

75 Years of Army Aviation 1942-2017

# ARMY AVIATION



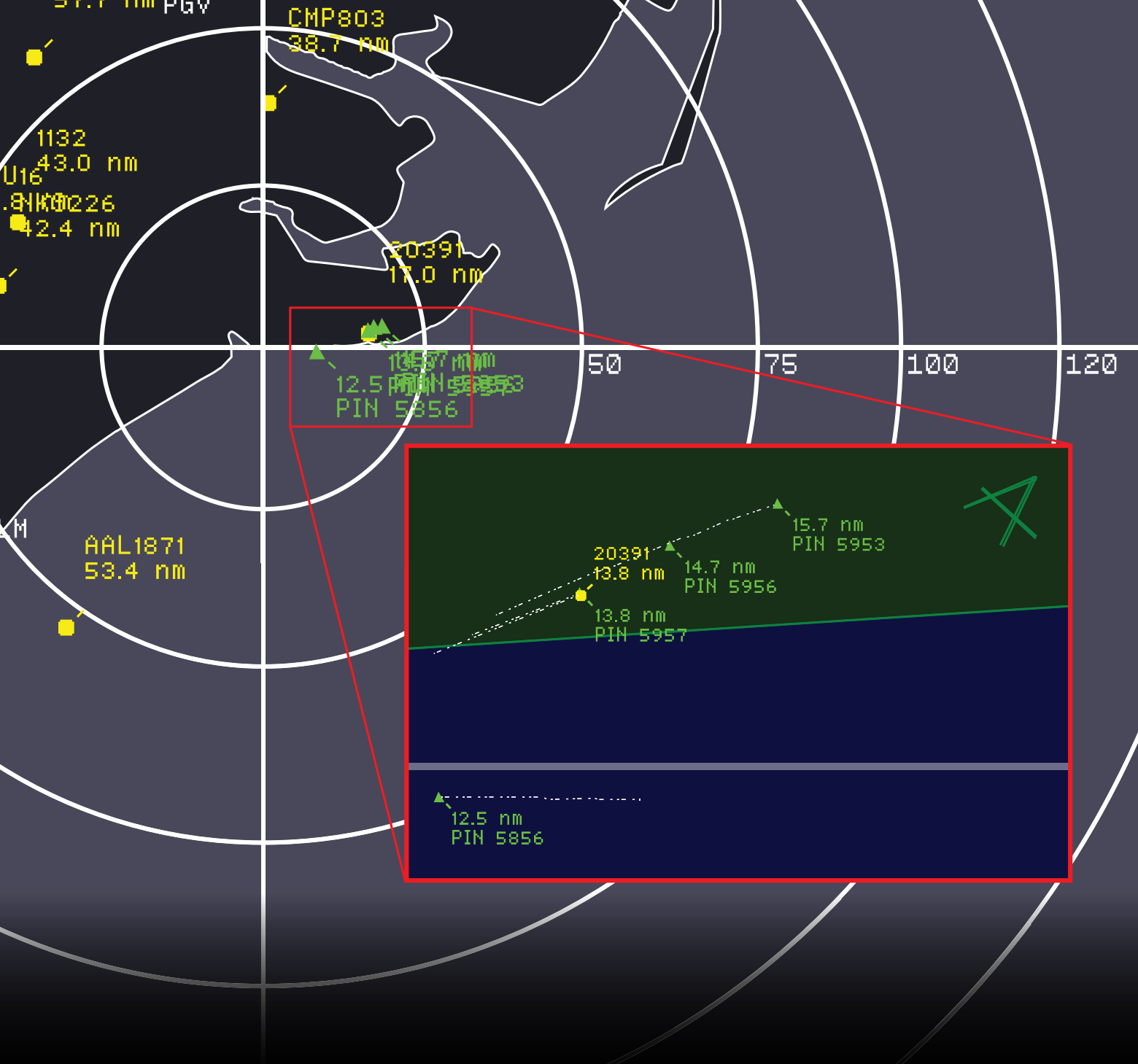
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# 75 Years of Army Aviation

## 1942-2017



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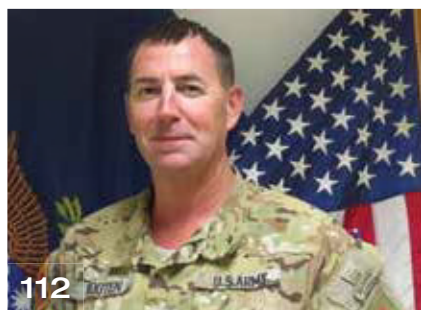
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## On The Cover

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*Caption provided by the advertiser.*

## Trump Considers Former Night Stalker for SECARMY



API PHOTO BY RENÉ BOUZ

President Donald Trump is eyeing former Army flight surgeon and Tennessee state Senator Mark Green as the leading pick to take over as his Army Secretary according to sources close to the process. If nominated, he would be the second person nominated by Trump for the post. Last month, billionaire veteran Vincent Viola dropped out of the confirmation process citing numerous conflicts of interest with his family businesses. For more details see the Legislative Report on page 165 of this issue.

## Second Lady Honors Military Women



DOD PHOTO BY E.J. HERSHORN

Second Lady Karen Pence, right, welcomes the Army's chief legislative liaison, MG Laura Richardson, to the vice president's residence in Washington, March 23, 2017. Richardson, a Senior Army Aviator, veteran of Iraq and Afghanistan, and the first woman to serve as a deputy commanding general for a maneuver division (1st Cavalry Division) joined service members from the five armed services for a Women's History Month celebration at One Observatory Circle at the Naval Observatory.

## Gray Eagle to Korea



U.S. ARMY PHOTO

The Army, in coordination with the Air Force and Korean military officials, has begun the process to permanently station a Gray Eagle Unmanned Aircraft System company at Kunsan Air Base in Korea according to officials at United States Forces Korea. The company will be assigned to the 2nd Combat Aviation Brigade, 2nd Infantry Division.

## Retention Bonuses Being Considered for Aviation Warrant Officers

Army aviation is short 731 warrant officer aviators across year groups 2010 to 2017, according to MG Erik Peterson, Director of Army Aviation. He told the House Armed Services Committee's subcommittee on military personnel on Mar. 29 that as a result of budget constraints the Army had to focus on short-term readiness over long-term recruiting and training. That translated into sending fewer potential aviators to flight school. Coupled with an attrition rate that increased from 7 to 9 percent, a trend expected to continue, it now means that the warrant officer community is aging and retiring more quickly than new pilots are coming in. Currently 25 percent of senior warrant officers are retirement-eligible. The Army active component doesn't currently offer a pilot retention bonus; however, Peterson said his office is considering bonuses at two major milestones: after the initial six-year service obligation and at the 20-year retirement point.

## ANMC Accepts VHPA Monument Proposal for Arlington National Cemetery



VHPA GRAPHIC

The Vietnam Helicopter Pilot and Crewmember Commemorative Monument proposal by the Vietnam Helicopter Pilots Association has been accepted by the executive director, Army National Military Cemeteries. If approved by the U.S. Commission of Fine Arts, the granite monument could be in place between the red maple tree dedicated by VHPA on Aug. 28, 2015 and the sidewalk bordering Memorial Drive as early as this June. Almost 5,000 pilots and crewmembers died operating rotary-wing aircraft in the Vietnam War.

## CORRECTION:

The photo on page 32, February 28, 2017 issue caption is incorrect; an OH-58 is being loaded into a C-5A Galaxy aircraft headed to Zadar, Croatia. We apologize for the error.





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# Passing the Gavel

I am sure every AAAA President feels this way, but it is truly amazing how quickly a two-year term goes by. It seems like just a few months ago I took the gavel from BG Howard Yellen at the end of the 2015 Soldier Appreciation Concert at the Summit.



Now I am about to hand the reins to BG Steve Mundt, our new AAAA President on April 28.

From the many AAAA Chapter meetings, and symposia, to our Annual Summits, Congressional Caucuses, and Senior Executive Associates meetings, it has been my honor to represent you all, help support and serve your needs, hopes and requirements. I am especially proud of the way the AAAA supports our Army Aviation Soldiers and their Families. We have always tried to make them feel welcome at all our events and particularly through the awards program that recognizes so many great Soldiers each year, on stage and off.

Our membership is strong. The chapters are at an all-time high. The Scholarship Board has done a great job growing the program to over \$500,000 and 250 students each year. And I am happy to say I think we have made it through the tough few years of very restrictive conference policies which made it very difficult for the entire Army Aviation Community to gather to create solutions for our Warfighters. The 2017 Summit we are all now attending is our third largest ever after some very challenging years.

I would like to thank all of you for

your support over my two years. AAAA is a family and you showed that to me every day. I would also like to thank our leadership team of Steve Mundt as Senior VP, MG Jeff Schloesser as Secretary, MG Tim Crosby as Treasurer, COL Mark Weiss as VP Reserve Components, LTC Jan Drabczuk VP Chapters, and CW5 Dave Cooper VP Membership for all its hard work and results.

I truly appreciate that the AAAA National Office was always there to provide continuity and crank out the daily tasks to keep our organization relevant, responsive, and proactive. Words can never express my thanks to Bill Harris and Janis Arena and all of the women and men in the National office – they are truly who make AAAA run so smoothly.

To my colleagues in industry and our retired communities, thanks for your unflagging support that helps make it possible to do what we do for Army Aviation Soldiers and their Families every day.

As we celebrate 75 years of organic Army Aviation service, I look forward to watching the continued growth of AAAA as our Association, Branch, and Army answer the call of the Nation to meet the current and emerging threats

*BG (Ret.) E.J. Sinclair accepting the President's Gavel from outgoing president, BG (Ret.) Howard Yellen, at the Soldier Appreciation Dinner during the 2015 AAAA Army Aviation Mission Solutions Summit March 31, in Nashville, TN.*

around the world. It looks like a new day of increasing budgets, full spectrum training and operations may soon be upon us. I know you will all respond as the American Soldier has always done from Bunker Hill to the present time.

Susan and I look forward to seeing you at AAAA events going forward. It has been a great two years and I know AAAA is in good hands as my good friend Steve Mundt takes the controls... even if he is a Black Hawk pilot!

"AAAA: Supporting the U.S. Army Aviation Soldier and Family" is our touchstone. Make sure you think of how each of us as AAAA members can do a better job of it every day.

Thanks again.

Above the Best!!

BG E.J. Sinclair, Ret.  
32nd President, AAAA  
[ej.sinclair@quad-a.org](mailto:ej.sinclair@quad-a.org)





# 2017 ARMY AVIATION Mission Solutions Summit

April 26 - 28 | Nashville, TN  
Gaylord Opryland Hotel & Convention Center

Army Aviation – 1942-2017  
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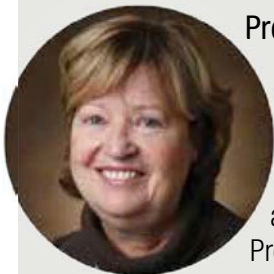
## Spouse Programs & Activities LEARN, EXERCISE & HAVE FUN AT THE SUMMIT!

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### Zumba

Friday, April 28: 7:00 AM - 8:00 AM

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### Natchez Hills & Sumner Crest Winery Tour with Lunch

Wednesday, April 26  
11:30 AM - 3:30 PM



We will start off at Natchez Hills Winery at the Fontanel Mansion, a boutique family vineyard and winery(owned and operated by a retired USAF fighter pilot and his wife).

They create old-world, handcrafted, small-batch wines using traditional winemaking techniques to ensure the grape's truest expression. Lunch will be served. We then will proceed to Sumner Crest Winery, a recipient of 19 medals from national and international competitions. You will also be able to peruse a large collection of early American and European antiques that are for sale at the winery.

### “The Sound” Nashville Music Tour

Thursday, April 27 & Friday, April 28: 1-3 PM

Friday, April 28: 10 AM - 12 PM

Explore Nashville with both your eyes and your ears! Ride along with a real Nashville songwriter and get pumped up with a hilarious tour guide who will be telling one of a kind music stories all while putting the riders on center stage to help write a hit Nashville song unique to their tour. See downtown, the Gulch, Music Row, West End and all of the places that relate to Nashville's music reputation.



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## ► Aviation Branch Chief Update

# Army Aviation 75<sup>th</sup> Anniversary: Carrying the Army Aviation Legacy Forward

By MG William K. Gayler



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

For those of us who weren't there to witness the birth of Army Aviation, it is a humbling experience to recognize that today's Army Aviators are the heirs to a 75-year legacy of unwavering support to Soldiers, shared sacrifice, and unprecedented innovation.

*12th Combat Aviation Brigade aircraft conduct sling load operations with U.S. Soldiers assigned to Cobra Battery, Field Artillery Squadron, 2nd Cavalry Regiment during Exercise Dynamic Front II at the 7th Army Training Command's Grafenwöhr Training Area, Germany, March 9, 2017.*

In 2017, it might be easy to forget that while the Army gained an Aviation branch in 1983, our branch's roots reach back to the years of World War II, driven by an urgent need to support Soldiers on the ground with Soldiers overhead who understood their fight and shared their challenges. 75 years later, our founding ethos and fundamental purpose remain unchanged: a lasting and unshakable commitment to ground commanders and Soldiers that serves as the compelling reason for Army Aviation to exist.

The passage of time may also make it easy to forget that the development

of Army Aviation was not without its own growing pains. Our forebears worked through significant challenges – inter-service rivalries; debating, testing, and refining theories on how to best develop and employ emerging aviation capabilities; hard lessons learned fighting determined foes in Korea, Viet Nam, and elsewhere around the world; tough decisions about allocating finite Department of Defense, Army, and branch resources – to grow U.S. Army Aviation into the essential member of the combined arms team that it is today.

It is important that we recognize the sacrifices, ingenuity, and moral courage

of Army Aviation's founding proponents, who displayed remarkable innovative talent and positive spirit to repeatedly face and overcome skepticism, entrenched attitudes, and institutional inertia to deliver transformational capabilities to ground commanders. We owe the generations of pioneers who preceded us a debt of gratitude for their hard work in setting the conditions for us to succeed today in some of the most inhospitable environments our Army has ever had to confront. It is almost unfathomable to contemplate conducting combat operations in places like the jungles of Viet Nam or the mountains



of Afghanistan without the critical capabilities that Army Aviation brings. These game-changing capabilities didn't just spring into being of their own accord. Like today's generation of Army aviators, our forebears had to overcome the ever-present dilemma of being ready to fight tonight – being ready, and at times testing it in the crucible of combat – while continuing to develop the future capabilities that we have inherited. It is a testament to their foresight and dedicated efforts that U.S. Army Aviation remains the best-trained and best-equipped force of its kind in the world.

Honoring those that came before us is our shared obligation – but honoring them is not enough. It is equally essential that we learn from them. The history of Army Aviation is rife with hard-won lessons, often paid for in blood and treasure, but to fully capitalize on the accomplishments of those who built our branch – to harness their achievements and to avoid the pitfalls of the past – requires us to exercise the wisdom and discipline to study and learn from their examples. This 75th Anniversary issue provides you a unique opportunity to do just that, reviewing the growth of our community through the eyes of those leaders who were there to witness and shape its legacy.

As professionals, we owe it to ourselves and those we have sworn to defend to make this effort, because the two-pronged challenge to fight tonight while continuing to develop the next generation of Army aviators and aviation capabilities remains as compelling today as it did 75 years ago. Though the challenges are many, we are in good hands. It is amazing to witness the talent, commitment, and warrior spirit of our current Army Aviation Soldiers and leaders. Thank you for your service and for doing your part in maintaining a collective sense of urgency to fulfill our sacred commitment to support Soldiers and commanders on the ground – in our business, lives are on the line every day. Never lose sight that what we do now sets conditions for those who will follow and inherit our Army and our Aviation branch.

Above the Best!

---

*MG William K. Gayler is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.*

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## ► Chief Warrant Officer of the Branch

# 75 Years of Army Aviation Visionary Leadership

By CW5 Joseph B. Roland

The origins of Army Aviation reach as far back as the 19th century Civil War Balloon Corps. In 1942, the birth of Army Aviation came when the Secretary of War ordered the establishment of an organic air observation platform for the Field Artillery.



Our initial missions focused on support to field artillery. Throughout the years, aviation roles and responsibilities continue to expand because of the foundational visions and innovations of our past and present aviation leaders; providing accessibility, capability, and modernization to our ever more mobile ground forces. While our Branch has undergone numerous transformations, we can take pride and never forget the singular reason for our existence, providing no-fail support to our brothers and sisters on the ground.

Organic Army Aviation's emergence in 1942 left many military and civilian leaders openly questioning purpose and direction. Limited military resources, expanding aviation responsibilities and changing command structures caused additional friction between the Army Air Force and Army Ground Force. While strategic political and military turbulence continued to challenge our existence, Army Aviation's initial aviation leaders and flight crews responded at the tactical and operational level by providing ground commanders with an unprecedented level of accessibility

and capability. It was the initiative, vision, competence, and desire to provide ground commanders with an unrivaled level of support in the new third dimension that set the groundwork for the Aviation Branch we know today.

Seven years later in 1949, the Army recognized the need for Aviation Warrant Officers. Aviation formations would benefit from aviators who would spend their entire career in aviation formations. Two years later, in December of 1951, the personnel structure (commissioned, warrant, enlisted) that remains in use to this day graduated Army Aviation's first 25 newly rated Warrant Officers from the Army Helicopter Pilot Course in Ft. Sill, OK. To this day, the aviation Warrant Officer remains tactical and technical aviation experts providing continuity and expertise throughout the Branch. This level of expertise and dedication is a no-fail mission.

We must continue to invest our time and resources in the men and women of this great Branch. The pioneering aviation leaders, aviators, and Soldiers before us did not let setbacks, risk, or uncertainty keep them from set-

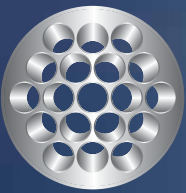
ting conditions for future success. In a complex world filled with unknowns, it will be our innovative, adaptive, and well-trained aviation professionals—not things or equipment—that will carry the day. It is now our time to be groundbreaking and visionary as we look to set conditions to win in a complex world.

As we celebrate 75 years of Army Aviation, I charge each of you to make time to recognize the sacrifices and honor those Aviation Warfighters who forged this Branch. The trust of our Nation that we enjoy today was built on the backs, blood, and commitment of those who preceded us. The weight of that responsibility to uphold such a sacred trust is not light. While the future is unknown, our fundamental purpose and ethos is knowable. We will always uphold an unshakable and no-fail commitment to Soldiers and commanders on the ground.

*Above the Best! This We'll Defend!*

*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.*



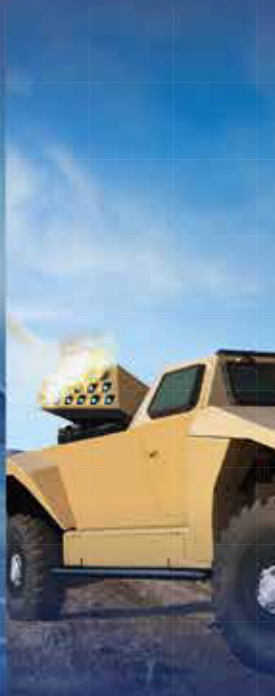


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## ► Branch Command Sergeant Major

# 75 Years of Army Aviation

By CSM Gregory M. Chambers



U.S. ARMY FILE PHOTO



U.S. ARMY FILE PHOTO

You could say Army Aviation reaches as far back as the Civil War, when both Confederate and Union forces used balloons to direct artillery fire. But in 1942, when the Secretary of War ordered the Army to establish organic air observation elements for its Artillery units, the formation of these small Aviation elements represented the official birth of Army Aviation.

Seventy-five years later, Army Aviation has grown to be an indispensable maneuver force for today's modern Army. It takes great visionary leaders, coupled with great equipment and, more importantly, dedicated and professional Aviation Soldiers to build a strong capability that is absolutely critical to mission success for our ground force partners. Today, we owe a debt of gratitude and thanks to all the Aviation Warriors and leaders who made this branch so successful.

### Lineage

If you haven't studied your current Aviation unit lineage, I would highly

encourage you take the time to learn a little bit about your unit. In the era of the Aviation Restructure Initiative where we "roll" unit colors up, re-designate units and stand up new units, the history behind your unit might surprise you. During the Vietnam War hundreds of Aviation units were established and most Aviation units today can trace their origins back to the Vietnam War.

As you may know, we were once part of the Transportation Branch, but on 12 April 1983 we officially became our own branch and significant actions quickly followed, starting with the establishment of the Aviation Officer Ba-

*Photo top left: The OH-13, Sioux, performed MEDEVAC and scout missions during the Korean War and subsequently was used as an instrument trainer at the Army Aviation School. Top right: AH-64E Guardian*

sic and Advance courses at Fort Rucker, Alabama in 1984. All Air Traffic services and training came to the branch in 1986 and the branch stood up its first Non-Commissioned Officer Academy at Fort Rucker in 1987. Additionally, in 1988 the United States Army Aviation Logistics School (USAALS) formally aligned under the branch and today the





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128th Aviation Brigade has the task of training all our Aviation maintenance MOS's. Under the 128th, the 1-210th and the 2-210th Aviation Battalions have the responsibility to train our young aviation maintenance Soldiers. If you trace their lineage, you can see that both of these units performed exceptionally during the Vietnam War.

### Advancing Capabilities

If you look at our advancements in rotary wing capability over the last 75 years it's absolutely incredible. In the 1940s and through the Korean War we used helicopters such as the H-13 Sioux to evacuate the wounded off the battlefield. Today we use the highly sophisticated and sole purpose HH-60 Black Hawk MEDEVAC helicopter to evacuate Soldiers off the battlefield. During WWII, the L-5 Sentinel was used to adjust artillery fire, gather intelligence and perform other functions. Today, the Aviation Branch has the highly advanced AH-64E Apache helicopter that can perform as a reconnaissance platform but can also act on intelligence gathered from that reconnaissance as an armed attack platform.

As future technologies mature, the branch is increasing its focus on what our Future Vertical Lift platforms will look like and the capabilities we will need to succeed on the future battlefield. When we look at how far we progressed as an Army from the Civil War to the Vietnam War and compare that to Army Aviation's birth in 1942, it drives us to the question: what will we look like in the year 2042?

### Going Forward

One of the best ways to preserve what our founding and subsequent Aviation leaders did for the Branch is to sustain and build on their accomplishments. The main parade field on Fort Rucker is named after General Hamilton Howze. General Howze is significant because he was the president of the 1960 Army Aircraft Requirements Review Board and the direct results and recommendations of that board to the President of the United States established several significant Army Aviation capabilities – air mobility (air assault), dedicated air ambulances (MEDEVAC), dedicated attack aviation assets and Aviation structured units within the Army. As a

result of this board the 1st Cavalry Division (Airmobile) was created and sent to Vietnam. Today, our combat aviation brigades can trace the lessons learned from that division and how to fight as an Aviation force. Its great leaders like General Howze that we need to keep in mind as we protect the legacy, prepare today's Aviation Soldier and prepare for the future fight.

In closing, I would like to reiterate that our Branch has a significant history. Although relatively young in comparison to some of our Army's other branches, it is a history rich in heroism, dedication, professionalism, and innovation. More importantly, for 75 years we have been a professional force that is ready to prosecute the ground force commander's objective.

Happy birthday Army Aviation!  
Let's have another successful 75 years!

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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.*

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# U.S. Army Reserve Aviation Command Uses Total Force Approach for Wildfire Relief

By BG Scott R. Morcomb



U.S. ARMY RESERVE PHOTO BY CPT MATTHEW ROMAN, ARAC PAO

From the coasts of North Africa during World War II to the current battlefields of the 21<sup>st</sup> Century, Army Aviators and aircraft have been engaged in every major conflict this country has seen.

*Aircrews from the 11th Expeditionary Combat Aviation Brigade (ECAB) flew three CH-47 Chinooks helicopters, specially outfitted with Bambi Bucket equipment, to assist in the relief efforts of those who were affected by the Kansas wildfires, Mar. 9, 2017.*

As we celebrate the 75th Anniversary of Army Aviation, it is only fitting that we bring attention to, yet another, historical event.

For the first time in Army Reserve Aviation history and under the operational guidelines outlined in the Immediate Response Authority, DoD Directive 3025.18, elements of the Army Reserve Aviation Command (ARAC) met the call to man, equip and execute their first ever air mission

within 30 hours of alert.

Immediate Response Authority authorizes local Army Reserve commanders at the request of a local civil authority to take action to save lives, prevent human suffering or mitigate great property damage in a situation of urgency for up to 72-hours when there is insufficient time to gain approval from higher headquarters.

ARAC soldiers from the 11th Expeditionary Combat Aviation

Brigade (ECAB), assisted in the emergency operations in the Kansas area to support federal, state and local authorities combating wildfires that impacted more than 15 counties in Kansas from March 8-10, 2017.

Three CH-47 Chinook helicopters with crews and support personnel comprised of over 23 Soldiers, Military Technicians (MILTECH) and Department of the Army Civilians (DAC) from Bravo Company, 7th



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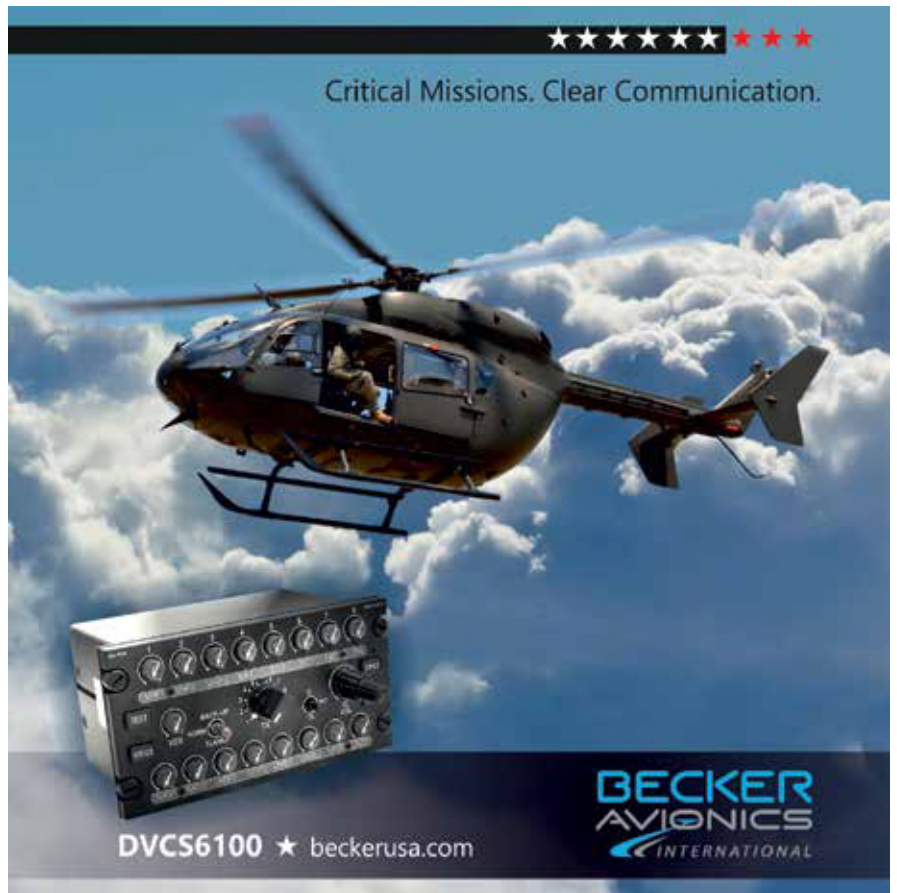
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Battalion, 158th Aviation Regiment based at the New Century AirCenter in Olathe, KS, provided immediate assistance to the affected area and citizens in need.

