation determined the need to start enlisted training at the EAATS. The first course, the Observation Helicopter Repairer Familiarization Course (NGB-67V-6), had only 4 students. That first year, the EAATS trained 19 enlisted students.

In 1993, NGB realigned the EAATS and the Western ARNG Aviation Training Site (WAATS) missions. The EAATS new focus was cargo and utility mission training, so the Observation Helicopter mission moved to the WAATS. Through 1993, the EAATS graduated 440 enlisted students, primarily in the Observation Helicopter mission. During the same year, the EAATS received its first accreditation as a Reserve Component Training Institute.

After 1993, the EAATS enlisted training mission expanded quickly – the program graduated 555 enlisted students through 11 programs of instruction (POIs) in 1994 and reached an annual high of 935 enlisted graduates, in 22 POIs, during 1995. This included the beginning of UH-60 training for the National Guard, where the EAATS trained 80 students with a New Equipment Training Team (NETT).

In 1996, the EAATS transitioned to Total Army School System (TASS) POIs, increasing the overall length of courses and instructor to student contact hours. This change provided better training for all Army aviation enlisted maintainers; however, the increased training requirements necessitated additional hands-on practical exercises through maintenance training devices or actual aircraft dedicated to maintenance training. It was not until 2001 and 2002 respectfully that the EAATS received its first two Black Hawk Hardware Maintenance Trainers (BHMT) to support UH-60A/L (15T) training; and in 2007, the training site received the first Chinook Hardware Maintenance Trainer (CHMT) to support CH-47D (15U) training.

Today, the EAATS has six Black Hawk training devices



SFC Sean Merrill, an instructor at the Eastern ARNG Aviation Training Site, discusses the Black Hawk primary servo with a class.

and three Chinook training devices (two of which are CH-47F trainers) supporting National Guard enlisted maintenance training. Additionally, the EAATS trains the UH-60 Aircraft Standardization Instructor Course (ASIN1) and the CH-47 Enlisted Flight Engineer Course (NGB-EFEC). As well as training National Guard, Active Duty, and Reserve Component Soldiers, the EAATS conducts enlisted training through foreign military sales and an exchange program with the Logistic Assistance Representative (LAR) University at Corpus Christi Army Depot.

As the enlisted training demand increases for the Army Aviation Enterprise, the EAATS is preparing for even more growth in 15T and 15U training. The training site will transition its maintenance training into the AMIB during the 3rd QTR FY17. Additionally, the EAATS will accept two BHMT-M in the 2nd & 3rd QTR this year to expand its UH-60 training to the M-Model Additional Skill Identifier (ASIA9). The new building will house eleven maintenance trainers, contain five new state-of-the-art classrooms, and support at least 15 POIs at the EAATS.

The EAATS is well postured to continue providing the best aviation enlisted training in the world. The philosophy is simple – safety first, treat Soldiers as professionals, eliminate distracters, and train using the most modern technology, equipment, and information available.

Training for Excellence – ABOVE THE BEST!

COL J. Ray Davis is the chief of the Army National Guard Aviation and Safety Division located in Arlington, VA. LTC(P) Gregg Clark is the commander of the Eastern AATS; CSM (Ret.) Charles Reisinger is a former command sergeant major at the Eastern AATS.

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▶ 128th Aviation Brigade Update

This issue, SSG Smith from our Course Management Office provides a glimpse at the latest technology trainer for Apache maintainers at your school house. "Above the Best!"
COL Smith, Commander

PM-TRADOC Collaboration – A Thing of Beauty

By SSG Neil R. Smith

The mission of Army Aviation is constantly evolving. With the evolution in tactics, techniques and procedures, comes training technological evolution.



U.S. ARMY PHOTO BY SSG NEIL R. SMITH

The L-7AY Multiplex, Avionics, Visionics, Weapons, Electrical Systems Trainer (MAVWEST) during acceptance testing at Joint Base Langley-Eustis, VA.

For more than a decade, the AH-64D Apache Longbow has been the U.S. Army's premier attack helicopter and has performed outstandingly. In the normal evolution of technology, this tried and true warrior is being replaced by the latest attack helicopter, the AH-64E. It is still an Apache and the Echo model will comfortably slip into the place of the Delta model as the world's most advanced, multi-role combat helicopter, just adding to the foundation and legacy that was built by the Apache airframes preceding it.

To accommodate this transition, the maintenance training devices need to keep pace. The L-7AY is an AH-64E Apache training device which was developed and built under contract to the Apache Program Management Office (PMO) by Logistics Services International (LSI). The first edition of this

trainer was delivered to the instructors who train Apache armament in Alpha Company, 1-210th Avn. Regt. during the second quarter of 2016. The L-7AY Multiplex, Avionics, Visionics, Weapons, Electrical Systems Trainer, or MAVWEST for short, is a crew station and subsystem simulation airframe. It is a dual military occupational specialty trainer in that it is equipped to accommodate both the 15Y, Apache Armament/Electrical/Avionics Repairer and 15R, Apache Repairer. The MAVWEST is an operational device that simulates the AH-64E production aircraft operational systems, and is used to train system familiarization, fault isolation, remove-and-install components, and systems trouble-shooting procedures. This training device provides the ability to simulate an aircraft fault, do the initial analysis, move to trouble-

shoot, replace a component and finish it all off with running the maintenance operational checks.

The MAVWEST system consists of three major components; the Instructor Operating System (IOS), the Mobile Power Supply Unit (MPSU), and the L-7AY trainer itself. The IOS is housed in a tower cabinet and contains all the software used to run the simulations and training scenarios. The MPSU looks and functions just like the Aviation Ground Power Unit (AGPU). The design of the device enables connectors to the MPSU, whether it be electric or hydraulic, to be attached to the airframe and function as if it were an actual Apache and AGPU setup. The equipment is designed to be the most advanced, realistic maintenance training platform in the military. The trainer itself is built into an actual

AH-64E so you get the look and feel of a real aircraft. There is also sound pumped through the training device adding to the realism. For instance, when you press the button to start the Auxiliary Power Unit, the sound of an APU coming on line is heard.

The L-7AY supports 326 fault isolation procedures (FIPS) over 27 major aircraft systems. These major systems include; the weapon systems, communications as well as the airframe structure. There are 97 Maintenance Operational Checks embedded into the software so that way the student Soldier can run a complete systems check and see if the fault they have been chasing will actually return the aircraft or system to operational status. The software is set up to mimic the processes and procedures of the E Model AH-64 and works in tandem with the Interactive Electronic Technical Manual to provide the students with a realistic training environment. When the trainee selects a button on the Multipurpose Display, it reacts just same as a real aircraft would. Simulation this authentic will better prepare the trainee for actual field work when they arrive at their units.

LSI has also developed the L-7AY trainer with many additional maintenance procedures. For instance, the trainer will allow the 15Y trainees to perform a full CBHK of all weapons and sighting systems. The 15Rs have the ability to perform hydraulic servicing and flight control rigging as well.

I had the privilege of being a member from the 128th Aviation Brigade that did the initial testing, refining and final acceptance tests of the trainer during its build. The team completed over 1,500 individual tests during the product acceptance testing.

The L-7AY AH-64E Trainer is the most advanced and complete maintenance training device on the market. With its design, functions and adaptability this amazing machine will effectively be training the future of Army Aviation Attack maintainers for many years to come.

SSG Neil R. Smith is assigned to the Course Management Office of 1st Bn., 210th Avn. Regt., 128th Aviation Brigade at Joint Base Langley-Eustis, VA. He is a fifteen year Army combat veteran who has been a 68/15Y his entire career with three tours to Iraq and two to Afghanistan.

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Flight Performance – Keeping Pace with Updated Technology

By David M. O'Brien, Jr., Ph.D.

During the height of the wars in the Middle East, Army Aviation aircraft were being upgraded at a rapid pace to counter existing and evolving threats.

Even though the troop levels have drawn down from the peak levels in the early 2000s, new threats continue to emerge, and our existing aviation platforms continue to evolve to better counter those threats. In this article we take a closer look at how new and/or upgraded equipment can affect the flight performance of your aircraft.

In the Operator's Manual, you'll find the vehicle flight performance in Chapter 7. This chapter contains numerous charts and tables that are derived from flight test data measured on a baseline aircraft configuration. However, there is a good chance that you aren't flying the baseline configuration, so there are probably some adjustments that you need to make. Depending on your particular aircraft, the operator's manual will handle configuration changes in different ways. Some provide multiple sets of performance charts covering the most common configurations, while others will provide some form of correction to apply to the baseline charts.

Although, the operator's manual will cover many possible configurations, you may find that you still have one or more piece(s) of equipment that aren't accounted for in the aircraft operator's manual. Generally speaking, any piece of equipment that is attached to the outside of the vehicle will have some



MH-47 Chinook showing examples of large external equipment.

impact on the flight performance. Most of the time it will simply be an increase in drag, but larger items may also have an effect on helicopter download. The Airworthiness Release (AWR) covering a piece of equipment will provide guidance on how to account for any changes to the flight performance characteristics.

Determining Flight Performance

The Aeromechanics Division of the Aviation Engineering Directorate (AED) uses multiple methods for determining the flight performance impact on a new/upgraded piece of equipment. Naturally, the most preferable method is to perform a back-to-back flight test with and without the new piece of equipment to determine the performance change, or "delta" as we engineers like to say. As you might guess, this is not always practical, especially for small items. It will typically require a large change like a new engine IR suppressor or large sensor pod to justify a flight performance test. The next most preferable method is to have the original equipment manufacturer

(OEM) provide the flight performance impact deltas. While the major OEMs have the capability to provide these numbers, smaller contractors may not have an engineer qualified to perform the necessary analysis. AED also has the engineering capability to estimate the flight performance impacts of a new piece of equipment. In the case of OEM provided numbers, AED uses its in-house capability to perform an independent estimate. When the contract does not provide flight performance impacts, AED uses its engineering capability to estimate the impact through analysis. In such cases, AED will typically use two independent estimates as quality assurance of the guidance provided to the pilot through the AWR.

So you may be asking, "What's the big deal? The AWR for this new widget says I should add 1.0 square foot of flat plate drag area. Is that really going to change the performance of my aircraft?" The answer is "Yes, but it is going to be a small, likely imperceptible change." The bigger question is how many small changes from the baseline does it take to equal a more noticeable change? There is no hard and fast rule, but if you have a couple of small changes from the baseline, you may start to notice a decrease in flight performance, particularly at higher speeds, since drag is proportional to velocity squared. As drag increases on your aircraft, you may find that a few knots have been shaved off of your top speed or that you are burning off fuel at a faster rate when flying at your typical cruise speed. Likewise, if you have any items that increase download, then you are going to find that your payload capability has decreased.

Dr. David M. O'Brien, Jr. is an aerospace engineer in the Aeromechanics Division of the Aviation Engineering Directorate, U.S. Army Aviation and Missile Research, Development, and Engineering Center at Redstone Arsenal, AL.



Birth Control By CPT Abigail Vargo, M.D.

Q. Doc, I want to get a prescription for birth control. What are my options while on flight status?

FS: Prescription birth control is safe and considered a Class 2A medication – it must be prescribed by a physician and reported on the annual flight physical. Estrogen or progesterone preparations do not require a waiver when used solely for contraception or hormone replacement following menopause or hysterectomy. There are many effective methods to prevent pregnancy. Choosing a method can be difficult, but considerations should include your ability to use the method correctly and consistently, future pregnancy plans, side effects and cost.

Which birth control methods are most effective?

If used correctly and consistently, most hormonal birth control methods are greater than 99% effective. However, the effective rate can vary widely with different methods due to user error or forgetting to take medicines as prescribed. Barrier methods used at or near the time of sex (i.e. condom, diaphragm) tend to be less effective than other methods due to the increased potential for inconsistent or improper use. The Depo-Provera (medroxyprogesterone) injection, contraceptive patch, oral contraceptive pills (OCP), and contraceptive vaginal ring also need to be used consistently to remain effective. Intrauterine devices, implants, or surgery (i.e. vasectomy, hysterectomy, and tubal ligation) do not require the user to take any actions before sex and can be the most reliable methods, especially for forgetful users. With “typical” use the success rate of these methods ranges between 91-94%, but all potentially remain >99% effective when used exactly as prescribed.

Which method will be right for me?

No method is perfect; you should discuss the advantages and disadvantages of each with your flight surgeon. A

major consideration should be your ability to use a given method both correctly and consistently to remain effective.

Intrauterine Devices (IUDs) – a healthcare provider must place IUDs into the uterus. You may need a temporary down-slip if pain medications are required to control the discomfort following placement. There are two types of IUDs: copper-containing (ParaGard) and progestin-releasing (Mirena, Liletta, Skyla). The copper-containing IUD interferes with both sperm transport and fertilization of an egg to prevent pregnancy and is effective for up to 10 years. The copper IUD may cause longer, heavier bleeding and more cramping. Progestin-releasing IUDs are effective for 3-5 years and work by altering the uterus and cervical mucus to prevent fertilization. Lighter or absent periods are common, along with less cramping.

Birth Control Implant – The Nexplanon (etonogestrel) implant is effective for 3 years. It is a soft, flexible, 4cm by 2mm implant inserted in the inner, upper arm by a healthcare provider. The implant slowly releases a hormone into the body to prevent pregnancy. A common side effect is irregular bleeding.

Injectable Birth Control – Depo-Provera (medroxyprogesterone) is a long-lasting progestin hormone, injected deep into a muscle (buttock or upper arm) once every three months and used for up to two years. During the first three to six months, periods may be irregular and prolonged, but periods may cease for up to 50% of women after one year of use.

Oral Contraceptive Pills (OCPs) – Most OCPs contain a combination of two hormones: progestin and estrogen. OCPs are very effective when taken as prescribed. Side effects typically improve with consistent daily use and may

include nausea, breast tenderness, bloating, and mood changes. Irregular spotting or bleeding is common during the first few months and after missing a pill. Since estrogen increases the risk of developing blood clots, individuals with risk factors for clotting (tobacco use, are greater than 35 years old, or have a history of blood clots or cancer) should talk with their provider before starting. Progestin-only pills (Micronor, Camila, Errin, and Jolivette) do not contain estrogen, and they provide the same efficacy as combination pills if taken at the same time every day. Progestin-only pills do not increase the baseline risk of developing a blood clot.

Skin Patches – Patches contain the same hormones as the combination birth control pills and have similar side effects. Place a new patch on the skin weekly for three weeks, then leave off for one week.

Vaginal Ring – The NuvaRing (etonogestrel/ethinyl estradiol) is a flexible, plastic ring, which slowly releases estrogen and progestin, and has similar side effects to OCPs. One ring is placed in the vagina for three weeks, followed by a week with the ring removed.

In summary, it is important to discuss all your birth control options with a healthcare provider to determine which method will be best for you. If you have a procedure or get a prescription from a provider other than your flight surgeon, you must contact them before returning to flight duties as well as report these at each clinic visit.

Stay safe!

Dr. Vargo

Questions?

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.) Abigail Vargo is a flight surgeon at the U.S. Army School of Aviation Medicine, Fort Rucker, AL.



Apache Helicopter Project Office Update

By COL Joseph A. Hoecherl with COL (Ret) Robin D. Cofer

At the end of 2016, the Army took delivery of its 169th AH-64E Apache helicopter, which equates to 5 AH-64E battalions and almost 25% of the current Army Acquisition Objective (AAO) of 690 aircraft. Fielded units include 1-229th Attack Reconnaissance Battalion (ARB), 4-6 CAV, 1-101st ARB, 2-17 CAV, 7-17 CAV, and USAACE.

The Apache Project Office is on track to implement a Multi-Year contract across fiscal years 2017 through 2021. This contract action will allow procurement of the Army's projected requirements for AH-64E along with options for emerging requirements for Foreign Military Sales. Successful award

of Apache Multiyear will result in over \$425 million in savings versus single year contracts for the purchase of 244 remanufactured AH-64Es. These savings are the result of industry having stable and known requirements over the five year period versus the instability of individual year contract planning. This predictability allows the Apache Project Office to deliver capability to the Army and Soldiers at the best value possible.

Apache Development and Modernization – MAJ Aaron Kia

The AH-64E Development and Modernization Product Office is working hard on the second planned technology insertion which is referred to as

AH64E Version 6 (V6). The V6 aircraft enhances several capabilities first introduced in the Version 4 build and adds a variety of new capabilities to the platform. With the addition of V6 into the platform, the aircraft will meet all of the requirements for the AH-64E program.

Over the next decade, the Army plans to integrate a variety of new technologies into Apache including the Improved Turbine Engine, the Common Infrared Countermeasures systems, the Small Airborne Network Radio, the Joint Air-to-Ground Missile, and the Advanced Precision Kill Weapon System laser-guided rocket.

As a software driven platform, the Apache will also move towards an open



U.S. ARMY PHOTO BY VISUAL INFORMATION SPECIALIST GERTRUD ZACH

An AH-64 Apache helicopter crew with the 12th Combat Aviation Brigade takes part in Exercise Allied Spirit V at the 7th Army Training Command's Hohenfels Training Area, Germany, Oct. 4, 2016. Exercise Allied Spirit includes about 2,520 participants from eight NATO nations, and exercises tactical interoperability and tests secure communications within Alliance members and partner nations.

littoral environments, bringing to bear high resolution sensors, lethal weapons, and digital command and control capabilities to support combined arms maneuver across all domains.

Apache Sensors – MAJ Jeffrey Timmons

The Apache Sensors Product office will continue to provide significant improvements to the fleets' current sensors with our major efforts including Modernized Day Sensor Assembly (MDSA), Modernized Radar Frequency Interferometer (MRFI), Manned Unmanned Teaming Expanded (MUMT-X), and High Reliability Turret (HRTUR).

MDSA provides color video to the crew stations and adds Ultra Narrow and eXtended Range (XR) fields of view to the day sensors which are available only in the night time FLIR fields of view today. Additionally, MDSA adds an on-gimbal Laser Pointer Module, an eye-safe mode Laser Rangefinder

Designator, a modified Laser Spot Tracker (functioning in tactical and eye-safe laser wavelengths), and an embedded training laser for Combat Training Center rotations.

MRFI improves capabilities by providing pilots with greater situational awareness against radar based threats. Improvements include an upgrade from analog to digital receivers and increased spectral coverage, enabling detection of additional radar threats. These improvements are supplemented with an enhanced pilot-to-vehicle interface and additional data displayed in the crew station.

Modernized Day Sensor Assembly (MDSA) and Modernized Radar Frequency Interferometer (MRFI) are in production with deliveries to the assembly line on track to meet a 2019 aircraft delivery.

MUMT-X increases pilot situational awareness with the ability to receive live video from unmanned aircraft systems (UAS) or wingmen equipped with a compatible system. MUMT-X has an improved upper receiver and more robust software build when compared to today's Manned Unmanned Teaming – Level 2 (MUMT-2) system and will provide Apache crews with the additional Levels of Interoperability (LOI) 3 and 4. LOI 3 and 4 provides crew members with control of the payload

system architecture through Future Airborne Capability Environment (FACE) conformance, in order to enable software reuse throughout the defense enterprise. This will increase interoperability with the joint force, reduce developmental costs, and deliver capabilities to the Warfighter more quickly.

The Apache will continue to enhance the ability to detect, protect, and respond to cybersecurity threats in the electromagnetic spectrum and the cyber domain. With these capabilities in mind, the AH64E Apache will remain a key force multiplier in the employment of U.S. forces in multidomain battle. The Apache will operate as an air asset over both land and

International Apache Fleet



The AH-64 International Fleet includes 15 countries and a fleet size of 413 Apaches. There is a mix of AH-64A, D, and E model aircraft across this worldwide footprint. The aircraft fleet size and composition is expected to grow and change over the next 5 years.

PMARQUE GRAPHIC

New/Improved Capabilities in the AH-64E Version 6:

- Cognitive Decision Aiding System (CDAS)
- Data Correlation
- Link 16
- Soldier Radio Waveform (SRW)
- Systems Level Embedded Diagnostics / Smart Tool 4 Aviation Maintenance Platform (SLED/STAMP)
- Area Navigation (RNAV)
- Tactical Air Navigation System (TACAN)
- Multicore Mission Processor (MMP)
- Fire Control Radar (FCR) Enhancements
- Modernized Day Side Assembly (MDSA)
- Manned-Unmanned Teaming Expanded (MUMT-X)
- Modernized Radar Frequency Interferometer (MRFI)
- Common Configuration
- Cyber Security

The final technology insertion originally planned for the AH-64E production line, referred to as Version 6 (V6), provides the remaining technologies required to meet the approved requirements for the program.

and flight path of compatible UAS.

HRTUR will replace the legacy turret with an improved system designed to reduce operations and sustainment costs through improved maintainability and sustainability, with faster slew rates and improved sensor stabilization. HRTUR will finalize development and continue with testing by the close of 2017.

International Apache – LTC Lance Culver

Operational readiness and interoperability between the United States Government (USG) and our allied partners continues to be a primary responsibility for the International Apache (IA) Office. The global Apache fleet is currently made up of 740 AH-64D and E airframes operated by the USG and 413 AH-64 A, D, and E airframes operated by our allied partners. Between today and 2021, the international fleet will grow to 491 airframes based on scheduled deliveries and change its composition as more countries modify their existing Longbow Apaches to the AH-64E. There is also the likelihood of six new Foreign Military Sales (FMS) cases.

The constant growth and proliferation of the Apache requires continu-

ous analysis and planning to provide solutions to arising issues from an allied perspective. One challenge for the international fleet is the uniqueness of each of the 16 allied partners. Unique Operational Flight Programs (OFP), Mission Equipment Packages (MEP), sustainment requirements, and training needs based on each country's individual cultural, operational, economic, and regulatory environments cause complex problems throughout every program.

In an effort to maintain the established success of the Apache around the world IA strives to find innovative solutions to enhancing coordination and collaboration with our allies. The IA Office conducts two working groups per year to facilitate coordination between FMS partner countries. IA invites all of our international partners to an annual working group called the Apache Coordinated Technical Services Improvement Program (ACTSIP) where an open dialogue is used to disseminate information related to important subjects within the global fleet and discuss emerging requirements from both the USG fleet and the International fleet.

IA also meets with operational users of a select group of likeminded partners, both USG and international, with the primary goal of enhancing developmental collaboration and operational synchronization. In order to increase interoperability for all users, the Apache PMO developed a "Common Configuration" for AH-64E production. The goal is to encourage adoption of the common configuration across partner countries to the greatest extent possible. This approach increases interoperability, improves technology synchronization, and decreases sustainment costs for all users.

As you can see, the Apache Helicopter Project Office remains busy. We work tirelessly to support our Soldiers and the Warfighter with both the best attack helicopter in the world (the AH-64E) and the second best attack helicopter in the world (the AH-64D). Our Soldiers, our Army, and our country deserve no less!

Attack!

COL Joseph A. Hoecherl is the project manager for the Apache Project Office, Program Executive Office for Aviation, Redstone Arsenal, AL; and COL (Ret.) Robin D. Cofer is a support contractor with S³ Inc., Huntsville, AL supporting the Apache Project Office.

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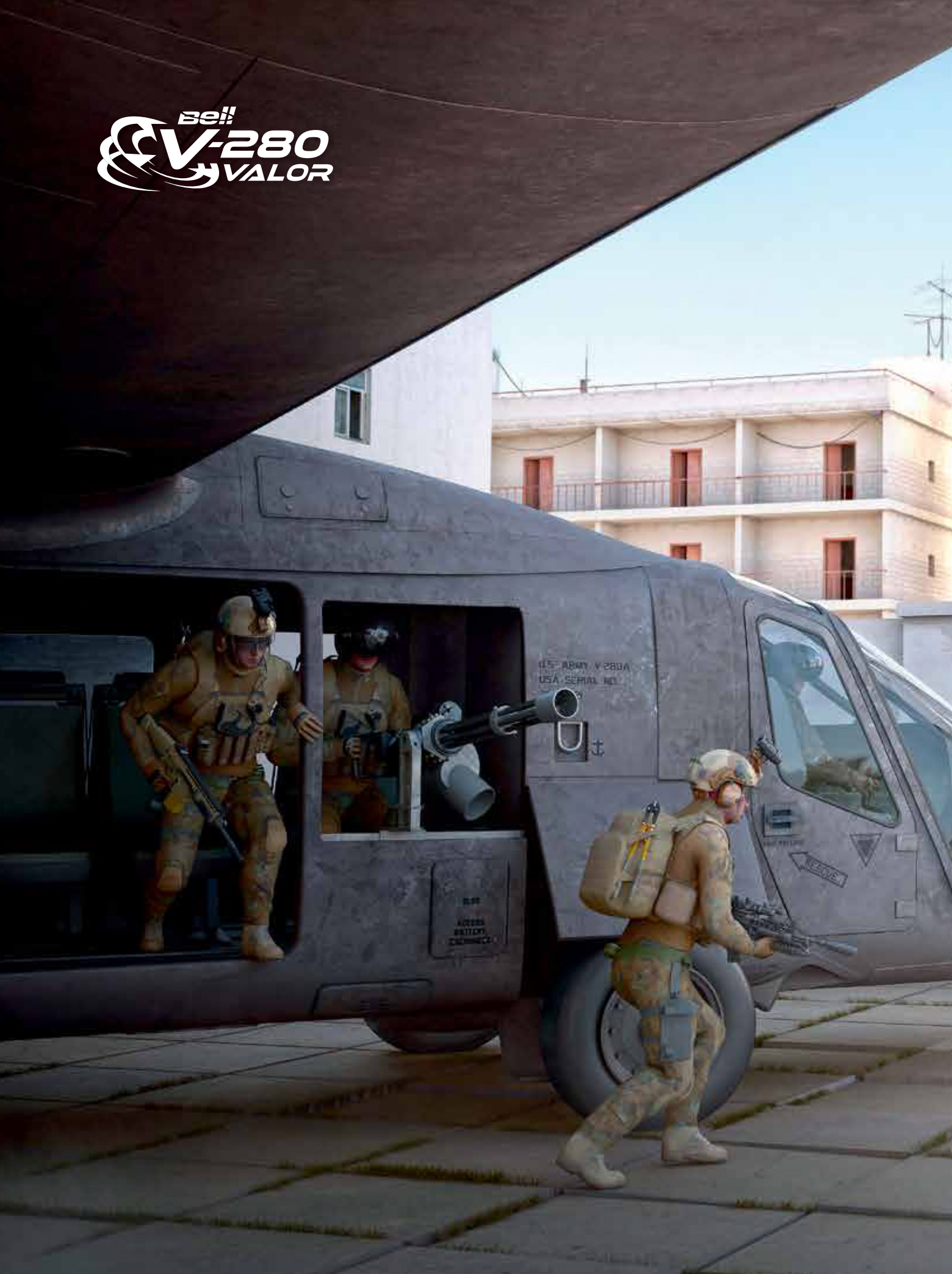


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Cargo Helicopter Project Office Update

By COL Robert L. Barrie

The Cargo Helicopter Project Office (CHPO) remains focused on sustaining the effective and affordable operation of the Chinook fleet as the Army's premiere heavy lift helicopter through 2060. As ever, our top priority remains providing unwavering support and assistance to our operators and maintainers in the field. In this article, you'll receive updates from our Team on the capabilities we have delivered over the past year and on our progress towards delivery of future capabilities. We remain committed to our tradition of responsive support to the world-wide Chinook community and will continue to support forums that maximize the exchange of ideas and experiences. We are honored to serve our talented, committed, well-trained and well-led Soldiers, civilians and contractors serving throughout the world.

CH-47F – LTC Richard M. Bratt

Throughout the world, the CH-47F is a critical Army asset for transporting troops, supplies, and providing various combat support, and combat service support operations. Secondary missions include MEDEVAC, aircraft recovery, parachute drops, disaster relief, fire bucket operations, and search and rescue.

The PM Cargo and Boeing Team delivered the 376th CH-47F in December 2016. The CH-47F aircraft incorporates key reliability and maintainability improvement modifications which bring significant benefits to the maintainers, operators, and tactical commanders. Throughout the next year, several units will receive new Multi-Year II aircraft which include enhancements such as Common Avionics Architecture System (CAAS) 9.2.2

A CH-47F slings the Mobile Tower System near Redstone Arsenal, AL.

software, Cargo On/Off Load System (COOLS), APX-123 transponder, two ARC-231D radios, and the Improved Vibration Control System (IVCS), which replaces the Self Tuning Vibration Absorber (STVA).

The IVCS provides a significant improvement in vibration reduction over the STVA; furthermore, the IVCS weighs 138 lbs. less than the legacy system.

CAAS 9.2.2 provides units with Required Navigation Performance/Area Navigation (RNP/RNAV) capability; this ensures Global Air Traffic Management (GATM) compliance. MYII

CLARITY IN THE CHAOS OF COMBAT

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THE BOEING COMPANY PHOTO BY MIKE GOETTIGS

A CH-47F with the Advanced Chinook Rotor Blade (ACRB) takes its first flight at Mesa, AZ in December 2016.

CH-47F aircraft now have the FAA equivalent level of safety certification for RNP/RNAV operations down to 0.3 RNP (in nautical miles). These improvements greatly enhance the ability of the aircraft to operate effectively in increasingly complex civil airspace. The CH-47F is a great combat multiplier; CAAS and DAFCS result in reduced crew workload and improved low-speed handling qualities. Because of the tremendous capabilities the CH-47F delivers, commanders can accomplish a variety of challenging missions safely and successfully.

CH-47 Modernization – LTC Calvin J. Lane

During the past year, the Modernization Product Office continued to focus on the future of the Chinook Fleet. The CH-47F Block II Chinook upgrade which is the first step of a potential multi-block-upgrade strategy to the Chinook is designed to affordably maintain platform relevance through the planned service life of 2060. The Block II team made a great deal of progress this year beginning with the

release of the Engineering and Manufacturing Development (EMD) Request for Proposal, the subsequent receipt and evaluation of Boeing's proposal, and the completion of the Army Requirements Oversight Council. The Product Office continued to conduct risk reduction testing and complete activities required to award the EMD contract and initiate the Block II Program of Record after a successful milestone decision.

The cornerstone of the Block II effort is the introduction of a new rotor blade design, the Advanced Chinook Rotor Blade (ACRB), which will significantly improve the performance of the helicopter in high-hot atmospheric conditions and improve reliability. The Boeing Company flew the first prototype ACRB equipped aircraft in December of 2016 at its Mesa facility. This flight testing is a key step toward establishing the technological readiness for the milestone decision.

The Block II plan includes airframe modifications that will increase aircraft maximum gross weight up to 54,000 lbs., a fuel system modification that

improves reliability and increases fuel capacity by 80 gallons, improvements to the rotor system, electrical system and mechanical flight controls, and updates to the digital cockpit and flight control software.

CH-47 International – Mr. Michael R. Switzer

The CH-47F continues to be highly sought after in the international community. The Cargo International Directorate was chartered in May 2015 to handle the foreign military sales (FMS) of the Chinook. The office works closely with the U.S. Army Security Assistance Command (USASAC), U.S. Army Aviation and Missile Command Security Assistance Management Directorate (AMCOM SAMD) and the Boeing Corporation to help fill the needs of our foreign partners. The fielding of the CH-47F has led to a unique opportunity for countries to purchase displaced U.S. Army CH-47D aircraft in order to augment and modernize their own fleets. To date 25 CH-47D aircraft have been purchased by three different countries. Also, there are currently active FMS cases to produce 51 CH-47Fs for customers from four separate nations. To date 32 of those 51 aircraft on contract have been delivered and are flying missions within their countries as well as in hostile environments.

All of our international customers share the common goal of staying aligned with the configuration of the US Army CH-47F. Due to the nature of the cases, countries are able to implement modifications developed for the US Army at or near the time that the improvements are being fielded to US Army units. As a result, coalition forces are then able to seamlessly augment US Forces in contingency operations. All international CH-47F customers have expressed interest in procuring CH-47F Block II once available so they may continue to support coalition forces well into the future.

COL Robert L. Barrie is the project manager of the Cargo Helicopter Project Office, Program Executive Office, Aviation; LTC Richard M. Bratt is the CH-47F Product Manager, LTC Calvin J. Lane is the CH-47 Modernization Product Manager; and Michael R. Switzer is the Cargo International Product Manager; all located at Redstone Arsenal, AL.

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Project Manager Non-Standard Rotary Wing Aircraft – Delivering Partner Capability

By COL Steven B. Clark



An OH-58D being loaded onto a U.S. Air Force C17 Globemaster at Ft. Hood, Texas for delivery to Tunisia.

of U.S. Security Force Assistance strategy. Recently, NSRWA PMO executed several high visibility 2282 Global Train & Equip and Excess Defense Article (EDA) programs. The purpose of the 2282 and EDA programs are to build the capability of a foreign country's national military forces that benefits the national security interests of the United States and transfers excess defense equipment to assist modernization efforts of partner forces.

2282 Huey II Program

On September 26, 2016, the Army Contracting Command-Redstone announced the award of two firm fixed price contracts to Bell Helicopter Textron, Inc. for both Uganda and Kenya. These contract awards support the procurement of five (5) Huey II aircraft for Uganda and eight (8) Huey II aircraft for Kenya, as well as commercial spares/special tools/peculiar ground support equipment and maintainer training. During the week of November 14, 2016 members from the NSRWA PMO working with AMCOM Security Assistance Management Division and Bell Helicopter delivered six of the eight Huey IIs to Kenya. These six aircraft will ultimately be deployed by the Kenyan Air Force to the Laikipia Air Base in Nanyuki; the remaining two aircraft are to be delivered by May 2017. These Huey IIs will add to the Kenyan Air Forces rotary wing fleet comprised of Mi-17s, SA 330 Pumas, Harbin Z-9s and MD-500s. Additionally, four Kenyan Air Force pilots completed their training on October 21, 2016 and an additional four (4) pilots completed their training on Nov. 4. The Maintainer training for eight Kenyan Air Force mechanics began on 24 October 2016 and was complete by 11 November 2016. As for Uganda, all five aircraft are scheduled for delivery

The mission of the Non-Standard Rotary Wing Aircraft (NSRWA) Project Management Office (PMO) is to procure, field and sustain non-standard rotorcraft for the Department of Defense (DoD), allied countries or as directed by the Office of the Secretary of Defense in support of Overseas Contingency Operations. Initially established in 2010 to procure and lifecycle sustain the fleet of Mi-17 helicopters in support

of the Combined Security Transition Command-Afghanistan (CSTC-A), the portfolio has expanded to 315 aircraft representing a diverse fleet of Mi-17, MD-530, AH-6i, OH-58D, UH-1, Huey II, AH-1, Bell 412 and AW-139 aircraft as demand for rotary wing via foreign military sales programs continues to proliferate. Equipping, modernizing and empowering partner nations with rotary wing capabilities is a tenet

ALL PHOTOS - U.S. ARMY PM NSRWA PHOTO



OH-58D helicopters for delivery to Croatia on the ramp at Redstone Army Airfield, Alabama.

September 2017 while pilot and maintainer training is to be conducted during July or August 2017.

The Kenyan Air Force will operate the helicopter in general support and search and rescue (SAR) missions. The Huey IIs are remanufactured aircraft that combine commercial Bell 212 dynamic components with the 1,800 shaft horsepower Honeywell T53-L-703 engine (replacing the original Lycoming), leading to an increase in hover performance in hot conditions and increasing the maximum gross weight to 10,500 lbs. Along with the Bell Huey II kit installation, Bell Helicopter refurbishes the Bell UH-1H basic airframe to OEM standards (zero timing the airframe), provides a complete rewire, updates the avionics (including an optional glass cockpit) and offers a comprehensive selection of mission specific kits and customization. Other features include rollover bulkheads, rupture-resistant fuel cells, wire strike protection and jettison-able crew doors.

Excess Defense Article OH-58D Program

On December 2, 2016 the NSRWA PMO successfully delivered the second and final shipment of 11 OH-58D aircraft and mission equipment support package to Zadar, Croatia. The delivery was accomplished via a U.S. Air Force C5 Galaxy from Redstone Arsenal, Alabama. At Zadar, NSRWA representatives and Croatian military leadership conducted joint inspections and inventories to formally transfer ownership from the United States to Croatia. In conjunction with the transfer, maintenance

Kenyan Air Force Huey II aircraft.

actions were performed by U.S. Soldiers from the Korean Peninsula (1-17 Cavalry Squadron and 602d Aviation Support Battalion). The Soldiers conducted scheduled maintenance and ground-runs on the five aircraft delivered in July 2016 in addition to completing administrative entries on the newly arrived 11 aircraft in preparation of upcoming Croatia ground and flight training.

Following the Croatia delivery, NSRWA deployed representatives to Fort Hood, Texas, to conduct the initial delivery of six OH-58D aircraft to the Tunisian Air Force at Gabes, Tunisia. At Ft. Hood, the NSRWA team coordinated and consolidated shipments from various CONUS locations and prepared for onward movement of the aircraft for delivery. On Dec. 13, two Air Force C-17 Globemaster transports departed for Tunisia with six OH-58D aircraft and mission essential equipment. Simultaneously, the Security Assistance Training Management Organization (SATMO) has been training Tunisian pilots and maintainers at

Roswell, New Mexico, using 12 aircraft and a second mission equipment support package. All remaining pilots and maintainers, with the second training support package, will depart for Tunisia in March 2017.

Whether EDA, 2282 or traditional FMS cases, the NSRWA PMO remains engaged in resolving complex fielding, safety, sustainment, airworthiness and training issues facing soldiers operating non-standard rotary wing aircraft. The need for rotary wing capability is essential to ensure our partner nations have the resources available to meet their internal defense and security requirements.

COL Steven Clark is the project manager for Non-Standard Rotary Wing Aircraft, Program Executive Office for Aviation, Redstone Arsenal, AL.



U.S. Army Utility Helicopter Fleet Modernization Yields Operational and Readiness Gains

By COL William D. Jackson



The first flight of the all-digital UH-60V foretells the impending end of our analog utility aircraft fleets. All the UH-1s will be gone in FY17, the Kiowas and TH-67s will exit by FY19; and our last UH-60A will be divested in FY23. The remaining UH-60Ls will be converted into UH-60Vs over time. This will leave us with five principle rotary winged utility aircraft: the UH-60M, HH-60M, UH-60V, H-60V Medical Evacuation (MEDEVAC) and the UH-72A – all bussed multi-engine aircraft with glass cockpits. These modernization efforts are now realizing both operational and readiness improvements.

The benefits of this greater than 50% reduction in aircraft configurations will permeate our entire enterprise. Although much of our modernization was focused on operational enhancements, like moving maps, variable message format (VMF) messages and

power, we have also realized large improvements in reliability, availability and maintainability. For example we have greatly increased our mean time between essential maintenance actions and our meantime between mission aborts. When you combine these advances with the large reductions in required Authorized Stockage List (ASL), Prescribed Load List (PLL), sets, kits and outfits, our enterprise truly benefits. Let's take a look at some of our individual programs.