“Without the willingness and expertise of our Soldiers and Aviation Support Facility personnel to drop everything that they were doing and immediately fly to help out their neighbors in the affected areas, I believe our mission would not have been a success,” added COL Jerome Clarke, commander of the 11th ECAB.

Adding to the challenges of an immediate response, Bravo Company currently has about two thirds of its unit and aircraft deployed overseas. In order to meet this specific requirement, the ARAC executed its own total force approach, bringing Soldiers and MILTECHs from our unit at Joint Base Lewis-McChord, WA, to Kansas to meet the mission's manning requirement.

In keeping with the guidance of the Army Reserve's leadership, the ARAC embodies the ability to provide the most capable, combat-ready, and lethal federal reserve aviation force in



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the history of our nation. While this remains our core mission, a mission of this magnitude would not have been possible if the ARAC had not incorporated their Defense Support of Civil Authorities (DSCA) expertise into its reoccurring training models.

The ARAC consists of 10 commands, 4,000+ military, 600+ civilian, resides in 12 States and 14 Aviation Support Facilities across the nation providing a vital capability for immediate response during local emergencies.

*BG Scott R. Morcomb is the commanding general of the U.S. Army Reserve Aviation Command located at Fort Knox, KY.*



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## ► 128th Aviation Brigade Update

*This month I've asked CPT Blik to reflect on the history of our organization and his experiences while leading two companies within the Brigade. "Above the Best!"*  
COL Smith, Commander

# Quiet Professionals

By CPT Andrew J. Blik

Army Aviation will turn 75 on June 6, 2017 and the Army Aviation Branch celebrates its 34<sup>th</sup> anniversary on April 12<sup>th</sup> this year; both events representing a long and storied history of aviation within the Army and a bright vision for the future.



U.S. ARMY PHOTO BY MPT DAVID SWITZ

15R students from A/1-222d Avn. Regt. training with the new AH-64D landing gear trainer.

The 128th Aviation Brigade (AB) in its most recent incarnation is the Army aviation's maintenance training brigade celebrating its 5th year since reactivation. The 128th AB was "Born Under Fire" as a provisional brigade during Operation Just Cause in December 1989 and was activated on January 16, 1990. It continued to serve in Panama until inactivation in 1995. Reactivated February 1, 2012 to assume the mission from the Aviation Logistics School, the 128th AB is the third brigade in the U.S. Army Aviation Center of Excellence.

The 128th AB, located at Joint Base Langley-Eustis, Virginia trains more than 80% of the enlisted Soldiers in our Branch with a through put of 5,000 plus student Soldiers annually. I was curious how my crew chiefs and NCOs were trained and molded into expert maintainers. I soon discovered as a company commander in the 128th AB I was going to be one of those certifying their training.

The 128th AB is a very unique organization with no fluff in its structure – there are no places to hide. Every commissioned officer assigned to the brigade fills a key developmental (KD) position. Every NCO is assigned against validated student to instructor requirements and they are the reason why we can produce the quality Soldiers that we do.

### ARI

My first command was A/1-210th Avn. Regt. I took the guidon at the height of the Aviation Restructuring Initiative (ARI) which eventually made my mission to train OH-58D maintenance and armament repairers obsolete as the KWs were divested from the fleet. Consequently, the majority of my 15S/J instructors were cross trained and certified to teach the AH-64 courses. While that was occurring, the unit received its

new mission to train Apache Armament (15Y), while maintaining the 151A Aviation Maintenance Technicians basic and advanced courses as well as the battalion headquarters and headquarters mission.

As my tour progressed, I became aware of the strategic importance of the brigade's mission to the aviation enterprise. Each company contributed on a strategic level to deploying forces as the generating force. To illustrate, A/1-210th AV produced over 80 aviation maintenance warrant officer technicians through the Warrant Officer Basic Course and more than 800 Apache Armament Repairers in one year. That is the equivalent of producing enough "armament dogs" to fill over 40 Apache battalions/squadrons. My instructors bring their own combat experiences integrating them daily into the instruction



making the training a more realistic and relevant experience.

## Responsive

The 128th is extraordinarily responsive to the needs of the Army. When I arrived we were operating on 3 training shifts, 24 hours a day, 5 days a week in an effort to ensure every CAB received the maintainers they needed to keep our fleet in combat. We reached a steady state of two shifts as the situation changed in theater. Now, however, as we look once again to “grow the Army” the 128th AB is postured to ramp up support requirements. We have measures in place to ensure that more graduates doesn’t mean we sacrifice training standards.

The brigade structure provides the customary mission command functions of any brigade but it wasn’t until I took my second command, that of the brigade HHC, that the inherent “school house” functions became apparent. The Brigade has a registrar which functions the same as a college registrar, forecasting our inbound load, ensuring we have the resources to execute training, inputting students into classes, recording academic progress and finally graduation certificates. The Brigade has the Systems Integration Division (SID), which in conjunction with the TRADOC capability managers (TCM) are the acquisition arm of the Brigade. The Training Development Division (TDD) works on a three year cycle to update the Programs of Instruction (POIs). TDD relies on the Critical Task Site Selection Boards (CTSSBs) selected from CABs to get honest feedback on what training is necessary, and where we need to focus more effort.

Prior to my assignment to the 128th AB I had no idea that this part of the Aviation enterprise existed, let alone did I fully appreciate what it takes to create great maintainers. Our branch is stronger because of the quiet professionalism of every NCO, DA civilian, officer and warrant officer who work tirelessly to turn out the best trained maintainers always ensuring that our aircraft are ready to fly when we strap in. Visit the 128th AB at JBLE and you will be amazed at the scope of the operation that produces Aviation Maintainers who are truly “Above the Best” in the world.

*CPT Andrew J. Blik is the commander of Headquarters and Headquarters Company, 128th Aviation Brigade located at Joint Base Langley-Eustis, VA.*

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# Army Airworthiness at 75: Challenges and Opportunities, Past and Present

By Mr. David B. Cripps



U.S. ARMY FILE PHOTO



CONCEPTUAL RENDERING BY ALEX CHAI, BUCHAREST, ROMANIA

The last seventy-five years have seen monumental advances in Army Aviation in terms of its role in the Joint battlespace and its importance to the Soldier on the ground.

At the same time the technology of aviation has grown at an ever-increasing pace, and leveraging the benefits of technological advance for tactical advantage has been the hallmark of Army Aviation. Whether it be speed, range, payload, lethality, survivability, connectivity, surveillance, timeliness of action, or any other measure of military effectiveness, Army Aviation has utilized technology to the fullest to the point Army Aviation is the preeminent and most persistent military aviation force in the world.

Throughout the entire history of Army Aviation, there has been a cadre of scientists discovering new technologies, engineers seeking to leverage those technologies to provide operational capability for Army aircraft, and testers running the new systems through their paces in order to iron out the wrinkles before putting the new equipment into the hands of Army Aviators in the field. The names and locations of the various organizations contributing to this collective effort have varied over the years, but one thing has remained steadfast – the keen and abiding awareness that Soldiers, whether aircrew or passengers or supported troops on the ground, trust their very lives to the work done by these scientists, engineers and testers. And so we take our jobs very, very seriously.

Along the way, technology occasionally pushed back. Sometimes well intentioned leveraging of an emerging technological capability revealed unanticipated limitations. Novel approaches for utilizing technology revealed previously unknown failure modes. So we learned hard lessons, and we applied the knowl-

edge gained from previous successes and failures to the next iteration. And on we went, and so it continues today.

## Leveraging Advances

The world today is much different than it was three-quarters of a century ago. The pace of technological advance has increased beyond what anyone could have imagined when Army Aviation first came of age. The proliferation of personal electronics in practically all phases of everyday life has resulted in a profound shift in industry from a time when Defense drove technological advance to today, when the commercial marketplace drives most advances and Defense now seeks to leverage those advances. This new reality has two fundamental challenges. First, because of the pace of change, commercial applications often don't fully ensure their systems have the reliability, security or robustness that military users depend upon. Second, and probably more insidious, is that potential adversaries are better able to exploit inherent weaknesses in system security. The situation this creates is one where the demand for new capability on a timeline that keeps pace with the commercial marketplace will inherently yield greater vulnerabilities. So we face the dilemma of either exposing ourselves to potential vulnerabilities (which we won't know about until long after investing and fielding), or we have a more deliberate procurement strategy that better ensures system security but at the cost of a delay in fielding new capability.

If you plot the rate of technological change over the last 75 years, you will see that the future holds unprecedented change at a rapid-fire pace. The scientist, engineer and tester community stands ready to meet that challenge to enable Army Aviation to be even greater.

To steal a quote from Goose, "We're goin' ballistic, Mav!"

*Mr. David B. Cripps is the deputy director of the Aviation Engineering Directorate of the U.S. Army Aviation and Missile Research, Development, and Engineering Center at Redstone Arsenal, AL.*





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## ► Ask the Flight Surgeon

# Heat Illnesses

By CPT Jessica Mullins, D.O.

**Q:** I've always been told to drink plenty of water and take frequent breaks when it's hot outside to help prevent heat illnesses, but is it really that big of a deal?

**FS:** Heat illnesses are definitely a cause for concern. From 2006 to 2010 there were over 3,000 deaths in the United States attributed to heat-related illnesses alone. Heat injury occurs on a spectrum from mild heat cramps to potentially fatal heat stroke if untreated. Given the increasing temperatures over the coming summer months, it is important to be cognizant of the risk factors for developing heat illness, signs and symptoms, prevention, and how to manage a heat casualty effectively should one occur. From an aviation perspective, the flight line and cockpit are especially high-risk areas that can make pilots and crewmembers susceptible to over-heating. Proper prevention and risk mitigation strategies are essential to protect your unit and avoid unnecessary heat casualties.

### What are the risk factors for heat illness?

Both environmental factors and individual differences in susceptibility can cause heat illnesses. Risk factors include the duration of exposure, exertion levels, acclimatization, and the heat category for the preceding three days. A history of a prior heat illness also increases the susceptibility of an individual for repeat heat injury, and soldiers should be monitored closely if they were a heat casualty in the past. Also, poor physical conditioning, dehydration, illness, alcohol use in the past 24 hours, certain medications, and highly motivated individuals are at increased risk. Although being highly motivated is encouraged, this motivation may lead to pushing oneself harder and taking fewer breaks.

### What are the signs and symptoms?

Heat illnesses may not always be eas-

ily recognized and require close monitoring of individuals in susceptible environments. Symptoms may include muscle cramps, fatigue, dizziness, headache, nausea, vomiting, rapid breathing, and walking unsteadily. Eventually, the body will lose its ability to regulate temperature and a heat injury can quickly progress to heat stroke. Symptoms may include confusion, bizarre or combative behaviors, disorientation, seizures and unconsciousness. If an oral temperature is taken, you may find temperatures exceeding 100 degrees Fahrenheit (F) early in the disease spectrum, and in heat stroke, temperatures may exceed 105 degrees F.

### How do I prevent heat illnesses?

When performed properly, prevention and risk mitigation strategies can be extremely successful in avoiding heat-related illnesses. Above all, remember to maintain proper hydration levels by drinking more water. Many pilots and crewmembers purposely avoid drinking fluids to avoid interruptions in flight which increases their susceptibility for dehydration. Consumption of caffeine, which acts as a diuretic, may also increase susceptibility. Feelings of thirst do not begin to occur until you have already lost approximately 2% of your total body weight due to dehydration. Frequent and consistent water intake should always be a priority. On average, 64 ounces of cool water should be consumed daily. However, this amount can vary widely due to the environmental factors listed above.

The current heat category should be determined and monitored using a wet bulb globe temperature. This instrument allows determination of proper work/

rest cycles and fluid intake requirements. Avoid high exertional activities especially during heat categories 4 and 5. If absolutely mission essential, consider performing activities in the early morning or evening to avoid the hottest portions of the day. When daily temperatures are changing drastically, allow your soldiers sufficient time to acclimatize. A gradual increase in activities over a minimum of two weeks can allow for the body to adjust to more extreme temperatures. Also, excessively high temperatures may not be necessary to produce heat casualties. High exertion coupled with multiple layers of clothing may produce heat illness in more moderate environments. Before starting any mission, ensure a plan is in place to monitor and manage heat casualties should they occur. For reference, TB MED 507 provides heat category determination procedures and corresponding risk mitigation actions in detail.

### What do I do if a heat illness occurs?

If there is any suspicion of a heat illness occurring, seek medical attention immediately. At a minimum, move the heat casualty to a shaded area, loosen or remove clothing, and provide cool drinking water until medical personnel have arrived. If available, use a combination of fans, water mist or ice sheets to produce rapid cooling. If you have been a heat casualty in the past, be aware of your increased susceptibility and be sure your chain of command is informed. As always, contact your local flight surgeon for more information on heat illnesses and prevention strategies.

Stay safe. Dr. Mullins

### Questions?


If you have a question you would like addressed, email it to [AskFS@quad-a.org](mailto: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 Jessica Mullins D.O. is a flight surgeon at the U.S. Army School of Aviation Medicine, Fort Rucker, AL.*





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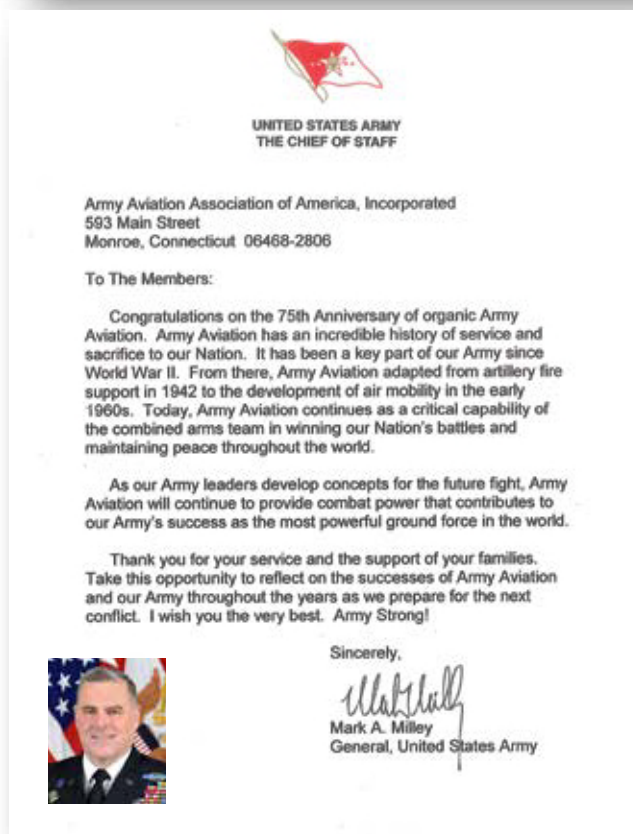
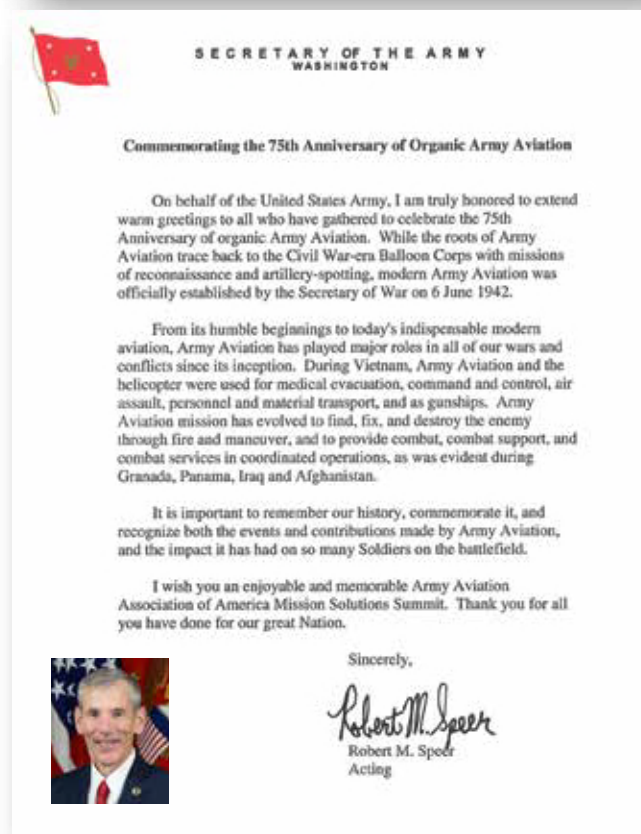
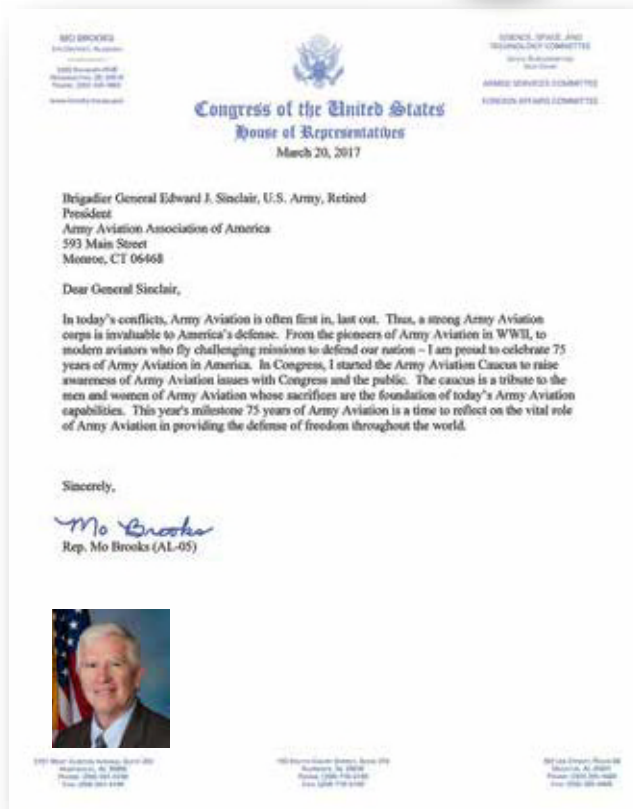
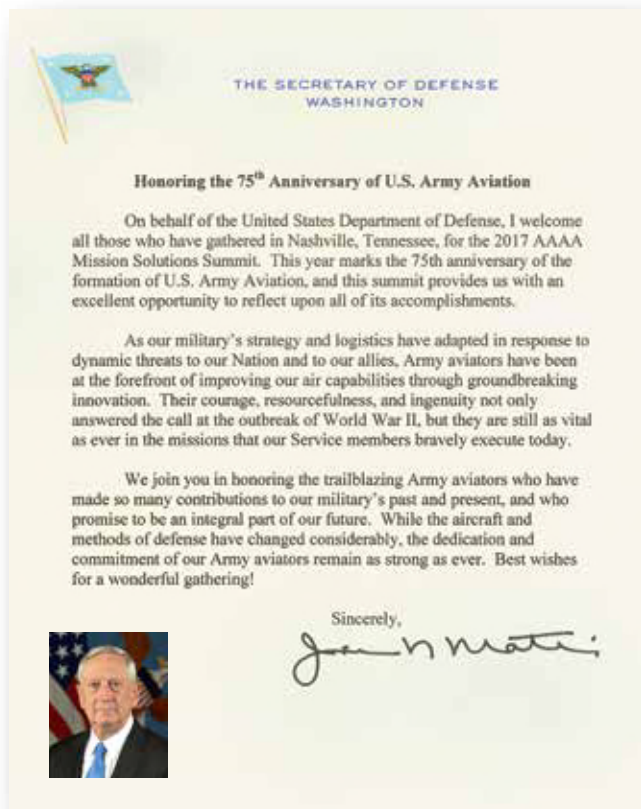
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# 75 Years of Army Aviation Congratulatory Letters







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Over the past 75 years, Army Aviation has provided unrivaled support to our combat forces. This level of support was made possible by leaders at every level demonstrating courage under fire, innovating, and developing the tactics, techniques and procedures to defeat any foe. Their selfless service was enhanced with the development and fielding of modernized aircraft and unmanned systems providing a distinct advantage on and off the battlefield. Today, advances in manned-unmanned teaming make our Army even more lethal, providing a decisive advantage that presents an adversary with multiple dilemmas.

As one of many Army National Guard Aviators, I am proud to be an integral part of the Total Army and the Joint Force. The National Guard's role as the combat reserve of the Army and Air Force, and America's first responder in the homeland, would be not possible without the combat formations residing in the National Guard. These formations enable timely and critical support to our States when requested. Whether fighting fires, supporting disaster relief, or conducting search and rescue operations, Army Aviators are always ready and always there to answer our Nation's call.

We are fortunate to be part of the greatest Army in the world, but the unparalleled support Army Aviation provides to our Combatant Commanders does not come without a price. We must never forget the courage of our fellow Aviators, and their families, whose selfless service and sacrifices made Army Aviation what it is today. The greatest honor we can pay to those who came before us is to continue their pursuit of excellence for those who will one day follow us.

Happy 75th Anniversary - Fly Army!



*Daniel R. Hokanson*  
Daniel R. Hokanson  
Lieutenant General, US Army  
Vice Chief, National Guard Bureau

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# 75 Years of Army Aviation

## Congratulatory Notes from Current & Past Army Aviation Leaders



Many of us remember standing in awe at the 50-year anniversary. 25 years later, considering the contributions made during our nation's longest sustained period of conflict, we remain in awe, and we are also immensely proud and humbled by the selfless service of the entire Army Aviation Enterprise. For 75 years, Army Aviation Soldiers have reaffirmed their sacred trust with their teammates on the ground – demonstrating a combined arms capability unmatched anywhere else in the world. The future of Army Aviation is bright and we look forward to what tomorrow will bring. Here's to another 75 years and beyond. Happy Birthday, Army Aviation!

MG ERIK C. PETERSON  
*Director, Army Aviation, 2016-Present*

The United States Army Aviation and Missile Command (AMCOM) congratulates and celebrates the Diamond Anniversary of Army Aviation. Our command recognizes the dedication and service of our Army Aviation Forefathers who with resolute spirit and an unquenchable faith in their mission changed the course of our Army. We look forward to the next 75 years and the successes yet to come.

MG DOUGLAS M. GABRAM  
*Commanding General, AMCOM, 2016-Present*

Over the last 75 years Army Aviation has maintained a steadfast commitment to supporting and enabling the world's finest maneuver forces. The deeds of our aircrew members, support personnel and dedicated civilians are the hallmark of a legacy born of necessity and forged in combat. The Special Operations community is immensely proud of its long affiliation with the men and women of Army Aviation! Congratulations on 75 amazing years! Volare Optimos!

BG JOHN R. EVANS, JR.  
*Commanding General, USASOAC, 2016-Present*

Congratulations Army Aviation for 75 years of excellent service to the Nation. Army Aviation has been at the forefront since 1942 providing our great Army with the very best capability whether it be peace or war. There is no doubt that Army Aviation will continue to lead the way now and into the future. I commend the great Aviation Soldiers, leaders and civilians past and present. You are clearly Above the Best!

GEN (RET.) JAMES D. THURMAN  
*Director, Army Aviation, 2003-2004*

Congratulations Army Aviation! Over the past 75 years the men and women of Army Aviation have been the cornerstone of the combined arms team... As we met the challenges of the past 75 years we have constantly striven to look to the future and be prepared to meet the new challenges and ensure our Army remains the dominant force in all missions that are assigned. This is a testament to our great soldiers and leaders who continue to make Army Aviation a decisive member of the combined arms team! Above the Best!

LTG (RET.) JAMES O. BARCLAY III  
*Army Aviation Branch Chief, 2008-2010*

It was a great day for the Army and Army Aviation back in '42 when those Cubs, Nockers and Stinsons joined up with the ground forces. Fully equipped with binoculars, paper maps, Walkie Talkies and gutsy soldier aviators – they paved the way for Kiowa Warriors, Black Hawks, Apaches and brave Army Aviators of today and tomorrow. Happy Anniversary!

LTG (RET.) WILLIAM H. "BUD" FORSTER  
*First Program Executive Officer Aviation, 1987-1988*  
*Director, Army Aviation, 1989-1990*

Happy 75th Birthday, Army Aviation! A time to pause and reflect on our past and prepare for our future. Congratulations on our enormously productive past! The future, like the past, will exceed our wildest imagination. Never forget, we are essential team members of the greatest team ever assembled. Reach for the sky – Above the Best!

LTG (RET.) ELLIS D. PARKER  
*Director, Army Aviation, 1981-1982*  
*Army Aviation Branch Chief, 1985-1989*

For Seventy Five years brave Army aviators have contributed to the success of our Army on the battlefields around the world. No other Combat Arm has seen such a tremendous growth in both size and lethality than Army Aviation. This is due to the professionalism of all members of the Aviation Team. I salute those that have served and those that are serving now!

LTG (RET.) JAMES H. PILLSBURY  
*Commanding General, AMCOM, 2003-2007*

Congratulations to those privileged to serve today in our Army Aviation, born three quarters of a century ago. June 6, 2017 marks the "Diamond Anniversary" of Army Aviation founded by a few brave and hearty pioneers whose names have passed into history, but who left a legacy that you today can be forever proud of, and which you now uphold with courage, dignity and valor around the globe. Your rotor blades resonate the "sound of freedom;" from DUSTOFFs to drones, Army Aviation is there for the soldiers on the ground. You are the future and the bedrock of our combined arms team, a combat arm – Above the Best!