H-60V

The H-60V program is developing a state-of-the-art digital cockpit upgrade to replace the aging analog UH-60L cockpit - the last remaining non-digital aircraft in army aviation. The upgrade will provide a human-machine interface similar to the H-60M aircraft and do so while complying with Future Airborne Capability Environment

UH-72A Aircraft

(FACE) 2.1 standards for interoperability, open architectures and application portability. FACE compliance will ultimately result in lower implementation costs and capabilities getting to the warfighter faster. Additionally, UH-60V will integrate aviation survivability equipment, a moving map and Blue Force Tracker 2 Next-Generation Situational Awareness System to meet evolving interoperability and survivability requirements. While fully coupled flight will not be implemented in the UH-60V at this time, it will have a Required Navigation Performance-Area Navigation (RNP-RNAV) capability to meet civil flight rules while flying in the U.S. and Europe.

The first of five UH-60V prototype aircraft is near completion and is scheduled for first flight in early 2017. Three of these prototypes will be built



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FMS Aircraft Delivery

in Meridianville, AL, while the final two prototypes will be built in Corpus Christi Army Depot (CCAD) where low rate and full rate will be conducted. Low Rate Initial Production (LRIP) is scheduled to begin in the summer of 2018. During LRIP, 76 UH-60V aircraft will be inducted between FY18 and FY20. Starting in FY20, full rate production will yield 48 aircraft per year. CCAD will recapitalize inducted UH-60L aircraft in conjunction with the 60V digital cockpit modification, providing a life cycle extension to the airframe and ensuring the UH-60V will be relevant for years to come.

H-60M

This year the Army and Sikorsky celebrated the delivery of the 1000th H-60M at the Sikorsky plant in Stratford, CT. The program continues to deliver this fully modernized airframe on schedule. Concurrently, we have fielded a suite of innovative training devices and simulations. For example, we fielded the Army's next generation Black Hawk Aircrew Trainer (BAT) to the new equipment training team (NETT) at Ft. Bliss, TX. The BAT will provide Army Aviators the ability to train aircrew tactics and procedures to include emergency procedures in a high fidelity realistic environment while meeting all AR 95-1 simulator training requirements.

In December of 2016, the H-60M Product Office completed delivery of the Army's first Black Hawk Integrated Procedural Trainer (BIPT) to

the Academics Section of the 212th Aviation Regiment, 110th Aviation Brigade, United States Army Aviation Center of Excellence (USAACE). The BIPT is a comprehensive upgrade to previous maintenance training devices and contains an integrated UH-60M model Cockpit Emergency Procedural Trainer (CEPT-M). The BIPT will be utilized for UH-60 introduction, preflight academics, and to conduct run-up procedures. Use of the BIPT to teach preflight and walk around procedures will save over \$3,000/aircraft issued at the flight line for the same instruction. Total cost savings will be over \$700,000/year for the UH-60 Flight School Twenty-One (FSXXI) Initial Entry Rotary Wing and Aircraft Qualification training programs.

An added benefit with the integration of the CEPT-M will be the reduced time it takes to run-up the actual UH-60 and get to the business of conducting flight training. This program remains on track to complete our acquisition objective of 1,375 aircraft. Meanwhile, the H-60M NETT is close to completing the training at Ft. Hood for the 1st Air Cavalry Brigade and has started preparations for the next NET and fielding with the 4th ID CAB at Ft. Carson, CO that will begin in February of 2017.

MEDEVAC

The Product Director for MEDEVAC (PD MEDEVAC) is the materiel solution developer and lifecycle man-

ager of MEDEVAC systems and mission equipment packages (M-MEP) on the H-60 helicopter for the current force and for the transformation to the future force. The installation of the Interim MEDEVAC Mission Support System (IMMSS) and the Intercommunication System (ICS) relocation kit on the UH-60A/L resulted in a need for an improved visibility window for each cabin door. Airspace surveillance requirements, such as clearing the aircraft tail, slope and dust landings were originally achieved via the gunners' windows. With the IMMSS fully installed it blocks access to the gunners' windows and requires the crew seats be moved to the rear of the cabin. Early user assessments on the UH-60A/L SMART window highlighted concerns about the limited "real estate" available for users to get their heads out the windows far enough to adequately clear the tail. The HH-60 bubble window was initially considered but a flood of negative user feedback necessitated a different material solution.

Following trade studies, PD MEDEVAC introduced the Black Hawk Advanced MEDEVAC (BAM) Window as a pre-planned product improvement. BAM is a user friendly, lower cost, lighter weight, and fully retractable sliding replacement window. The BAM window replaces both standard windows on the right and left side cargo doors and can accommodate personnel outfitted with full Night Vision Goggle capability to effectively clear the aircraft tail without any obstructions. The BAM window now has a fleet-wide Air Worthiness Release (AWR 1926), and it will be fielded to UH-60A/L MEDEVAC aircraft in conjunction with IMMSS and ICS relocation kit fieldings.

Future planning activities have commenced to support production line and other retrofit activities at the Lakehurst facility so that HH-60Ms will be fielded with the BAM Window installed starting in late FY17. The MEDEVAC unit fielding priority begins with Afghanistan, followed by Kuwait, and the European Command (EUCOM). PD MEDEVAC will field all remaining MEDEVAC units based upon established production and fielding plans. The BAM window was made possible by funding received from the U.S. Army Medical Research and Materiel Command (USAMRMC).

Light Helicopters

The Light Helicopter Product Office continues to support UH-72As across 42 states, the District of Columbia, Puerto Rico, Guam, Germany, and Kwajalein. The U.S. Army has accepted delivery of over 376 UH-72As since 2006. With 212 UH-72As, the Army National Guard conducts operations across the mission spectrum, most recently supporting the U.S. Customs and Border Protection on the Southwest border, and local communities affected by fires in Tennessee and flooding in Louisiana. To date the Product Office has fielded over 130 UH-72As to the U.S. Army Aviation Center of Excellence (USAACE) as part of the Army's Aviation Restructure Initiative (ARI), replacing TH-67s and OH-58A/Cs as the Initial Entry Rotary Wing (IERW) training aircraft. Four UH-72A IERW classes have graduated to their advanced aircraft, and three UH-72A classes are currently in session. In 2017, half of the IERW training will be supported by UH-72As.

In 2016, the UH-72A fleet transitioned from a paper logbook to the digital Aircraft Notebook, the successor to Unit Level Logistics System-Aviation (Enhanced), and migrated from a commercial web-based aircraft logistics management application to an Army developed software suite, Logistics Maintenance Management System (LMMS).

Recently the Product Office completed the modification and fielding of 80 UH-72As to USAACE as part of ARI. The Product Office continues modernization efforts with the fielding of a Shoot-back capability for the Opposing Forces (OPFOR) UH-72As assigned to the three combat training centers (CTCs). This system allows the OPFOR UH-72As to replicate enemy aircraft engagements by using a multiple integrated laser engagement system to acquire and destroy targets, both day and night.

Three aircraft were modified in 2016, one per CTC; the remaining OPFOR aircraft will be modified in 2017. Additional efforts in 2017 include initiating the Automatic Dependent Surveillance-Broadcast (ADS-B) Out modification, to meet the Federal Aviation Administration's January 2020 mandate, and development of a change to the video downlink frequency of the Army National Guard's Security and Support aircraft, as directed by the Federal Communications Commission.

OH-58A/C/D, TH-67, and UH-1

In October 2016, the Armed Scout Helicopter Project Office merged with the UH-72A Lakota Product Office, to become the Light Helicopter Product Office. The OH-58D fleet will complete their mission and be divested in 2017. OH-58A/C and TH-67 helicopters continue to support the aerial Observer/Controller mission at the National and Joint Readiness Training Centers, and IERW training at USAACE. Divestment of these fleets will continue through 2019. The last UH-1 helicopters in the U.S. Army will be divested from Army Materiel Command (AMC) and the Aviation Test and Evaluation Command (ATEC) at the end of 2016. The UH-1 entered production in 1960 with more than 9,700 delivered to the Army during its illustrious 56 year career.

Foreign Military Sales (FMS)

UH-60M FMS Sales continue with the Saudi Arabian National Guard (SANG), the Royal Saudi Land Forces Airborne Special Security Forces, Mexico, Jordan and others. Other countries whose aircraft are in various stages of production include: Tunisia (UH-

60Ms to be delivered between 2017 and 2018) and Slovakia (UH-60Ms to be delivered between 2017 and 2019).

As we look ahead, the International Programs Office sees strong interest from the countries of Norway, Indonesia, Australia, Egypt, Morocco, Brunei, and Thailand for UH-60M aircraft. Saudi Arabia has also expressed interest for additional UH-60Ms while Montenegro and Afghanistan have demonstrated interest in the UH-60A Black Hawk. Brazil and Turkey have exploring the purchase of the UH-72A Lakota helicopter.

In summary, the U.S. Army has a dynamic utility helicopters project that is relevant today and adapting to the changes tomorrow will bring. Our Allies are participating in the process and this makes our entire enterprise more cost effective while providing a worldwide operational focus. Modernization has yielded operational and readiness improvements and these gains are now set to accelerate.

COL William D. "Billy" Jackson is the Utility Helicopters Project Manager, Program Executive Office for Aviation, Redstone Arsenal, AL.



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TRADOC Capability Manager for Reconnaissance and Attack (TCM-RA):

Preparing Now for Multi-Domain Battle By COL Jeffrey W. White



The emerging operational environment indicates future operations will be significantly different than those of the recent past. Multi-Domain Battle allows US Forces to outmaneuver adversaries physically and cognitively, applying combined arms in and across all domains.

– Army Capabilities Integration Center (ARCIC) Multi-Domain Battle Pamphlet

How can we leverage the hard fought lessons of the past and the extensive battle-tested experience of our professional all-volunteer force while striving to dominate our future enemies? However difficult to answer and ultimately achieve, it is important for us, as Aviation leaders, to purposely and critically think about this complex problem. By doing so, we can develop better and more affordable material solutions (air-

craft, weapons, sensors, mission command systems, aircraft survivability equipment) while refining non-material solutions (doctrine, training, leader development, policy) in order to prepare for the next conflict.

To develop viable solutions for this complex problem, it is imperative we collaborate across the Aviation Enterprise and incorporate strategic guidance as we develop concepts and requirements. With this approach we can most effectively focus capability development of material and non-material solutions to dominate not just in just one domain but across multiple domains – land, sea, air, space, and cyberspace. The fundamental premise of the Multi-Domain Battle concept is creating multiple options for supported commanders, multiple dilemmas for the enemy, across multiple domains.

A key part of MG Gayler's [Army Aviation Branch Chief] strategic guidance is outlined in his Army Aviation vision emphasizing the need for a "professional, modernized aviation force focused on our ground forces while generating options for the Combatant

Commander in any condition through increased Reach, Protection, and Lethality..." This article will focus on the fundamental tenets of reach, protection, and lethality to describe attack and reconnaissance capabilities for the 21st Century – preparing now for Multi-Domain Battle.

Reach

There are many aspects of reach as it pertains to Army Aviation. Reach is not only a function of speed, but also a function of range, endurance, performance, and deployability. In the short and mid-term, we are increasing the reach of our current Apache fleet by upgrading to the latest variant, the AH-64E. The AH-64E will be a vital component in every attack reconnaissance battalion (ARB) and heavy attack reconnaissance squadron (HARS) resident in each combat aviation brigade (CAB). To date, the Army has fielded over 160 AH-64Es, completing the 16th and 101st CABs, continuing now at Fort Hood, TX with the 1st Air Cavalry Brigade (ACB), while concurrently fielding these aircraft at Ft.



An Army AH-64 Apache helicopter prepares to land on the flight deck of the dock landing ship USS Oak Hill (LSD 51).

Protection

As part of the Multi-Domain Battle concept, U.S. Forces must improve the ability to counter threat Anti-Access/Area Denial (A2/AD) capabilities, which includes more sophisticated and integrated air defense systems. As a result, Aviation stakeholders are concentrating on detect and defeat aspects of aircraft protection in order to improve on existing/legacy systems such as the Common Missile Warning System (CMWS). To enhance threat detection, the Army will rapidly equip certain AH-64D/E aircraft with Advanced Threat Warning (ATW) equipment in response to a theater specific Joint Urgent Operational Needs Statement (JUONS). These ATW components will interface with modified Department of the Navy Large-Aircraft Infrared Countermeasures (DoN-LAIRC-M) to augment CMWS and improve the ability to defeat specific threat systems.

The Army is expanding this initiative as part of the Advanced Threat Detection System (ATDS) to improve protection of manned platforms. In the mid-term, ATDS will replace CMWS providing Army Aviation the ability to detect advanced infrared (IR) and hostile fire threat systems, correlate laser detection data for improved threat declaration, and hand off threat declarations to the appropriate countermeasure system (common IR countermeasures, flares, etc.). Additionally, ATDS will serve as the foundation for future growth against IR, radio frequency (RF), laser, and ballistic threats. The Army is partnering with industry and other science & technology efforts to develop new long-term capabilities to mitigate A2/AD vulnerabilities. This will include the Aviation Airborne Expendable Countermeasure (AAECM),

U.S. NAVY PHOTO BY MASS COMMUNICATION SPECIALIST 2ND CLASS JUSTIN WARBROUGH

Rucker, AL to seed the training base. The Army will continue to field AH-64Es through at least FY25 contingent on long-term Future Vertical Lift (FVL) options currently in the works. Simultaneously, the Army continues fielding unmanned aircraft systems (UAS) organic in each CAB – MQ-1C Gray Eagles in each ARB and RQ-7 Shadows in each H-ARS – enabling effective Manned/Unmanned Teaming (MUM-T).

FM 3-04 “Army Aviation” defines MUM-T as the “integrated maneuver of Army Aviation rotary wing and UAS to conduct movement to contact, attack, reconnaissance, and security tasks.” MUM-T is a crucial part of the Army initiative to mitigate the armed reconnaissance gap with the divestiture of OH-58Ds. As we continue to integrate AH-64Es, Gray Eagle, and Shadow UAS to fully realize MUM-T, Army Aviation will increase the reach of commanders with “increased depth and breadth of Aviation reconnaissance and maneuver.”

Specific to AH-64E, platform and systems enhancements will expand

the ability to conduct MUM-T with increased Level of Interoperability (LOI) necessary to achieve supervised control of UAS sensors, weapons, and ultimately the platform itself. This capability growth is an extension of the current ability of AH-64s to transmit and receive full motion video with UAS. The AH-64E also features insertions including rotor and drive system improvements increasing platform speed, range, endurance, and performance. Extensive efforts are underway to provide AH-64E equipped units with the Reduced Size Crashworthy External Fuel System (RCEFS) adding an additional 125 gallons of fuel in each tank increasing range. To increase the ability to deploy by sea or air the Army is developing an improved blade folding kit to decrease the time and effort to off-load AH-64Es during air transport or recover/stow aircraft during shipboard operations. These are but a few of the short and mid-term AH-64E capability insertions increasing the reach of Army Aviation while focusing on supporting our ground forces.

providing robust primary and supplemental countermeasure capabilities against IR, RF, optical, and laser guided threats.

Lethality

The Army continues concerted efforts to improve lethality and escalate Multi-Domain Battle capabilities in the Aviation portfolio. The Army is currently fielding the latest variant of the Hellfire (HF) missile, the "Romeo" Model HF (R-HF), modifying missile hardware and software, increasing accuracy, adding a multi-purpose warhead, and optimizing for employment from AH-64D/E and MQ-1C platforms. In response to a JUONS, the Army is fielding modified Longbow HF missiles to optimize capabilities against non-traditional targets. These modified L7A HFs provide better lethality against both maritime/littoral threats and counter-UAS targets. The next generation missile, the Joint Air-to-Ground Missile (JAGM), is currently in testing and on schedule. JAGM will provide a dual-mode seeker featuring both laser and radar guidance in one missile and im-

prove lethality against advanced threat armored systems that are protected with passive and active countermeasures. JAGM will eventually replace all variants of the HF in the long-term.

The Army is expanding efforts to close an existing lethality gap – the lack of a scalable/tailorable small guided munition option against soft/mid-range targets at a reduced cost. Currently the only other precision guided option available for Army Aviation (other than HF) is the Advanced Precision Kill Weapon System (APKWS) – a laser-guided 2.75" Hydra rocket. Only AH-64D/Es can fire APKWS which does provide a complementary capability against soft-skin/light targets. To support an existing Operational Need Statement (ONS) and provide more lethality options, the Army is pursuing a Lightweight Precision Munition (LPM). Stakeholders are focusing LPM on employment off of UAS, providing near/mid-term options for commanders. We will seek to leverage additional partnerships outside the Aviation Enterprise to increase 30mm lethality, adding to the current inven-

tory of 30mm High-Explosive Dual-Purpose (HEDP) rounds with a 30mm proximity fuse, being developed for C-UAS and maritime targets.

As we invest human, intellectual, and financial capital to properly address current and future threats, ARCIC points out that "Multi-Domain Battle is not unprecedented, rather it is about using capabilities in more innovative ways to overcome new challenges." This concept is full of opportunities for Army Aviation, specifically for reconnaissance and attack capabilities within our Branch, to capitalize inherent advantages of both manned and unmanned systems. Looking ahead, we will continue to prepare for the challenges that we will face, remaining committed to those who we support, creating multiple dilemmas for the enemy.

COL Jeffrey W. White is the U.S. Army Training and Doctrine Command Capability Manager for Reconnaissance and Attack, with the U.S. Army Aviation Center of Excellence at Fort Rucker, AL.

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TRADOC Capability Manager for Lift Update

By COL Mark S. Levine



PHOTO BY CPT SAMANTHA JEWEL, 3-22 ASST'S S

Your TRADOC Capability Management Lift team at Fort Rucker, AL closed out a busy 2016 serving as the Army's centralized management team for capability development of the cargo, utility, non-standard rotary wing, and fixed wing aircraft. Our relationship with end users, our exceptional team of program managers, Army staff, and industry help us work as a cohesive team to navigate the procedural challenges and maximize efficiency in a resource constrained environment.

A major focus of effort for 2017 is restoring aircraft payloads to the warfighter due to aircraft and operational weight increases. Years of necessary and critical modifications to our airframes added considerable weight to combat equipped aircraft. Over the last ten years, weight growth of additional critical mission equipment of the CH-47 and UH-60 fleet is over 4,000 and 800 pounds respectively. The aircraft combat weight increases have come at the expense of available payloads reducing our operational effectiveness to the warfighter. Further aggravating the weight reduction challenge is the fact that Soldier loads and equipment weights continue to increase.

Restoring Payload

One means of restoring payload to the warfighter is increasing aircraft avail-

able power and performance. Maximizing available aircraft power, modifying drive trains, and increasing maximum gross weight of aircraft is a proven way to restore payload, but the complexity of the engineering and testing challenges take considerable time and effort.

Our most advanced program along these lines is the *Chinook Block II* program. Chinook Block II will increase payload and performance while reducing operating costs through a meticulous series of airframe and drivetrain modifications. These modifications will increase both payload and operational readiness, while reducing operating cost and maintenance man-hours. Chinook Block II will increase the maximum gross weight of the CH-47F from 50,000 pounds to 54,000 pounds. An added benefit is more commonality between the CH-47F and the MH-47 Special Operations airframes. The Block II program is a result of a multi-year partnership between the Cargo Program Managers and the Special Operations MH-47 team leveraging lessons learned and investments to solve common payload and maintenance problems. The first fielding of Chinook Block II airframes will occur in the 2023/2024 time frame.

The next major payload and performance improvement to the UH-60 fleet is the *Improved Turbine Engine Pro-*

gram (ITEP). We are applying the same partnership and teaming demonstrated in the Chinook Block II program to identify opportunities to maximize the benefits of the ITEP engine when fielded in the mid to late 2020s. While we study opportunities for payload growth through performance enhancements, we fully understand that these improvements are long-term goals that must balance with short-term efforts to increase capability to the warfighter.

In order to meet near term payload demands we are looking closely at aircraft weight reduction initiatives. Weight reduction on existing airframes translates immediately into additional payload for the warfighter. We expect 2017 to involve a series of airframe specific focus groups targeting weight reduction options. While the timelines will be shorter than major aircraft performance improvements, it will take close collaboration from our end users, program managers, engineering teams, and industry to identify the best opportunities for investment in weight reduction of our airframes.



A Black Hawk from Combat Aviation Brigade, 4th Infantry Division drops off troops on a mission in Afghanistan.

PHOTO BY SFC DAVID LAM, 4TH CAB

Additional Priorities

Other standing priorities include improving navigation capability and range, aircraft survivability, operations in degraded visual environments, and air to ground communications. It is important to note that many of these initiatives involve additions to the airframe with subsequent increases in weight and power demands. Balancing the weight of additional systems along with efforts to pair with offsetting weight reduction is what we are trying to accomplish. End state is payload increase for the warfighter along with increased operational capability and

survivability for our Soldiers.

In addition to our Chinook and Blackhawk initiatives, our Lakota, non-standard rotary and fixed wing teams continue to provide vital capability for our nation. The Lakota team continues the transition as the primary training aircraft for Army Aviation and is off to an exceptional start. The Army National Guard Lakota fleet continues to excel in a variety of missions improving public safety and security. Our non-standard rotary wing team continues world-class support to the Afghan Special Mission Wing.

Our fixed wing community sustains

a high forward deployed OPTEMPO executing Operational Support Airlift and Military Intelligence missions around the globe. An area of interest for the fixed wing community is our transition to fixed wing for life that streamlines our training pipeline while simultaneously modernizing our aging fleet through the Fixed Wing Utility Aircraft (FUA) program.

Our unchanged and unrelenting focus on improving capability to the warfighter is the professional bond that brings us together and highlights the strength of the team throughout the aviation enterprise, industry, and our superb international partners. We look forward to serving as your requirements team and increasing capability to the warfighter in 2017!

COL Mark S. Levine is the U.S. Army Training and Doctrine Command Capability Manager for Lift, U.S. Army Aviation Center of Excellence at Fort Rucker, AL.

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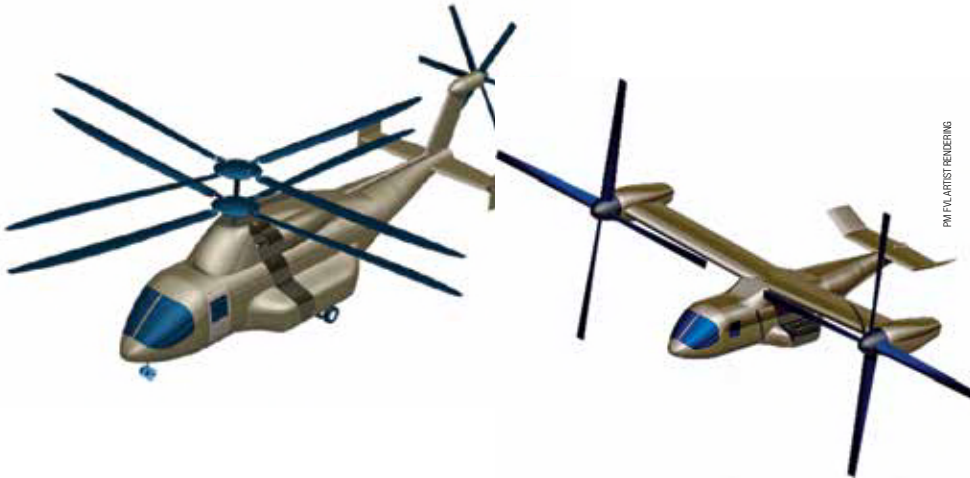
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TRADOC Capability Manager for Future Vertical Lift **Update**

By COL Erskine R. Bentley



PM FVL ARTIST/ENGINEERING

*Coaxial FVL Concept Drawing (left);
Tilt-rotor FVL Concept Drawing*

The TRADOC Capability Manager (TCM) for Future Vertical Lift (FVL) is the lead user representative and requirements manager for building the capability framework that will shape an entire family of future vertical lift vehicles for the Department of Defense (DOD). FVL is a Joint and DOD initiative to address vertical lift capability requirements and determine feasible and affordable solutions in support of the Joint Warfighter beyond 2030. FVL is truly a Joint endeavor from inception focused on providing more capable speed, range, payload, endurance, and situational awareness to the Joint Warfighter.

As an Army TCM, working inside the Army Aviation Center of Excellence's Capabilities Development and Integration Directorate (CDID), we are coordinating user requirements across the United States Army, Marine Corps, Navy, Air Force, Coast Guard, and U.S. Special Operations Command. While each Service has unique missions that they perform in support of our National Military Strategy, each Service has gaps in capabilities across more than 6,100 vertical lift aircraft. The reality that all of our current aircraft will need to be replaced within the next fifteen to fifty years prompted the initiation of the FVL program in 2009.

Program Goals

The FVL initiative has six major goals: to provide the Joint Force with

transformational vertical lift capabilities; to maximize the impact of available resources across the DOD; to ensure timely fielding of necessary warfighting capabilities; timely demonstration of critical current and emerging technologies; continuous coordination of the efforts of all stakeholders; and to ensure preservation and continued development of the government and industry science and technology (S&T) producers of materiel solutions. FVL is not only exciting for U.S. military warfighters because it represents a great opportunity to field an unprecedented capability that will change and significantly enhance the way we conduct missions across the Range of Military Operations (ROMO), but it is also an exciting opportunity for our DoD engineers, program managers, and industry partners. FVL aircraft represent the first "clean sheet" or from-scratch design approach in vertical lift aircraft development since the V-22 Osprey.

Capability Sets

We in Army Aviation have an unprecedented opportunity to lead a Requirements Integrated Product Team (RIPT) made up of capability developers from across the Joint Force. Hosting roughly five RIPT working groups each year, the team has accomplished

much to move the ball forward in the development of the FVL Family of Systems (FoS). The Joint FVL General Officer Executive Steering Group (ESG) directed that the Services start with the capability set that encompasses the largest portion of the joint vertical lift fleet. For the Army and majority of joint services, this is Capability Set 3 (CS3) which is a subset set of the medium class.

The CS3 aircraft will exceed all current capabilities found in existing Black Hawk, Apache, Cobra, and Huey platforms. In addition to refining CS3 requirements, the RIPT supported the Army Project Manager and Acquisition Integrated Product Team (AIPT) to advance CS3 past a materiel development decision (MDD), which to the Warfighter means that FVL is a future program of record that is on track with its affordability, engineering design work, and requirements determination metrics. TCM FVL is currently working closely with Army and Marine Corps analysis agencies and joint warfighters to conduct an Analysis of Alternatives (AoA) in order to determine how the various FVL potential solutions provide capabilities that improve force effectiveness versus the life cycle cost for each alternative. This analysis supports further requirements refinement and provides the underpinnings for the Draft Capability Development Document (DCDD) which supports the Technology Maturation and Risk Reduction (TMRR) phase of acquisition.

Improved Capabilities

There are several major capability areas where the Joint Force can expect to see improvement over current vertical lift platforms. The CS3 will initially replace Army UH/HH/MH-60M Black Hawks, and Marine Corps UH-1W Venom, and AH-1Z Vipers, with additional aircraft and missions still being considered. In the area of performance, we can expect three significant improvements: 1) Speed greater than 230 knots; 2) operational radius of ac-

tion greater than 225 nautical miles; 3) increased internal payload.

Breaking the mold for most current Army platforms, FVL will be capable of aerial refueling further extending achievable strategic distances. In the area of aircraft survivability, the CS3 will be operating with cognitive decision aiding (CDA) that automatically assists the crew in operation of the aircraft, mission execution and threat identification, engagement and avoidance. FVL will do this by real-time sharing of sensor information with other air, ground and sea based platforms, by employing field level reprogrammable sensors and jammers, and by having onboard and/or off board access to secure databases that automatically populate the CDA computer and Joint Common Operating Picture (COP). Additionally, FVL will increase survivability through an integrated all-weather/degraded visual environment capability allowing the joint force to choose when and where to operate.

In the area of sustainment, FVL will be the benchmark of design – incorporating highly reliable components that fail less often and require less scheduled maintenance. FVL will also be designed

to be easier to repair with fewer special skills, and less special support equipment so joint forces have the flexibility to decentralize and fix as far forward as necessary. It is envisioned that through common manuals and procedures FVL will allow Services the ability to be truly interoperable with the capability of one Service's aircraft to be serviced and repaired by other Services using the same maintenance procedures.

Other areas of improvement will come with: a Modular Open Architecture System (MOAS) enabling a “plug and Play” approach to mission systems; improved, scalable, weapon systems; a joint common operating picture; and increased power regeneration, ground situational awareness, and physical space to supported ground forces embarked on assault missions.

An FVL equipped Joint Force provides increased capabilities to the ground force commander and greater options to Combatant Commanders with a tactical weapons system that can strategically self-deploy and conduct operational level maneuver at expeditionary distance. This significant increase over current capabilities will present future adversaries with mul-

iple dilemmas providing the operational and tactical overmatch required in future operations. An FVL equipped combat aviation brigade would be capable of conducting an air assault of a light brigade combat team to distances over 200 miles away without the limitations of terrain, elevation, temperature, weather, or visibility.

FVL provides the Army, Joint Force and our partners with the Reach, Protection and Lethality to maintain our asymmetric advantage over current and future adversaries. The FVL initiative has been Joint from inception and remains one of the highest priorities for DOD and Army Aviation modernization, and extremely important to future national defense. The National Defense Strategy calls for a ready, rapidly deployable expeditionary force that can project power on arrival, and FVL is critical to meeting this requirement for DOD and the Joint warfighter.

COL Erskine R. Bentley is the U.S. Army Training and Doctrine Command Capability Manager for Future Vertical Lift, U.S. Army Aviation Center of Excellence at Fort Rucker, AL.

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Air Cavalry and the Aviation Restructure Initiative –

A Year in Review from the Tactical Level By LTC Andrew M. Beyer

Early in the spring of 2015, 1st Squadron, 6th Cavalry deployed to the National Training Center (NTC) as an aviation task force with 47 aircraft and a 500 trooper task force supporting 2nd Armored Brigade Combat Team's (ABCT) preparation to deploy to Iraq. In the months following this rotation, the Squadron would quickly shift fires to focus on the transition of the Squadron to the new Heavy Armed Reconnaissance Squadron (H-ARS) structure as part of the Aviation Restructure Initiative (ARI).

Over the next year, the Squadron would turn-in the OH-58D Kiowa Warrior helicopters and associated equipment. During this period the unit would also have over an 80% turnover in personnel while additionally receiving AH-64D Longbow Apaches from the Army National Guard and RQ-7BV2 Shadow Unmanned Aircraft Systems (UAS). At the end of the transition, the CAV Squadron would grow from having 6 x OH-58D platoons to having 6 x AH-64D platoons and 3 x RQ-7BV2 Shadow platoons. This new capability enables each troop to execute Manned Unmanned Teaming (MUM-T) as an independent element with 2 x AH-64D platoons and an organic Shadow Platoon.

The Fighting Sixth strongly sought to transition while sustaining the "CAV Mentality." The AIR CAV Scout curiosity,

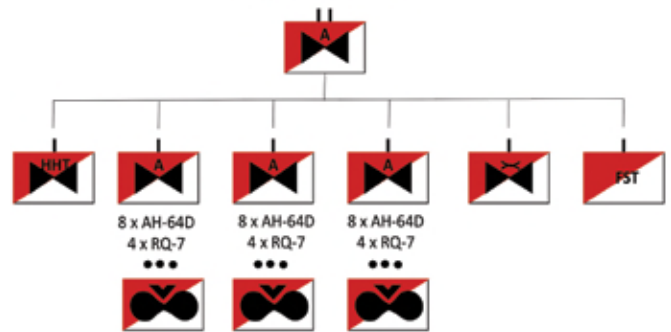
combined with the disciplined execution of the fundamentals of reconnaissance and security and new equipment, could enable a similar transition as from the days of the horse cavalry to armored personnel carriers. Historically, the CAV's adaptability has been one of its greatest qualities keeping it as such a critical asset in the Division arsenal. If the Squadron could harness the curiosity of the scout and the increased capability brought on by the sensors and systems of the RQ-7BV2 Shadow and the AH-64D Longbow, the CAV would enhance its ability of being the eyes and ears of the battlefield. The equipment has changed, but the necessity of empowering maneuver commanders with the critical and real time information to make timely and accurate decisions remains just as relevant on today's battlefield as it was in 1861.

Fundamentals of Reconnaissance

1. Ensure continuous reconnaissance
2. Do not keep reconnaissance assets in reserve
3. Orient of the reconnaissance objective
4. Report all information rapidly and accurately
5. Retain freedom to maneuver
6. Gain and maintain contact
7. Develop the situation rapidly

OH-58 Kiowa helicopters from 1st Squadron, 6th Cavalry Regiment., 1st Combat Aviation Brigade, 1st Infantry Division, fly above the 1st Inf Div. Commanding General's Mounted Color Guard June 23, 2015 at Fort Riley, Kansas, as a tribute to the last flight of the Kiowas due to the decision to transition the aircraft from use by the Army.

AIR CAVALRY SQUADRON



Fundamentals of Security

1. Provide early and accurate warning
2. Provide reaction time and maneuver space
3. Orient of the force, area, or facility to be protected
4. Perform continuous reconnaissance
5. Maintain enemy contact

Milestones / Challenges

The following were the milestones and challenges of the transition of the Fighting Sixth through the Aviation Re-structure Initiative.

- 10 March – 10 April 2015: NTC Rotation 15-04 47 x Helicopters flew 2,250 flight hours in support 2nd Armored Brigade Combat Team
- 08 June 2015: 1st Infantry Division OH-58D Kiowa Warrior Ceremonial Final Flight in conjunction with Victory week
- 01-31 July 2015: Divestiture flights to Davis Monthan Airforce Base, AZ and Redstone Arsenal, AL
- 15 October – 15 November 2015: Receipt of 24 x AH-64D from the Army National Guard
- 25 January – 29 April 2016: RQ-7BV2 Fielding and New Equipment Training
- July – September 2016: 1st AH-64D Fully MUM-T equipping and modifications
- July 2016: Aerial Gunnery (21 x AH-64 Crews Table VI Qualified / 5 x RQ-7 Crews Table VI Qualified)
- August – September 2016: Platoon and Troop EXEVALS
- October 2016: Saber FOCUS Major Field Training Exercise and Advanced Aerial Gunnery Tables

The leaders and junior leaders across the Squadron thrived in challenges with many of them transitioning right along with the equipment. Of 63 warrant officers that were told in December of 2015 to anticipate they would not get a transition, 58 of them did. Many of them received transitions as 150U UAS Platoon Leaders and continue to be instrumental as our Manned-Unmanned Teaming (MUM-T) capacity continues to grow and progress. Eleven aviators that were prior OH-58D aviators completed the AH-64D Aircraft Qualification Course and returned to the Fighting Sixth. Many of our crew-chiefs and maintainers also transitioned and quickly fought to re-achieve the HQDA Standard for aviation maintenance.

In some cases the equipping was the catalyst for the manning and it took some time to get the unit resynched as we equipped first, then manned to train. Many of our key maintainers were not assigned to the Squadron when the aircraft arrived. Having received 24 x AH-64Ds in the middle of November 2015, the

Squadron remained at two of nine maintenance test pilots in early March.

This was also a similar situation for the RQ-7 Platoons. Many of the UAS personnel were still in transition courses when the Shadow New Equipment Training Team began which limited the ability to fully harness the initial training. For other units making this transition, the recommendation is to press harder earlier for more manning before the unit begins the fielding process. Getting the right people early is key to maximizing the time and training opportunities to increase efficiently.

The other key recommendation for the unit transition is to, whenever possible, stabilize key leaders during the process. The Fighting Sixth was very fortunate to have several very talented leaders within the Squadron when we began the process. The Senior Warrant Officer Advisor and CSM played pivotal roles in the transition of personnel while the XO, Aviation Support Troop Commander, and PC Officer were focused on the property inventories and transfers. The Standardization Instructor Pilot and the Troop Commanders were absolutely critical in maintaining a safe training plan with so many moving parts.

In July 2016, eight months after receiving the Apaches and six months after receiving the first RQ-7s, the Squadron executed its first aerial gunnery qualifying 21 x AH-64D and 5 x RQ-7 crews through Table VI as part of a gated training strategy. Over the next few months the Squadron will continue to progress and execute a Squadron Level Exercise in October to further build and validate the unit's Mission Essential Task List (METL).

As the Heavy Armed Reconnaissance Squadron (H-ARS) structure continues to build and mature within the CAV, maneuver commanders should anticipate the return of the close support and curiosity of the AIR CAV Scout. Now riding a different horse, the enhanced capabilities of the manned-unmanned teaming will undoubtedly take the CAV into the next chapter of its long proud history.

1st Squadron, 6th Cavalry Regiment is currently forward deployed to the Republic of Korea under the command of LTC Clint Cody and CSM Joshua Bryan; it is the first AH-64D and RQ-7 Shadow equipped air cavalry squadron deployed to the Korean Peninsula.

LTC Andrew Beyer commanded 1st Squadron, 6th Cavalry Regiment from February 2015 to August 2016; he is currently the commander of 1st Combat Aviation Brigade (Rear), Fort Riley, KS.

The Army Reprogramming Analysis Team: **25 Years of Transformation**

By Jason M. Juliano and Joseph S. Skarbowski



The dispersion of aviation units during Operation "Desert Storm" highlighted the difficulties of ASE reprogramming.

Regulation 525-15, existed to some degree prior to this mandate, the ARAT Program Office recognizes this date as the birth of today's ARAT infrastructure.

The First Decade (1992 – 2001)

In 1992, the ARAT organization consisted of a CECOM Software Engineering Directorate engineering team and a threat analysis capability within the Army's Training and Doctrine Command. During its first full year of operation, ARAT, led by the Army TSS Rapid Reprogramming Project Office (ATRR-PO), sustained the AN/APR-39A(V)1 and AN/APR-39(V)2 Radar Warning Receivers, and produced a total of four software releases.

The commanding general of AMC signed a charter for the ATRR-PO in 1993 formalizing the ATRR-PO's objectives and responsibilities for synchronizing the various elements of ARAT. Subsequent revisions to the charter refined the Project Office's scope as it restructured from the ATRR-PO to the "ARAT-Project Office" (1996), and then to the "ARAT-Program Office" (2008).

ARAT's drive for transformation emerged in 1994 and, with the development and incorporation of the Memory Loader/Verifiers into the reprogramming process, ARAT took the first major move towards the concept of true RSR. This device, still in use today through technology modifications, affords a significant time saving and cost-effective solution for RSR compared to prior approaches. Also that year, ARAT and the U.S. Air Force jointly developed the ARAT Bulletin Board System which served as the primary means of information transfer between ARAT sites and the global Army reprogramming community, becoming the forerunner of today's ARAT Warfighter Survivability Software Support Portal (AWSSSP).

In 1997, ARAT began providing

December 2016 marked the 25th year of the Army's Rapid Software Reprogramming (RSR) infrastructure that develops, delivers and sustains software for electronic warfare (EW) systems and other electromagnetic spectrum (EMS) capabilities to support commanders across the full range of military operations. The Aviation and EW Communities know this organization as Army Materiel Command's (AMC) Communications-Electronics Command (CECOM) Software Engineering Center (SEC) Army Reprogramming Analysis Team (ARAT).