MG (RET.) CARL H. MCNAIR, JR.  
*First Army Aviation Branch Chief, 1980-1983*  
*Director, Army Aviation, 1978*



Happy Birthday, Army Aviation!  
 Congratulations to the Soldiers, Families,  
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 created the best vertical lift force that has  
 ever existed! It takes a team! However, it  
 is the faithful and total commitment to our  
 Ground Forces by our aviation crews that  
 is the essence of Army Aviation's dynamic  
 warfighting reputation. It is an unbreakable  
 bond. We will not let them down... we  
 never have and never will! Above the Best!

MG (RET.) JAMES R. MYLES  
*Commanding General, AMCOM, 2007-2010*

Congratulations to all of those early  
 pioneers of aviation who 75-years ago  
 entered WWII as soldiers on the wings  
 of light observation airplanes and set the  
 course for what is today known as Army  
 Aviation. As in the beginning, Aviation  
 soldiers are essential members of our land  
 forces making winning possible on modern  
 battlefields. Thanks to all those who made  
 the vision a reality and to all those now  
 serving who will carry that vision into the  
 future.

MG (RET.) RUDOLPH OSTOVICH III  
*Army Aviation Branch Chief, 1989-1991*

"The "TOUCHSTONE" of Excellence ...  
 Army Aviation, like the air we breathe ...  
 is an essential part of Army life. You, the  
 bold, the brave, the innovators, provide the  
 flexibility for commanders to reach beyond.  
 You have forged a bond, like no other within  
 the Profession of Arms. With an uncommon  
 sense of purpose your commitment, selfless  
 devotion and sacrifice have chiseled the  
 character of the Army Aviator into the  
 face of WARFIGHTERS, which places you  
 Above the Best!

MG (RET.) VIRGIL L. "DUZ" PACKETT II  
*Army Aviation Branch Chief, 2006-2008*

Happy 75th Anniversary, U.S. Army Aviation!  
 Recon, security, air mobility and assault,  
 direct and indirect fires, spec ops and  
 MEDEVAC—wide-ranging missions involving  
 technologies made successful incorporating  
 large measures of human interaction and will.  
 Aviation Warriors, invaluable members of the  
 Combat Team, on time and on target consistently  
 due to the stellar efforts of our logisticians  
 and maintainers. The possibilities for the  
 future are endless. I raise my glass to you in  
 celebration!

CW5 (RET.) STEPHEN T. KNOWLES II  
*First Chief Warrant Officer of the Aviation Branch,  
 2002-2004*

Happy 75th Anniversary Army Aviation! Your  
 past is your present and your present is your  
 future. Thank you for providing the speed,  
 lethality and flexibility to our Ground Forces  
 in support of combat operations that span  
 the globe. A special thanks to our Aviation  
 Branch Enterprise (leaders, Soldiers,  
 civilians and contractors) especially for your  
 relentless pursuit and engagement of our  
 enemy on global terrorism over the past  
 fifteen years and presently that is unmatched  
 — Above The Best!

CSM (RET.) BUFORD THOMAS, JR.  
*U.S. Army Aviation Center Command Sergeant  
 Major, 2005-2007*



*The Light Side Cartoon, by E.B. Wagner,  
 ARMY AVIATION Magazine May 1963*

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## From Balloons to Air Mobility: The Early Years of Struggle, 1942-1954

By Lieutenant General Robert R. Williams, Ret.

The roots of Army Aviation can be traced back to the Civil War in 1861 with the formation of the Balloon Corps, which pioneered the missions of reconnaissance and artillery spotting. These two basic missions were accomplished in World War I by the Army Air Service using fixed-wing aircraft, plus a few balloons.

Between World War I and World War II, while the Army Air Corps was concentrating on increasing capabilities, for what had become its primary missions – namely bombing, close air support, and air-to-air combat – the Artillery was experimenting with smaller, unsophisticated aircraft for adjustment of artillery fire.

On 6 June 1942, the War Department authorized the Artillery to have as organic two “Cub” type aircraft in each Artillery Battalion. These were flown and maintained by artillery personnel completely separate from the Army Air Force, accomplishing the same mission as the Balloon Corps in the Civil War. These were the roots of Army Aviation from 1861 to 1942.

The Army Air Force was charged with the higher echelon maintenance, supply, and procurement of aircraft for the Field Artillery. This made the Air Force the technical service supporting artillery aircraft in a role parallel to that of the Ordnance and Quartermaster Corps.

The concept of aircraft as organic to artillery units was neither applauded nor generally accepted. A senior Army Air Force staff officer wrote in a restricted memorandum, “Let the Ground Forces have aircraft and they will soon learn their lesson and be glad to give them back to us.” The Army Air Force did not actively oppose organic Field Artillery aviation; instead, they organized Air Force liaison squadrons equipped with L-5 type aircraft to be based at Corps level

to compete with Field Artillery aviation for the same basic missions. Aircraft based back at Corps level under control of the Air Force flown by sergeant pilots with no knowledge of artillery were no competition for the highly responsive organic artillery aircraft operating as part of the artillery units and flown by well-qualified commissioned officers.

Since the Field Artillery did not enthusiastically welcome the addition of aircraft, the first group of aircraft shipped to England went to storage and the pilots to a replacement depot for assignment. Artillery battalion commanders complained that when committed to combat, the light planes would be a problem and a nuisance. A big question was, what was the burden vis-a-vis the benefit?

### Viability

Prior to actual combat experience, it was generally believed that the small, fabric covered, unarmed Cubs would be highly vulnerable. Their employment was planned for very short duration low altitude, behind the lines missions to adjust artillery fire. Surprisingly, combat quickly demonstrated the high survivability of light aircraft when operated in close coordination with our anti-aircraft weapons and artillery. The enemy soon learned that the defenseless appearing Cub was actually armed with a full battalion of field artillery and that it was much healthier to hide from the Cub than to try and shoot it down, proving the adage that fewer ducks would be shot if ducks could shoot back. This point, demonstrated in World War II and again in later conflicts, is that, like the infantryman, aircraft can survive and fight in the most hostile environment if properly integrated into the combined arms team.

With proven survivability the Cub be-

came the primary, not the emergency, means of fire adjustment. The missions for Cubs expanded and included reconnaissance, column control, medical evacuation, wire laying, and transport of commanders and staff officers. Some success was reached with wholly unorthodox anti-tank missions using bazookas fastened on the wing struts.

In January 1944, in a lengthy memorandum to the Chief of Staff, the Commanding General Army Air Forces, GEN H.H. Arnold, objected to the Field Artillery employing its organic aircraft for any missions other than fire adjustment and contended that the Ground Forces request for 185 hp L-5s went beyond the approval of “Cub” type aircraft. GEN Arnold recommended that “organic air observation for field artillery be discontinued” and that “all Air Corps property now in organic air observation for field artillery be returned to the Army Air Forces: The use of the term Air Corps property instead of aircraft is significant. It illustrated a basic tenet of all Air Forces that everything that flies in the military is really inherent to the Air Force and that Army, Navy, Marine, and Coast Guard aviation are aberrations.

In February 1944, LTG L.J. McNair, Commanding General Army Ground Forces, in a memorandum to the Chief of Staff, responded to GEN Arnold’s memorandum as follows: “The main issue is satisfactory air observation for field artillery. The present system is outstandingly successful – one of the remarkable developments in connection with effective artillery support which is being given the infantry in all theaters.

On the other hand, field artillery air observation by the Air Force has been unsatisfactory since the advent of military aviation. There is abundant reason to doubt that the results would be otherwise if this task

December 7, 1941  
Pearl Harbor bombed  
by Japan. U.S. enters  
World War II



1942 L-3 Grasshopper

January 15, 1942  
Initial class of Field Artillery  
aviators commences training  
at Fort Sill. Graduates will  
be known as “The Class  
Before One.”



1942 L-4 Cub



June 6, 1942  
War Department approves the Air Observation  
Post concept for the Field Artillery . . .  
Army Aviation is born. “Happy Birthday!”



were returned to the Air Force.”

The recommendation of the Commanding General Army Air Forces was not approved.

In May 1945, the Commanding General Army Ground Forces recommended to the Chief of Staff that aircraft be made organic to additional Ground Force units. GEN Marshall, Chief of Staff of the Army, suppressed Air Force opposition by sending a memorandum to the Commanding General Army Air Forces observing that he had studied the matter and strongly suggested the AAF “go along with this wholeheartedly and not reluctantly”. The War Department approved six light planes to be assigned to each infantry, airborne, and mountain division, nine to each armor division, seven to each cavalry division, two to each cavalry squadron and separate tank battalion, one to each separate engineer battalion, and two to each cavalry group and tank destroyer group. Organic aviation now belonged to almost every branch of the Ground Forces.

In July of 1947, the U.S. Military underwent a major reorganization. The Department of Defense was created and absorbed the War and Navy Departments. The three major elements became the Army, Navy, and Air Force. The Army, like the Navy and Marines, retained its aviation.

## The Struggle

During the next 10 years, the Air Force strove in a series of agreements and memorandums of understanding to limit the growth of Army Aviation by obtaining aircraft weight and mission limitations and retaining responsibility for logistical support of Army aircraft. The most frustrating behavior of the Air Force was in carrying out its responsibility for development and procurement.

The Air Force chose to play the role of “Godfather” rather than sticking to its legal responsibility of being the Army’s technical servant. The Air Force’s conduct in this area is best reflected in an incident reported by GEN Jim Gavin, one of the truly great proponents of Army Aviation.

In his capacity as president of the Army Airborne Panel in 1948, GEN Gavin attempted to convince the Air Force director of requirements of the Army’s need for more and larger helicopters. Finally, exasperated by GEN Gavin’s persistence, the Air Force general replied, “I am the director of requirements, and I will determine what is

needed and what is not. The helicopter is aerodynamically unsound. It is like lifting oneself by one’s boot straps. It is no good as an air vehicle, and I am not going to procure any. No matter what the Army says, I know that it does not need any.”

With this kind of official antagonism, the Army was unfortunately unable to make significant progress in fulfilling its helicopter requirements before the beginning of the Korean Conflict. As of 30 June 1950, the Army had only 56 utility/observation helicopters, and no cargo helicopters in its

lished to fly the cargo helicopters.

In 1952, the Secretary of the Army recognized that the Army Aviation Program had become so important, expensive and controversial that there should be a focal point on the Army Staff. He directed that an office be established in G-3 responsible for “the overall supervision and coordination of the Army Aviation program”. The Army Aviation Branch with three officers was established to carry out the responsibilities. This office was expanded and elevated to Directorate level in 1955.



The Piper L-4 Cub, shown here on the USS LST-906 flight deck being prepared for take-off with additional L-4s stowed alongside the deck, was the first plane used by the first class of Army aviators at Ft. Sill, Oklahoma, August 1942.

U.S. ARMY SIGNAL CORPS PHOTO

inventory. The Army’s inability to obtain adequate quantities of the types of helicopters it required contributed significantly to the growing sentiment within some circles that the Army should obtain total control over its own aircraft development and procurement, and that it should become more involved in the tactical air support of the ground forces.

In 1949, the Army foresaw the future of the cargo helicopter in logistical support and established an experimental program with five transportation companies. A procurement program through the Air Force of H-19, H-21, and H-25 type helicopters to equip these companies was initiated. The Warrant Officer pilot program was estab-

## Korea

The Korean conflict did for helicopters what World War II did for light aircraft; it proved their utility, supportability, and survivability. Prior to Korea there was a general agreement that the helicopter had capabilities that qualified it for Army employment for some purposes; however, it faced the same doubts as the Cub experienced before World War II. The critics and the Nay Sayers chorused that the helicopter could not survive in combat — it was too fragile and too complicated. A frequent statement heard in the Pentagon and Congress was, “You can bring the helicopter down by hitting it with a rock.” Again, like the Cub,



November 9, 1942  
Operation: TORCH.  
First combat mission of Army Aviation, led by CPT Ford “Ace” Alcorn.



December, 1942  
L-5 Sentinel entered service



April 26-27, 1944  
LT Carter Harmon, flying a Sikorsky R-4, rescues four men from the Burmese jungle, first rescue by helicopter in a combat zone.



actual combat proved the helicopter's value when properly employed. It had proven survivability. Its performance in the front line casualty evacuation mission established one of its most important roles, convincing many Army leaders that larger helicopters as programmed by the Transportation Corps could make great contributions in both tactical and logistical airlift. Two companies of the Army's first cargo helicopters – the H-19 – were employed in Korea near the end of the conflict.

During a training exercise, an Army man was injured. An Army helicopter arrived at the scene of the accident and the injured man was loaded on the helicopter for transport to the hospital. Before the Army helicopter could depart, an Air Force major flying an Air Force UH-12 arrived and ordered the injured man to be unloaded from the Army helicopter and loaded into the Air Force helicopter.

The press got the story, and so did the Secretary of Defense. The Secretary of

by an Air Force general when someone referred to it as a "Memorandum of Agreement". The general said, "It is not an agreement. We would never agree to that. It is an understanding of what the Secretary of Defense directed. In addition, you should understand that the Air Force considers a small unit as being one man."

### Army Aviation Unshackled

The 1952 Memorandum of Understanding removed many of the fetters from Army Aviation. In early 1953, the Army Aviation program was reviewed in depth by the Army Materiel Requirements Review Panel and based on that review; the original five experimental transportation cargo helicopter companies program was expanded to a 12 battalion program. The 12 battalion program was approved by the Joint Chiefs of Staff without controversy. Additional CH-21, CH-34, and CH-37 aircraft were procured to equip the new battalions.

A small part of the Air Force responsibility for supply of Army aircraft was transferred to the Ordnance Corps in 1949.

Experience had proven that if the greatly enlarged Army Aviation program was to succeed, the Air Force's strangle hold through control of supply, procurement, and development must be broken. In 1953, the Transportation Corps established the Army Aviation Field Service Office in St. Louis. This office, the predecessor of today's U.S. Army Aviation and Troop Support Command, took on the responsibility for logistical support for Army Aviation from the Air Force.

In 1954, the Army Aviation School moved from Ft. Sill, OK to Ft. Rucker, AL, and the Army Aviation Center was established. In 1955, the Army Aviation Board was activated at Ft. Rucker. The organization was in place, and the climate was ripe for Army Aviation to really move into Air Mobility.



H-19 Sikorsky helicopters from the 6th Transportation Helicopter Company, the first Army heliborne cargo unit to be employed in a combat zone, resupply infantry in Korea, March 1953.

### More Controversy

The most publicized and successful mission of helicopters in Korea was medical evacuation. The mission was performed by both Army and Air Force helicopters. That situation ignited a new controversy between the Army and Air Force at the Washington level over which service had responsibility for the medical evacuation mission. The controversy came to a quick climax, not over actions in Korea, but as a result of an incident at Ft. Bragg, NC.

Defense called in the Secretaries and Chiefs of Staff of the Army and Air Force. In two lengthy sessions totaling over eight hours and with no staff officers present, the five men hammered out the roles and missions questions concerning Army Aviation.

The results were promulgated in the November 1952 Memorandum of Understanding. The key points were that the Army was given the mission of medical evacuation and airlift of small units. The Air Force's reaction to the document was expressed

*LTG Williams was with the famous "Class Before One" and helped to validate the need for light aircraft in the artillery adjustment role. The first Master Army Aviator, he was Director of Army Aviation during 1966-1967, followed by a combat tour in Vietnam as CG, 1st Avn Bde. He is considered the "Father of Army Aviation."*



August 24, 1943  
The first Black Army liaison pilot, 2LT Charles M. Brown Jr., completes Liaison Pilot School in class 43-EL-22 at Pittsburg, Kansas.

December 7, 1945  
Department of Air Training was re-designated Ground Forces Air Training School at the Field Artillery School. Organic aviation extended to infantry, armor, engineer, cavalry and tank destroyer units.



1946 - The Army procures its first helicopters, 13 Bell YR-13s.



1946 - OH-13 Sioux

February 1947  
Bell Helicopter Corporation is contracted to perform the first formal helicopter pilot training for the Army, at Bell's factory facilities.





## Army Aviation 1955-1962: The Foundation of Air Mobility

By General Hamilton H. Howze, Ret.

The period of 1955-1958, for Army Aviation, was one of gradual transfer of authority and responsibility from the Air Force to the Army. The offices of the Chief of Army Aviation, the Chief of Transportation, the Transportation Center at Ft. Eustis, VA, and the Army Aviation School were all recipients of major responsibilities by that transfer. The Air Force, by and large, had done a good job in training our pilots and technicians, in supplying our fleet and developing our aircraft, but now the jobs became ours to do.

The post of Chief of Army Aviation became that of a major general, a step forward in that the chief, in his frequent visits to aircraft manufacturers, was now ushered in to see the president-and the chief's self-imposed mission was always to get the company interested in what was to become (he hoped) a major market for the sale of good new light aircraft, fixed and rotary wing, combat and non-combat.

In 1955, the Air Force had largely flown away from the Army, having become strongly preoccupied with the new super firepower afforded by atomic reaction and with a new means of propulsion-the jet engine. These developments made possible: very high altitude, supersonic speed, and for refueled bombers, intercontinental range with devastatingly effective bomb loads (not to mention the capabilities of ICBMs and jet fighters). The Air Force, convinced that these strengths gave it all the tools necessary to win the next war, had mostly lost interest in the slow, low regime of flight—flight close to the treetops.

But a few perceptive officers of the Army reckoned that maybe all future combat would not necessarily be atomic or at

transoceanic ranges-and that indeed many things useful to do in combat might be done in the air at low altitude. One of them was LTG Jimmy Gavin, then G-3 of the Army.

An office job we in Army Aviation considered vital was selling all pertinent parts of the Army staff in the Pentagon on this proposition. To that end, we wrote the Command and General Staff College at Ft. Leavenworth to get the tactical problems they were currently presenting to their students; these we presented to any individual or group of officers we could get to listen. First we gave the problems straight, as C&GSC gave it; then we put a very few selected, attached light reconnaissance aircraft, attack aircraft, and troop-carrying aircraft on one side, but not the other, and presented the problem again. Then we shifted the aircraft to the other side and gave it a third time.

The effect of a few aircraft on the outcome was astonishing. One side knew much more of the other's position, disposition, and activity. One could move critically needed supplies or persons quickly, the other couldn't. One could cross part of its strength over hills and rivers easily, the other couldn't. Indeed, one could beat hell out of the other, other things (besides aircraft) being equal. The little show was immensely convincing. We also gave the spiel to the tactical departments of all the Army's prestigious combat branch schools, Infantry, Armor, and Artillery; to the Command and General Staff College, and to the Army War College at Carlisle Barracks, PA.

1955-1962 was a period of much interest in the science of Vertical Take-Off and Landing (VTOL) and flight at very low altitudes—in the “nap of the earth”, so to

speaking. I was astounded to see how many ways had been developed to lift an aircraft and its cargo vertically off the ground—many of the aviation manufacturing companies we visited had an experimental candidate aircraft to show us.

Throughout the years 1955-1963, Combat Developments at the Army Aviation School, under COL Jay D. Vanderpool, was doing all sorts of useful things in respect to the development of helicopter flight procedures close to the ground, among the trees, at night and in marginal weather—there being no established blind-flying techniques for helicopters at that time. We also sent school flight instructors to learn special helicopter mountain flying techniques from the Okanagen Helicopter Corporation in British Columbia, there being no mountains in Alabama.

Our people strapped onto helicopters every variety of light weapon they thought might not blow the ship out of the air: all sorts of machine guns, including .50 caliber (which on our cobbled-up mount nearly shook the helo to pieces), 75mm rocket launchers, and 40mm grenade throwers. They even pushed fuzed 81mm mortar bombs out of the side of the Hueys with their feet, being careful not to go out with them. This was all a bit illegal, but we were demonstrating for the first time that a helicopter could be made (ultimately, with the application of money, engineering, and weapon expertise) into a formidable fighting machine.

On our behalf but under the cognizance of the Air Force, we (especially the Transportation Corps) devoted much time to the Model H-40 experimental helicopter being developed by Bell, in Fort Worth,

1950



1949 - U-6 Beaver



1949 - UH-19 Chickasaw



April-June, 1950  
The Cessna Model 305 (pictured) wins the run off to replace the Army's L-4s and L-5s. It would later be designated L-19/O-1 Birdog



1950 - O-1 Bird Dog



TX. The H-40 (ultimately to become the UH-1, or “Huey”) was, most importantly, designed at what we believed to be the right size to carry an infantry rifle squad, and in the right shape – the shape was important, because we sought a low profile so that, among other things, we could hide it under a tree. The cargo weight goal – the infantry squad – was never fully realized even after enlargements and greater engine power in later model numbers. But it was otherwise a superb ship.

several models, the Huey became the aviation mainstay of the Army, which over many years bought about 12,000 copies.

Counting purchases by other U.S. services, American civilian sources, foreign co-production and licensed production, more than 16,000 UH-1s – an astonishing number – were made. Of all the world’s aircraft, it became one of the most prominent, thus justifying the decision by our little offices in the Pentagon to persevere in its development. What’s more, the Huey’s

In 1955-1957, Army Aviation was still constrained by agreement with the Air Force and the dictates of the Department of Defense to the procurement of fixed wing (not rotary wing) aircraft with an empty weight of no more than 5,000 pounds. That’s a pretty small craft. We argued that our procurement should be determined by our approved mission, not by an arbitrary weight figure. We eventually won, but it was a long, hard argument. Ultimately, however, we got the twin-turboprop Grumman Mohawk (something like 12,000 pounds empty weight of surveillance aircraft, but capable of carrying armament), and the Canadian deHavilland twin engine light cargo aircraft- the Caribou (with an empty weight of 17,000 pounds) under procurement. Both aircraft eventually saw extensive service in Vietnam.

In April of 1960, the Rogers Board (LTG Gordon Rogers, president) was convened. I was a member, coming back from Korea to attend. The board devoted itself largely to hardware, receiving from a number of small study teams which had been hard at work for many weeks recommendations for research, development, and procurement of aircraft in each of the primary fields of Army interest. Because the teams had done their work well, the board was able to perform a very worthwhile service by establishing practical guidelines for further aircraft development and purchase.

Because of its limited charter, the Rogers Board rejected (properly, I suppose) my endeavor to insert into the basic report a few pungent thoughts about air fighting units, tactics, and doctrine. I was allowed only to add a short addendum marked “In closure I to Section VII”, called “The Requirement for Air Fighting Units.” I quote from it:

*“I invite the special attention of the board to another area of aircraft tactical employment, hitherto unexploited, which is of fundamental importance to the Army.*

*“MOMAR (Modern Mechanized Army, a CONARC plan) and OCSOPS Plans I, II, III, and IV are all devoted to the purpose of enhancing the combat capability of infantry, tank, and reconnaissance units through the device of assigning those units additional qualities of light aircraft.*

*“Substantial benefits will undoubtedly accrue from this, but it should be fully acknowledged that the assigned and attached aircraft will simply improve the ability of these units to*



The CH-37 Mojave picks up a load during training circa 1957.

At one time, before the first H-40 experimental model was delivered, the Air Force recommended to the Army that the whole project be scrubbed because of prospective manufacturing problems with the blade. This was devastating news – the future of Army Aviation hung in large part on our getting a ship of this size and capability into our inventory. After much debate and effort at persuasion on our part, the Air Force relented: the difficulty was overcome and the helo reached production. In its

dynamics – engine, transmission, and blades – formed the basis for the production of an additional 2,000-plus AH-1 Cobra helicopter gunships.

Though the ship has to be considered a very great success, the Huey had its faults, as all aircraft do. One was serious: blade-slap, the loud, distinctive, rapid plop-plop-plop-plop which telegraphs the ship’s approach to any destination three or four miles before it gets there. In Vietnam, this alerted the enemy very undesirably.



1950 – OH-23 Raven



July 4, 1950  
Credit for Army Aviation’s first combat mission flown during Korean War split among LTs James Alvator, Robert C. Adams and George C. Rogers.



July 7, 1950  
LT David O. Munson, one of the first Army Aviators killed in the Korean War, lost while directing artillery fire near Taejon, South Korea.

August 9, 1950  
Office of the Chief of the Army Field Forces is ordered to activate and train four helicopter companies; to be equipped with Sikorsky H-19s.



execute their conventional missions, and that the employment of the aircraft will be restricted to those missions. A prime example exists in the Armored Cavalry regiments visualized in *MOMAR and Plans I - IV*: aerial reconnaissance companies will be very useful here, but the mission of the regiment, which has basically only wheeled mobility, will control and limit the employment of the aircraft. In the days when the horse provided the highest degree of battlefield mobility, it would have been a fundamental error to restrict the assignment of horses to the infantry divisions. While infantry divisions employed horses in considerable quantities, with benefit, it was necessary and desirable to group a substantial percentage of all the horses in cavalry units in order to take proper advantage of their mobility.

"I, therefore, submit that a new course of action, parallel to and of equal importance to the modernization of conventional type ground units, is urgently necessary. The Army should proceed vigorously and at once in the development of fighting units (which may be called air cavalry) whose mode of tactical employment will take maximum advantage of the unique mobility and flexibility of light aircraft — aircraft which will be employed to provide, for the execution of the missions assigned these units, not only mobility for the relatively few riflemen and machine gunners, but also direct fire support, artillery and missile fire adjustment, command, communications, security, reconnaissance and supply.

"Missions appropriate for assignment to air cavalry units are these: the seizure of critical terrain in advance of large forces, raids, penetration of shallow enemy positions and the disruption of enemy rear areas, pursuit and exploitation, the protection of a long flank and wide reconnaissance. New weapons developments will provide air cavalry units with very destructive firepower, and these forces will develop many targets for the employment of surface-to-surface missiles. Air cavalry would find particular applicability in any battle area in which the threat of area weapons forces wide troop dispersion — and hence, a porous battlefield — as well as in 'brush fire' actions against relatively unsophisticated opponents."

This was submitted more than two years before the convocation of the Howze Board, but little if anything was done in those two years in response to this recommendation.

However, by 1962 the Secretary of Defense was persuaded to write a couple of directives to the Army telling it to investigate the possibilities. This resulted in the convening of a board whose official name

was so long and complicated that it became known as the Howze Board, I being the designated President.

I cannot cover in this very short paper the composition, multiple activities, and recommendations of that huge board; the last time I tried, it took an article extending through three consecutive issues of *ARMY Magazine*. I can only say that the Board had well over 100 military and civilian members, organized in multiple subcommittees

for the scores of experimental exercises — each one repeated until we got the perfect (and fastest) solution-from the nearby, ever — capable 82d Airborne Division. All this activity was guided by a Steering Committee of 18 officers and civilians, all with wide aviation experience, the civilians mostly from industry. I spent nearly every day in the field with the testing troops and aircraft.