For 25 years, ARAT software and network engineers, computer scientists, and staff specialists have dedicated themselves to protecting Soldiers and sustaining their air and ground systems, enabling them to accomplish the Army's mission: fight and win our Nation's wars. Focused on quality, efficiency, rapid software reprogramming and distribution, and transformation, ARAT has not only contributed to addressing a Cold War concern but has also expanded in capabilities and effectiveness to counter complex threats in today's operational environment.

Cold War Origins

In the mid-1980s, the Army Science Board (ASB) recognized a problem in responding to threat changes in the EMS. The question wasn't "Could the Army respond?" but "How quickly can the Army respond?" to sudden changes in the operating modes of enemy weapons systems such as radar-guided guns and missiles.

Reality confirmed the ASB's concerns in 1998 when a training exercise named "Serene Byte" demonstrated the difficulty in rapidly responding to threat changes affecting target sensing system (TSS) performance. A greater "reality check" for the Army came during OPERATION DESERT SHIELD/STORM with the challenge of reprogramming aircraft survivability equipment (ASE) on aircraft geographically dispersed across the Arabian Peninsula.

In December 1991, AMC instituted a solution to this concern by designating CECOM as the "focal point and lead major subordinate command for executing rapid software reprogramming responsibilities assigned to AMC." Although the Army reprogramming concept, as outlined in the original Army

PHOTO FROM DEFENSE.GOV/ARCHIVE

support to the Aviation Mission Planning System (AMPS). AMPS would eventually be utilized as the reprogramming platform for Aviation systems through the EW Officer Support Software, predecessor of the present-day ARAT Survivability Software Loader.

Another important development in ARAT's first decade was the relationship building accomplished by ARAT members who conducted numerous world-wide site visits to aviation units, educating aircrews on ASE functionality and ARAT-provided services.



U.S. ARMY ARAT-PO PHOTO

SEC ARAT, along with the USAF and USN, successfully tested innovative initial software distribution methods from the aircraft carrier USS Kennedy (CV-67) in February 1996.

ARAT also began software sustainment for select Air Force, Navy and Marine Corps ASE items, as well as reinforcing national Security Assistance objectives through products and technical support to foreign military sales (FMS) customers.

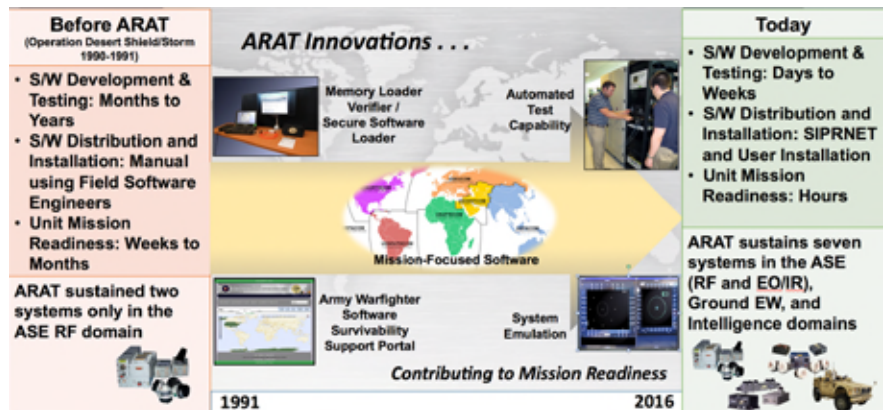
During the 1990s, ARAT conducted its first opportunity for reprogramming during a contingency operation when, in 1994, the Army utilized ARAT reprogrammed ASE software during "OPERATION PROVIDE COMFORT/DENY FLIGHT." Five years later, ARAT conducted its first wartime RSR for Army aviators in Kosovo during "OPERATION JOINT GUARDIAN," an experience that was an invaluable precursor for another transformation that ARAT would need early in the next century.

ARAT at War (2001 – Present)

When war came to America on September 11, 2001, ARAT saw an immediate increase in its OPTEMPO. The first few days after the attacks set the beginning of a journey during which ARAT would adapt to meet the chal-

lenges of wartime software sustainment.

While supporting Soldiers in Iraq and Afghanistan remained the foremost priority for ARAT in the 2000s, its mission scope continued to grow. This included participating in the Aviation Resource Management Surveys program, assisting ASE professionals at the U.S. Army Aviation Center of Excellence, opening an infrastructure enhancement activity in Georgia, and establishing a support cell in Huntsville, AL, to support acquisition and AMC requirements.



PAO ARAT GRAPHIC

ARAT innovations of the past 25 years have significantly reduced the time and effort associated with Rapid Software Reprogramming.

In the 2010s, ARAT experienced a mission expansion that took it beyond software sustainment for ASE. The first growth was into the infrared spectrum with ARAT support to the AN/AAR-57 Common Missile Warning System (CMWS), followed by expansion into the ground EW domain when the CREW Duke V2/V3 transitioned to ARAT sustainment. With the introduction of both systems, ARAT developed and introduced more innovations and improvements into its software engineering environment such as automated testing, ASE display virtualization and the CMWS Integrated Support Station as featured in the October 2015 edition of ARMY AVIATION magazine.

What the Future Holds (FY 2017 and Beyond)

One can see the significance of ARAT's mission by reviewing the numbers: software sustainment of seven mission-critical systems (installed on more than 4,000 aircraft and 30,000 ground vehicles), an annual average of 35 software releases over the past three years, upwards of 5,400 AWSSSP users, and

FMS support to more than 15 nations. More importantly, ARAT's significance is in the countless number of Soldiers protected and missions they have accomplished successfully around the globe; and ARAT does not plan to rest on its laurels as it moves into its next 25 years.

A number of challenges await ARAT in the next decade and beyond. These include the complex, congested and contested realms of cyberspace and the EMS, changes in doctrine that place increasing emphasis on Cyber Electromagnetic Activities (CEMA),

and the requirements of a globally responsive, regionally focused Army.

ARAT's responses to these challenges will include increasing automation and streamlining processes to reduce reprogramming timelines, continuing collaboration with other Army and Joint-service engineering organizations to leverage complementary capabilities, training and retaining the best engineering talent available, and providing Soldiers with the tools needed to enable efficient software installation and effective ASE employment. With a vision of being the Army's premier organization providing RSR, and employing a core competency of synergizing organic capabilities to rapidly respond to the needs of the Army, other Services, Allies and non-DoD agencies, ARAT looks to 2017 and beyond to continue writing the chapters of its history in support of America's commanders and their Soldiers.

Mr. Jason M. Juliano is the ARAT Program Officer at Aberdeen Proving Ground, MD; and Mr. Joseph Skarowski provides contractor support to the SEC ARAT-PO as the Future Operations Officer.



Combat Debut By Mark Albertson

November 8, 1942, American troops stormed ashore at Safi, Casablanca and Port Lyautey. The Allied invasion of French northwest Africa was on: the first concerted land action by the Western Allies against the Axis in the European Theater of Operations; and, which also marked the combat debut of the Air Observation Post concept.

The following day, November 9, Captain Ford "Ace" Allcorn would lead three other Army Aviators into action.

Sixty miles offshore, USS Ranger (CV-4) turned into the wind. The flattop was plowing the Atlantic at 25 knots. Captain Allcorn was in the lead plane; followed by Lieutenants William A. Butler, Jr. and John R. Shell. Riding shotgun for Lieutenant Butler was Captain Brendon A. Devol, Jr.

Bluejackets seized the tail of Allcorn's Cub. The aviator revved the Continental power plant. The tars let go. The Cub shot forward, into the teeth of a 35-knot blow. "I was in the air almost as soon as they let go," said Allcorn.

Allcorn circled the flattop until Butler and Shell joined up. The trio then pointed their noses towards the coast, flying in an echelon right formation. Altitude: 2,000 feet. The flight was uneventful . . . that is, until three miles from the beach. The aviators took on an echelon left formation. Suddenly, USS Brooklyn (CL-40) began blinking like a Christmas



LT William A. Butler, Jr. and CPT Brendon A. Devol, Jr. prepare to take off.



USS Ranger (CV-4), 8 May 1938

Tree. A 5-inch 38-caliber nearly took out Lieutenant Shell, bursting in the wake of his lumbering Cub.

Allcorn and his wing mates dived for the deck. Other ships in the invasion force opened up. Tracers whizzed round the Cubs like angry bees. Flak puffs blossomed like flowers. Allcorn wave hopped towards the beach. Around him, bullets splashed. A forest of geysers rose and fell.

About a hundred yards from the breaking surf, Allcorn brought the Cub round hard and raced along the beach. Machine gunners from the 2nd Armored Division bracketed the intruder. The Cub's windscreen exploded, peppering Allcorn with shards of glass. Smoke belched from the cowl, trailing off into the slipstream.

Vichy machine guns joined the raucous cacophony. French slugs chewed the wings, underside and fuselage. Pain shot up Allcorn's right side, as bullets tore into his leg. The beleaguered aviator spied a patch of ground, coaxed the mortally wounded Cub in and pancaked in a rush of broken gear, snapping struts and shredded fabric. He hauled himself from out of the wreck, then dragged himself clear as the L-4 tore itself to bits in a paroxysm of smoke and flame.

Meanwhile Butler and Shell had set down near Vichy lines and were taken prisoner. They were soon released and rejoined friendly forces. Allcorn was helped by civilians to American lines. The gallant aviator paid a hefty price for his brief passage in the history books: The first Army Aviator to fly off a carrier; the first in combat; the first shot down; and the first to be wounded.

Mark Albertson is the award winning historian for Army Aviation Publications, Inc.

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AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from Brian Holmes, the Central Florida President, COL (Ret) Kevin Vizzarri, VP of Membership and MSG (Ret) Sam Richards, Chapter Secretary for authoring and sharing this chapter information.

The Central Florida Chapter

By LTC (Ret.) Jan S. Drabczuk and ILT Thomas Westall

In spite of the lack of an Army installation or Aviation unit within 75 miles of Orlando, the Central Florida chapter was established in 1985 and has grown to over 500 members by maintaining a focus on supporting the Aviation Soldier and family, as well as the extended Army community.

Their base of members consists of active duty, retired military, government employees and contractors that create a unique “Joint” chapter with members from the Army, Navy, Air Force and Marine Corps as well as the large simulation and training industry contractor base in the Central Florida area. The Central Florida Chapter boasts one of the longest continuous number of monthly meetings, and in December 2016 they conducted their 275th consecutive Monthly Social!

Activities

Chapter meetings are conducted as networking “Socials” to provide an informal forum for industry, academia and the Joint military community. Each month’s Social is sponsored by a local industry partner, and the money raised helps to fund their robust Scholarship program. There are even special nights throughout the year dedicated to Membership Night, Veterans Day and the Holiday Toys for Tots drive.

The Chapter’s annual Scholarship Golf Tournament raises a significant portion of the \$24,000 in scholarships that the Chapter offers to qualified Chapter members and families. To date the Central Florida Chapter has given out over \$185,000 in scholarships to 67 students! The tournament is held as an associate event in support of the Joint services Training and Simulation Industry Symposium (TSIS) and the AUSA

Sunshine Chapter’s Army Birthday Ball.

One of the activities that the Chapter is most proud of is their annual tradition of purchasing Thanksgiving and Christmas food baskets for Army Aviation families who have a loved one deployed or have a financial need. Over the past 18 years, the Central Florida Chapter has purchased and delivered over 600 food baskets to our Army families! Partnerships with local businesses like Publix are key to enabling the Central Florida Chapter to continue their support for Army Aviation and the community in Central Florida!

The Chapter’s holiday support doesn’t end with food baskets – they also promote the USMC Toys for Tots Campaign at their December Social, which has become one of their most well-attended events of the year. The Chapter has contributed over \$14,000 in toys for the campaign, and each year they fill a 17-foot U-Haul truck to the roof with contributions from the Chapter and the Social attendees!

The Chapter also helps to mentor future Army Aviators, and in 2016 they provided funding to three cadets from the University of Central Florida ROTC unit selected for the Aviation Branch for them to attend the AAAA National Summit. The Chapter also provided \$1000 in honoraria to the three Cadets, and hosted a dinner at the house of one of the Chapter officers to provide some “career guidance”!



Awards

In 2016, the Central Florida Chapter was pleased to participate with the U.S. Army Program Executive Office for Simulation, Training and Instrumentation (PEO STRI) in their annual “All Saints Ball,” an event to celebrate PEO STRI personnel accomplishments, and to recognize the history and contributions of each U.S. Army Branch. Four PEO STRI personnel were nominated and approved by the Chapter Board of Directors to receive the Bronze Order of Saint Michael (OSM) awards at the 2016 All Saints Ball, and three more PEO STRI personnel were awarded Bronze OSM awards that were presented at the 2017 Ball.

The Central Florida Chapter supports the four pillars of AAAA, and their strong base of industry sponsors and membership base makes that happen – a great Chapter with a strong history of programs and community support.

Feel free to contact me if you need help for your chapter, Executive Board support, 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

Aloha Chapter Luau



CHAPTER COURTESY PHOTO

The Aloha Chapter sponsored a 25th Cbt. Avn. Bde. Luau Ball at Paradise Cove Luau in Ko Olina, Oahu, Hawaii on Nov. 17, 2016. The event was held in place of the annual brigade ball. Partially subsidized by AAAA National, Soldiers were able to experience a Hawaiian Luau for a greatly discounted price which included a Polynesian culture show with a fire dance and Imu ceremony. Distinguished guests included Aloha Chapter members LTG Anthony Crutchfield, the Pacific Command (PACOM) Deputy Commander and MG (Ret.) Virgil Packett, former Aviation Branch Chief.

Keystone Chapter Professional Forum



CHAPTER COURTESY PHOTO

On Dec. 9, 2016 the Keystone Chapter held their Annual Professional Forum at Lebanon Valley College, near Fort Indiantown Gap, PA. The event marked the 6th anniversary of this forum and was keynoted by Colonel J. Ray Davis, Chief of the Army National Guard Aviation and Training Division. After four years of service as Chapter President, COL David E. Wood passed on the role to LTC (P) Gregg Clark.

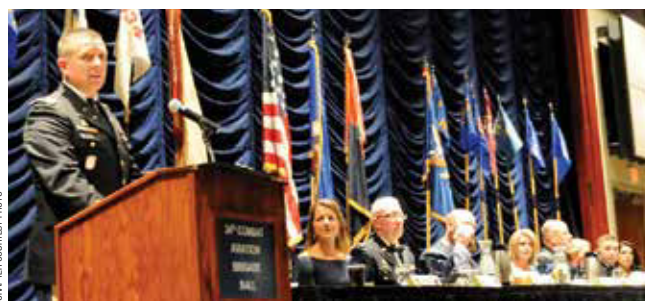
Lindbergh Chapter Christmas Party



CHAPTER COURTESY PHOTO

The Lindbergh AAAA Chapter held its annual Christmas Party on December 7th at Syberg's restaurant in Maryland Heights, Missouri. They took a moment to remember Pearl Harbor Day and to think of the friends that are no longer with them. Chapter President, Dave Weller, reviewed the year's activities and discussed potential activities for 2017 to include the Spring Happy Hour, possible Golf Tournament, Fly-in, and the Christmas Party. The members enjoyed some good food and we finished off the event by handing out several raffle prizes.

North Star Chapter 34th CAB Ball



CHAPTER COURTESY PHOTO

COL Shawn Manke, commander of 34th Combat Aviation Brigade and North Star Chapter President, addresses attendees at the brigade's 18th annual ball Dec. 3, 2016 at Treasure Island Resort in Welch, MN. Hosted by the chapter, the guest speaker was SGT Thomas Block, 2014 Army Times Soldier of the Year.



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New Chapter Officers

Connecticut Chapter

VP Membership and VP Communications,
Christina Beale

Corpus Christi Chapter

Secretary, Tammy Tuttle
VP Activities, David Florez
VP Benefits, Jorge Aguilar
VP Membership, Manny Guzman

Desert Oasis Chapter

Secretary, MAJ John Sampsel

Great Lakes Chapter

President, Paul Fitzpatrick
Treasurer, CPT Kelly Carbay
VP Scholarship, Lee Fuller

Idaho Snake River Chapter

Secretary, CW2 Devon Love

Iron Mike Chapter

VP Membership, CW4 Stormy McLemore Ripley,
Ret.

Keystone Chapter

VP Membership, MAJ Michael Bertsch

Morning Calm Chapter

President, COL Lance Calvert
VP Awards, 1LT Liza Dye

Rising Sun Chapter

Secretary, SGM Danny Davis

Tennessee Valley Chapter

Treasurer, COL Gerald Davis, Ret.



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In Memoriam



APR PHOTO BY GWIA (RET.) JEFF PISANO

Colonel Ted Archer
Crozier Sr.,
U.S. Army Retired

AAAA is saddened to announce the peaceful passing of COL (Ret.) Ted Crozier on January 9, 2017 at Blanchfield Army Community Hospital, Fort Campbell, KY. He was 91.

During his 32 years of service he served continuously in aviation and infantry units from company through brigade levels. He commanded the 76-aircraft 101st Aviation Company that utilized the Army's first UH-1As for field testing, a unit that was later reorganized into the Army's first aviation battalion. His company was the first to demonstrate troop-rappelling from the UH-1A, to use multiple refueling points, and to use camouflage-painted UH-1As. The 101st Aviation Battalion (Provisional) became the model for future battalions.

As a LTC, he was selected to command and reorganize the division's aviation assets along with the U.S. Army-Vietnam assets into the 160th Aviation Group (later the 101st Aviation Group), while maintaining its combat commitments to include the five-division assault into the Ashau Valley. This one-year task took six months and during this period the 101st Airborne Division (AASLT) was selected as AAAA's "Aviation Unit of the Year."

He then became chief of the 16,000-member Aviation Warrant Officer Branch, his many innovative approaches improving many aspects of AWO management. Later, he served as President of the Army portion of the DoD Close Air Support Study, which prevented the Army's attack helicopters from being placed under U.S. Air Force command and control.

He was the first Aviator to serve as Chief of Staff of the 101st Airborne Division (AASLT), also serving as the first "Honorary Colonel of the 101st Aviation Regiment," and was inducted into the Army Aviation Hall of Fame in 1989 and into the Gold Honorable Order of St. Michael in 2015.

A former AAAA National Vice President, he remained active in AAAA and the local community following retirement in 1977. The following year he was elected and served 8 years as mayor of Clarksville, TN and subsequently presided as Chairman of the Board of Directors for the Fort Campbell Historical Foundation. There is a stretch of roadway that bears the name Ted A. Crozier Sr. Boulevard in Clarksville to honor his legacy.

A Celebration of Life was held Jan. 14 at Madison Street United Methodist Church in Clarksville, TN immediately followed by burial with full Military Honors at Greenwood Cemetery.

May he rest in peace.

Order of St. Michael and Our Lady of Loreto Inductees

Aviation Center Chapter



CHAPTER COURTESY PHOTO

CW4 Dana Brewer, safety officer for 1st Bn., 123rd Avn. Regt., is inducted into the Bronze Honorable Order of St. Michael by battalion commander, LTC(P) Paul Berg (left), and CW5 Jason Rayburn at Cairns Army Airfield, Fort Rucker, AL on Dec. 15, 2016. Brewer was recognized for his more than 25 years of Aviation service. He will work for Army Fleet Support, a division of L3 Technologies, at Fort Rucker.

Corpus Christi Chapter



CHAPTER PHOTO BY IAN TAMM, TITLE

Mr. Robert B. Sharp, chief operations officer for Corpus Christi Army Depot, TX, is inducted into the Bronze Honorable Order of St. Michael by CCAD commander and chapter president, COL Allan H. Lanceta during a Dec. 2, 2016 ceremony at the depot. Sharp was recognized for his unwavering support to Army Aviation since 2011 as CCAD Chief of Operations, Director of Power Train Production, Engines Production, and Production. He will continue serving as CCAD Chief Operations Officer.

North Star Chapter



CHAPTER COURTESY PHOTO

Chapter president and 34th Cbt. Avn. Bde. commander, COL Shawn P. Manke, and brigade senior NCO, CSM Stephen D. Cunnien, induct 6 brigade Soldiers into the Bronze Honorable Order of St. Michael during the Brigade Annual Ball, Dec. 3, 2016 at Treasure Island Resort in Welch, MN. Pictured (l to r) are **CW2 (Ret.) Jaclyn D. Ciffra**, previously assigned to F/1-189 GSAB; **MAJ Jonathan P. Andrews**, assigned to 34th Inf. Div.; **MAJ Kyle B. Liudahl**, 34th CAB; **CW4 Jon C. Eidem**, 834th Avn. Spt. Bn. (ASB); **SGM Terry G. Johnson**, 834th ASB; and **MAJ Andrew T. Ueland**, 34th CAB.

Washington-Potomac Chapter



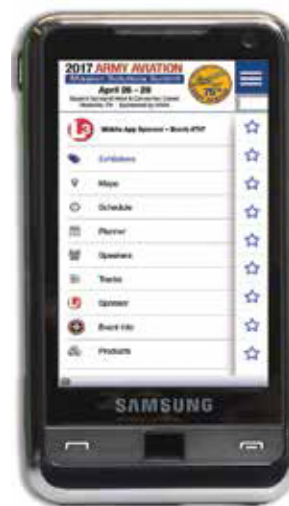
CHAPTER PHOTO BY DEE HARTMAN

COL (Ret.) Donald L. Wellen, Air Traffic & Airspace Officer, Aviation and Safety Division, Army National Guard, is inducted into the Bronze Honorable Order of St. Michael at the Army National Guard Readiness Center (ARN-GRC), by Chapter Executive V.P., COL (Ret.) Robert E. Godwin. Wellen was being recognized for his outstanding support to Army Aviation as a non-Aviator for significant contributions to Army Aviation units and Soldiers over 26 years in areas of training and simulation. Also participating in the ceremony were CW5 (Ret.) Dan Curry (left), V.P. Awards and far right COL Jackie R. Davis, Division Chief.

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AAAA Membership By CW5 (Ret.) Dave Cooper

The Membership Corner –

The numbers are in and 2016 was a good year for AAAA membership! I want to thank the Chapter Membership vice presidents and the Membership Committee for making it happen.

Through their hard work and limitless energies AAAA enjoyed a steady membership count throughout last year. In January 2017 AAAA boasted a membership of 17,354 National Guard, Reservists, Active Duty and civilians. The breakdown is 4,069 life members, 8,100 individual members, 2,924 industry members, and 2,261 deployed members. Our membership includes 3,219 enlisted Soldiers, 2,912 warrant officers and 4,470 commissioned officers. Of our uniformed members 54% represent Active Duty, 23% National Guard, 3% U.S. Army Reserve and 20% retirees. While these numbers are strong, each population has room to grow.

We added 1,060 new Life Members to our rolls last year. These folks decided that AAAA is worthy of their lifetime loyalty. This is humbling and AAAA does not take it lightly. Of those new Life Members 985 took advantage of the \$250 Lifetime offer. Forty-two of our seventy-two AAAA chapters took advantage of the reduced Lifetime Membership enrollment fee by hosting membership events. Most took place during regularly scheduled meetings while others were done in conjunction with specific AAAA events. The Air Assault chapter brought in 83 new Lifers, while the Flint Hills chapter brought in 80 new Lifers, and the Jimmy Doolittle chapter brought in 61 new Lifers. It is great to be part of an organization where that many people have decided that they want to be associated with AAAA for life.

AAAA awards the top monthly recruiters with \$100 for bringing in 10

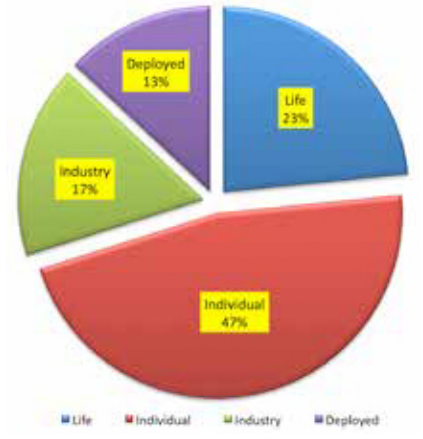
or more new members. If you didn't receive your \$100 for recruiting 10 new members, you need to ask yourself, "Why not?"

Are you missing AAAA emails? More than 1,000 of our members have either no email address or a bad address. Make sure your account is up to date by visiting quad-a.org and clicking the "Are you missing AAAA Emails?" on the left hand side of the page. You can also check your AAAA profile while on the website by clicking the LOGIN tab at the top of the page. If you ever attended an AAAA event you already have a login. Click that button and check to ensure your email address is correct.

AAAA's 2,261 deployed members represent more than 13% of our total membership. The FREE deployed membership is good for 15 months. To activate your deployed membership go to quad-a.org and click the Membership button. Then click the Join button. About halfway down the page is the "Deployed?" button. Click it, fill in the form and click submit.

An issue we do need your help with is bringing our unaffiliated members in from the cold! The advantages are numerous. It's the best way to keep up with what's going on in the local chapter. It's also a great way to stay in touch with what's going on at AAAA National. Today we have almost 1,900 unaffiliated members across the U.S. The state with the largest number of unaffiliated members is Florida followed by California and Texas. There are many unaffiliated members in states with a significant National Guard aviation footprint.

Current Membership Categorization	
Current Status	Total
Civilian	3,824
DAC GS 8 & Below	30
DAC GS 9 & Above	638
SES	15
Student	128
Foreign	77
Other U.S. Military Services	52
U.S. Army Active Duty	5,787
U.S. Army National Guard	2,377
U.S. Army Reserve	348
Total Officers: 4,470	
Total Warrant Officers: 2,912	
Total Enlisted: 3,219	
U.S. Defense Industry	4,070
U.S. Federal, State, or Local Government	8
Grand Total	
17,354	



Several of these states are just beginning the process to form their own chapter. Of the more than 160 unaffiliated members abroad 101 members are in Europe. Again, we could use your help with this issue.

It is a quick and simple process to initially affiliate with a chapter or to change the chapter you are affiliated with. You can go to quad-a.org and click the membership tab and follow the directions. Or you can contact AAAA directly at chapters@quad-a.org. Just tell us which chapter you'd like to be affiliated with. It's that easy and it's FREE.

Again, thanks to all the chapter membership officers and the Membership Committee for making 2016 a successful year!

CW5 (Ret.) Dave Cooper
AAAA Vice President for Membership



New AAAA Lifetime Members

CSM Terry Leon Afflen
 CPT Blair Todd Anthony, Jr.
 LTC Patricia G. Baker
 CPT Pete Bohn, II Ret.
 COL Willis R. Bunting, Ret.
 CPT Nathan K. Burr
 COL Kenneth D. Chase
 LTC Jason T. Cook
 Brandon P. Coulter
 LTC Christopher Courtland
 CSM Chad J. Cuomo, Ret.
 SFC Terry Deese
 MAJ Jeremy D. DeGier
 SSG John D. Dickison
 MAJ Jeremy J. Duffy
 John P. Edwards
 COL Richard A. Evans
 Jovahn Figueroa - Swasey
 1LT Rex Gooch, Ret.
 CW2 Guion S. Gregory
 CSM William E. Haddon
 CW2 Matthew A. Heard
 LTC Robert F. Hein, Ret.
 SGM Clyde P. Hippensteel
 MAJ Matthew A. Hodges
 Amy K. Horner
 CSM Andrew L. Jackson, Ret.
 MAJ Matthew S. Jackson
 CW3 Shawn P. Johnston
 William P. Kaml
 Kevin Korus
 COL Shawn P. Manke
 COL Fred V. Manzo, Jr.
 CW4 James F. Martin, Ret.
 CW4 Jeffery A. Martin
 MAJ Michael J. Milas
 CW5 Jeffrey J. Pratt
 CW2 Zachary R. Reynolds
 CW5 Timothy W. Roberts
 Steven Soucek
 Steven W. Swann, MD, FACS,
 MAJ Wayne A. Thomas
 LTC Owen R. Thompson, Ret.
 CW5 Charles Weigandt, Ret.
 MAJ William White
 CSM Randall L. Wise
 MAJ Philip J. Wyant

New AAAA Members

Air Assault Chapter
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Aloha Chapter
 SPC Christopher Gallegos

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 PVT Adam N. Rutledge
Aviation Center Chapter
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 Scotty L Ray
 CPT Andrew Schwilk
 2LT Jonathan Skoloda
 Charles Thornton
Bavarian Chapter
 PFC Natalia R. Meyeracosta
 PFC Michael J. Umdhay
Cedar Rapids Chapter
 CW4 James S. Barta
 PV2 Jack Mauss
Central Florida Chapter
 PFC Michelle A. Borro
 Abdelhamid Elkheir
 PFC Hayden Huckery
 CPT Adam William Korinek
 Don Petersen Jr.
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 SSG Steven Mabbutt
 SPC Joseph Donald Woodrell
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 Bill Ryall
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 MAJ Abullah Mohammed
Flint Hills Chapter
 SSG Warren T. Beeson
 CSM Roque R. Quichocho Jr.
Flying Gator Chapter
 Jim Coleman
Frontier Army Chapter
 Larry Farris
Gold Standard Chapter
 COL Barry Hon
 SFC Matthew Rackham
Great Lakes Chapter
 1LT Paul Fitzpatrick
Greater Atlanta Chapter
 SSG Schmacher A Blount
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 PVT Jeremy M. Shadron
 CW2 Lance Adrian Wasdin
Griffin Chapter
 SSG Ryan Azevedo
 1LT Jonathan Karlen
 SSG Candice S. Piercey
 MAJ Gema Robles
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 SPC Daryn W. Colledge
 SSG Refugio P. Marquez
 PVT Kendall J. Nelson
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 PV2 Halton H. Franks
Lindbergh Chapter
 LTC Donald Mac Millan, Ret.
MacArthur Chapter

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Magnolia Chapter
 SPC Rachel L. Hudson
 CW4 David Messa, Ret.
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 MAJ Phil Bianco
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 Gregory Oakley
 PVT Katherine Silva
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 SPC Mahesh Banjara
 CPT Emmett M. Cosgrove
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 SPC Ryan Porter
 SPC Sarah J. Ronsani
 1LT Tyler Vorpahl
Morning Calm Chapter
 SSG Jonathan Gains
 CW3 Adam Christian Kohl
Mount Rainier Chapter
 CPT Jason Alan Dong
 Stephen Franich Jr.
 SPC Samir Elsadiq H. Elaagib
 PFC Zachary Lahue
 SPC Denis Lim
 CW4 Wayne Sparks
Continued on next page



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PVT Anthony M Canning
SGT Michael Morelli Jr.

North Star Chapter

Michael J. Hosch
John Michael Jarvis, PhD

North Texas Chapter

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PFC Jeffrey L. Howell
SPC Mani Kaliraj
PFC Binod Khanal
PV2 Roger Lambourn
Joseph Levensgood

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Ed Mahr
SSG Jack Reeves, Ret.
Troy Wise

Pikes Peak Chapter

PFC Jonger William Burgos
PFC Erik Duran
SPC Victor S. Escamila
PFC Joseph S. Foster
PVT Isaiah S. Garrod
PFC Kyle R. Laidlaw
CDT Andrew B. Paffett
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SSG Derrick Perkins

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Tarheel Chapter

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MAJ Jeffrey Christy

PVT Mikail S. Ibraheem
MAJ Brent Pounders
PFC Jonathan D. Whitt

Wright Brothers Chapter

Chuck Stevens

No Chapter Affiliation

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PV2 Christopher J. Branham
James Bridges
PV2 Sydni R. Closs
SPC Robert J. Cox III
Kyle Cruz

Robert Daumiller

Maj. Shane Doty

PVT Dustin M. Durgin

PV2 Benjamin T. English

PV2 Mibzar Isai N. Ferrell

PV2 Javier G. Figueroarivera

Dwain R. Gadway

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Holman-Hernandez Jr.

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Chris Lockwood

TSgt Jeremy Charles Majors

PFC Darius A. Mays

PVT Nathaniel S. Mix

PFC Chad E. Morton

Bill Peterson

PFC Johan A. Reyes Villafane

PVT Algenis A. Romeroc

SPC Anthony V. Samuels
PV2 Bryan Serrano Hernandez
Carolyn Tuttle
Larry Wilson
SPC Xuejun Zhao

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SSG Judah M. Africanus
SSG Edrick Alemany
SPC Heather R Al-Rawi
SFC Robert Alsup
COL Michael W. Alvis, Ret.
MAJ Lucas R. Anderson
SGT Michael A. Anderson
CDT Jacob Harrison Aytes
SFC Phillip R. Baldwin
SSG Matthew J. Barber
CPT MacLean F. Barclay
SSG Karen M. Baugus
COL Thomas A. Bayer II
John Baylouny
MAJ Richard Bedwell Jr. Ret.
SFC Caleb A. Binford
2LT Paul S. Black
MAJ Jude M. Blake
CPT Stefan Borden
SGT Chad T. Bosworth
SPC Nathanael J Breeden
James Bridges
COL Fred E. Brown, Ret.
CPT Matthew L. Brown



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 WO1 Mary F. Cordova
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 COL R. Neal David
 Stephen Davis
 SSG Christopher M. Delancey
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 SFC Palermo A. Deschamps
 SSG Daniel Paul Devine
 CW4 Richard E. Dickson, Ret.
 CW3 Elisabeth Dodge
 LTC James E. Dodrill, Ret.
 CPT Michael Duda
 CDT Mark Anthony Duffy
 SGT Aaron J. Dunn
 WO1 Sammy Echevarria
 CW4 Derrick L. Edwards
 CW2 Mark E. Ellefsen
 2LT Houston J. Engelke
 SPC Jordan L. Farrell
 Larry Farris
 CDT Philip Glenn Federico
 SPC Artez T. Fennell
 PV2 Mibzar Isai N. Ferrell
 PV2 Javier G. Figueroarivera
 2LT Alicia K. Fitzsimmons
 SGT David J. Flannery
 SPC Geoffery Florom
 LTC Eric Folkestad
 CPT Len A. Fortenberry
 Virginio L. Franco
 SPC Jeremy S. Friesen
 WO1 Joshua D. Gagnon
 1SG Denep A. Garciamarquez
 COL Colbert T. Gautreaux, Ret.
 Robert H. Gdula
 SGT Richard Gitschlag
 SPC Vanessa Goggia
 Stanton Goings
 PFC Hector L. Gonzales Olivo
 SGT Samuel M. Grace
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 Kevin H. Griesemer
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 Ms. Anna Guaragno
 SGT Andrew S. Hall
 CW2 Christopher R. Hall
 CPT Matthew David Harmann
 PVT Quentin M. Harrington

SFC James Hartley
 CW5 Robert J. Hawkins, Ret.
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Upcoming Events

MARCH 2017

- Mar 2-4** Women in Aviation International 28th Annual Conference, Orlando, FL
- 6-9** HAI Heli-Expo, Dallas, TX
- 13-15** AUSA Global Force Symposium & Exposition, Huntsville, AL

APRIL 2017

- April 26 - 28** AAAA Army Aviation Mission Solutions Summit, Nashville, TN

MAY 2017

- May 1** Submission Deadline – Completed Scholarship Applications

SGT Christen A. Owens
 SPC Elida L. Pacheco
 Keith Pendegraft
 CW2 Yiril E. Perez
 COL B. Garner Pogue III
 CW2 Colin B. Raschke
 MG James M. Richardson
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AAAA Family Forum

This “Soldier’s Soldier” Did Not Serve Alone

By Judy Konitzer and Heidi Smith

Many are aware that an aviation icon recently passed at the age of 93 in his residence in Lawrenceville, Georgia. Tom [BG (Ret.) Tom Konitzer] and I had the privilege of attending MG (Ret.) James C. Smith’s Memorial Service on December 17, 2016 in Snellville, Georgia.

While there, we visited with his family and friends, and heard eulogies, which brought back many memories of our times with this great Soldier’s Soldier.

I am sure that most “old-timers” will remember seeing Jim in his Stetson (CAV hat) at AAAA conventions, 1st Cav, and 6th Cav reunions, as well as numerous Fort Rucker events. We laughed along with the other attendees as his now grandson-in-law, Reverend Kurt Petersheim, officiated at the Memorial and Service of Celebration, and related his meeting the “General” for the first time at the 2007 AAAA Convention in Atlanta. Tom was AAAA President at the time, and we could actually visualize this scene.

We also remembered seeing his eldest son, Ripp, proudly pushing his Dad around in a wheelchair as receiving lines formed to pay respect and share “war stories.” Petersheim apparently was not too intimidated with all of this attention as he went on to marry the General’s granddaughter.

There were several eulogies from family members and friends, but I was particularly moved with the words spoken by MG Smith’s daughter, Heidi, who was kind enough to share some of these with us. They reminded me of how we as spouses are truly in this Profession of Arms together, and that we do indeed play a very important role in the successes of our Soldiers.

A Daughter’s Tribute to her Parents

“Following the recent passing of my father at 93, friends and family shared many stories about his 39-year Army career. From 17-year-old private to major general, a combat



PHOTO PROVIDED BY THE SMITH FAMILY

MG James C. Smith (center) during his promotion to major general receiving his new rank from wife, Doris (right), and father and mother, Cliff and Aurora Smith.

veteran of three wars, James C. Smith’s career was impressive by any measure. But behind the medals, commendations, and accomplishments was a humble man of faith who credited his wife of 66 years with making it possible for him to lead, achieve, and excel.”

“In many letters from dad over the years, he repeated that he wouldn’t be the man he had become without mom,” said one of my sisters.

Dad would frequently relate a story to young soldiers that illustrated his view of our mother as the “gold standard” for an Army wife. When a soldier would say he needed to be reassigned because his wife missed her family, my father would tell him about Doris. She followed dad to Germany in 1961 as the Berlin Wall was going up. Never outside the United States before, Doris bravely traveled from the states to Germany on a troop transport plane with five children in tow, the eldest just shy of 10 years old. The day Doris stepped off the plane in Frankfurt with those kids she was seven months pregnant with me.

“Now, THAT is an Army wife,” dad would tell the soldier. “Does your wife still need to go home?”

They say of military families that “they also serve who stand and wait.” My mother exemplified that credo, caring for seven children on her own for months and years while our father was away. She helped us write letters to him when

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* Rates vary depending on birthdate of individual.

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75	76-77	5.1%
80	83-84	6.0%
85	87	7.0%
90	92	8.5

* Rates vary depending on birthdates of individuals.

we were young, saw to our educations, provided nutritious meals and created rich, family traditions. Her gentleness and warmth provided an ideal foil to the temperament of a hard-charging Cavalry trooper. Thank goodness, she is still here as an emotional rock for our family.

Today, I see all of us – Jim and Doris’ offspring – as original and varied combinations of these two remarkable personalities. Mission-focused, yet appreciating beauty in all its forms; driven to excellence, but with hearts for service. As exceptional a military leader, strategist and tactician as my father was, I believe the smartest thing he ever did was marry Doris Lewis. He would agree.”