In the process of our experimentation with aircraft and Soldiers, we got very good



U.S. ARMY FILE PHOTO

H-21 Shawnee helicopters drop infantry troops for security while H-34 helicopters deliver supplies to troops during a tactical exercise in Oklahoma, Aug. 27, 1956.

in order that every part and aspect and activity of the Army be examined to see how Aviation could help it, but also how it (the Army part) could help the development and ultimately support a thorough workable, combat and combat-support Army air capability. Moreover, a major part of the country's aviation industry was explored for what it could do to enhance the Army's brand of aviation.

To get enough Army aircraft for tactical experimentation purposes, we had to get planes, helos, and pilots from Army units all over the country; we got our troops

at what we were doing, and eventually put on a demonstration for all the Service Secretaries and for the Joint Chiefs of Staff, all down from Washington. The demo showed, among other things (including operations in jungle) a direct frontal assault on a dug-in, fortified (with foxholes, wire, and mines) enemy position. It started with a very short (three quick volleys) three battalion artillery preparation, then a wave of low-flying Mohawks dropping 1,100 pound bombs with 10 second delay fuses, which bombs galloped up and over the objective, scattering trees about, and down the other side,



November 22, 1950  
Army's first helicopter unit arrives in Korea, 2nd Helicopter Detachment, CPT Albert C. Seaborn in command.

December 1, 1950  
1st Transportation Helicopter Company is activated at Fort Sill, OK.

1951-53  
Korean Conflict



January 3, 1951  
LTs Willis G. Strawn and Joseph L. Bowler are reputed to have flown the first Army medical evacuations of the Korean War.



where they exploded with enormous bangs. We told the audience they blew up the enemy CPs and mortars on the reverse slope.

Happily for the briefer—which was I—Air Force fighters couldn't fly under the 200 foot ceiling we had that day. (It made a perfect point for us. Our aircraft had no trouble.) Had a war occurred in Europe against the giant USSR . . . the extreme mobility, flexibility, and firepower of our proposed aviation-heavy Army could have been a decisive factor in the defense of Europe against the Soviet onslaught. “

Into the smoke and dust of our artil-

that objective was considerably less than one minute. That was, in contrast to the extended time measured in hours it would have taken conventional infantry to cover that fire swept, heavily mined ground in a conventional attack.

Mr. McNamara, the Secretary of Defense, asked me how much it cost to put that infantry force on the objective. I told him I'd figure it out, but I never did. It was explained that this little show was not presented as a new normal method of assault, except in special situations, for we'd soon run out of aircraft. It merely demonstrated

types of combat aviation units and aviation logistic support units, and for the extensive procurement of aircraft, at the cost of billions. We also showed the impact of our recommendations on the rest of the Army.

The Army did a lot of the things we recommended but never procured enough aircraft and other gear to form the number of new aviation-heavy combat and logistic units we recommended. Did we on the Board go too far? Well, what with the collapse of the Soviet Union, the strength we recommended never became necessary, no more than did all the tank divisions and aircraft carriers and bombers our government bought. Had a war occurred in Europe against the giant USSR, on the other hand, the extreme mobility, flexibility, and firepower of our proposed aviation heavy Army could have been a decisive factor in the defense of Europe against the Soviet onslaught.

The Board's final report had an initial section for the quick perusal of executive types; it recommended the activation of many more aviation combat and combat support units than were ever approved, but it did so on the basis that we alone of the NATO nations could afford a multi-division, powerful force supported by large quantities of low-flying combat aircraft, many very heavily armed. The cold war having ended by the collapse of Communism, it is fortunate that our recommendations were not fully implemented. But if the USSR had not collapsed and had instead attacked in an attempt to overrun Europe, and thereby ultimately dominate the world, our recommended airmobile divisions and brigades might have ensured our victory at a far earlier date than otherwise.

And, of course, a great many Board recommendations were implemented, its philosophy and combat methods adopted. I should say, as only one individual in an enormous board, that it was a major step in the modernization of the new Army.



A CH-47A loading a 105mm Howitzer circa 1962.

lery fire on the objective, about 20 Hueys (which had just scared the pants off the spectators by coming very low—and very suddenly—over their heads) put down the riflemen of two infantry companies in a direct assault—not in front of the enemy, but directly on his top. I announced to the audience that had just seen this extremely noisy spectacle of movement, fire, and violence that from the time the first artillery salvo fell on the objective until the last helo had discharged its load of infantrymen onto

the possibilities—brilliantly.

Well, all this plus much other work and investigation over two hectic months allowed us to write a report in the last month. The report, with all its annexes and enclosures (one copy of which would fill a foot locker) gave mountains of test conclusion, proven and unproven opinion, data, argument, and rationale, including outside opinion from almost all the senior officers in the Army. It also set forth our recommendations for the activation of several new

*GEN Howze was commissioned in the Cavalry in 1930, and earned his Army Aviator wings in 1947. As Chairman of the “Howze Board” he is recognized as the Intellectual force behind the current airmobility and Army Aviation doctrine. He was the Director of Army Aviation from 1955 to 1958, where he developed new tactical principles.*

August 1, 1951  
1st Transportation  
Helicopter Company  
is re-designated the  
6th Transportation  
Helicopter Company.



1952 – U-8 Seminole

October 26, 1952  
Approved by the  
Secretary of the Army,  
all Army Aviation  
personnel training to  
be done by the Army.

January 6, 1953  
Elements of the  
6th Transportation  
Helicopter Company  
begin arriving at  
Airstrip A-5 near  
Chuncheon, South  
Korea.



January 16, 1953  
Department of the  
Army, General Order  
No. 9, the Army  
Aviation School is  
established at Fort Sill,  
Oklahoma.





## Army Aviation in 1963-1972: The “Golden Age” Begins

By Lieutenant General Harry W. O. Kinnard, Ret.

This decade was the worst of times; it was the best of times. Worst in its preoccupation with a war which cruelly tried and divided our country – a war which asked our Military to fight under unwinnable ground rules, subjected to a new and totally different level of news media scrutiny, and with least inconvenience to the American people. Best because, in it, Army Aviation ended its dependency on the Air Force and Navy, began to show its true promise, and moved from a walk to a full gallop.

Building on the momentum from the two preceding decades, Army Aviation from 1963 to 1972 advanced in great depth, and on a very broad front. A few statistics are illuminating:

From 1963 to 1972, Army aviators increased from about 7,300 (about 2,000 were warrant officers) to about 26,000, and enlisted aviation specialists grew from about 20,000 to about 120,000. Annual output of new Army aviators, about 950 in 1963, inched up to about 1,300 by 1965, when budget cuts forced it back to about 1,100. At that level, aircraft production far outstripped available aviators, causing a hiatus of about nine months in deployments. Then output was increased, by adding Hunter Army Airfield to the “schoolhouse”, and reached a high of 7,200 in 1969. Moreover, new aviators graduated with increasingly greater proficiency in instrument flight and tactical flying.

Army aircraft, worldwide, jumped from 6,272 in 1962 to a peak of 12,652 in 1970, and the percentage that were helicopters rose, from about 49%, to almost 82%. An astonishing total of 14,901 aircraft was produced in these ten years, almost all turbine powered.

We “got a handle” on safety in this decade, developed a system to accurately track what we were doing to ourselves, and

took corrective actions, like crashworthy fuel cells. Major accidents per 100,000 flying hours dropped from 27.28 in 1963 to 10.82 in 1972.

How the Army initiated and developed the massive, complex logistics to support this mushroom growth in Army Aviation is a story in its own right, but one which must go untold in this brief article.1

### The Call of Vietnam

All this fast paced expansion was, of course, in response to the increasingly powerful pull from Vietnam for more, and better, Army aircraft. This strong pull, coupled with a powerful push from the CONUS, thrust Army Aviation into “orbital escape velocity” and it soared into a Golden Age. So much happened, both in CONUS and Vietnam, as to preclude even a listing of events in this article; it therefore covers only the testing of the 11th Air Assault Division, and a bit about airmobility in Vietnam.2

Nowhere was progress in air mobility greater, or more closely watched (by friend and foe alike), than at Ft. Benning, GA, where the 11th Air Assault Division, and attached 10th Air Transport Brigade went through their paces, after activation in February 1963. Only these two units, of the five types recommended by the Howze Board, were approved by the Army for testing.3

The tests were to be progressive; from a battalion combat team to a reinforced Division.4 A common misconception is that testing stressed low intensity conflict. Not so; if anything, there was slightly more emphasis on nuclear warfare, but testing placed essentially equal stress on all intensities.

As the first Army units in our country (and the world) to use aircraft as their primary means of operating, it was a whole new ball game. Even my directive, from

Army Chief of Staff Wheeler, was refreshingly different. “Harry,” he had said, “I want you to determine how far and how fast the Army can go, and should go, in embracing Air Mobility.” I resolved to keep alive the spirit, and the implied freedom of that marvelous, mission type order, and pass it on, undiluted, to every person in our endeavor. Accordingly, everyone was urged to unfetter his mind and think in new, innovative ways to make airmobility the best it could be. We coined the word “imaginuity” to emphasize innovation, imagination and initiative, and established an “idea center” where ideas, however seemingly radical, were analyzed (and frequently put into practice). Industry was briefed on our needs, and their help invited. The response was immediate, continuous and most helpful.

### Airmobility: A Definition

Brainstorming was the order of the day. Needing a simple definition of “Airmobility”, we deduced that, for us, it meant using Army aircraft whenever and however they improved our Army’s ability to fight. Examining our mission from General Wheeler, we concluded our primary job was providing the Army a valid basis for judging the concept of Air Mobility, rather than performing a Go/No-Go test on the Air Assault Division, as hastily conceived by the Howze Board. So, it was important to improve that original organization by repetitive tests aimed at finding its faults, correcting them, as best we could, and testing again, and again. We felt the resulting, improved Air Assault Division would offer a valid vehicle for judging the worth of Air Mobility.

Fixing faults, found in testing, implied development, as well as testing. We felt this repetitive test/development cycle should include equipment, doctrine, techniques, tactics and the organizations themselves.



March 20, 1953  
Combat debut of the 6th Transportation Helicopter Company, hauling 30,000 pounds of stores and ammunition to the 3rd Infantry Division in Korea.

March 24, 1953  
6th Transportation Helicopter Company performs its first large scale medical evacuation, airlifting 52 wounded from “Old Baldy” to Yongdongpo, Korea.

July 1, 1953  
Per the Department of the Army, the Army Aviation School is divorced from the Artillery School.

November 1, 1954  
Army Aviation School disestablished at Fort Sill, OK.



1955 - CH-34 Choctaw



As an all-inclusive matrix, we used the five functions of combat (mobility, firepower, intelligence, command/control/communications and logistics).

An obvious starting point was a drastic reduction in the Divisions' size and weight. I decreed that, "If we can't sling load it on a Hook (CH-47), we're better off without it." We converted our Signal Battalion entirely to 1/4 ton trucks and trailers, sectionalized Engineer equipment so the largest piece could be slung by a Hook, and replaced huge Maintenance vans with light, slingable shelters, and so on, taking tons and tons of weight and much bulk out of our units. We became far lighter, and more air transportable than any

## Flight Requirements

On the flying side, astonishingly, when we were activated, formation flying was prohibited by Army regulations, except under most unusual circumstances. We felt formation flying was vital, obtained permission, and used it to the fullest. We also obtained relaxation in aviation weather minimums, and strove to become "all weather" by stressing instrument flying, by adding GCA Radars to our equipment and by looking at weather as "micro weather" — the idea that because weather is seldom equally bad over the entire area of operations of an Air Assault Division, local commanders must make minute by minute, local, flight deci-

cal note; we found that we were developing an "Airmobile State of Mind." We thought about operations, not in terms of miles and roads and bridges, but in terms of formations, flight routes, altitudes and minutes of flying time. Most importantly, we focused directly on the enemy, with little concern for intervening terrain.

## Testing

Our testing program was progressive, continuous and, as mentioned, covered all levels of combat. It was by far the largest Army test since before WWII, and intended to differ from earlier tests in using more scientific analysis and less "military judgement". A Test, Evaluation and Control Group, under LTG Robert R. Williams, was charged with developing new methodology and with conducting and evaluating the tests. Their job was tough for many reasons: every day the tested units were at new levels of training, and apt to be operating quite differently from the previous day. Beyond that, it is extremely difficult to scientifically measure the really important things about a unit, especially a radically different one.

## Growing Pains

We had our share of problems too. We were constantly swamped with visitors. The Air Force wanted our scalp, and kept demanding "equal time" in a joint test. We were a real strain on the Army as it built rapidly in Vietnam. Partly for this reason, we had many extra missions such as forming, equipping and training six airmobile companies for deployment to Vietnam, deploying a lift battalion to Dominican Republic and reinforcing Army units engaged in various civil disturbances. Only in the three months prior to our final test, did the test units become much more than strong cadre organizations. Even in the months immediately prior to the final test, we were continually levied for complete units (people and aircraft) for Vietnam. Thus we kept losing our highly trained people while gaining temporary people and aircraft, up to and including our final major test, Air Assault II, in October-November of 1964.

Air Assault II involved about 35,000 people, maneuvering in four million acres of the Carolinas. Our tested units were matched against the 82nd Airborne Division (Reinforced) as aggressors, in a controlled field test, which was left as free wheeling as possible. Fate seemed against us at the



U.S. ARMY PHOTO BY MAJ. R. DON MASTERS, 1 ST AVN BDE

Helicopters from the 145th Combat Aviation Battalion, 12th Combat Aviation Group prepare for takeoff at Trai Bai Vietnam, Feb. 22, 1967 as part of the 249 helicopter armada committed in support of Junction City, the largest air assault ever conducted.

Army Division, which is as it should be.

Thinking light didn't end with equipment; we stripped to bare bones the personal load of our infantrymen to make them the fresh, alert, fast stepping fighters they should be. This meant a dedication always to get their extra equipment to them when needed; with our helicopters, we did just that.

Another obvious candidate for improvement was "forward basing", a must for true air mobility. This involved basing our more than 400 helicopters on field helipads rather than airfields, developing forward refueling, and, above all, operating that way habitually.

sions. We also stressed night operations, did much night training and improvised lights which could be seen only by the aircraft in formation. We worked hard to perfect Nap of the Earth flying, believing it crucial in high intensity combat. For all the aviation units, as well as all the other units, the name of the game was teamwork; first, last and always.

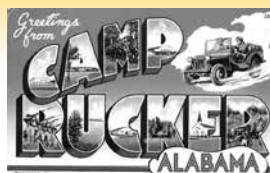
Putting our infantrymen down virtually anywhere was imperative, so we worked hard on rappelling. We also invented the Chinook ladder, with an important dual capability of putting people down, or picking them up, at a hover. Then a psychologi-



1955 - H-25 Army Mule



1955 - U-1A Otter



February 1, 1955  
U.S. Army Aviation  
Center established  
officially at Camp  
Rucker.

October 13, 1955  
Camp Rucker officially  
designated Fort  
Rucker.



start, with incredibly bad weather, generated by Hurricane Isabella. Ceilings were 50 to 200 feet and visibility often less than an eighth of a mile, with gusty winds plus haze and fog. Airlines on the Eastern seaboard ceased operations because of severe turbulence above 1,000 feet. Air Force observers, and other non-wellwishers, were licking their chops at our prospective failure. They were disappointed; we jumped off only an hour behind schedule, moving an infantry brigade in 120 helicopters, over 100 nautical miles, precisely on their objective. Much hard training and dedicated people had paid off. The rest of Air Assault II went very well: we convinced all objective observers of the worth of Air Mobility. As I weighed our performance in the five functions of combat, I felt good about all of them except for a question on firepower, which is hard to assess when live ammunition is not fired.

## Impressive Capability

Overall, I was very favorably impressed by the potential of an Air Assault Division, and concluded my afteraction report like this: "Beyond what I believe to be its capabilities to perform roles normal to other Divisions, I am even more impressed by what I feel is its ability to perform in unique ways beyond the capabilities of other divisions. For example, in a low scale war, I believe it can exert control over a much wider area, and with much more speed and flexibility, and with much less concern for the problems of interdicted ground communications or of difficult terrain. In higher scales of war, I see in this Division an unparalleled reserve or screening force capable of operating over very large frontages.

"By properly picking time, places, and methods, I believe it can also operate with devastating effect against the rear of the enemy. Faced with the threat, or use, of nuclear weapons, I believe it can widely disperse, and yet, when required, quickly mass, (even over irradiated ground, blown down forests or rubbled cities), strike an enemy, then disperse again."

## Airmobility Goes To Vietnam

After Air Assault II, and an agonizing wait, full of doubt about the future of the 11th AAD, and of airmobility itself, the news broke. The good news was that a regular Army division, the 1st Cavalry Division (Airmobile) would be activated on 1 July 1965 and deploy to Vietnam. It was to

take its colors and unit numbers from the 1st Cavalry in Korea, and its people from the 11th AAD and the 2nd Division, at Ft. Benning. The first bad news was our authorization of only one parachute qualified Brigade, instead of three, as I had recommended, and the loss of our 24 armed Mohawks, on the altar of appeasing the Air Force. Worse was the news that President Johnson had not announced a state of National Emergency, simultaneously with announcing our activation and deployment. I had been assured he would do that by the Army Chief of Staff. Without that declaration, almost half our people were ineligible for

announced that we were ready to fight. Our mission was to prevent the enemy from cutting South Vietnam in two. Our Tactical Area of Responsibility (TAOR) comprised three large Provinces: Pleiku, Kontum and Binh Dinh, totaling almost 150 by 150 miles (22,500 square miles). By comparison, Holland is 13,433 square miles and Maryland 10,577.

As we carved our base from the semi jungle at An Khe, we made it as impregnable as possible, to protect our precious aircraft (and their maintenance) with a minimum force, thus freeing maximum forces to operate in our giant TAOR.



U.S. ARMY PHOTO BY MAJOR DON MASTERS, 11TH AAA, BDE.

*Seen from the air, helicopters from the 145th Combat Aviation Battalion, 12th Combat Aviation Group prepare for takeoff at Trai Bai Vietnam, Feb. 22, 1967 as part of the 249 helicopter armada committed in support of Junction City, the largest air assault ever conducted.*

overseas deployment. Worst of all, despite this crippling loss of trained people, we were given only ninety days to reorganize, retrain, reequip, and deploy (mostly by ships) some 16,000 people, 1,600 vehicles and over 400 aircraft, halfway around the world, to combat.

To call our timetable frantic is gross understatement. But once again, bright, dedicated people, ours, and from throughout the Army, accomplished miracles. Our 1,000 man advance party arrived at An Khe, in the Vietnamese Highlands, along route 19, on 27 August. By 28 September, most of the Division had closed at An Khe, and I

## Combat Action

We hadn't long to wait for major action. Less than a month after announcing we were ready for action, the North Vietnamese moved to cut South Vietnam in two, by attacking Pleime Special Forces Camp, southwest of Pleiku. The First Air Cav (as we chose to call ourselves), at first assisted the South Vietnamese Army in lifting the siege of Pleime Camp. Then, when the enemy broke contact and disappeared, heading west, I was directed to find, fix and finish him. This turned out to be a very large order, for "he" turned out to be the 32nd, 33rd, and 66th North Vietnamese Army



1956 - CH-21 Shawnee



1956 - CH-37 Mojave



January 1, 1956  
MG Hamilton H. Howze  
becomes first Director  
of Army Aviation.



October 22, 1956  
Establishment of the  
Army Aviation Section  
of Headquarters,  
CONARC.



Regiments, plus supporting Viet Cong units, all under command of a North Vietnamese Field Front. I wish space permitted recounting this campaign. Instead, I suggest the referenced reading material. 5

In briefest summary, in a 35-day campaign, we drove the enemy into his Cambodian sanctuary, killing an estimated 1,800 men and inflicting severe losses in wounded and equipment. For this campaign, the 1st Cavalry Division (Airmobile) received the only Presidential Unit Citation won by an entire Division in the Vietnam War (and

**Mobility** was so good it virtually eliminated questions of terrain. We could put people, weapons and supplies down virtually anywhere, even in atrocious weather, or at night. This allowed us to focus on the enemy instead of terrain, and allowed massing in time and space at speeds never known before. A major bonus was economy of force, because we could operate without holding out a specific reserve. Instead, any unit, not in actual contact, was a potential reserve, which, if needed, we could quickly move and commit.



An AH-1 Cobra gunship preparing to depart on a mission in Vietnam circa 1969.

only the fifth one in our Army's history). Secretary of Defense McNamara called the Pleiku campaign "an unparalleled success", and added "unique in its valor and courage, the Air Cavalry Division has established a record which will stand for a long time for others to match."

Perhaps more importantly, air mobility worked as well, or better, in hard, demanding combat as in all the testing which had gone before. This success was even more remarkable because we had not been designed primarily for low intensity (or counter guerrilla) combat, nor for operations in an undeveloped country of mountains and jungles. But airmobile units are so flexible, and so capable that we succeeded in spite of those tremendous obstacles. And how had we done in the five functions of combat in this 35-day Pleiku campaign?

**Firepower** proved a major advantage as we repeatedly emplaced tube artillery, in supporting positions totally inaccessible to ground bound units. It was quite rare to engage the enemy for long without the support of at least one battery of tubes. And our one-of-a-kind aerial rocket battalion was a marvelous adjunct to our tubes. Their range was that of their helicopters, and they always enjoyed the advantage of elevated observation.

Being wonderfully responsive, they turned many a hairy situation into another victory. During this 35-day campaign, we fired 33,108 rounds of 105mm howitzer ammunition and 7,356 2.75 inch rockets. The gunships, and even the door gunners also provided essential firepower at the critical minutes of our assaults. Air Force, close support, too, was excellent, although limited by weather, rear basing and moun-

tainous, jungle terrain. Only the B-52 "Arc Light" strikes were disappointing; their use required high level approval, which so slowed their response that we couldn't integrate them into our plans.

**Intelligence:** Using primarily our organic means (Cavalry Squadron and Mohawk ASTA Platoon), we repeatedly found and fixed a very elusive enemy. Our Cavalry squadron, even with little H-13s as scouts, was magnificent. The Army had a true Cavalry again, with the required speed differential over ground vehicles. The Mohawks were only marginally useful in that terrain.

Aside from the Cav Squadron and the Mohawks, we routinely had many other "eyes in the sky", which were a splendid source of information. We were able to gain and maintain prolonged contact with this slippery enemy for the first time in that war. This generated solid tactical intelligence based on tangibles such as contacts and sightings, prisoner interrogation, and captured documents.

The resulting intelligence multiplied our firepower advantage, focused our maneuver and enabled higher headquarters to fill gaps in strategic intelligence. We also used our choppers for a counter intelligence ploy, which worked repeatedly and well. Our helicopters simulated landing troops, but actually delivered nothing. We had evidence that the enemy spent lots of time beating the bush for our units that were never there.

**Command/Control/Communications** were all any commander could want. In spite of the tempo, fast changing command relationships and great distances, we were always able to control our units. Many innovations from 11th AAD days worked well; our aerial relays overcame the distances even when our formations flew at low levels. Our "talking bird" (Caribou full of communication gear) was most helpful, and a complete command/communications pod that was slung by a Flying Crane was a great forward CP. The time we had spent, in perfecting common operating procedures, let us set up all sorts of command arrangements among units, which functioned quickly and smoothly.

**Logistics**, the final function, had initially concerned me, as to whether we could keep up with speeds and distances never faced before. The Pleiku Campaign allayed all those concerns. For example, we "retail" delivered by air, 5,048 tons of cargo from the



1956-1957  
Colonel Jay D. Vanderpool and his "Vanderpool's Fools" experiment on the armed helicopter, conducted with a non-budget.

March 5, 1957  
Army Aviation Center ordered the organization of a Sky Cavalry Platoon (Provisional).



September 1957  
Colonel Robert R. Williams receives the first Master Army Aviator Badge

November 1957  
Sky Cavalry Platoon (Provisional) re-designated, Aerial Reconnaissance Platoon, Provisional (Experimental).

March 24, 1958  
Aerial Combat Reconnaissance Platoon (Experimental), re-designated, 7292nd Aerial Combat Reconnaissance Company (Provisional).



“wholesale” airfield at Pleiku. In addition, before the Air Force got in gear, we “wholesale” delivered 8,216 tons into Pleiku from depots at Qui Nhon and Nha Trang.

All this was in addition to airlifting many infantry units, including 48 infantry battalions, some 67 artillery batteries, and the air evacuation of 2,700 refugees. In this 35-day period of intensive flying, we had 56 birds hit in flight. Four of these were shot down, of which three were recovered.

We had also kept our birds flying under the severe strain of a prolonged pursuit, and at the end were putting back into the air more mission-ready aircraft than were being deadlined for combat. In short, every function had worked in combat beyond my best hopes.

Better yet, this continued to be true in the many subsequent operations of the 1st Air Cav, and true, as well, of the operations of the 101st when it became our second Airmobile Division in June 1968. Important, too, was the uniform success of all the other Army Divisions in Vietnam who, in varying degrees, all became airmobile. This was particularly true in the latter years, especially 1967 and 1968, when there were enough aviation assets to satisfy most requirements, for airmobility, in every Division. It’s fair to say that our Army in Vietnam became an airmobile Army.

A key measure of our Army’s effectiveness in Vietnam was its ability to fight, with unbroken success, at a ratio, between the number of our troops and those of enemy forces, far smaller than had historically been true in previous, successful counter guerrilla combat. Airmobility, not just in the Air Assault Divisions, but in all our Divisions, accounted for this success.

Air mobility had also answered two perennial questions about vulnerability and sustainability. Properly used the helicopter was highly survivable. And the prolonged, high intensity campaigns (particularly of the 1st Air Cav) removed any doubts about operating on a sustained basis. In substantiation of these two points, these figures are pertinent: from September ‘65 through April ‘66, the 1st Cav flew 401,373 sorties in 161,673 hours and delivered 82,214 tons of combat cargo and 522,916 passengers. Combat damage was:

- One aircraft hit per 272 flying hours
- One aircraft shot down per 4,494 flying hours
- One aircraft destroyed per 11,556 flying hours

- One air crewman killed per 5,992 flying hours
- One air crewman wounded per 1,264 flying hours
- 61% of all aircraft shot down were recovered and repaired.

The only remaining favorite question about airmobile forces was their cost. My answer was (and is) that cost, per se, means nothing. What is important is cost effectiveness, or military worth. Not how many dol-

*Army Aviation Logistics and Vietnam, 1961-1975* by Howard K. Butler, Historical Office, US Army Aviation Systems Command, St. Louis, Missouri, January 1985

2 For a general coverage of this Decade, particularly in Vietnam, read *Vietnam Studies: Airmobility 1961-1971* by LTG John J. Tolson, III, US Govt. Printing Office, Stock No. 0820-00479

3 The three other types were an Air Cavalry Combat Brigade, a Corps Aviation Brigade and a Special Forces Aviation Brigade

4 For an explanation of Divisional Units in 11th



A CH-47 Chinook helicopter resupplies a firebase in the Cay Giep Mountains, Vietnam, 1967.

lars are spent, but what those dollars buy in capabilities such as deployability, flexibility and lethality. On that basis I firmly believe airmobile units are less costly than any other kinds.

Best of all, by the end of the war in Vietnam, the Army in general knew that airmobility was here to stay. Certainly airmobility would change, and grow, but the thousands of Army people who had learned first hand the virtues of three-dimensional combat, would never again accept just two dimensions. A new kind of land combat, Airland Battle, could already be visualized, by those with eyes to see.

#### Footnotes:

1 For an exhaustive and excellent account of Army Aviation Logistics in this decade, read

AAD and 1st Cav, read *Anatomy of a Division* by Shelby L. Stanton, Presidio Press

5 For accounts of the Pleiku Campaign read: a. *Pleiku* by J.D. Coleman, St. Martin’s Press, New York

b. *We Were Soldiers Once-And Young* by Lt. Gen. Harold G. Moore and Joseph L. Galloway, Random House

c. “A Victory in the Ia Drang: The Triumph of a Concept” by Lt. Gen. Harry W.O. Kinnard, *Army Magazine* September 1967

LTG Kinnard, a seasoned authority in airborne operations before he became involved with Army Aviation, was rated an Army Aviator in 1962. Under his command and leadership, the 11th Air Assault Division was formed in 1963. Subsequently, he commanded the Army’s first Airmobile division, the 1st Cavalry Division (Airmobile).

1960



1959 – UH-1 Iroquois



1960 – OV-1 Mohawk

January 15, 1960  
Army Chief of Staff promulgates the Army Aircraft Requirements Review Board, chaired by LTG Gordon B. Rogers.



1961 – CV-2/C7A Caribou





## Army Aviation 1973-1982: A Decade of Transition

By General Robert M. Shoemaker, Ret.

At the start of the fourth decade of Army Aviation, the U.S. Army had just finished its withdrawal from Vietnam. Retrenchment rather than expansion was the order of the day. The production of new aviators was cut back from its peak of over 7,800 in 1969 to an annual total of only 1,255 in 1973. Aviation School activities were consolidated at Ft. Rucker, AL; Ft. Wolters, TX was closed, and individual aviator training at Ft. Stewart, GA was ended. During the 1970s, production of new aircraft was sharply curtailed. The spares production base atrophied as the smaller Army fed on the abundance of spares left over from war-time stocks. Aviation materiel managers gave priority to development programs for new attack and troop lift helicopters and to product improvement programs for the helicopters brought back from Vietnam. But the major aviation story of the decade was the officer aviator's search for an identity. A discussion of the identity crisis is at the end of this summary.

In the 1960s, Army Aviation could claim to have been at the forefront of change and progress in the Army; from the Howze Board, through Air Assault testing, and the fighting in Vietnam. But in the 1970s, the Army as a whole went through a wrenching process of rebuilding, reorganizing, and refocusing. Army Aviation can claim a prominent – but not preeminent – role in this decade of transition.

The Army had to recruit its soldiers in a draft-free environment, with little support and often active hostility from the media, academia, and even elements

of government. At the same time it was necessary to rebuild an NCO Corps which had been badly used up during the Vietnam war, and to retrain an Officer Corps which tried to compensate, often poorly, for the lack of trained sergeants. It was a decade of austere budgets, and so many shortages of people and materiel that an Army Chief of Staff, GEN Shy Meyer, described the force as a “hollow army”.

### The Formation of MASSTER

But even while the Army was beset with the extraordinary challenges of reshaping and rebuilding, Army leaders in Washington had the wisdom to commit scarce resources to a substantial investment in the Army's future. A test and experimentation command (initially called MASSTER, later TCATA, then TEXCOM) was activated at Ft. Hood, TX with several important areas of investigation. One of the MASSTER tasks was to conduct troop tests of an Air Cavalry Combat Brigade (ACCB). In order to get a troop test unit, the 1st Armored division at Ft. Hood in 1971 was reflagged with the 1st Cavalry Division colors and reorganized into the Triple Capability (TRICAP) configuration. The First Team's 1st Brigade (Armor) included two tank battalions and one mechanized infantry battalion, the 2d Brigade (ACCB test unit) was made up of one Air Cavalry Squadron with large troops of 31 helicopters, and a new unit called an Attack Helicopter Squadron with troops composed of 12 Scouts (OH-58) and 21 Cobra/TOW. The ACCB also had an organic Support Battalion with supply, maintenance, and transportation capabilities including a company of 16

Chinooks. The 3d Brigade (Air Mobile) consisted of three light infantry battalions. The 227th Assault Helicopter Battalion with 60 troop carrying Hueys and 12 Cobras was added to the normal division troops.

### Evaluating TRICAP

Although the TRICAP Division was organized for pragmatic reasons having to do with resource availability and principally to provide a test bed for the ACCB, the division looked so interesting it was decided to assign MASSTER the additional task of testing and evaluating the TRICAP division itself. A series of ACCB and TRICAP troop tests was conducted at Ft. Hood in 1971 and 1972. They resulted in the Department of the Army decision to make the Air Cavalry Combat Brigade a separate brigade (6th Cavalry Brigade) and to assign it to III Corps at Ft. Hood. The TRICAP tests showed that the TRICAP division worked in the field and could be controlled and supported. But analysis of the Army troop basis and likely deployment scenarios developed no compelling reasons why the Army should add a sixth type division (TRICAP) to the five already in the force structure (Infantry, Armored, Mechanized Infantry, Airborne Infantry, and Air Assault). Therefore, at the conclusion of the tests, DA directed that the 1st Cavalry Division be converted to a standard Armored Division.

With the return of the Army from Vietnam, the legacy of the Air Assault Division was retained in the colors of the 101st Airborne Division (Air Assault). This division had converted to the Air Assault configuration in Vietnam in 1969 and, upon



1961 – TH-55 Osage



December 11, 1961  
USNS Card off-loads 82 H-21 helicopters and 400 men from the 57th Transportation Company (Light Helicopter) and the 8th Transportation Company (Light Helicopter) at Saigon.



1962 – CH-47 Chinook



return to Ft. Campbell, KY, enthusiastically took up the challenge as the Army's only air assault division. A major high point was the movement of the entire division to Germany in 1976 where it participated successfully in the annual REFORGER exercise.

A pivotal aviation event occurred in October 1975 when approximately 50 senior Army leaders assembled at Ft. Hood for TRAINCON 75; two days of demonstrations and conferences on the operations, tactics, and training of Army Aviation units. The group included the Army Chief of Staff and the Commanding Generals of TRADOC, FORSCOM, DARCOM, Army Corps, Divisions, and Branch Training Centers. The day and night live fire demonstrations put on by the 6th Cavalry Brigade (Air Combat) were focused on the Warsaw Pact threat. At the meeting the top leaders of the Army renewed their commitment for a strong aviation force with modernized equipment as an integral part of Army forces.

This strong support was demonstrated by the designation of helicopter systems as two of the "big five" high priority development programs for the 1970s. By the end of the decade, these development efforts paid off with the start of production and fielding of the UH-60 Black Hawk, a true squad carrier; and successful development of the soon-to-be-fielded AH-64 Apache. (The top quality of these helicopters was demonstrated by their superb battlefield performance in later years in Panama and Southwest Asia.) Principal product improvement programs were the upgrade of the Chinook helicopters to the much more capable Delta configuration and a series of incremental improvements to the OH-58 Scout and AH-1 Cobra.

## Emerging Night Doctrine

There were smaller, but significant, materiel developments during the decade. The promise of true 24 hour, all-weather helicopter capability took a step forward as emphasis was placed on systems for night vision, target acquisition, fire control, and position location. Rudimentary experiments conducted by MASSTER in 1972 using first generation night vision goggles, developed originally for ground use, showed the promise (and limitations) of image intensification devices to permit combat flying under most night conditions. During the decade

these devices were modified and improved to enhance their capability for helicopter use. Development of target acquisition and fire control components brought improved direct vision optics, infrared viewing devices, helmet mounted sights, mast mounted optics, and use of fiber optics.

There was experimentation and development in ways to enhance survivability of helicopters: paints to reduce optical as well as infrared and radar signatures, cockpits with flat instead of curved plexiglass to reduce reflective glint, instruments to warn crews of enemy radar operation and

cheek suggestion that choppers be rolled over and allowed to screw themselves into the earth.

The cumulative impact of these materiel activities contributed to some significant secondary effects on the development of Army Aviation:

- The costs of helicopters and their accessories escalated sharply.
- The number of aircraft dropped as fewer, but more capable, helicopters replaced older systems.
- Support structure became heavier and more sophisticated as test equipment and



The Army selected Sikorsky's Utility Tactical Transport Aircraft System (UTTAS) in December 1976 and designated it the UH-60 Black Hawk.

lock-on, and shielding to screen exhaust heat in order to reduce vulnerability to heat-seeking warheads. While many of the developments appeared to be helpful, experiments at Ft. Hunter Liggett and Ft. Hood, and the Ansbach trials in Germany continued to show that suitable flight tactics in the Nap of the Earth (NOE) remained the aviator's primary way to survive and win. No breakthroughs were made in hiding helicopters on the ground – although LTG Robert R. Williams made the tongue-in-

special tools became more complex.

- A trend of centralization and consolidation of helicopters in larger units culminated in the decision near the decade's end to consolidate divisional aircraft in an aviation brigade.

## Personnel Issues

Turning now to the aviation people situation, the Army's warrant officer aviator program continued to be a great success although there was a widespread

1961-73  
Vietnam War

May 3, 1962  
CONUSA letter creating  
the Howze Board.



April 2, 1962  
Army Materiel  
Command activated;  
LTG Frank S. Besson,  
Jr. becomes first  
commanding general



November 1, 1962  
U.S. Army Aviation  
and Surface Materiel  
Command (AVSCOM)  
Activated



February 1, 1963  
The 11th Airborne  
Division "Angels" is  
reactivated.



perception that flight pay was inequitable and inadequate. The quality of the enlisted aviation force maintained a high level in spite of turbulence caused by changing MOS designations and the strains of very austere peacetime manning. However, a series of personnel actions taken by Congress, OSD, and DA during the 1970s had a substantial cumulative impact on officer aviators. Some of these key actions were:

- A large Reduction in Force (RIF) of captains in 1973 impacted very heavily on aviators.

- In the late 1970s, as a means for compensating for a severe aviator shortage, the Army announced policies of deferring branch schooling, curtailing “ground” assignments, and assigning majors to captain aviation posts, thus denying many aviators timely assignments to improve their value to the Army.

- At the start of the decade, the Army Chief of Staff (GEN Westmoreland) was an aviator. In 1978, the major commanders of all Army troop units were aviators (Europe – GEN Blanchard; Korea – GEN Vessey;

together with basic branch assignments, would be used to guide the development of expertise through repetitive assignments and training. Initially, aviation was neither a specialty nor branch. Later, Specialty Codes were prescribed for aviators.

- In 1979, the Army announced new aviator career patterns and directed that 85% of officer flight school classes would be comprised of second lieutenants directly from their branch basic courses; a change from earlier policy in which lieutenants were required to have two years service before entering flight training. The other 15% of the class could be filled with officers with less than five years of commissioned service.

- The various branches specified in detail what company grade officers must do to become “branch qualified”. But their branch career patterns did not allow time for company grade aviators to undergo flight training and jump through the designated branch hoops to become “real” artillerymen, infantrymen, tankers, etc. The result was that at Ft. Sill, OK, where Army Aviation was born, it was understood by young officers that it would no longer be possible to be qualified artillerymen and also an aviator. Parallel perceptions were shared by lieutenants at the other combat arms schools.

- Comments by some generals and some senior aviators that modern Army aircraft were becoming so complex that officer aviators needed to spend full time on technical aviation matters blurred the distinction between officer and warrant officer aviators, and left unanswered the question of how aviation leaders would learn to integrate aviation capabilities into the ground battle. Such comments further confused aviators as to what the Army expected of them.

The net result was a growing crisis of confusion and concern among officer aviators. Personnel policies were driving the officer aviator out of the Army mainstream. What to do about this crisis would be a major challenge as the fifth decade of Army Aviation began.

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*GEN Shoemaker commanded the first experimental Aerial Combat Recon Company, and in 1962 he served on the Howze Board. Following three tours in Vietnam, he organized the Army's First Cav Air Attack Brigade. He later served as Commanding General, the 1st Air Cav Division, III Corps, and FORSCOM.*

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U.S. ARMY FILE PHOTO

*The AH-64 Apache got full-rate production go ahead in March 1982...*

- Congress and OSD began to micromanage pilot utilization and training aggressively. Their basic approach was a pilot is a pilot is a pilot. Policies often did not recognize that training and career development needs of Army aviator officers (building company and battalion teams and integrating them in the combined arms force) were different from their Air Force and Navy counterparts.

- In 1974, Congress established the “gate” system for aviator pay, which placed high value on cockpit utilization of aviators but little value on aviator assignments to teach themselves and the Army at large how to get maximum combat effectiveness from expensive aviation units.

CONUS, Hawaii, Alaska, Panama – myself). At the same time, the commander of U.S. Readiness Command was an aviator – GEN Hennessey. In a 180 degree policy turn, the Army – which in 1970 had sent selected colonels and generals to flight school – by 1980 had eliminated field grade and general officer flight training programs and discouraged colonels and generals who were aviators from using their flying skills unless they were assigned to a specific aviation slot.

- During the decade, Army officer personnel management became increasingly centralized and bureaucratic. Career “specialties” were adopted (personnel, operations, etc.) which,

February 15, 1963  
11th Airborne Division re-designated  
11th Air Assault Division (Test).  
Viability of airmobility...  
Ft. Benning, GA



1964 – CH-54 Tarhe

February 28, 1964  
U.S. Army Aviation  
Materiel Command  
(AVCOM) Activated



1965 – T-41B



1965 – T-42A





## Army Aviation in 1983-1992: The Modern Era Arrives

By Joseph P. Cribbins

On 6 June 1992, Army Aviation completed 50 years of dedicated service to the U.S. Army. During the fifth decade, Army Aviation matured greatly and realized a potential that had been developing since 1942. From the beginning, Army Aviation struggled for identity, first with the USAF, then in-house among the combat arms and logistics branches. There were sharp debates on whether to form a branch. Supporters believed Army Aviation needed the identity and cohesion of a combat arm like Infantry, Armor, and Artillery. Aviation had proven capable in the air maneuver dimension of battle; the Army struggled to understand how to harness this new dimension of battle.

There were concerns among others that Army Aviation would become another Army Air Corps. To prevent this, aviation should remain integrated with the combat arms and logistic branch to which it belonged.

On 12 April, 1983, General “Shy” Meyer, then the Army Chief of Staff, approved the Army Aviation Branch. A major feature of the new Branch was the integration of Aviation Logistics.

Today, Army Aviation has assumed a significant role in the land component’s combined arms team. Army Aviation breaks friction with the ground, operates in the ground regime, and greatly enhances the capability of the force. Reconnaissance, attack, assault, SEMA, SOF, MEDEVAC, and medium lift aviation resources are powerfully combined to give the ground commander increased agility, firepower, and versatility.

A major innovation in this decade was establishment of the PEO/PM concept. The Army has had PMs for a number of years, and the Program Executive Officer is not peculiar to aviation, but PEO now has a significant impact on selection, production, testing, and support of all new aircraft. The PEO Aviation is now responsible for an aircraft as a total weapon system from the

fielding and supporting safe, reliable, and maintainable aircraft weapon systems. The interface and work relationship between the PEO and the Aviation Systems Command – now the Aviation and Troop Support Command (ATCOM) – has been outstanding, and has given us first line Army aircraft that performed so superbly in DESERT SHIELD/STORM.



*Although selected in April 1991 by the Army, the RAH-66 Comanche program was subsequently cancelled by the Army Chief of Staff in March 2004.*

until it is completely fielded and no longer in production. This responsibility has not removed the Army Materiel Command (AMC) and appropriate Major Support Commands (MSC) from a major role in management and support of Army aircraft. The PEO and AMC/MSC work closely together as a team with a mutual goal of

### Growing Emphasis on Safety

In 1987, the U.S. Army Safety Center, located at Ft. Rucker, AL, became responsible for all safety matters across the total Army. Many significant events took place during this decade. Here are some of the major events, not necessarily in chronological order or order of importance.



July 1, 1965  
11th Air Assault  
Division (Test) is  
re-designated, 1st  
Cavalry Division  
(Airmobile).



July 28, 1965  
President Lyndon  
B. Johnson, orders  
1st Cavalry Division  
(Airmobile) into action  
in Vietnam.



November 14, 1965  
1st Cavalry Division  
(Airmobile) engages  
North Vietnamese  
troops and Viet Cong  
at Ia Drang, South  
Vietnam.



A major accomplishment during this decade has been the wonderful progress made in aviation safety. For example, in the late 1950s, Army Aviation was experiencing over 50 major accidents per 100,000 flying hours. During the past three years, with the exception of DESERT SHIELD/STORM, Army Aviation experienced less than two major (Category A) accidents per 100,000 flying hours. What a great accomplishment and tribute to the Safety Center, the Aviation Center, the Aviation PEO, the PMs, ATCOM, and all the members of Army Aviation and

began receiving their first line aircraft; e.g., Black Hawk and Apache. The National Guard (NG) established Eastern and Western Area Training Sites, and the four NG Transportation Aircraft Repair Activity Shops were formed into four Aviation Classification Repair Activity Depots (AVCRADs), dedicated to support of the total Army in peace and war.

To accurately portray what has happened in the fifth decade is not practical without revisiting Vietnam, where the helicopter proved its great worth in

affection, respect, and regard as the C-47 Gooney Bird was during and after World War II.

Following Vietnam, the UH-60 Black Hawk was selected in the late 1970s and fielded in large numbers early in this decade. The AH-64 Apache was selected and fielded in the mid-1980s. The OH-58D—now the OH-58D Kiowa Warrior was selected as the follow-on to the OH-58A/C series, and fielding began in the late 1980s. The CH-47A/B/C Chinook was modified into the more effective CH-47D model throughout the decade. These four aircraft systems are now known as the “Big Four”. They will carry Army Aviation into the 21st century, and with the addition of the RAH-66 Comanche, they will become the “Big Five”.

The fixed wing fleet was also upgraded with the addition of C-12 pressurized airplanes. The C-12 will replace the U-8 and U-21 aircraft as well as a conglomerate of airplanes of many mission/design/series sometimes known as the Confederate Air Force. The topper in the decade was Army Aviation’s too long delayed entrance into the jet age with the advent of the C-20 Gulfstream and C-21 Lear jet. One major loss to the fixed wing fleet will be the phase out of the OV/RV-1 Mohawk, a true performer for Army Aviation for over three decades.

## Concepts and Policies

By 1970, with some 4,500 aircraft (4,000 helicopters) deployed, Vietnam was also a proving ground for Army Aviation in combat. Since then, in addition to new developing and fielding aircraft systems, many initiatives have been taken in operations and support/sustainment with important concepts and policies initiated which have been improved and exercised over the years. These have made the recent successes in aviation operations and support in DESERT SHIELD/STORM possible.

Examples are:

- flying helicopters Nap of the Earth (NOE)
- using Aircraft Survivability Equipment (ASE) and maneuvers
- developing Night Vision Devices (NVD)
- nighttime operations and maintenance
- using contractor support with large numbers of contractor people devoted to aviation on the battlefield
- a dedicated air transport with Desert Express, a C-141 airlift initiated by



The MH-47E Special Operations Chinook helicopter prototype was manufactured in 1991.

the Army who have attained this record of aviation safety.

## Actions and Initiatives

As the Aviation Branch matured, a number of important initiatives were developed and actions taken. The RAH-66 Comanche helicopter, to be powered by the T-800 engine, was selected and is now in the process of testing and development preliminary to production. The selection of these two systems was unique in that reliability, maintainability, MANPRINT, and training constituted about 50% of the selection criteria – a first. Army Aviation received its first true jet aircraft, the C-20 Gulfstream and the C-21 Learjet. The Reserve Components

operations and support of the U.S. Army in combat. Some examples follow:

The Cobra was developed, tested, fielded and became the first attack helicopter. The OH-6 and OH-58 initially procured and fielded as light observation helicopters became aerial scouts. The CH-47A/B/C series Chinook and the CH-54 Tarhe provided air mobility and support. The UH-1 Huey, which was the mainstay of Army Aviation during Vietnam, did all the above in some measure, with missions of air mobility; as a gunship; command and control; observation, scout, and reconnaissance; logistics support; and medical evacuation, proving itself to be the true workhorse of the helicopter fleet. The Huey is now viewed with the same

U.S. NAVY PHOTO BY MASS COMMUNICATIONS SPECIALIST 2ND CLASS TAMARA WALEGN



1966 – AH-1 Cobra



March 1966  
1st Aviation Brigade  
activated in Vietnam



1967 – U-21 Ute



1968 – OH-6A Cayuse



AVSCOM and adopted by all the Services

- three level maintenance
- on condition maintenance
- weapon systems management
- Special Repair Activities (SRA-known in Vietnam as KD teams)
- integration of fighters and supporters as now witnessed in the Aviation Branch.

Some of these were not readily accepted. Army Aviation has frequently been accused of stove piping; i.e., using support systems not standard to the U.S. Army. Development of many of these initiatives was the result of having an emergency, taking appropriate action to cope with the emergency, and then when the emergency was over and the management system worked, they became a normal way of doing business. Army Aviation can take great pride in the fact that, over the years, it has been in the forefront in coming up with new ideas, developing new operational and support/sustainment systems, making them work to the overall benefit of Army Aviation; and now, to the total Army.

## Emerging Threats

In November 1989, with the fall of the Berlin Wall and the rapid demise of the Soviet Union and the Warsaw Pact with which the United States had lived for 45 years, it was widely viewed that our enemies had disappeared. However, in December 1989, Army Aviation was a principal player in Operation JUST CAUSE in Panama. In August 1990, Army Aviation began deploying large numbers of aircraft to the Persian Gulf. In Southwest Asia, Army Aviation trained as a member of the combined arms team with the U.S. Army; with the joint services, i.e. the U.S. Navy, Marines, and Air Force; and with coalition forces of the United Nations. This was not a 100 hour war as portrayed by some, but truly an eight to ten month engagement in training, conducting operational and support maneuvers, and fighting and supporting a fleet of about 2,000 Army aircraft over an area nearly one-third as large as the United States in the toughest environment in which the Army has ever operated.

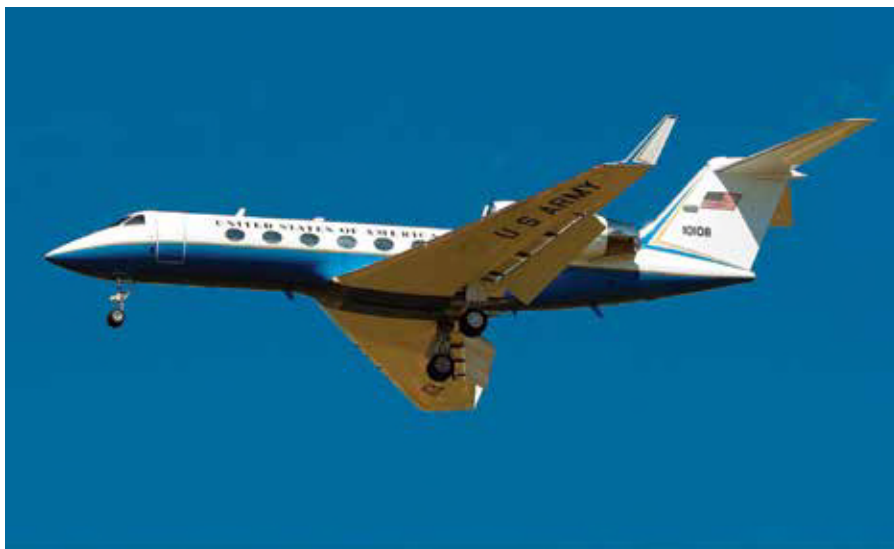
## Other Missions

During DESERT STORM, Army Aviation became a principal player in

Operation PROVIDE COMFORT, a humanitarian mission, in an equally tough environment in Southern Turkey and Northern Iraq. Humanitarian relief missions can further prove Army Aviation's value not only to the total Army for war and contingency operations, but also to the Nation supporting national disasters where the helicopters can be such an important player. For example, during Hurricane Andrew, XVIII Airborne Corps – with its aviation supported by AMC and ATCOM – spearheaded the Army disaster relief mission.

career opportunities for all its personnel officers; warrant officers; enlisted soldiers, and civilians operational and support people alike. The high technologies embodied in aviation attract bright minds that have the spirit and will of warfighters worthy to be recognized as valuable members of the combined arms team.

As the Army considers restructuring alternatives and assumes its rightful role in national security forces, Army Aviation, with its great capability to enhance warfighting and support of the force, must



U.S. ARMY PHOTO

The C-20E is the military version of the Gulfstream G3.

## A Great Success

Army Aviation has come a long way in five decades from the first "Cub" observation aircraft authorized in each Artillery battalion on 6 June 1942, and now recognized as the birth of Army Aviation to the "Big Four" – soon to be the "Big Five" – supplemented by a fleet of C-12 fixed wing Operational Support Aircraft (OSA) and C-20/C-21 jets. Who could have foreseen that the horse cavalry, still in existence in 1942 in the 1st Cavalry Division, would become the Air Cavalry of the late 20th century?

There have been many great success stories associated with Army Aviation over this 50 year period, The Army Aviation Branch has the potential for attractive

be a central player in power projection – trained, ready, and capable of decisive victory for conflict in the remainder of this decade and into the next century. Moving forward with high technology, safe, reliable, and maintainable aircraft as a total weapons system and taking care of Aviation's most valuable asset – its people – will make this happen.

*Mr. Cribbins joined the Army in 1940 as an enlisted man in the 101st Cav Div. Commissioned a 2LT in 1942, he was assigned to the 1st Cav Div. He served for over three decades on the Army staff as the focal point on all matters pertaining to aviation logistics, most recently as Chief, Aviation Logistics Office, ODCSLOG.*

September 23, 1968  
U.S. Army Aviation  
Systems Command  
(AVSCOM) Activated



1969 – OH-58 Kiowa

1970



1970 – UV-18 Twin Otter



1971  
LTG Robert R. Williams is assigned to the Close Air Support Review Board in Washington; showcases Army Aviation's stature in the Pentagon.