The Memorial service concluded with military honors, the playing of Taps, and presentation of the American flag to Doris by the Honor Guard from Fort Gordon, Georgia.

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

Heidi Smith APR, CPRC resides in Sarasota, Florida and is the owner and president of Heidi Smith Communications, Inc., a strategic communications firm providing executive level consulting and public relations services.

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AAAA Legislative Report

By COL (Ret.) William H. Morris
 AAAA Representative to The Military Coalition (TMC)
 bill.morris@quad-a.org

Senate Confirmations

The Senate began the confirmation of President Trump's cabinet commencing with the January 22nd, Inauguration Day vote which approved retired Marine, and former USCENTCOM Commander, General James Mattis as the Secretary of Defense and retired Marine, and former USSOUTHCOM Commander John Kelly as the Secretary of Homeland Security. Both generals' confirmations received almost unanimous support but fell short of the selection of 7 cabinet Secretaries selected on the first day of the Obama Administration eight years earlier. While both of the former retired generals were considered the least controversial, Democratic Senators to include former Democratic Presidential candidate Bernie Sanders (D-VT) and rising star Elizabeth Warren (D-MA) continue to rally against President Trump's other nominees. Although they don't have the votes to stop the confirmations they can delay votes as was done in the case of the incoming director of the Central Intelligence Agency. The next key appointee to be ratified the following Monday, January 25th by the Senate was Rep. Mike Pompeo (R-KS) as the Director of the Central Intelligence Agency. Director Pompeo, a 1986 West Point graduate who graduated first in his class and served as a cavalry officer in Germany and Colorado, went on to Harvard Law School and a successful business career before being elected as the representative from the Kansas 4th Congressional District. Director Pompeo has been critical of the Obama Administration's support to Military Leaders and the lack of commitment on behalf of Service members. President Trump appeared agitated that Director Pompeo was not confirmed before his Saturday, January 23rd visit to the CIA to address members of the Langley Headquarters staff. The next key individual to face a tough path to confirmation is Rex Tillerson, the former Chief Executive Officer of Mobil Exxon. Some Foreign Relations Committee Republicans,

most notably former Presidential candidate Senator Mark Rubio (R-FL), expressed their unfavorable outlook on his position on Russia and human rights in general. Once some of the other Republicans on the committee pledged their support for Mr. Tillerson, namely Russian hawks Senators Lindsey Graham (R-SC) and John McCain (R-AZ), eventually Senator Rubio acquiesced and Mr. Tillerson passed the committee by an 11-10 vote. Some on the far right believe that these three senators caved to appease the President after initially being harsh critics of the nominees. The confirmation now awaits the final Senate vote which is imminent as of this writing. Most believe that now the committee has passed him forward as the recommended candidate it should be a shoe in that the vote passes the full Senate.

President Trump Signs Federal Government Hiring Freeze

President Trump continued his first week in office with broad, wide sweeping changes to past Executive policies. One of these Presidential memorandums (PM) instituted an immediate hiring freeze for future and currently vacant Federal job positions. The memorandum did make exception for the military, and those positions directly tied to national security and public safety. Some believe that the hiring freeze will have direct effect on benefits and cause long delays in processing benefits. President Trump on the other hand maintains that many of the current federal positions could be outsourced to contractors and performed in a more cost effective manner. Any individuals who have been offered a position prior to January 22, 2017 and report no later than February 22, 2017 should still be expected to report to their new office. Those who were to report after February 22, 2017 will be considered on a merit basis. As expected the American Federation of Government Employees, the principal union serving government employees, blasted the announcement

and said that it would be sure to have an impact on government services. In a recent study by Office of Personnel Management (OPM), 221,000 government employees were hired in 2015. Some Democrats believe the moratorium on hiring will curb new talent from Universities and think tanks from being recruited to develop the next generation of civil servants. Others point to the statistic that 44% of the current Federal employee populations are Veterans, and that cuts to the Veteran's Administration could be counter to that group of the Trump voting base who supported him during the election. The Veterans Administration was much maligned by President Trump on the campaign trail as he vowed to "Make the Veterans Administration Great again". Placing a hiring freeze that affects the Veterans Administration certainly does not bode well for providing the catalyst to support Trump's plan for a VA make-up.

Army Wish List to the Hill

The Army has sent its new FY 2017-2018 wish list to a Republican House and Senate backed by a new President with plans to grow the budget back to levels that are consistent with the percentage of the Gross Domestic Plan and to establish new legislation that would nullify the Budget Control Act of 2011 and allow modernization and training to continue forward. The top "ask" for the Army is a plan to support the end strength of 476,000 for FY 2017 and the end strength of 490,000 for FY 2018. These requests would add \$8.2 billion and \$18.3 billion respectively in 2017 and 2018. Additionally for Army Aviation, the wish list calls for \$2.5 billion total for procurement. This request includes funding for 20 Boeing manufactured AH-64E helicopters split between new-builds and remanufactured AH-64D models, 14 Boeing new-build CH-47F, 17 Airbus North America LUH-72 Helicopters and 12 additional Gray Eagle Unmanned Aircraft Systems produced by General Atomics.



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.

SCO Successful Micro-Drone Demonstration



DEFENSE DEPARTMENT PHOTO

In one of the most significant tests of autonomous systems under development by the Department of Defense, the Strategic Capabilities Office (SCO), partnering with Naval Air Systems Command, successfully demonstrated one of the world's largest micro-drone swarms at China Lake, CA. The test, conducted in October 2016, consisted of 103 Perdix drones launched from three F/A-18 Super Hornets. The micro-drones demonstrated advanced swarm behaviors such as collective decision-making, adaptive formation flying, and self-healing. Originally designed by Massachusetts Institute of Technology engineering students, the Perdix drone was modified for military use by the scientists and engineers of MIT Lincoln Laboratory starting in 2013. As SCO works with the military Services to transition Perdix into existing programs of record, it is also partnering with the Defense Industrial Unit-Experimental, or DIUx, to find companies capable of accurately replicating Perdix using the MIT Lincoln Laboratory design. Its goal is to produce Perdix at scale in batches of up to 1,000.

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

CAE USA Inc., Tampa, FL, was awarded a \$50,079,091 cost-plus-fixed-fee contract for rotary wing flight training instructor support services; work will be performed at Fort Rucker, Alabama, with an estimated completion date of March 31, 2026.

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Dyncorp International LLC, Fort Worth, TX, was awarded a \$30,790,391 modification to foreign military sales contract to exercise option year three of a regional management fee for aviation field maintenance services in support of the Army Aviation and Missile Command, Aviation Field Maintenance Division outside the continental U.S. operations. This requirement includes, but is not limited to, the effort necessary to reset an aircraft to a fully mission capable condition; the installation of aircraft modifications under modification work orders; and support to various units and combat aviation brigades; work will be performed in Afghanistan, Iraq, and Kuwait, with an estimated completion date of Dec. 31, 2017.

Longbow Limited Liability Co., Orlando, FL, was awarded a \$25,000,000 firm-fixed-price contract to provide live cycle contractor support for the fire control radar and unmanned aerial system tactical common data link assembly; work will be performed in Orlando with an estimated completion date of Dec. 31, 2017.

Science Applications International Corp., McLean, VA, was awarded a \$7,475,308 modification to contract W31P4Q-05-A-0031 to replicate the pilot-vehicle interface between the UH-60M Black Hawk aircrew trainer, and the utility helicopter; work will be performed at Redstone Arsenal, AL, with an estimated completion date of Dec. 31, 2017.

The Boeing Co., Mesa, AZ, was awarded a \$10,887,958 firm-fixed-price, foreign military sales contract (Kuwait) with options for post-production service support and performance base logistics for the Kuwait Air Force 64D Apache helicopters; work will be performed in Kuwait, with an estimated completion date of Dec. 31, 2021.

Wyle Laboratories, Huntsville, AL; **American Systems Corp.**, Chantilly, VA; **Bevilacqua Research Corp.*** Huntsville; and **Scientific Research Corp.**, Atlanta, GA, will share a \$51,711,700 cost-plus-fixed-fee contract for joint test and evaluation engineering services; work locations and funding will be determined with each order, with an estimated completion date of July 7, 2018.

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- Donald F. Luce Depot Maintenance Artisan Award

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Full Details Available Online at quad-a.org



People On The Move

Aviation General Officer Promotions/Assignments



MG Frank M. Muth, Program Manager, Saudi Arabian National Guard Modernization Program, immediately following his promotion to his current rank on Jan. 11, 2017 in Riyadh, Saudi Arabia by His Royal Highness, Mit'eb Bin Abdullah bin Abul Azizi, Minister, Saudi Army National Guard. Also pictured are his wife, Lesley (left of the Prince), and longtime family friends Ms. Jen Helt (right of Muth) and LTC Trovena Trussell.

Changes of Command/Responsibility

Screaming Eagles Welcome Poppas



MG Andrew P. Poppas, the incoming division commander for the 101st Airborne Division (Air Assault) and Fort Campbell, speaks to Soldiers, families and community members during a change of command ceremony held at the division parade field, Fort Campbell, Kentucky, Jan. 19, 2017. Poppas, a previous commander of 1st Brigade Combat Team, assumed command from MG Gary J. Volesky who commanded the division since June 2014.

Command Selections

FY18 Colonel/Lieutenant Colonel Army Competitive Category Centralized Selection List - Command and Key Billet

The Army released, on Jan. 24, the names of the colonels/lieutenant colonels selected for command and key billets for FY 18. AAAA congratulates the following 111 aviation officers on their selection.

COL – Primary

- COL Atkins Gail Elizabeth
- LTC/P Barrett Thomas Joseph *
- COL Cortez Ernesto Allen
- LTC/P Doremus Darrell Anthony +
- LTC/P Garber William Bernard III*
- COL Harrington Bernard John *
- LTC/P Johnson Mark Christian
- LTC/P Kappelmann Mark Glenn +
- LTC/P Martin Richard Alden *
- LTC/P Obadal Michael Anthony
- LTC/P Ott Mark P +
- COL Pierce Steven Mark
- LTC/P Smith Kelsey Aaron *
- LTC/P Vanzandt Lance Kevin *
- COL Watkins Brian Todd *
- LTC/P Weinschel Matthew Robert *

COL – Alternate

- LTC/P Baugh Tammy Lynn
- LTC/P Blevins Jason Bradley *
- LTC/P Chivers Bryan James *
- COL Cunningham Gary Lee *
- COL Donnelly Robert Christopher*
- COL Ells Ronald Lee *
- COL Ferido George Gragasin *
- COL Frawley Parker Leroy
- COL Gignilliat Andrew Donlan *
- LTC/P Higgins Joshua Patrick *
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- LTC/P McFadden Michael Sean
- COL Osterman Bradley Dean +
- COL Petty Thomas Christopher *
- COL Rambo Charles Robert
- LTC/P Rice Daniel Louis *
- LTC/P Then Erich Robert *

LTC – Primary

- LTC Angell Brian Christopher

- MAJ/P Artino Daniel S
- MAJ/P Athanasakis Michael C +
- MAJ/P Buckner Boyce Ryan +
- MAJ/P Camarano Adam S *
- MAJ/P Carlson Eric David *
- MAJ/P Cook Christopher Jordan
- MAJ/P Corrigan Chad Patrick
- LTC Greco Scott Wherry *
- MAJ/P Griffith William John IV +
- MAJ/P Gunter John R B
- MAJ/P Guthrie Ryan Ann *
- LTC Halsey Larry Craig
- MAJ/P Hise Tyson James
- MAJ/P Hummel Brian M
- MAJ/P Johnson Jesse Ray *
- MAJ/P Lane Christopher C
- LTC Lang Jarred Matthew +
- MAJ/P Lanzafama Michael
- MAJ/P Lavalley Jamie R *
- LTC Lee Chong Y
- MAJ/P Miller John P III *
- MAJ/P Moreshead Paul W
- LTC Mundell Zachary Jared +
- LTC Parrish Brandon W *
- MAJ/P Ploetz Nicholas J +
- LTC Raub Jason Scott +
- LTC Robinson Guyton Lee *
- MAJ/P Sandoval Keith Paul
- LTC Scullion James H
- LTC Snyder Stephen Phillip
- MAJ/P Wilde Patrick Ryan *
- MAJ/P Wolfe Matthew Steven *

LTC – Alternate

- LTC Ambrose Lee E
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- LTC Armstrong Curtis M *
- MAJ/P Becki Ralph L
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 LTC King Jason A *
 LTC Lane Connie Mark +
 MAJ/P Legaspi Mark Anthony
 LTC MacWhirter Amanda Louise *
 MAJ/P McKinney Eric Daff
 LTC Miller Mary Katherine *
 LTC Morton Christopher Toby
 LTC Parker Matthew L
 LTC Raus Aric James +
 MAJ/P Sarrette David A Jr +
 LTC Segura Juan C. Cornelio
 MAJ/P Severs Joshua T +
 LTC Sharpe Sherri Leann *
 LTC Smith Ronald Charles
 LTC Spence Sean Alistair
 LTC Story Derek Patrick
 LTC Thames Ashley French +
 LTC Tibbitts Beau Wayne
 LTC Tily Gregory Scott
 LTC Tully James Edward *
 LTC Vetro Eric P +
 LTC Wilsher Arlin R III *
 LTC Wingate Christopher Watson
 LTC Wojtkun Karl M

* = AAAA Member
 + = Life Member

FY17 Major Army Competitive Category Selection Board Results

The fiscal year 2017 MAJ Army competitive category selection board results were released January 10, 2017. AAAA congratulates the following 131 Aviation captains on their selection.

SEQ # NAME

753 Alexander, Brian Eu
 554 Alexander, Joseph M
 517 Allen, Chaz Elliott
 597 Ashcraft, Timothy A *
 459 Baber, Carey Eden
 284 Baker, Scott A
 414 Barrett, Ryan F *
 378 Bartlett, Andrew M
 579 Becker, Lisa Marie *
 *0892 Beckwith, Christoph *
 112 Behney, Derek T

338 Bell, Joshua R
 619 Bender, Robert Land
 574 Beno, Kelsey Joanne
 555 Brown, Derek Peter
 286 Burgess, Daniel H
 87 Burton, Jason Micha +
 297 Cail, Christopher R
 114 Caldwell, Jeremy E *
 499 Chimchirian, Jason *
 558 Clawson, Matthew Ry
 749 Collier, Jason Robe
 261 Collins, Nicole M
 302 Craig, Nicholas L +
 384 Curnow, Sean M
 156 Dawson, Joshua J
 512 Delcuadrozimmerman
 808 Detienne, Robert D *
 303 Devine, Timothy A
 567 Dougher, Kenneth Ri
 446 Driver, Shawn L *
 514 Dubois, Patrick Jos
 475 Durham, Joshua J *
 21 Elmo, David II
 178 Ferguson, Comador M
 177 Ferguson, Timothy S +
 34 Fernando, Lauren Gr *
 588 Feudo, Aaron Christ
 31 Fixmer, Scott W *
 480 Fizzell, Benjamin J
 526 Flaherty, David Mar
 587 Flurry, Jared Thoma
 312 Folgert, Nikolas M *
 449 Franck, Nicklaus C
 420 Friesen, Kyle J
 541 Galgano, Daniel Fra *
 24 Gibbs, Jacob B
 581 Gilles, Brandon Bla
 858 Glover, Jordan T +
 421 Griffin, Wayne E *
 434 Groh, Donovan D
 35 Guidry, Heather M
 341 Hall, Joseph D +
 319 Hartley, Stephanie
 454 Hernandez, Brian E
 734 Hess, Christopher J
 28 Hill, Matthew A
 853 Howell, Andrew S *
 298 Jackson, Trevor S
 828 Johnson, Devonne Ra +
 *0889 Kalitka, Nicholas E *
 691 Kelly, Joshua Trent +
 438 Klekowski, Lisa M *
 497 Koenig, Justin Jon
 407 Kohl, Louis A
 126 Kuebler, William To +
 469 Kuphall, Craig A
 724 Lee, Heather M

728 Lewis, William J
 *0893 Light, Timothy B
 585 Marchant, Gavin Jin *
 75 Marquez, Jose Anton *
 358 Maxwell, Jared R
 218 Mayer, John M
 589 McCary, William Dou *
 795 McFarland, Christop *
 51 McQuilliams, John M *
 527 Mikula, Christopher
 515 Miller, Matthew Lou *
 814 Moore, Justin M
 524 Morgan, Andrew Rich *
 545 Murray, Kyle Richar
 468 Neff, Daniel R
 603 Nelson, Curtis Baxt *
 82 Newbrough, Joshua O +
 489 Nilles, Matthew J
 246 Norris, Jason Stewa
 643 Palmer, Daniel Paul *
 265 Palmore, Clifton R
 388 Parrish, Jacob E
 351 Parsai, Anthony N +
 336 Paul, Jeffrey A
 646 Peck, James Matthew
 577 Perlik, Kerney Marg
 478 Pickett, Kyle D
 474 Poling, Michael S
 568 Power, Kevin Michae *
 490 Power, Seth T
 562 Rigney, Jeffrey Mic
 311 Robinson, James R +
 144 Rubin, Jordan O
 194 Rulli, Kimberly Lee
 536 Rykken, Jacob Thorw *
 335 Schlessman, Josiah *
 343 Schwilk, Andrew W *
 437 Scully, Aaron E
 290 Shah, Brandon A *
 213 Simpson, Matthew R
 27 Simpson, Thomas C
 593 Sommer, Ryan Christ +
 584 Stark, Aaron Willia
 453 Staub, Brandon F
 559 Steliga, Theodore J
 847 Stewart, Justin M
 861 Stockton, Matthew R
 507 Stoinoff, Chris Fre *
 540 Thomas, Justin Stua
 548 Thomas, Walter Dona
 712 Tisson, Miller Andr
 508 Verardo, Elizabeth
 451 Walker, Eddie Deway *
 815 Watson, Taylor S *
 *0868 Webb, Jeremiah J
 736 Webster, James C
 426 Welsch, Mickala S

737 Wess, Brandon Micha
 158 Whipple, Ryan G +
 596 Wlasniewski, John F
 315 Woodbury, Forest P
 142 Yurisich, Joseph Ho *
 199 Zantt, Derrick Jeju

* BELOW ZONE
 * = AAAA Member
 + = Life Member

FY 2018 Army Active and AGR Command Sergeant Major Selection Board Results

On Jan. 9, the Army released the names of the Regular Army and Active Guard and Reserve (Army Reserve) senior noncommissioned officers who have been selected for assignment as command sergeants major and for sergeant major key billet positions that become vacant in fiscal 2018. AAAA congratulates the following 168 Aviation Soldiers on their selection.

Brigade - Primary:

CSM Blessing Jay Michael
 CSM Clark Matthew James
 CSM Logan Johnathan Douglas
 CSM Nutter Scott Edward
 SGM Peguese Phillip Kenneth
 CSM Telesco Michael Victor II
 CSM Webb Billy Don

Brigade - Alternate:

SGM Akpinar Necati
 CSM Ankrum Lloyd Shawn
 CSM Annicelli Daniel Phillip
 CSM Arant Eric Shawn
 CSM Awai Michael Lee Masao
 CSM Beausoleil Brian Keith
 CSM Behrens William Ernest
 CSM Bell Bryan Wayne
 CSM Bosowski Christian Albert
 CSM Brown Stanton William Jr
 CSM Brown Walter Travell
 MSG Carithers Shannon Mark
 CSM Coley Kirk Rodrick
 CSM Cowart Jerry Michael Jr

Continued on next page
 SGM Deese Archie Sewell



People On The Move

CSM DiGeorgio Steven
 CSM Dove George Michael
 CSM Evans Dwight Nathaniel Jr
 SGM Ewing David Scott
 CSM Grantham Brian Norvell
 CSM Haddon William Edward
 SGM Halchishick James Scott
 CSM Harvey Gregory Wayne
 CSM Hauke Brian Neal
 CSM Hedrick Todd Wayne
 CSM Herring William T H
 SGM Huff Jason Duer
 CSM Johnson Jason Orville
 CSM Jordan Frederick Deshawn
 SGM Kolodgy John Allen
 CSM Lane David Scott
 CSM Lee David Earl
 CSM Liles Tony Joe
 CSM Littler Ronnie Bruce
 CSM Lopez Antonio R
 CSM Lopez Rodolfo
 CSM Malden Billy Jr
 CSM Mancini Matteo
 SGM Marker Christopher Alan
 CSM McGee Scott Waymon
 CSM McKay Shawn Curtis
 CSM Michel Terry Eugene
 CSM Milhorn James Edward
 CSM Oney Hugh Nuton Jr
 CSM Ortizfigueroa Ivan Antonio
 CSM Overbey Timothy Vail
 SGM Pegues Ronald Feado
 CSM Perez Jose Manuel Jr
 CSM Perry Brandon John
 CSM Quichocho Roque Rojas Jr
 CSM Reyes Terrence Darren Jr
 SGM Roche Christopher Aaron
 SGM Rodney Glenn Arthur
 CSM Rodriguez Albert Acevedo Jr
 CSM Romero Luis Fernando
 CSM Schley James Russell
 CSM Serrano Sanchez H. Alber
 SGM Smith Mark Abram
 CSM Stenbak Jason Kenneth
 CSM Stephens Marde Ray
 CSM Sutterfield Micheal Dale
 SGM Wahl Patricia Anne
 CSM Webster George Stanley
 CSM Whitman Brandi Nichole
 SGM Wilhelmy Richard Alan
 CSM Wise Randall Louis

CSM Wood Jerramy Lee
 SGM Woodell Alex Lynn
 SGM Wright Howard Alfred III

Battalion Primary:

CSM Annicelli Daniel Phillip
 MSG Barrett David Everett
 CSM Bell Bryan Wayne
 MSG Black Leon Constantine III
 MSG Cespedes Alfredo Enrique
 MSG Coquat James Wesley
 MSG Davila Ruben Andres IV
 MSG Dejesus Luis Raul Jr
 SGM Haddon William Edward
 MSG Hansen Zane Blair
 CSM Harvey Gregory Wayne
 MSG Hermann Michael Sean
 CSM Herring William T H
 SGM Huff Jason Duer
 MSG Hughes Thomas Edward II
 CSM Johnson Jason Orville
 CSM Jordan Frederick Deshawn
 CSM Lane David Scott
 CSM Lee David Earl
 MSG Lindner Jeremy Richard
 SGM Littler Ronnie Bruce
 1SG Loeza Carlos Alberto
 CSM Lopez Rodolfo
 MSG O'Berry Jeremiah Pierce III
 MSG Ortega Javier
 CSM Ortizfigueroa Ivan Antonio
 CSM Overbey Timothy Vail
 SGM Pegues Ronald Feado
 CSM Perez Jose Manuel Jr
 CSM Perry Brandon John
 SGM Reyes Terrence Darren Jr
 MSG Ruiz Antonio Roberto
 SGM Serrano Sanchez H. Alber
 MSG Stimpert Ronald Edward
 SGM Thompson John Russell
 MSG Vielma Jesse
 MSG Weber Devon Michael
 CSM Webster George Stanley
 CSM Whitman Brandi Nichole
 MSG Williamsgreen Latevia Month
 SGM Wise Randall Louis
 MSG Wisecup William Ryan
 CSM Wood Jerramy Lee
 SGM Wright Howard Alfred III

Battalion Alternate:

CSM Arant Eric Shawn
 CSM Awai Michael Lee Masao
 CSM Beausoleil Brian Keith
 CSM Behrens William Ernest
 CSM Brown Walter Travell
 MSG Carithers Shannon Mark
 1SG Coveney Thomas Francis
 CSM Cowart Jerry Michael Jr
 SGM Deese Archie Sewell
 CSM Evans Dwight Nathaniel Jr
 SGM Ewing David Scott
 1SG Giuseffi Frank Pat
 MSG Gordon Marlon Duane
 CSM Grantham Brian Norvell
 SGM Halchishick James Scott
 SGM Hippensteel Clyde Paul
 MSG Howe Kenneth Eugene
 SGM Hunter Ahan Augustus
 MSG Inigo Claudio Aclon
 1SG Jordan Anson Cordell
 SGM Kolodgy John Allen
 CSM Liles Tony Joe
 MSG Ludwig Shawn Alan
 CSM Malden Billy Jr
 CSM Mancini Matteo
 SGM Marker Christopher Alan
 1SG Martinez George Edward
 CSM McGee Scott Waymon
 CSM McKay Shawn Curtis
 CSM Michel Terry Eugene
 CSM Milhorn James Edward
 1SG Miller Carl Aaron
 MSG Mondick Jeremy Michael
 CSM Oney Hugh Nuton Jr
 MSG Resmondo Michael John
 SGM Rodney Glenn Arthur
 CSM Rodriguez Albert A. Jr
 MSG Rodriguezcruz Jose Antonio
 CSM Romero Luis Fernando
 1SG Salomone Mario Louis III
 SGM Smith Mark Abram
 SGM Stenbak Jason Kenneth
 CSM Stephens Marde Ray
 MSG Turpin Gregory Aron
 SGM Wahl Patricia Anne
 MSG Washington Gregory
 CSM Wickperez David
 SGM Woodell Alex Lynn
UNMANNED AIRCRAFT

SYSTEMS (UAS) GRADUATIONS

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 20 Graduates, January 26

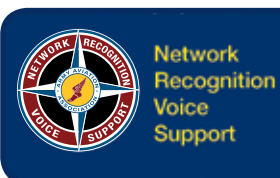
SPC Joshua T. Kinsey - DHG
 SGT Gabriel Granado
 PFC Clayton W. Bieber
 PVT Richard H. Billion-Chapman
 PFC James M. Boerema
 PV2 Dylan J. Broussard
 PV2 Timothy J. Calton
 PVT Bryan D. Carlson
 PVT Jesus R. Cavazos
 PVT Aaron M. Deis
 PV2 Hunter B. Hulbert
 PV2 William E. Johnson
 PV2 Cooper T. Jones
 PV2 Bryson P. Loomis
 PV2 Troy D. McGarey
 PFC Dennis T. Rodkey
 PV2 Jeremy E. Schultz
 PFC Davis C. Walsh
 PV2 Michael B. Wasikowski
 PV2 Randy Z. Zuniga

UAS OPERATOR

AAAA congratulates the following graduates of the Unmanned Aerial Vehicle Operator Course, MOS 15W, at Fort Huachuca, AZ.

Shadow UAS Operator Course 11 Graduates, January 17

SGT Andrew G. McMillan - DHG
 SGT Brandon M. Chase - HG
 SGT Brandon J. Armstrong
 PVT Alexander E. Danielson
 PV2 Samantha H. Hutchinson
 PFC Daniel W. Looney
 PVT Jessica B. Mackey
 PVT Mark Spence
 PVT Hannah E. Tobias
 SPC Zakee A. Wadood
 PVT Timothy R. Yandell



If you currently have an email address ending in mail.mil, please provide AAAA with your civilian email address at Membership@quad-a.org. This will allow you to receive important AAAA information. Thank you!

People On The Move

Flight School Graduates



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

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL. Beginning with the March 2016 classes, students are tracked as Aviation Basic Officer Leaders Course (ABOLC) and Aviation Warrant Officer Basic Course (AWOBC).



IERW Class 17-006

- LT Alexandra Hastings *
- LT Grant Hendrix *
- LT Aaron Jenkins
- LT Matthew Johnson
- LT Jeffrey Johnston *
- LT Phillip Lenavitt
- LT Sarah Mikkelson
- LT Tate Newell
- LT Roger Phung *
- LT Jack Pinnell *
- LT Benjamin Reinhart
- LT Levi Roundy
- LT Ryan Saleck
- LT Kelsea Schultz
- LT Melissa Taylor
- LT Benjamin Young
- LT Stefan Zdanowicz *



IERW Class 17-007

- AWOBC 17-005 & 17-006**
- WO1 Nathaniel McKeown – DG
 - WO1 Adam Snyder – DG
 - WO1 George Botsko – HG
 - WO1 Michael Miller – HG
 - WO1 Ross Olson – HG
 - WO1 Robert Sherwood – HG
 - WO1 Stephen Rodrigue – HG
 - WO1 Mickey Argo
 - WO1 Matthew Buckner
 - WO1 Carlton Charles
 - WO1 Peter Dempsey
 - WO1 Marco Flores
 - WO1 Paul Gillquist
 - WO1 Shea Goodnature
 - WO1 Daniel Holmes
 - WO1 Robert Iem
 - WO1 Margaret Kalgren
 - WO1 Robert Kiernan
 - WO1 Robert Landes
 - WO1 Braden Lindsey *

- WO1 Frieda Miller
- WO1 Chelsea Montgomery
- WO1 Darryl Mosely
- WO1 Jayson Olnor
- WO1 Brandon Plath
- WO1 Renae Presto
- WO1 Rachel Russell *
- WO1 Nicholas Sandy
- WO1 Armando Santiago
- WO1 Clarissa Smith
- WO1 Dillon Spray *
- CW2 Brian Wolfe *
- WO1 Tauheed Wood

- 39 Officers, January 19**
ABOLC 17-007
 LT Casey Childers – DG
 LT Stephanie Eldridge – HG
 LT Trevor Findaly – HG
 LT Cody Iden – HG

- LT Mark Bubac
 - LT Michael December
 - CPT Kimberly Frazier
 - LT Gene Galke
 - LT Timothy Heater
 - LT Morgan Hill
 - LT Jamonte Little
 - LT Irene Mallet
 - LT Daniel Patterson
 - LT Cale Pratt-Cordova
 - LT James Smith *
 - LT Rachel Spencer
 - LT Jonas Velazquez
 - LT Christopher Wolf
- AWOBC 17-007**
 WO1 Daniel Bentley – DG
 WO1 Marshall Grams * – HG
 WO1 Jacob Jones – HG
 WO1 Travis Schroder – HG
 WO1 Joshua Cary

- WO1 Christopher Connell
 - WO1 Waylon Cropper
 - WO1 Stephen Culver *
 - WO1 Lan DelosSantos
 - CW2 Anthony Dovie
 - WO1 Clara Gandarilla
 - CW2 Matthew Govan
 - WO1 Daniel Kroll
 - WO1 Cray Morse
 - WO1 Curtis Ogden
 - WO1 Seth Reiman
 - CW2 Dan Riggs
 - WO1 Hugh Smith
 - WO1 Justice Smith
 - WO1 Guillermo Torres
 - WO1 Daniel Wesp
- DG = Distinguished Graduate
 HG = Honor Graduate
 * = AAAA Member
 + = Life Member

Art's Attic

By Mark Albertson



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 April-May 1992

Lessons Learned: Psychological Factor

LTG Harry W.O. Kinnard offered that his first assignment

in the Army was with Company A, 27th Infantry, Schofield Barracks, Hawaii . . . and was there for the Day of Infamy. He explains, "...in our divisional journal, there were more entries relating to . . . Japanese parachutists than any other... My company spent the entire night of the attack combing the hills behind Honolulu for Japanese parachutists reported... and based, in part, on parachutes found from pilots who had bailed out of damaged aircraft." "My point here," he continues, "is the tremendous psychological impact of an enemy using the Third Dimension and landing in your rear."



Local Allies



The Kurdish Peshmerga ("those who face death") is the military arm of the Kurdistan Regional Government. In a photo taken at Sirsenk Airfield, Iraq, American commanders posed with local Peshmerga leaders. Left to right, CPT Michael Lundy, COL E.E. Whitehead and LTC John Kidder, Allied Ground Force Commander.

Christmas Cheer

Members of the 159th Aviation Regiment, based out of Simmons Army Airfield, N.C., brought Christmas cheer to needy children in Stanford, N.C. December 13, 1991, a CH-47 Chinook flew into Kiwanis Park, N.C. As an added bonus, the town's residents were invited to inspect the aircraft.



50 Years Ago February 24, 1967

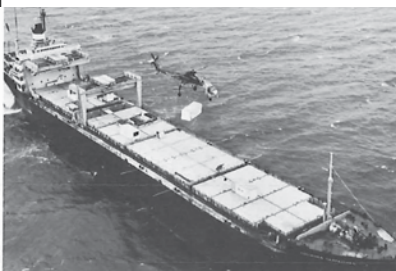
Upside Down View

The Lockheed Model 286 is pictured on its back, blades rotating,

as the demonstrator did vertical climbs, dives, loops and barrel rolls. The Lockheed offering boasts the agility of a fixed wing fighter plane. The rigid-rotor Model 286 is similar to the Army's AH-56A combat aircraft being developed by the Lockheed-California Company.



Bridgeport, Connecticut



On Long Island Sound, and working in gusts upwards of 55 mph, an S-64 recently unloaded containers weighing upwards of ten tons per from an American Export Isbrandtsen vessel. Viewed by DOD representatives, the

Sikorsky hauler unloaded 462,315 pounds in five hours and thirty minutes. The container-ship-helicopter combo is being considered for materials handling in Vietnam.

Sample Checks

Ms. Michiko Takahara, a Ryukyuan employee at the 2nd Logistical Command's spectromatic oil analysis lab in Okinawa, opens a mailbag containing oil samples from aviation companies in Vietnam. The lab analysis monitors the metal particles in the oil to detect engine trouble in advance.



"Know Your Enemy . . ."

On page 28, "Vietnam Report," General Earle G. Wheeler noted a dictum from Sun Tzu: Know your enemy and know yourself; in a hundred battles you will never be in peril. The above leads to another Sun Tzu dictum: He who knows when he can fight and when he cannot will be victorious.



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 2018 induction is June 1, 2017

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

Colonel Jack L. Marinelli

Army Aviation Hall of Fame 1976 Induction

(Inducted to represent the 1950-1959 period)



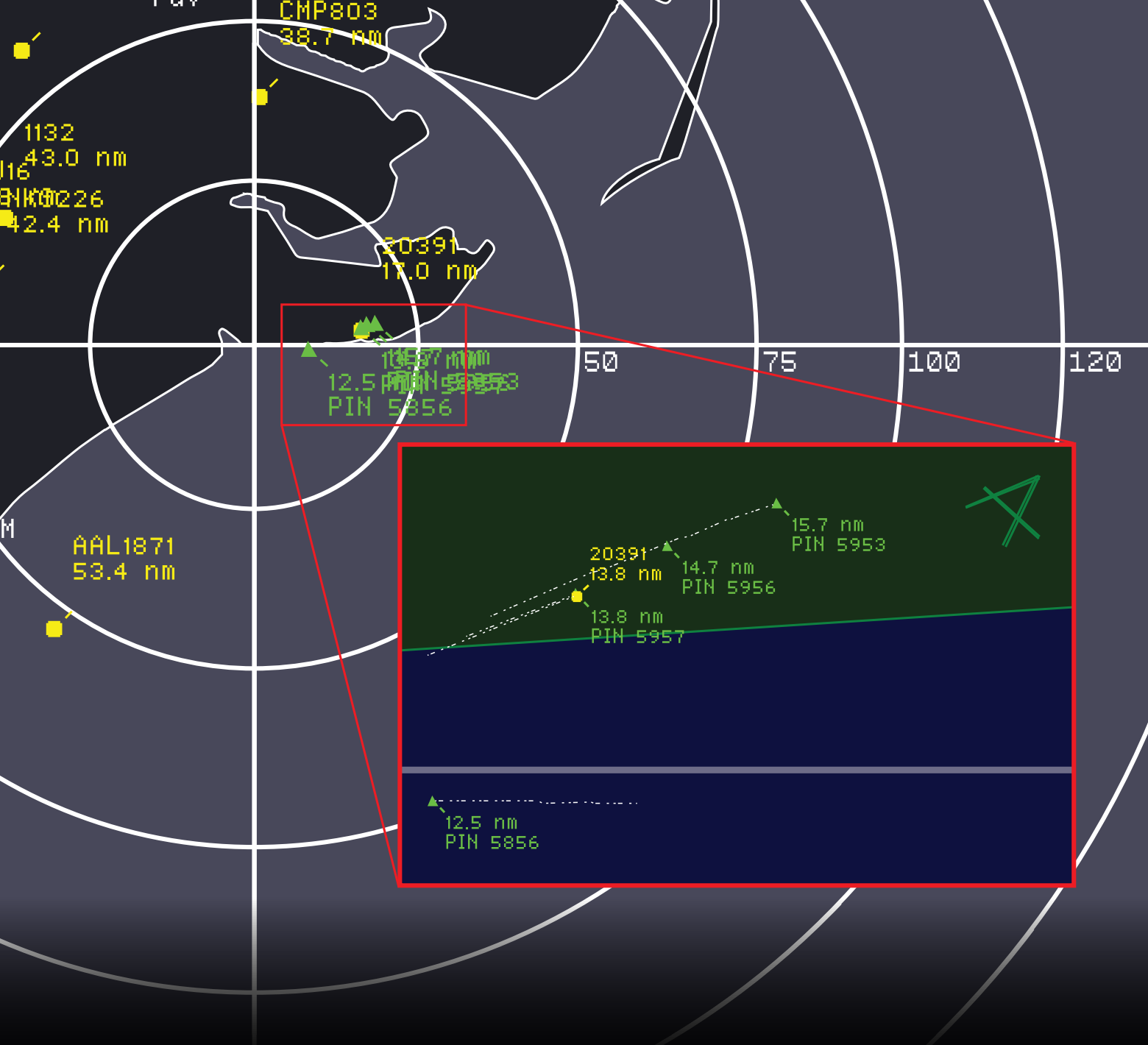
Lieutenant Colonel (later Colonel) Jack L. Marinelli was Chief of Army Aviation at Headquarters, Army Field Forces, when war broke out in Korea in 1950. By his personal leadership and direction, the procurement and training of Army Aviation personnel were greatly accelerated to meet the ever-increasing demands of a rapidly-expanding Army.

With the confidence and support of General Mark W. Clark, he brought together appropriate Army and Air Force elements successfully to accelerate the development and procurement of new aircraft for the Army's inventory. In addition, he coordinated the activation and training of the Army's first Transportation Helicopter Companies and to meet an urgent requirement for observation and medical evacuation, supervised the accelerated activation, training, and deployment of the first Helicopter Detachments, the forerunners of the Helicopter Ambulance Companies.

Lieutenant Colonel Marinelli accompanied General Clark to the Far East where, as Army Aviation Officer at General Headquarters, he directed the employment of all Army Aviation activities in the theater. Under his supervision, the first Division Aviation Company was formed, and the statement of requirement for improved airmobility for Army units initiated, resulting, in part, in the development and procurement of the UH-1 helicopter.

In 1955, Marinelli was assigned to Headquarters, DA as Chief Aviation Staff Officer, ODCSLOG. In this assignment, he successfully coordinated the logistic support of Army Aviation in the mid-'50s; provided direction to the efforts of the Army's Technical Services and Air Force and Navy agencies in the procurement and distribution of Army aircraft and allied equipment; and lent invaluable expert assistance and advice to the then Director of Army Aviation and to other elements of the Army staff.

In 1958, Colonel Marinelli was assigned as President of the U.S. Army Aviation Test Board where he directed the testing and evaluation of aircraft and allied equipment until his retirement.



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