## Army Aviation 1992-2003: Army Aviation in Transition

By The Army Aviation Branch Chiefs and Compiled by GEN (Ret.) B. Doug Brown



The events in the years 1992-1993 would be a precursor of events a decade later that would have a dramatic impact on the World, the United States, the U.S. Army and Army Aviation.

On 3 October 1992 U.S. forces from the Joint Special Operations Command conducted Operation Gothic Serpent in the city of Mogadishu, Somalia. Task Force Ranger was supported by elements of the 160th Special Operations Aviation Regiment. By the end of the day two U.S. Army MH-60 Black Hawks are shot down and the effort to rescue the crewman is met with stiff resistance.

By the time the U.S. redeploys the operation leaves over 1,000 Somalians dead and over 73 Americans wounded in action (WIA), 19 killed in action (KIA), and 1 U.S. Army Aviator captured and eventually returned.

On 26 February 1993 a van loaded with explosives detonates in the parking garage of the World Trade Center killing six, injuring over 1,000 and causing the evacuation of downtown New York City. At the time, it was the biggest terrorist attack on U.S. soil in history. Little did anyone know that less than a decade

later the World Trade Center and the Pentagon would again be attacked leaving 2,996 people dead, over 6,000 injured, thrusting the United States into a war in the Middle East that would still be raging as this article is being written. The world threat environment was changing and would require the Army and specifically Army Aviation to fight the full spectrum of operations without reducing the ability to fight in a major contingency.

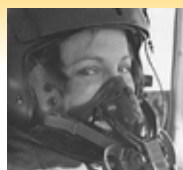
When MG Dave Robinson became the Army Aviation branch chief he explained the environment like this:

*My three year tenure as Chief of Army Aviation was marked with unprecedented modernization and operational demands on the Army. War in the Middle East, peacekeeping operations, civil disturbances, disaster relief and the threat of lesser regional contingencies punctuated the need for a trained and ready contingency-oriented Army possessing organic Army aviation.*

By 2001 Army Aviation would again be called upon as a critical enabler for the success of the ground forces as America went to war in Afghanistan; but this time the war would be different. Our years of planning and rehearsing for fighting in the

Fulda Gap against Soviet doctrine before the fall of the wall in 1989 had prepared the force for Desert Storm. But now we were facing a much different force. This enemy was made up of non-state actors, mostly small dispersed groups with border crossing sanctuary or could easily melt into the population and then disappear. The enemy may not be terrain oriented but ideologically motivated and new names like Al-Qaida and Taliban would become part of the everyday battle briefings. The terrain would be extreme to the point that some of the primary aviation platforms would be unable to operate with effectiveness at the altitudes, temperatures and loads that were necessary, and the battlefield would be highly urban and often require difficult dust landings, an incredible challenge for the assault aircraft and those assets trying to protect them. The MH-47 in many cases was the assault aircraft of choice because of its ability to get to the altitude necessary to carry the battle to the enemy.

The years following Desert Storm saw an Army Aviation force returning from being a potent battlefield force to a branch in reorganization and rebuilding while fighting for resources to modernize



June 4, 1974  
2LT Sally D. Murphy:  
Army's 1st Female Pilot  
Graduates -  
Fort Rucker



1974 - C-12 Huron



October 4, 1974  
101st Airborne  
Division reflagged as  
Air Assault Division



1976 - UH-60 Black Hawk



and maintain training readiness. The focus remained on the primary threat of defeating a sophisticated and capable enemy and all modernization, doctrine and tactics were predicated on winning the high end fight but, if anything, Army Aviation is adaptive and our adaptability would be tested in hot-spots like Bosnia or Haiti where Army Aviation deployed and launched from ships at sea.

The experts on Army Aviation in any time period are the commanding generals of Fort Rucker, Alabama, the Aviation Branch Chiefs, so I asked each of them that had served during this decade to provide some thoughts about their time leading the Branch. The response was amazing and I strongly recommended to each that they write a longer piece for publication at a later date. Of course, there are some themes that impact every commander and I have eliminated much of their comments only for the sake of brevity. This article is about hard work, seldom glamorous but important. It is about programs with initials like FS XXI, ARI, AAMP which were responsible for today's Army Aviation force.

The Army Aviation website lists the mission of Army Aviation – *find, fix and destroy any enemy through fire and maneuver and provide combat support and combat service support in coordinated operations as an integral member of the combined arms team fully integrated within joint operational framework*. Our Aviation Branch Chief whether 1992 or 2017 must provide a combat ready trained and equipped aviation force fully capable of supporting the Army's mission. The constant fight for resources, the plan to maximize effective training at the schoolhouse and the modernization of the force all while retaining combat power but eliminating older platforms, leadership development and sustainment of the physical footprint of Fort Rucker was an enduring challenge they each faced as does the Branch Chief today.

### **MG John D. Robinson, Ret. July 1991 - July 1994**

MG Dave Robinson led the branch for three years and saw the transition of Army aviation like this:

*During this period Aviation Branch was*

*focused on upgrading the aircraft fleet and investing in new and emerging technology. Weapons with the "effects of massed forces" including precision munitions, digital communications and position location equipment promised to change the face of future battle.*

*The physical and intellectual dimensions of battlespace demanded intuitive and versatile aviation leaders supported by*

*Aviation as the third dimension centerpiece of the land force. While the operational continuum demanded readiness for a wide range of employments, we believed warfighting was our central mission. Our restructuring, training, combat development and investment initiatives centered on this belief.*

*While aviation planners considered Army Aviation the third dimension centerpiece*



U.S. ARMY AVIATION CENTER PHOTO

*TH-67 Creek replaced the TH-55 Osage as the primary rotary wing training aircraft.*

*agile battle staffs and well-trained soldiers. Mobility, agility, simultaneity of effort, lethality, increased battle tempo, and space age logistics were needed to dominate the Army's restructuring initiatives and investment decisions. It was against this backdrop Army aviation was evaluated to determine our focus in this changed environment.*

*Reconnaissance, attack, assault, special operations and medium-lift helicopters complemented by electronic mission aircraft and medical evacuation (MEDEVAC) helicopters comprised our contribution to the force. However, some persons outside the aviation community objected to Army*

*of the land force, not all agreed outside the aviation community. Despite Desert Storm and Special Operations aviation unit performance, many felt aviation too expensive for the benefit received. Many influential leaders did not believe aviation had earned its stripes as a warfighting force capable of maneuver ready to take its place among the combat arms. Participation as a combat arm in the TRADOC Battle Lab community was essential to show the value of aviation forces in battle. Aviation deserved a separate laboratory and that did not become a reality during my command.*

*Creating a 21st century schoolhouse at Fort Rucker and the Logistics School at*

July 1, 1977  
U.S. Army Troop Support  
and Aviation Materiel  
Readiness Command  
(TSARCOM) Activated

July 1, 1977  
U.S. Army Aviation  
Research and  
Development Command  
(AVRADCOM) Activated

1978  
1LT Jessica L. Wright, the  
first female Army National  
Guard officer, enters flight  
training



November, 2nd 1979  
Lt. Marcella Hayes  
becomes the first black  
female pilot in the U.S.  
Armed Forces when she  
graduated from Army  
Flight School.



Fort Eustis [Virginia] was a major priority. Initial entry training was significantly revised given the newly procured, cost-effective TH-67 Creek. Helicopter gunnery included a master gunner program developed by several experienced warrant officers. Combined arms warfighting training was included in the aviation officer basic and advance courses, warrant officer and pre-command courses. NCO training was overhauled adding a "Stripes on the Flight

to the Kiowa Warrior configuration and we continued pressure for CH-47D modernization. Comanche was to be the centerpiece for 21st century Army Aviation. Much energy was placed in Comanche but it was for naught. Research and development from Comanche did provide insight into advanced composites, propulsion, sensors, avionics, vision equipment and electronic survivability equipment. At that time, we believed the Army would increase its

aviation into an affordable contingency ready fighting force. From the beginning, ARI was challenged as too costly. Without Comanche, planners began to find innovative ways to redesign forces structure and develop operational procedures. The details of that design are many pursued in successive years. However, we began to look at the Apache used in scout and attack missions. **This was hardly optimum especially when diverting an attack platform to a scout role.**

## LTG Ronald E. Adams, Ret. July 1994 - September 1996

In July of 1994 LTG Ron Adams took the reins and describes the fiscal environment and the rush to consolidate and find cost savings.

*This was a period of dramatic reductions in Defense resourcing as a consequence of the demand for a peace dividend after the collapse of the Soviet Union. The mid-nineties was a time of scarce resources and pressure at every turn to reduce costs.*

During a time of scarcity of resources the studies and initiatives to improve efficiency are always rampant. Many were certainly more efficient but far from more effective. One of those and other issues are discussed by LTG Adams below:

*There were several initiatives that required us to protect the Aviation Center and School (USAAVNC) from potential dismantling by various TRADOC studies such as Clusters and Satellites and Hubs and Spokes. The HQDA/TRADOC concept was to consolidate training at centralized locations to reduce costs and ideally improve training. One such study resulted in the consolidation of maneuver support branch schools at Fort Leonard Wood [Missouri] and the consolidation of combat service support at Fort Lee [Virginia]. What put USAAVNC at risk was the proposal to relocate the Armor Center and School from Fort Knox [Kentucky] and the Aviation Center and School from Fort Rucker to Fort Benning [Georgia], combine them with the Infantry Center and School and create a "Maneuver Center of Excellence." The Armor Center and School did relocate but USAAVNC was*



U.S. ARMY PHOTO

A night retaliatory raid on Al-Qaida in Kandahar following the terrorist attacks at the World Trade Center and the Pentagon was made possible by the 160th Special Operations Aviation Regiment and Air Force Special Operations Command C-130's ability to aerial refuel at night.

Line" program providing a technical career track for aviation NCOs.

We committed to reducing the helicopter fleet from 10 systems to an objective of 4; the fixed-wing fleet from 8 to 4. UH-60 procurement was maintained so the aging UH-1 could be retired. Apache was being modernized and Longbow brought on-line. All OH-58Ds were to be converted

investment in manned and unmanned sensors, intelligence-producing systems, space-age communications, joint precision fires, agile and maneuverable armed reconnaissance, attack and assault platforms, and missile technologies. These technologies fit nicely into aviation modernization planning.

The **Aviation Restructure Initiative (ARI)** was designed to modernize Army

June 19, 1979  
101st Airborne  
Division (Air Assault)  
first unit equipped  
with the UH-60A Black  
Hawk helicopter.



August 1979  
BG (Ret.) Robert L. Stewart  
becomes the Army's first  
aviator to complete the  
Astronaut Training Program.

1980



April 24, 1980  
Operation Eagle Claw fails  
at Desert One; results in  
development of U.S. Army  
Special Operations aviation  
concept.

1980  
Task Force 158 (Provisional)  
created from elements of the  
101st Aviation Group and later  
the same year redesignated Task  
Force 160.



able to successfully argue that the airspace and training infrastructure was impossible to replicate elsewhere. More difficult to articulate was the uniqueness of Aviation's professional development training and education (especially officer and NCO) which was already well integrated with the other branches. We successfully made the compelling argument that Aviation contributed across all warfighting functions and battlefield operating systems, not simply "combat" or "maneuver" thus USAAVNC avoided being rolled into the new Maneuver COE at Benning and remained a separate stand-alone entity.

During this period it was important to strengthen and expand Aviation's role in Force XXI and TRADOC Battle Labs and it took personal engagement with senior leaders and with individual battle labs to overcome the growing perception of senior leaders at HQDA and TRADOC that Aviation had become "too expensive." Aviation according to some, consumed "22% of Army discretionary RDA spending" and the biggest ("inordinate") portion of the training mission budget.

Gaining proponentcy for unmanned aircraft systems which had been given to the MI [Military Intelligence] Branch and its school at Fort Huachuca [Arizona] was important. We "lobbied" for change with senior leadership and solicited the support of outside "influencers." We worked it hard and it eventually came to pass.

The DEPSECDEF [Deputy Secretary of Defense] decision in August 1994 to have Defense Resource Board shift resources to support revised POM [program objectives memorandum] priorities adversely impacted aviation related RDA [research development activity]. Most significantly, the Comanche developmental process was significantly altered by retaining only two flyable prototypes causing the program to be restructured and production delayed. A subsequent CLOSE HOLD USAVNC study "Whither Comanche" examined a range of options to include Comanche program termination and reprogramming of dollars to speed the retirement of all legacy airframes, fix Apache, Black Hawk and Chinook programs as well as ground support

equipment, simulation and modularity shortfalls. **NOTE: the briefing was eventually "quarantined" by higher headquarters and no action was approved.**

In early 1995, despite serious funding shortfalls, the Apache Longbow Initial Operational Test and Evaluation (IOT&E) with USAVNC oversight was completed to wide acclaim, ensuring successful production and procurement decisions.

The very first "Women in Army Aviation Symposium" was held at Fort Rucker February, 1996 to address a growing number of gender specific issues such as anthropomorphic differences for cockpit design, individual flight equipment; aeromedical issues, etc. The symposium, which drew great interest from the other Services, was singled out by DACOWITS [Defense Advisory Committee On Women In The Service] for a special award in 1996.

Major materiel requirements documentation was completed and successfully defended, among the most significant being the mission needs statement for a Light Utility Helicopter and a revised operational requirements document for the Aviation Combined Arms Tactical Trainer (AVCATT), with more specifically defined user requirements to include reconfigurable hardware and reconfigurable software."

### **LTG Daniel J. Petrosky, Ret. September 1996 - September 1998**

LTG Dan Petrosky made the following comments about his time as the Branch Chief:

When I took command of Fort Rucker the Army's Force XXI was in its' first year of experimental development at Fort Hood, Texas. To my surprise Force XXI experimental force was using a battalion sized multifunctional Aviation task force. I was told that the assumption was the digitized Aviation TF could replace the division aviation brigade. I was concerned that this experiment would result in the divisions losing their aviation brigades. So, retaining the aviation brigade in the digitized division became my number one effort inside Force XXI. I used every example I could to show the value of a seasoned colonel leading an

aviation brigade inside our future divisions. We were successful in that the Aviation Brigade was added to the experimental force.

I was still the Branch Chief when the Digitized Force started conducting constructive simulation exercises at Fort Hood. And, I was still the Branch Chief when the entire force went to NTC [National Training Center, Fort Irwin, California] to conduct the live evaluation. During both of these events the aviation brigades were a part of Force XXI. However, aviation was not funded for the digital network exercises. The OH-58D was the sole digitized aircraft as an artillery fire control asset. I strongly felt aviation had to be part of the initial network development, not added after the network was completed.

It was during this time that we teamed with then MG Roger Schultz from the Army National Guard to develop what is today the AVCATT. The NG and Fort Rucker readied a proof of concept system using the NG reconfigurable cockpit and Fort Rucker funding to the system, to include a building Fort Rucker bought and placed across the street from the Fort Hood simulation center. The leaders for this effort were colonels Al Patterson and Bill Powell. Together they created what ultimately became the Aviation Training Exercise (ATX) as our way to give the 4th CAB a venue to train for the digitized exercises. As it turned out we would use the Aviation Center of Excellence ATX program for more than a decade to prepare aviation brigades for deployments to the Balkans, Afghanistan, and Iraq.

Two successes: At this time we only provided flying hours for the aircraft not for all the pilots. By default that meant we only funded crews. So, our staff aviators could only fly simulators. They were called CAT D aviators. By the time I took command of Fort Rucker we had many Advance Course captains that had not flown a single hour in an aircraft since graduation from flight school.

Eventually, after hard work by the staff at Fort Rucker I was called to see the Chief of Staff of the Army and was told to provide the funding stream for staff aviators started ASAP. That was in 1997. When 9/11 occurred I experienced all the same emotions

October 16, 1980  
Task Force 160  
officially redesignated  
160th Aviation  
Battalion

1982  
Army establishes  
the Light Helicopter  
Experimental (LHX)  
program.



1983 C-20 Gulfstream entered service



April 12, 1983  
Army Aviation becomes an  
official combat arms branch  
of the U.S. Army with MG  
Carl McNair as first branch  
chief.



all Americans did. I also immediately thought of the company, battalion, and brigade aviation commanders who had about four years of flying experience in real aircraft because we were able to get the funding approved.

The second success was establishing a dunker for Army Aviation. I had the opportunity to visit the 25th Division's Aviation Brigade in Hawaii and the 6th Air CAV Brigade in Korea. Both were flying significant amount of hours over the sea. Neither had dunker training readily available nor did their aviation life support elements have much in the way of over water gear. Colonel Bill Powell researched the availability of dunkers and Fort Rucker contracted for one to be brought to Fort Rucker with the intention of making it part of flight school requirements. The Branch Chiefs that followed me made this temporary fix permanent.

### LTG Anthony R. Jones, Ret. September 1998 - August 2001

The Aviation Center was fighting for the new scout/attack helicopter, the Comanche, and the organizational changes that would be required to integrate the attack, lift, and reconnaissance missions organic to an aviation unit. Too often the discussions centered on resources to implement across the total force vice increased capability, and the future warfighting environment which was uncertain.

Realizing that we had to change and position Army Aviation for the next century, we developed the Army Aviation Modernization Plan (AAMP) in 1999-2000. Below are some of the issues the AAMP addressed:

The Initial Entry Rotary Wing (IERW) training program and leader development process were not providing young aviators with the skills needed to join their unit with a readiness level of proficiency needed to be part of the team. The burden of getting new aviation officers to Readiness Level 2 was shifted to the receiving units, with green platoons being created by Divisional Aviation Brigades. This dilemma created an insurmountable backlog for unit Instructor Pilots and Standardization Instructor Pilots whose mission was continuation training,

and the resources were not available to execute this training and prepare for mission readiness. Fort Rucker was launching approximately 450 flights per day with over 800 of the oldest aircraft in the Army inventory.

The solution was the approval Flight School XXI (FSXXI) which was the concept developed, and included in the AAMP. This plan called for divesting of older aircraft, more efficient use of simulations, and IERW students getting more time and proficiency in their go-to-war assigned aircraft. The initial graduates had a much greater level of readiness and were readily accepted in their first unit of assignment. Continual improvements to IERW training also included in the FS XXI concept were completion of Level C SERE Training prior to beginning of IERW, and Water Survival Training prior to graduation.

The following are some of the highlights to move Army Aviation forward into the next century during my tenure as Branch Chief: Part of the AAMP was to divest all the older aircraft which were the UH-1H, the OH-58A/C, and some fixed wing assets that remained in various organizations and locations. Repair parts were becoming non-existent or obsolete and these aircraft were not mission capable.

Complimentary with the divesting of older aircraft, Initial models of the AH-64 and UH-60 aircraft were proven in combat, but needed modernization and upgrade to increase capabilities, reliability, and integrate technology. The process of modernization is continual, and must be always planned and budgeted for the future.

Development of the new recon/attack aircraft, the Comanche, was continuing. The first prototypes were being flown at contractor facilities. Due to budget constraints, impact on organizations, training base, and envisioned mission scenarios, continual work had to be accomplished at the highest levels of the Army to gain approval for milestones leading to production and fielding. Several issues confronted the development of the Comanche—peak budget requirements were forecast for 2008, the same time as fielding the Stryker ground combat vehicle; the price per aircraft continued to climb as technology was

maturing rapidly with a composite-type airframe; consensus on the real need for the Apache and the Comanche, how does the Comanche support the ground maneuver forces; and what is the life cycle cost across all domains for this new aircraft in the inventory.

The Comanche story is documented in many areas of the evolution of Army Aviation. The final decision to stop the Comanche program occurred after my departure. The AAMP was also used later for reference by the Aviation Review Committee directed by Gen Schoomaker, one of 16 initial focal areas for review, at the beginning of his term as Army Chief of Staff. Gen (ret) J. D. Thurman led the Aviation Review Committee for the CSA.

On the night of 19 October 2001 Special Operations Forces, in response to the terrorist attacks at the World Trade Center and the Pentagon, supported by the 160th Special Operations Aviation Regiment and Air Force Special Operations Command C-130's launched from ships at sea in the Indian Ocean and executed a night retaliatory raid to the heart of the Al-Qaida attackers... Kandahar, Afghanistan. The mission lasted 14 hours and was only possible because of the ability of the Special Operations helicopters to aerial refuel at night. The helicopters inserted forces directly into the former Kandahar home of Mullah Omar, the Taliban leader. It was a powerful message that the United States could hit the very inner sanctums of the Taliban and Al-Qaida, reminiscence of the famous Doolittle's raid of World War II. The entire operation was led by an Army Aviator MG Dell Dailey. This response had many of the characteristics of the failed Desert One raid in 1980 except one significant difference... At the time of Operation Rice Bowl and the failure at Desert One there was no Special Operations Aviation Regiment in the DOD. That same night MH-47's from the 160th SOAR crossed the border of Afghanistan from multiple locations and inserted members of Army Special Forces to link up with the members of the Northern Alliance. This small number of forces strategically emplaced would quickly topple the Taliban government.

October 25, 1983  
Operation Urgent Fury  
(U.S. invasion of Grenada)  
First Combat for UH-60  
Black Hawk and the 160th  
Aviation Battalion



1984  
Aviation Officer  
Basic and  
Advanced Courses  
established at  
USAAVNS



1984 - AH-64 Apache



March 1, 1984.  
U.S. Army Aviation  
Systems Command  
(AVSCOM) Reactivated



All made possible by Army Aviation. Additionally, it again validated the resources and authorities that were provided to the 160th that allowed the rapid growth in capability during this period.

## LTG J. Mark Curran, Ret. August 2001 - December 2003

Then-MG Mark Curran was at the helm of the Aviation Center on the day that the World Trade Center was attacked and U.S. Forces deployed, again into harm's way. Here are some of his comments:

*Within a month, after taking command America was attacked at the World Trade Center and the Pentagon. This set into motion America's Global War on Terror and Operation Enduring Freedom in Afghanistan in October 2001. Needless to say, the events on 9/11 and subsequent operations influenced the history of Army Aviation for the next decade. Active, guard and reserve Aviation units began preparing for deployment and combat operations. Enhanced force protection measures were implemented, and like posts camps and stations around the world, Fort Rucker became a closed post.*

*The first Army Aviation units to deploy and see action were teams for the 160th SOAR to Afghanistan the haven for the Taliban and harbors of Al-Qaeda. Operating primarily at night and supporting Afghanistan Freedom Fighters they employed their skills over the harsh and mountainous terrain making maximum use of their MH-47G aircraft. Even indigenous Mi-17s were pressed into action in support of the Afghanistan Northern Alliance to expel the Taliban and hunt down Al-Qaeda camps and training sites.*

*In 2002 work continued on developing and refining aviation organizations, taking the concepts of multifunctional aviation battalions and maturing them into what would be eventually become the full spectrum multifunctional combat aviation brigade (CAB). Though aviation battalions remained generally pure fledged, aviation companies, designed and equipped to break from their parent battalion became the building blocks for task organizing aviation task forces of multiple type aircraft. Brigade organizations,*

*in terms of attack, reconnaissance and heavy lift, were tailored for heavy and light divisions to which they were assigned. MEDEVAC was integrated into the CAB along with Air Traffic Services.*

*By 2000 aviation flight training had evolved to a three phased program*

*allowing for more time in advanced aircraft at a reasonable cost. Field units reported that FSXXI graduates were greatly more proficient than those that arrived at the unit before the implementation of FS XXI.*

*So today we celebrate 75 years of Organic Army Aviation. And it is a*



U.S. Army AH-64 Apache helicopters of 1st Battalion, 3rd Aviation Regiment, 12th Combat Aviation Brigade fly in a tactical formation while conducting an aerial attack scenario during Exercise Griffin Smite at the Joint Multinational Readiness Center in Hohenfels, Germany, Dec. 9, 2016.

U.S. ARMY PHOTO BY SPC DANIELLE CARVER

*intermixing Officer Basic and Warrant Officer Candidate and professional development training with initial entry rotary wing training. After completion officers were sent to an aircraft qualification course in the aircraft the officer would fly in their first units (Apache, Black Hawk, Chinook, Kiowa Warrior, C-12). BG Randy Tieszen spear-headed the implementation of an already approved FSXXI aviation training program. FSXXI reduced to just two phases making use of the TH67 for primary and instrument flight training and modernized "go to war" aircraft for the second phase of training. Use of high fidelity flight simulators was dramatically increased*

*celebration as we honor those incredible aviators, crew-members, support personnel and specifically the leadership that provided us the vision that put on the battlefield the talented, capable people and those fantastic flying machines. Today Army Aviation is unparalleled in capability. It is respected by our ground Soldiers, it is envied by our allies, it is feared by our enemies and it is postured for the next 75 years!*

*GEN (Ret.) Bryan "Doug" Brown is a Master Army Aviator, a former commander of U.S. Special Operations Command, and the first Aviation Branch-qualified four-star general.*



1985 - C-26 Metroliner

1986  
Air Traffic Services  
and training become  
Aviation Branch  
Responsibility

October, 1986  
160 Aviation Battalion  
officially redesignated  
160th Special  
Operations Aviation  
Group (Airborne)



1987  
Program Executive  
Office Aviation  
created: BG  
William H. Forster  
1st PEO

1987  
First Aviation  
Branch  
Noncommissioned  
Officer Academy





## Army Aviation 2003-2012...

# Adapting during a Decade of War

By GEN (Ret.) Richard A. Cody, LTG (Ret.) J. Mark Curran, and LTG (Ret.) James J. Lovelace



From 2003 through 2012, the Army was at war. The Global War on Terrorism began in earnest following the attacks on 11 September 2001. After the Battle of Anaconda, Operation Enduring Freedom settled into combat and stability operations. As early as 2002, the U.S. military had begun to turn its attention to Saddam Hussein and the removal of his weapons of mass destruction. In early 2003, the Army deployed a large number of combat formations into Kuwait, poised just across the border from Iraqi Armed Forces. The Army, along with its Marine Corps and our British Allies, supported by the greatest Air Force and Navy in the world, staged for a conventional fight, a fight for which they had trained for decades. Little did our leaders know that this campaign would last for almost 10 more years while morphing into a large scale counter insurgency/counter terrorism; that it would result in the greatest Transformation of the Army since World War II; that our Army would conduct three force surges into Iraq to defeat Al Qaeda; and, ultimately as we withdrew from Iraq, find the U.S. military surging back into Afghanistan. During this period, Army Aviation was

either deploying, deployed, redeploying or training to deploy. In spite of this unrelenting OPTEMPO, our Aviation units remained unequivocally the best trained, best equipped, best led Aviation force we had ever sent into sustained combat. The Army did this while simultaneously transforming to the Modular Force, modernizing its equipment, drawing down forces in both Europe and Korea, growing all components of the Army and expanding our Special Force formation, executing Base Realignment and Closure and responding to the aftermath of Hurricane Katrina. Consequently, Army Aviation and Special Operations Aviation found themselves heavily committed to combat and counter insurgency operations around the globe, but predominately in Afghanistan and Iraq which are two of the harshest environments for rotary wing aircraft.

The Army's posture, in terms of doctrine, organization, training and equipment, was suited for operations in 2002. However, by the end of 2003, as Iraq evolved into a counter insurgency operations (COIN) and Afghanistan operations expanded with the resurgence of the Taliban and continued operations

to search out and destroy Al-Qaeda, the Army's force posture faced serious challenges across doctrine, organizations, training, leadership, personnel and facilities (DOTMLPF). Not only had the focus of combat operations shifted, but the terrain, distances and expansive operational environment associated with COIN and stability and support operations placed new demands on the Army's air and ground Soldiers, equipment, platforms and command and control (C2). The Army had to adjust its strategic force structure aim point across the entire DOTMLPF and grow in depth. Due to the environmental demands of both theaters of war, Army ground and air platforms had to materially adapt. More powerful engines, better survivability equipment, smarter weapons, better sensors, new intelligence techniques and more effective command and control systems like Command Post of the Future (CPOF) are just a few examples. The Army rewrote its COIN doctrine to apply to the operational environment which dominated through the rest of the decade. Figure 1, "Army Campaign Plan – The Way Ahead" gives insight into the expansiveness of the changes that were required.



April 16, 1987  
U.S. Special Operations Command activated and operational at MacDill Air Force Base, FL.

August 1987-June 1989  
Operation Prime Chance; USSOCOM operation to protect U.S.-flagged oil tankers from Iranian attack using 160th Special Operations Aviation Group assets



1988 – C-23 Sherpa



1988  
U.S. Army Aviation Logistics School (USAALS) formerly aligned under Aviation Branch

December 20, 1989  
Operation Just Cause (Invasion of Panama)



This shift placed more demand on the adaptability, flexibility and utility of Army Aviation. Aviation became a critical enabler to the Army for maneuver, responsive fires, sustainment and medical evacuation. In Afghanistan nothing moved without air. In Iraq, with the threat of improvised explosive devices (IEDs), air transport became even more critical to moving key personnel, supplies and equipment. Operations demanded all components of the Army and Army Aviation to sustain the operational tempo and duration of the operations. At its peak, operations required multiple multi-component combat aviation brigade task forces in Afghanistan and Iraq. Additionally, the enduring U.S. commitment in the Balkans and the Sinai continued to require the support of aviation task forces. Aviation forces, predominately from the National Guard, were also called upon for disaster relief and humanitarian assistance throughout the decade for events like hurricane Katrina and Unified Response to Haiti. This unprecedented demand for Army Aviation assets often translated to dwell time for active units of 1:1 and for reserve component units 1:3 or less. Demand for units following the start of Operation Iraqi Freedom grew so high that a new Army Force Generation model had to be adapted that essentially placed army and aviation units on a prepare, deploy, recover, redeploy cycle. Similarly, special operations units were deployed on a continuous basis requiring some unique ideas to meet demand.

To sustain the fight and meet the operational requirements of Iraq and Afghanistan, aviation units had to take on several adaptations across the DOTMLPF and across operational procedures never before practiced. All required a synchronized effort on the part of Aviation commanders, operators, trainers, logisticians and acquisition experts with the support of the Army staff. As part of the Army's Campaign Plan, the Army published the "Army Aviation – Way Ahead" (figure 2) in 2004 that portrayed a list of action items that needed to be executed in a coordinated DOLMPF way. From 2004-2008, the Aviation "Six Pack" consisting of the Aviation Commandant; the Program Executive Officer (PEO) Aviation; the Director,

Army Aviation (G3); the commanding generals of Aviation and Missile Command (AMCOM) and Army Special Operations Aviation Command (ARSOAC); and Mr. John Shipley, Aviation Applied Technology Directorate (AATD) met monthly with the Vice Chief of Staff Army (VCSA) to synchronize this major effort. The "Six Pack" duties insured that all actions across the Aviation DOTLM-PF could sustain the current fight and future modernization post the Comanche termination decision.

of aviation units. Following the Army's lead, our Aviation Commandants spearheaded a comprehensive relook of Army Aviation Doctrine. New doctrine was written to address Army Aviation's contributions, in support of the Army and Joint Force, across the full the Spectrum of Conflict – ranging from Humanitarian Assistance and Disaster Relief (HA/DR), to Stability and Support Operations (SASO) to Counter Insurgency Operations (COIN) to Conventional Offensive and Defensive Combat Operations



Figure 1

## Doctrine Tactics and Techniques

The Army published its new Operations manual (FM 3.0), Stability Operations manual and modular force construct in 2008 to address the new realities. It called for Army Aviation to play a greater role in supporting direct fires for widely distributed ground platoon, company and battalion formations. It called for more lift support to move and sustain ground formations and more MEDEVAC to operate over extended distances. Aviation became the critical enabler to conduct distributed operations. Combat aviation brigades found their battlespace expanded in support of operations calling for change in the organizational construct

to Major Theater Warfare (MTW) full spectrum conflict.

The new doctrine and realities of operations in Iraq's and Afghanistan's highly complex environments placed more demand on Battle Command down to the platoon level and required the aviation commander to have battle command systems that provided him greater situational understanding across an expanded battlespace to effectively support the ground brigade combat teams.

Tactics had to be adapted to meet the theater demands for Counter Insurgency Operations (COIN) in desert terrain in Iraq and southern Afghanistan but also the mountainous terrain of eastern and northern

1990



1989  
Mary Cara Smalley, first female aviator to achieve rank of CW4

1990-91  
Persian Gulf War (Operations Desert Shield/Storm)



June, 1990.  
160th Special Operations Aviation Regiment (Airborne) "Night Stalkers" activated.

January 17, 1991  
Task Force Normandy; LTC Richard A. "Commander" Cody, with ten Army helicopters, together with four USAF helicopters, fires the opening shots of OPERATION DESERT STORM.



1991  
COL (Ret.) Nancy J. Currie, Ph.D., became the Army's first female aviator to complete the Astronaut Candidate Training Program



Afghanistan. Running and diving fire became the most used methods for engaging the enemy. For the Apache, the modernized target acquisition device (MTADS) brought additional tactics, techniques and procedures (TTP) changes by providing greater standoff and visibility through a significantly improved sight. Air ground coordination became critical down to the individual

## Organization

By 2004 the Army was on its way in executing the most comprehensive reorganization since the 1980s transitioning to a Modular Force while collapsing the Army's operational structures from four to three by eliminating the Army echelon and thus collapsing down functions to corps and divisions or units of employment

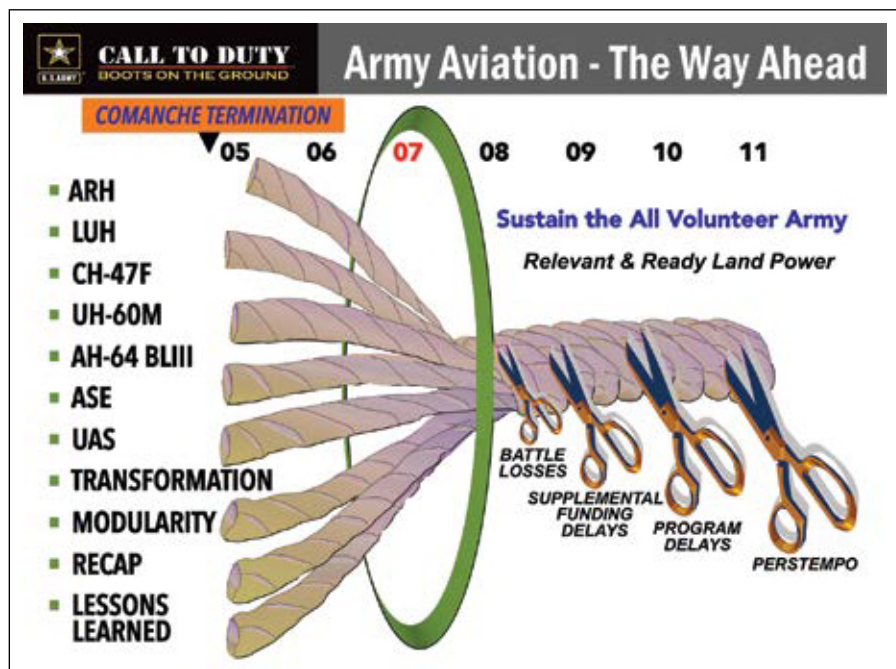


Figure 2

squad's calls for fires in close combat attack and in close proximity to friendly forces. Training in these techniques was developed and practiced in theater, not only with American units, but allies as well. Procedures for terrain flight were modified for urban areas to avoid being targets to MANPADS, RPG and small arms fire. Where possible, routes were consistently varied to avoid patterning and air ambush. The introduction of unmanned aerial vehicles (UAVs), focused in the Army on reconnaissance, surveillance and target acquisition (RSTA) in support of ground formations, led to the emergence of new TTPs discussed later. So rigorous were some of the TTP changes that several programs in development during the decade had major relevancy and affordability issues raised, particularly in terms of range, payload at higher altitudes and temperature.

(UE). Fighting units, or units of action (UA), brigades and battalions were modularly designed to facilitate rapid force tailoring and supplement each other. Aviation units likewise became modularly designed to facilitate rapid task organizing and designated Units of Action with pure aviation battalions, but tailorable to rapidly form multifunctional aviation task forces. Given the aviation requirements to simultaneously support stability and support operations and COIN over extended distances, this modular design was paramount. The result was the Multifunctional Aviation Brigade (MFAB) latter to be merely recognized as combat aviation brigade (CAB). The CAB included its own intermediate level aviation support, the aviation support battalion (ASB). The ASB was designed modularly as well to

support aviation operations over extended distances tailorable to support Aviation task forces. The CABs incorporated UAS at the CAB level and later at the attack and reconnaissance squadron level. UAS were also organized into the new modular brigade combat team (BCT) for RSTA. The change in aviation structure was perhaps the largest since the 1960s. The formation of the MFABs doubled the number of aircraft and personnel and aligned with every Division, with some having more than one. Units often transitioned to the new structure between rotations. To facilitate better liaison, brigade aviation elements (BAE), led by an experienced Aviation Major and manned with a tactical operations (TACOPS) warrant officer, operations sergeant and two aviation operations specialist, was assigned to the Modular BCT to work with the brigade commander and S3. By 2004 the BAE handbook was already published and used to train both BAEs and maneuver brigades on the value and employment of the BAE. BAE integration became an important aspect of BCT mission rehearsal and train-up for deployment and therefore challenged extensively at the combat training centers (CTCs).

## MEDEVAC Part of the CAB

In the process of organizing the 2004 MFAB, MEDEVAC was added within each CAB. A 12 helicopter MEDEVAC company was organized within each divisional CAB's general support aviation battalion along with C2 Black Hawks and CH-47 Chinooks. This ensured that each CAB would have embedded MEDEVAC capability for their supported BCTs. The MEDEVAC company was also organized to be tailorable and task organized to an Aviation task force. In both Iraq and Afghanistan, given distances, limited ground routes, and a 360-degree battlefield, aerial evacuation was critical to saving lives. Nested within the command and control of Aviation TF and linked to the supported ground force, teamed with armed aerial escort, MEDEVAC crews remained situationally aware and superbly executed casualty evacuations to medical care facilities saving countless lives. The development of TTPs, FLIR sensors and on board medical trauma treatment greatly improved



April 1991  
Army selects Boeing-Sikorsky team to build RAH-66 Comanche

1992-93  
Somalia Conflict (Operation Restore Hope)

1992.  
MAJ Maria T. Rossi-Cayton first female aviator killed in combat; Operation Desert Storm, CH-47D



October 1, 1992  
U.S. Army Aviation and Troop Command (ATCOM) Activated

October, 1993  
Operation Gothic Serpent, Battle of Mogadishu, Somalia. Two Night Stalker Black Hawks shot down; five of the eighteen men killed were SOAR(A) Night Stalkers. Pilot Mike Durant taken prisoner and later released. Subject of book and movie Black Hawk Down



MEDEVAC capabilities during the decade. Known as the “Golden Hour,” the hour of time from an incident to a patient receiving trauma care, remained the driving standard for Army MEDEVAC crews to execute their missions. Afghanistan posed a huge challenge, yet Army Aviation MEDEVAC crews consistently met the standard.

## Unmanned Aerial Vehicles

In 2003 the Aviation Center assumed propensity for unmanned aerial systems. In coordination with the other TRADOC centers, the Aviation Center oversaw and led significant improvements in UAS equipment, safety, standards and combat applications. In 2003 the Army had only 13 UASs. By 2010, the Army had flown over a million UAS hours and used over 333 different UAS platforms in operations in Iraq and Afghanistan. By the end of 2012, the Army operated five primary UAS systems. These were the older MQ5B Hunter, the MQ1C Gray Eagle (first fielded to CABs in 2012), the RQ7 Shadows (first fielded in 2002 to BCTs and air cavalry squadrons) and hand launched RQ11 Ravens and RQ20 Pumas (first fielded to ground companies in 2005). Throughout the decade it became evident that teaming manned platforms with unmanned aerial platforms for reconnaissance and surveillance offered great promise. As the equipment matured, so did the concept for linking the two for RSTA operations.

## TF ODIN

Insurgent use of improvised explosive devices (IEDs) became one of the biggest killers of U.S. and Allied forces on the battlefield. The enemy employed them as a strategic and tactical weapon very effectively. Emplaced along main supply routes, these command or remotely detonated devices inflicted heavy casualties on Allied forces. Adopting aviation technics first applied in Viet Nam, the Army developed a counter to the IED named TF ODIN in August 2006. Equipped with unmanned RSTA platforms and manned ISR fixed wing aircraft, TF ODIN began surveillance operations along the MSRs to detect and destroy IED emplacements, track bomb makers and destroy IED factories. TF ODIN consistently honed their skills

and employed more sophisticated sensors that vastly cut down on IED casualties. A second TF ODIN was later deployed to Afghanistan to address IED and counter rocket and mortar threats there as well. TF ODIN also served as prototyping platform for developing teaming between manned and unmanned aircraft to perform RSTA. TF ODIN fixed wing aircraft began teaming

further advancing robotics on the battlefield to augment and complement aviation. The next step in MUMT evolution is to give the Apache the ability to control the flight path of a team UAS and see and control its sensor in the cockpit. TF ODIN and MUMT were yet again another example of Army Aviation adapting to enemy tactics with successful results.



*U.S. Army Soldiers of the 101st Combat Aviation Brigade sit aboard a CH-47 Chinook helicopter during infill operations in the Arghandab area, Kandahar, Afghanistan, Oct. 21, 2010.*

with UASs through the TF ODIN operations center for surveillance operations. In addition, TF ODIN demonstrated the ability to cue an Apache or Kiowa Warrior to a target under surveillance by a UAS to engage it. This built upon capabilities being developed for Comanche to team with UASs in real time. At the Manned Unmanned Systems Integration Capability (MUSIC) in 2012, Aviation and Missile Research, Development and Engineering Center (AMRDEC) demonstrated the ability to direct and view the sensor on a UAS from a Kiowa Warrior and an Apache. This capability, called Manned Unmanned Teaming (MUMT), demonstrated the potential to team manned platforms and unmanned platforms in the reconnaissance and attack missions and further demonstrated significant promise for

## TF 160th Expansion

OPTEMPO for conventional and SOF aviation forces remained high through 2010 and the end of Operation Iraqi Freedom. The demand and pace for Special Operations forces and TF 160th continued to remain extremely demanding conducting global operations. Often Special Operations, particularly in Afghanistan, had to be augmented by conventional Army Aviation to meet Special Operations demands. The continuous need for Special Operation Aviation into the foreseeable future demanded that TF 160th grow. In October 2007, the addition of another battalion was approved. Moreover, the TF developed and expanded its own UAS capability with outstanding results. Modernization of the TF remains a key consideration of the Aviation Branch as



May 1994 - RQ-5 Hunter

July 1995 - Company A, 15th Military Intelligence Battalion (Aerial Exploitation) first Army unit fielded with RQ-5 Hunter UAS



1995 UC-35A Citation Ultra began service



1995 - TH-67 Creek



it forges into the future. Importantly, TF 160th has often blazed the path to new aviation capabilities. The relationship between conventional Army Aviation and Special Operations Aviation continued to grow throughout the decade and lessons are now easily shared among the communities.

## Training

During the preparation phase of ARFORGEN, training often included new equipment training (NET). However, the most significant change in Aviation training was the phased introduction of

become integral crew members faster in units deploying or already deployed. As tactics evolved in theater for missions, they were incorporated in flight training. FSXXI removed a significant training burden from already over taxed units. Also introduced in 2003 and used throughout the decade at unit level was the Aviation Combined Arms Tactical Trainer Aviation or (ACATT-A). This four-cockpit, reconfigurable collective trainer was the first collective trainer for aviation units. It came with a built-in after action review capability and could link to ground collective simulators. It

The combat training centers also retrofitted to train COIN and facilitate mission rehearsal exercises to prepare units for Iraq or Afghanistan. Aviation participation with the BCTs became key for ground commanders to hone air ground coordination and rehearse the use of Army Aviation. The CTCs also facilitated integration of the new brigade aviation element (BAE) into the BCT which helped the BCT commander and S3 take full advantage of aviation support, manage airspace, and assist with UAS operations.

## Equipping

One of the earliest acts in 2003 of the new CSA, General Pete Schoomaker, was to convene an Aviation TF under General JD Thurman and BG EJ Sinclair to review the current status of Army Aviation in light of the dynamic changes facing the Army over the next decade. The CSA directed a holistic review of Army Aviation and make recommended changes to the Army's current Aviation strategy. The TF recommended changes across Aviation's entire DOTMLPF to address the immediate future and new threats. One of its many solid assessments was that aviation modernization was underfunded and over 40% of aviation modernization was tied up in one program, the Comanche. Consequently – a follow on review of the Comanche. After multiple restructures, Comanche (started in 1983 as the Light Helicopter Experimental or LHX program), had morphed over the years into an armed reconnaissance helicopter program. The RAH-66 Comanche was probably the best helicopter ever built, however the stealthy helicopter was no longer viable given current and projected costs and threats and the need to modernize the entire Army Aviation Fleet following 10 years of meager investments. Therefore, the Aviation TF and a follow on review of specifically the Comanche recommended its cancellation and that the funding be made available to address several other Army Aviation modernization shortfalls. A Presidential decision in February 2004 ended the program but the Army was permitted to retain \$14.6 billion in Comanche funding to apply to the recapitalization of other aviation programs. Shown on the "Fixing

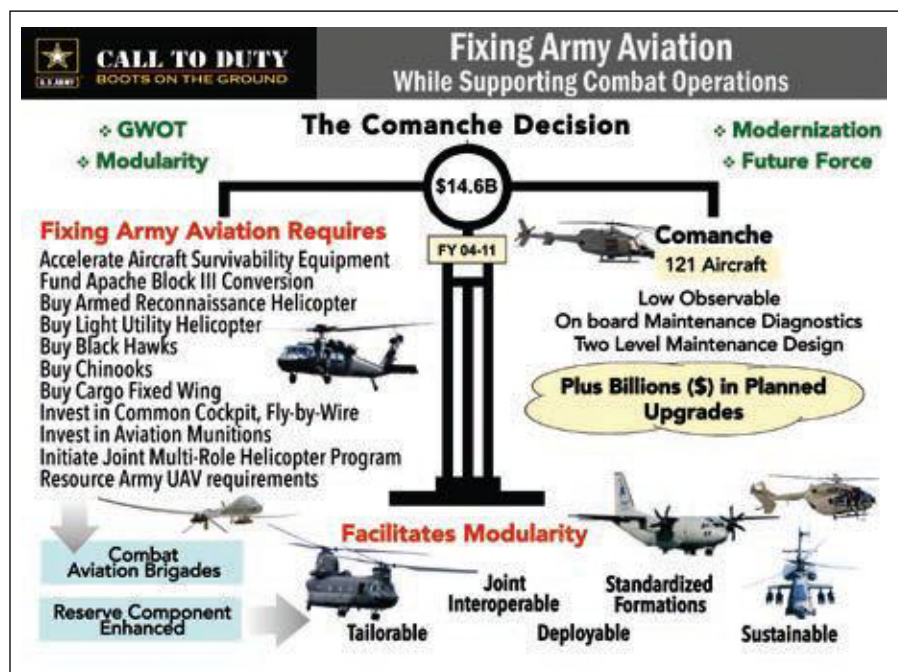
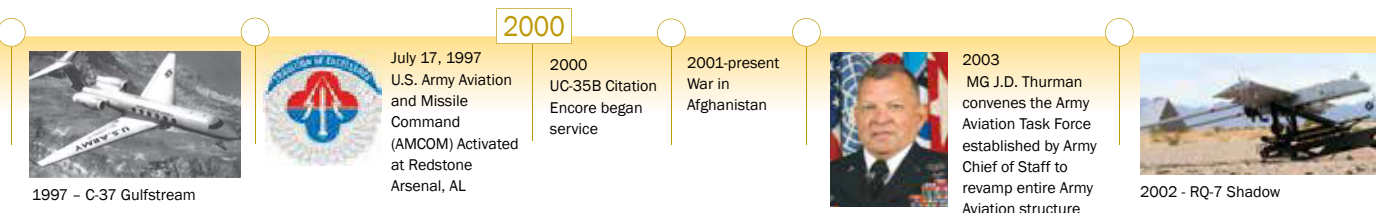


Figure 3

Flight School XXI (FSXXI) at Ft Rucker. Beginning with implementation in 2003 through 2006, Ft Rucker changed its Initial Entry Rotary Wing training to produce more ready pilots in their "go to war" aircraft by leveraging high fidelity simulation; a single primary aircraft for basic, instrument, and combat skills; and more time in a pilot's "go to war" aircraft. It included basic officer leader training, survival, evasion, resistance, and escape (SERE) training, Dunker training; the results which produced pilots in a shorter period. This paid huge dividends to an aviation force in combat as new pilots could

augmented individual trainers provided by aviation platform programs such as the Transportable Black Hawk Operations Simulator, Longbow Cockpit Trainer and Transportable Flight Proficiency Simulator (TFPS). Aviation Training Exercises (ATX), first started to prepare CABs for Bosnia, continued to be conducted by the Aviation Center to train CABs for operations in Iraq or Afghanistan as part of their train-up for deployment. Conducted at Ft Rucker using constructive simulations, role players and a version of AVCATT-A, these exercises proved invaluable especially for training multi-compo CABs.





Army Aviation While Supporting Combat Operations” chart (Figure 3) one can see the impact of the Comanche decision.

As a result, the Army, over the next several years, was able to buy an additional 796 upgraded Black Hawks, Apaches and Chinooks as well as provide upgraded engines and ASE to some 1400 aircraft. The AH-64D Block II program started in 2003 and UH-60M fielding began in 2006. CH-47F, OH-58D, C-12 modifications and variants continued throughout the period. The LUH began fielding in 2006 followed by C-27J in 2007. The C-27J was needed to replace the Army’s fixed wing cargo aircraft, the Sherpa, and to relieve some of the burden placed on the CH-47 fleet delivering logistics the “last tactical mile.” The ‘hub and Spoke’ aerial resupply mission was to be fielded in the Army National Guard and U.S. Army Reserve Aviation Companies of 8 C-27J aircraft with a cargo handling platoon; unfortunately, the C-27J program was transferred to the U.S. Air Force in 2010 and subsequently cancelled. Funding for advancing UASs accelerated, specifically Shadow and the new Gray Eagle. In 2004 the Army began to immediately address shortfalls in aircraft survivability equipment (ASE) for deploying units. The Comanche decision left funds available to start a new, but less sophisticated, Armed Scout Helicopter Program. The ARH70 program addressed a need for 368 aircraft to replace ultimately the OH-58D Kiowa Warrior. Unfortunately, this program was cancelled in 2008, but the requirement remained extant. Other aviation systems modernization was addressed to include Air Traffic Services equipment and ground support equipment. Fueled by funding from the Comanche decision and Overseas Contingency Operations Funds (OCO), the decade saw a significant Army Aviation modernization effort. Of note, this effort modernized all components of Army Aviation. We used Army National Guard AH-64As to feed the Block II AH-64D line and replaced in the National Guard with Block I AH-64Ds. The National Guard units received more L model Black Hawks as National Guard aviation units enjoyed equipping at the same level of their Active counterparts. The proverbial “potholes” in Army Aviation modernization were being

addressed. Units were not only rotating in and out and in again to combat operations, but they were often being modernized and trained on new equipment in between rotations while their aircraft were reset.

Initial unit deployments into theater were of a traditional nature. But it soon became evident that the high demand on national transportation assets, in and out of theater would force aviation units to deploy without all of their equipment, including aircraft. Eventually, rotating onto Stay Behind Equipment (SBE) became the norm. Still, falling in on aircraft and equipment left

of mechanics to augment unit maintenance performing phases and battle damage repair. After a few rotations it became clear that in-country aircraft, operating in dirty environments, high-pressure altitudes, hot conditions and at high OPTEMPO, would need a substantial reset above the unit level. AMCOM established several reset sites where, after a few rotations, select aircraft were redeployed and reset. This reset included battle damage repair, application of modification work orders (MWOs) and, in some cases, depot level repair. So Army Aviation found itself maneuvering

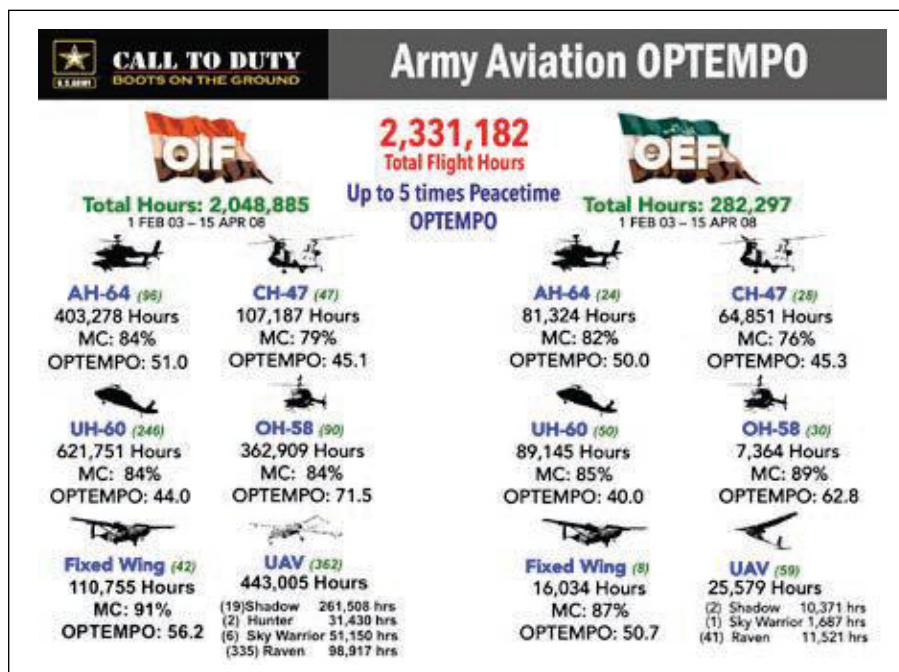


Figure 4

in country by preceding units challenged aviation leaders, particularly with respect to maintenance and supply accountability. Pride of ownership was no longer one of the driving factors in executing superb maintenance. Critically, commanders and aviation leaders at all levels overcame this challenge, as evidenced by the tremendous operational readiness rates.

Leader recons, right seat rides and contractor logistics support facilitated transition between units. The high OPTEMPO led to a substantial need for contract maintenance support at all levels. Industry stepped up and provided thousands

equipment as well as units, quite a different process than ever before envisioned. And, they did so while executing combat operations at an extremely high OPTEMPO. As a snap shot, Figure 4, “Army Aviation OPTEMPO,” shows by 2008 the Army had flown over 2.33 million hours in OPERATIONS IRAQI FREEDOM and ENDURING FREEDOM (OIF/OEF).

## Leadership and Personnel

During the decade several branch officers rose to the highest ranks and were recognized across the joint community for their tactical and technical skills. In both the

June 19, 2003  
U.S. Army Aviation  
Center of Excellence  
assumes Unmanned  
Aircraft Systems  
authority from the  
U.S. Army Intelligence  
Center of Excellence

2003-2010  
Operation Iraqi  
Freedom (Iraq)



September 2, 2003  
GEN Bryan D. “Doug”  
Brown, the first Branch-  
qualified Aviation four-  
star general, assumes  
command of U.S. Special  
Operations Command

March 2004  
RAH-66 Comanche  
program cancelled  
by Army Chief of  
Staff



July 2004 - RQ-11 Raven



June 24, 2004  
GEN Richard A.  
Cody becomes  
first Army  
Aviator, Vice  
Chief of Staff,  
U.S. Army



Army and Special Operating forces, branch Aviation officers could be found serving in senior positions. Aviation warrant officers continued to demonstrate their prowess as aviation warfighters, technicians and leaders. In 2003 the Aviation Branch Chief recognized the criticality of warrant officers to the Branch by establishing a Chief Warrant Officer of the Branch position and selecting CW5 Steven T. Knowles as the first Chief Warrant Officer of the Branch.



An AH-64D Apache from Company B, 1st Attack Battalion, 227th Aviation Regiment, 1st Air Cavalry Brigade, 1st Cavalry Division, flies over a residential area in the Multi-National Division-Baghdad area Oct. 12, 2007.

PHOTO BY CMA DANIEL MCCLENTON

The Aviation Branch has had a CWOB ever since to help lead Army Aviation and now several other Branches have established branch chief warrant officers – to include the Chief of Staff of the Army. Recognizing the important contribution that our warrant officer Warfighters make to aviation operations, survivability and electronic warfare, the first Tactical Operations Officer school and skill identifier was established in May of 2003 for warrant officers. Warrant officers began being placed in table of organization (TOE) leadership positions, especially important in the UAS community. During the decade the Aviation enlisted MOSS went through several changes, coming together under the Career Management Field 15 to include UAS, air traffic control (ATC) and ASE. The heroics and sacrifice of Army aviation Soldiers throughout the decade have been chronicled in Hall of Fame inductees and in

awards and decorations for heroism. Many have paid the ultimate sacrifice in service to our Nation, Army, but most importantly to the ground soldier for which Army Aviation exists to serve. By the end of 2012, nearly 200 Army Aviators had given their lives in combat in service to their ground soldier and thousands of soldiers are alive today because of the efforts of Army Aviation's attack, lift, and MEDEVAC aircrews. If you want to know how Army Aviation

has performed and continues to perform in peace and war, ask a ground combat veteran. Their critique is Army Aviation's proper judge of performance.

## Facilities

Army basing, both in the United States and overseas, experienced changes for Army Aviation. From 2005 to 2012, The Army executed a major Base Realignment and Closure that impacted the home stationing of several Army Aviation units. In addition, between 2003 and 2012 a major drawdown in forces in Europe occurred which repositioned two CABs from Germany to the U.S. Often these relocations occurred between deployments to Iraq or Afghanistan. In the Pacific, in support of U.S. global force repositioning, drawdowns occurred in Korea, reducing the forces on the peninsula while also repositioning them to new installations.

By the end of the decade, Korea had only one CAB – inclusive of a rotational Kiowa Warrior cavalry squadron. By 2004 operations had ended in Bosnia relieving the need for American aviation support in the Balkans; Kosovo operations ended in 2013. So by 2012, Army Aviation force posture was predominantly based in the U.S. (including Alaska and Hawaii) and overseas with one CAB in Korea and one CAB headquarters plus in Germany.

For Army Aviation, basing and bed-down in theater (i.e., Iraq, Afghanistan, Bosnia, Kosovo) was provided in forward operating bases (FOBs) often constructed with portable clam shell hangars, Army engineered wooden buildings, or containers. Where available old airfields were used and every attempt was made to move to hard stand areas to conserve engines and to operate UASs. Maintenance of aircraft and equipment was a 24-7 operation to meet the high aviation OPTEMPO and to battle the austere conditions for Army helicopters. The churn of global force posturing and base relocation was yet another challenge for the Army and its aviation.

The decade between 2003 to 2012 was a historic period for Army Aviation. Given the new realities of a series of long wars, characterized by stability and support and counter insurgency operations, the Army and Army Aviation had to adjust its force structure aim point and adapt across the total force, Active, Guard and Reserve. No part of Army Aviation was left untouched. By 2012 Army Aviation was still transforming and executing combat operations in Afghanistan in support of their ground brethren with skill and determination while looking ahead into the future of Army Aviation.

*Author Note: "A History of Army Aviation: From the Beginnings to the War on Terror" by Dr. James W. Williams, was used as a reference for portions of this article.*

*GEN (Ret.) Richard A. Cody is a Master Army Aviator and the 31st vice chief of staff of the U.S. Army; LTG (Ret.) J. Mark Curran is a Master Army Aviator and former Army Aviation Branch Chief; and LTG (Ret.) James J. Lovelace is a former Director of the Army Staff and Deputy Chief of Staff, G-3/5/7, U.S. Army.*



July 9, 2004  
Warrant Officers  
branch Aviation



May 2006 - MQ-1B Warrior Alpha



June 26, 2006  
U.S. Army Aviation  
Warfighting Center  
redesignated U.S.  
Army Aviation Center  
of Excellence



2008 - C-27J Spartan



April 2008 - MQ-1C Gray Eagle





# Army Aviation 2013 to the Future – Maintaining our Sacred Trust with Teammates on the Ground

By LTG Kevin W. Mangum, CW5 (Ret.) Michael L. Reese, and SGM James H. Thomson



**S**ustained armed conflict defines the American society's perception of the United States military, specifically the Global War on Terrorism and the last decade and a half of operations underscored by Afghanistan and Iraq.

Army Aviation supports the Ground Commander, across the expanse of the spectrum of conflict, from crisis response to major operations and campaigns. This spectrum becomes more complex as near peer adversaries, who have been watching and evolving from the periphery, emerge on the horizon as a future threat. On the home front, Army Aviation is confronted with a similar spectrum of conflict dealing with budgets, personnel, airframes, modernization, futures and policy. Regardless of the challenges presented to Army Aviation on the battlefield of foreign lands or the budgetary arena, our decisions and focus never waver from our commitment to support the Soldier on the ground.

## Army Aviation 2013 Through Today

From any perspective, the Army and Army Aviation rarely stay in one place for too long. Whether that is a tactical location, structural design, doctrinal application or the weapon systems from which it engages the enemy, the Army is always on the move. Army Aviation is no different and one needs only to look at the transformation that has taken place since 2013.

Combat operations in support of Opera-

tion Iraqi Freedom have ceased. Operation Freedom Sentinel, formerly Operation Enduring Freedom, has changed in scope and structure. Force Manning Levels began

operations deploying back into the Iraqi landscape. New operational and strategic requirements intending to defeat the Islamic State of Iraq and Syria consisted of partner-



U.S. ARMY PHOTO BY SSG DPAL VAUGHN

*Soldiers assigned to 173d Airborne Brigade conduct sling load operations with UH-60 helicopters from 1st Air Cavalry Brigade, 1st Cavalry Division; part of an artillery raid during Exercise Allied Sport IV at the 7th Army Joint Multinational Training Command's (JMTC) Joint Multinational Readiness Center (JMRC) in Hohenfels, Germany, Jan. 26, 2016.*

dictating size, shape and training of Army units as they deployed into the theater of operation. Operation Inherent Resolve began the summer of 2014 with conventional Army Aviation in conjunction with special

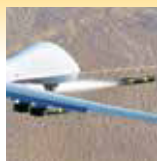
ship through planning, training, advising and occasionally kinetic operations. All the while, units at home station continue to design systems, tactics, techniques and procedures to best defeat the asymmetric

## 2010

July 15, 2009  
Combat Aviation  
Brigade, 1st Cavalry  
Division deploys  
to Iraq with 4  
developmental Gray  
Eagle UAS; QRC 1

2010  
U.S. Army  
Unmanned  
Aircraft System  
Roadmap  
2010-2035  
published

July 2010  
160th SOAR(A)  
deployed to Iraq  
as QRC 2 with 4  
Gray Eagle UAS



September 3, 2010  
HELLFIRE missiles  
integrated on the  
MQ-1C Gray Eagle



September 22, 2010  
COL Douglas H. Wheelock,  
an aviator with more  
than 3,000 hours in fixed  
and rotary wing aircraft,  
became the first active-  
duty Army astronaut to be  
named commander of the  
International Space Station.

March 25, 2011  
U.S. Army Special  
Operations  
Aviation Command  
(Provisional) activated.



threat that consumed our mindset over the past sixteen years.

Moreover, Army Aviation was called upon to support disaster relief missions including Haiti and Louisiana following Hurricane Matthew to provide assistance to flood victims after torrential rains submerged thousands of homes. The diversity in airframes, systems and training along with the proficiency in both leadership of Soldiers and the systems from which we operate allows Army Aviation to support the

“Emperor with no clothes,” that we might be missing or need to revitalize key components within the Branch. The DATE is the focus of that revitalization. CTC rotations are now centered on the “re-greening” of simultaneous combinations of offense, defense and stability in both size and scope supporting a ground commander; all the while maintaining the asymmetric proficiency that was forged over the past sixteen years. This is an Army learning curve, steep for some. Today one must be able to project

## Sustaining Capability Throughout an Ever-Changing Landscape

Sir Winston Churchill said it best, “Gentlemen, we have run out of money; now we have to think.” Though not unprecedented, policy adjustments, resource challenges, and “wicked problems” dotted the Army landscape since 2013. As a consumer of approximately one quarter of the Department of the Army equipping budget, Army Aviation is silhouetted against a backdrop of the Budget Control Act (BCA or Sequestration). Faced with significant budget cuts, senior Army leaders met with tough decisions to reduce modernization accounts in order to resource current force readiness and preserve development of the future force. In March 2013, General Odierno [Army Chief of Staff] asked, “how much aviation do we need?”

After extensive analysis based on historical demand, existing war plans and future force requirements, Army Aviation leadership determined a force of 15 combat aviation brigades (CAB) was required to meet the Army’s current and future demands. Based on the fiscal landscape and the inability to afford growing our capability, Army leadership asked us to instead look at how much aviation could we afford? That question led to a campaign plan known as the Aviation Restructure Initiative.

The focus of restructuring was to ensure “aviation paid its own way,” using existing assets, maintaining modernization programs, reorganizing into formations that provided more capability and capacity, maintained readiness for combatant and ground force commanders while saving or avoiding over \$12 billion for the Army. This momentous effort included collaboration and coordination across the Aviation Enterprise from Army Commands, to Army Service Component Commands to Direct Reporting Units. Every Soldier, piece of aviation equipment and structure were touched by this endeavor. In its most basic form, Army Aviation divests our oldest airframes while completing modularity of aviation force structure through CAB and ECAB [Expeditionary] design modification. These difficult decisions allowed Army Aviation to retain ALL modernized platforms. Another key aspect of the plan was to divest the TH-67 training helicopter fleet at Fort Rucker, Alabama and replace them with the



U.S. ARMY PHOTO

An Army MQ-1C Gray Eagle sits on a ramp at Fort Huachuca, AZ, in preparation for flight.

depth and breadth of missions from which it is charged.

The path through the Army Combat Training Centers (CTC) is also a point of reference to witness the current and projected future of Army Aviation. Until recently (2013-2015) the CTC experience largely served as a mission readiness exercise. We conducted training to support the ground commander in preparation for a specific asymmetric threat in a known environment. Team proficiency in attack, lift, assault, or reconnaissance was the capstone. Battalion sustainment readiness to support 24 hour continuous team coverage was mission success. Twenty-four or thirty aircraft to make teams of two was the standard. Today, those organizations experiencing a CTC rotation are undergoing a reawakening in the form of the Decisive Action Training Environment (DATE). Change is upon us!

As Army Aviation takes a long hard look in the mirror it acknowledges, just like the

Army Aviation combat power to the decisive point on the battlefield to shape future operations, to influence current operations, to capitalize on the initiative or all of the above simultaneously. Execution requires the massing of combat power in the form of aviation platoons, companies and possibly the battalion. Training, planning and sustainment must now come in line to support the Decisive Action (DA) fight. The Army’s movement towards objective training metrics, commonly known as Objective T, for reporting organizational readiness at company, battalion and brigade echelons places a renewed emphasis on unit training management and the effective utilization of flying hour program resources. Most importantly, we must ensure an honest and true assessment of the commanders’ overall organizational readiness moments to support the needs of our ground commanders at a moment’s notice when and where called upon.

June 11, 2011  
USACE UAS  
Training Battalion  
re-designated 2nd  
Battalion, 13th  
Aviation Regiment



December 7, 2011  
Congressional  
Army Aviation  
Caucus created

July 18, 2013  
COL Carey M. Wegan  
assumed command of  
the Combat Aviation  
Brigade, 1st Armored  
Division - First female  
to command an active  
duty CAB

November 2013  
160th SOAR(A) receives  
its first MQ-1C Gray Eagle  
company consisting of 12  
aircraft; first fully fielded  
company of Gray Eagle

December 2013  
Aviation Restructure  
Initiative approved by  
Army Chief of Staff



October 15, 2014.  
Operation Inherent  
Resolve designated  
name for Iraq and  
Syria operations  
against ISIL



repurposed and modern UH-72. Currently, the National Commission on the Future of the Army report, published January 28, 2016 speaks to recommended adjustments in the restructuring initiative. The commission recommends: the retention of an 11th CAB, the retention of four attack reconnaissance battalions, each equipped with 18 AH-64D aircraft, in the Army National Guard (resulting in 8 x ECAB and 2 x CAB in the National Guard), and an increase in the quantity of UH-72 aircraft to support the training base.

While modifications were made to the initial plan, the original intent of organizing Army Aviation to provide optimal capacity for Soldiers on the ground remains intact. We anticipated significant churn in the force based on such a major reorganization (expecting considerable friction in FY16), but the Army and the Aviation Enterprise underestimated the magnitude of the impact of retraining aviators, reorganizing formations, moving, and divesting aircraft.

Because of the turbulence experienced in all facets of Army Aviation and some of which was felt by commanders on the ground, Army leadership began to take notice. In January, 2016, the Chief of Staff of the Army, General Mark Milley directed a comprehensive review of Army Aviation. As a result, the Army established the Holistic Aviation Assessment Task Force (HAATF) to conduct a review of Army Aviation in totality focusing on leadership, readiness, training, maintenance, sustainment, policy, and resources. The HAATF was comprised of 34 subject matter experts from across Army Aviation, researchers from RAND Corporation, and three senior consultants with extensive aviation experience. After four months of research and analysis, the HAATF made 63 detailed recommendations to improve the health of Army Aviation and regain decisive action readiness.

Approved by the Chief of Staff of the Army and endorsed by the Secretary of the Army, Honorable Eric Fanning, the 63 HAATF recommendations focus on regaining core competencies, total force employment, operating at best value, optimizing for the future fight, maximizing potential of unmanned aircraft systems (UAS), aviation soldier career management, and governance of the aviation enterprise.

Recognizing the atrophied core com-

petencies, many of the recommendations emphasize the importance of “flying and fixing,” as they relate to training, which in turn translate to readiness and therefore focus on doctrine, systems and processes, and development of aviation professionals. Other proposals concentrate on Aviation’s total cost of operation and improving our ability to see ourselves clearly to best resource, manage, and execute the flying hour program; allowing commanders to generate combat power

## Future Systems – Balancing Modernization and the Future Force

As the Army begins a significant shift in culture and training from an almost pure asymmetric construct towards a balanced force approach based upon the DATE across the full spectrum of conflict, the present operational demand for Army Aviation remains high. While we have witnessed a reduction in the gross number of aviation



*U.S. service members with Joint Task Force Matthew unload supplies from a CH-47 Chinook helicopter at a landing zone in Jeremie, Haiti, Oct. 9, 2016.*

through training and sustainment. Additionally, the HAATF made recommendations to optimize Army Aviation’s ability to operate anytime, anywhere, and against any threat under any conditions. Lastly, several recommendations called for significant investment in the development of Army Aviation professionals to enhance their training, education, and experience thereby producing the most technically and tactically qualified aviation leaders with a continued commitment to honor the sacred trust with commanders and Soldiers on the ground now and in the future. These recommendations will go a long way to repair the “wear and tear” on the aviation total force and synchronize future investments in reach, protection, and lethality at the objective and the execution of multi-domain battle with the Army of 2025 and beyond.

assets deployed to combat since 2013 we simultaneously experienced a substantial decline in available force structure. Conversely, our current policy and strategy demand the retention of a strong presence in Afghanistan, Kuwait, Europe, Africa, Central America, South America, and the Pacific. In preparation for operations across the globe, we must execute continuous rotations at our CTCs and support home station training of the Army’s primary combat organization, the brigade combat team. Let us not forget the CABs’ own collective readiness training requirements. Regardless of conditions, Army Aviation’s unwavering support to our ground forces remains constant. The stress placed upon our formations, on both aircraft and personnel has not gone unnoticed. We must continue to assess and balance the competing demands



December 19, 2014  
The National Commission on the Future of the Army mandated in the 2015 National Defense Appropriations Act: GEN (Ret.) Carter Hamm appointed chair



2015 - UH-72A Lakota begins replacing TH-67 as primary rotary wing trainer at USAACE



March 16, 2015 - 3rd Squadron, 6th Cavalry Regiment converted to heavy attack reconnaissance squadron with organic RQ-7 Shadow platoons

May 7, 2015  
159th Combat Aviation Brigade, 101st Airborne Division (Air Assault) is deactivated at Fort Campbell, KY

December 16, 2015  
RQ-5 Hunter flies final flight in Army service at Fort Hood, TX



of training, operations and modernization as we look to the future.

Aviation provides our Army and Nation an unmatched asymmetric capability that if not properly nurtured and resourced could be lost. As we look to the future, emerging and evolving threats require that sharpened focus upon DA environments, capabilities, and readiness. Significant effort is necessary to maintain the asymmetric overmatch we as Army Aviation have come to rely on and will need in future conflicts. In order for aviation to remain an integral and relevant player in multi-domain battle, the course has many potential routes and dead ends. As a profession, we know that at a minimum, it is necessary to invest in the technology (manned and unmanned) and leadership of tomorrow (flying, fixing and resourcing) if we are to fight and win in a complex world.

We face enemies armed with an array of technology-enabled threats from a variety of actors: state, non-state, near-peer, regional and transnational. Over the past two decades our adversaries have been “going to school” on how our Nation and Army fights focusing on anti-access and area denial, the use of readily available and inexpensive proliferated 21st century technology, and improvements in cyber, air defense and electronic warfare capabilities. We need to invest in countering these current and emerging threats and do so now!

One example, Future Vertical Lift (FVL) provides the Army and Army Aviation an opportunity to invest in a capability that will provide the speed, range, payload, maneuverability and survivability at the objective necessary to defeat emerging and future threats. It is apparent that the advanced technologies our adversaries are fielding, and those we expect them to field in the future, requires immediate attention. The purpose of aircraft survivability equipment and degraded visual environment countermeasures are to ensure aviation can operate anywhere, under any conditions, and against any enemy. We must also harden our systems to reduce our vulnerability to disruption from cyber operations. Significant investment is also necessary to provide the lethality required to defeat advances in active protection and air defense systems. As a result, we see a critical and compelling need for long-range, precision weapons in the near term. The FVL- light

version (Capability Set 1) has potential to fill the critical scout/reconnaissance gap left by the divestment of the Kiowa Warrior, while a medium variant (known as Capability Set 3) meets the needs of future attack and assault requirements. A balance must be struck between the operational risk assumed in today’s environment to develop and acquire such systems and the need for modernization of current systems. Balancing of the aviation portfolio cannot go underestimated or ignored. Leaders will need to make difficult decisions and communicate the risk they assume with both the Soldiers operating the equipment, the leadership developing the campaign plans and the civilian policy makers the Army serves.

UAS is another arm in the current and future aviation fight. They too must be able to operate anywhere, anytime, and against any foe. As UAS become increasingly important in doctrine and tactical execution, we must balance the modernization of the MQ-1C Gray Eagle and the RQ-7B Shadow with the need for UAS systems of the future. Whether embedded in CAB Tables of Organization and Equipment, as part of a BCT structure, or independent as logistical movement capability, we must continue to mature our current systems and look to new undeveloped possibilities. There is no doubt that aviation professionals (operating manned and unmanned systems) will develop new and novel ways to team and employ the mutually supporting capabilities of their systems. UAS will allow aviation formations to cover extended areas of the battlefield while providing increased reconnaissance and security. Manned and unmanned teams will also allow us to improve survivability of manned systems, increase lethality and range of our formations, “thicken” the intelligence picture with an array of sensors, extend the reach of possible networks, and provide enhanced sustainment and resupply capacity to touch on just a few.

Finally, providing world-class training and education to Soldiers and leaders will continue to be a critical element to leveraging the immense capability aviation offers. As the old saying goes, “we train for certainty and educate for uncertainty.” We MUST continue to provide world-class training to our Soldiers, crews and leaders on the

intricacies of their equipment; but that is only the first step. Training them to employ that capability in demanding and unforgiving environments against realistic integrated air defenses and electronic warfare systems is just one example critical to mastering the tactics, techniques and procedures needed to contribute as a partner in the air-ground combined arms maneuver fight. We also need to train our ground maneuver commanders to fully leverage the entire range of capability aviation brings to their formations; well beyond the emergency, “911,” troops in contact technique they have grown accustomed to over the past decade and a half. As the complexity of the operating environment increases and intensifies, we must continually dial up the complexity of our own leader education on the nature of current and possible future warfare. We must do so to provide our Soldiers the skills to adapt and solve the problems presented by the unknown and unknowable nature of war. We need agile and adaptive leaders to solve the vexing problems that inevitably face our Nation.

## Our Enduring Aviation Branch Commitment

Army Aviation and its leaders must acknowledge, accept and embrace the challenges placed before us. The Aviation Enterprise must learn from the challenges of our past, understand the friction before us and prepare for the future we have yet to imagine. Our decisions as a Branch must never waver from the commitment made to America’s sons and daughters both those in the air and on the ground. Across the broad range of missions – attack, lift, assault, or reconnaissance – Army Aviation must retain and continuously earn that sacred trust.

That is why we exist!

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*LTG Kevin W. Mangum is a former aviation branch chief, the deputy commanding general and chief of staff of the U.S. Army Training and Doctrine Command (TRADOC); together with SGM James H. Thompson, former Aviation Branch Command Sergeant Major, he lead the Chief of Staff Army’s Holistic Aviation Assessment Task Force. CW5 (Ret.) Michael L. Reese is a former Chief Warrant Officer of the Aviation Branch and served as a senior consultant to the HAATF.*



January 28, 2016  
The National Commission on the Future of the Army delivers its report to the President and Congress.



January 2016  
LTG Mangum leads the Holistic Aviation Assessment Task Force (HAATF); results in 63 detailed recommendations.



April 15, 2016  
OH-58 Kiowa Warrior final flight; formation of 30 aircraft at Fort Bragg, NC



October, 2016  
U.S. Army Reserve Aviation Command activated





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The World's Sixth Sense®

# 75 Years of Army Aviation Cub Club Retrospect



## A Club Without Rules

By Mark Albertson

### NO-NO List

No Dues	No Mergers	No Programs	No Pins	No Collaboration	No Buageting	No Initiation Fees	No Awards
No Organization	No Handshakes	No Honors	No Money	No Conventions	No Policies	No Clock-Watchers	No Constitution
No Officers	No Decisions	No Rituals	No Axes	No Charters	No Women	No Resolutions	No Heroes
No Certificates	No I.D. Cards	No Trespassing	No Committees-	No Propaganda	No Chapters	No Boys	
No Meetings	No Flag-Waving	No Morals	No Publicity	No Records	No Shouting	No Paperwork	
	No Emblem	No Benefits	No Do-Gooding	No Soft Drinks	No Insurance	No Volunteers	
	No Executives	No Staff	No By-Laws	No Leadership	No Assurance	No Motto	

**Vintage is Everything!**



Photo to left: Members of "The Originals," a.k.a. The Cub Club, gather with family and friends to reminisce in the President's suite at the 2015 AAAA Army Aviation Mission Solutions Summit in Nashville, TN.

references to 'the good old days.' Yet, despite Colonel Ciley's observations, seven of the original 30 Cub Club members would go on to serve as AAAA National Presidents.

At the outset, yearly gatherings were generally in some far off corner of the National Convention, eventually convening in a suite in a hotel. Stories were bandied about, some having been told and then retold, with each and every version and its retelling, priceless... there is no monetary value on a camaraderie forged by that crucible known as war.

Photo below: The Cub CLUB assembles in the AAAA President's suite for some re-hydration during the 1975 AAAA Annual Convention.

A club without rules or regulations is an accident looking for a place to happen, right? Perhaps not. Take a look at the Cub Club.

In 1962, Colonel Alexander J. Rankin, an AAAA board member, gathered with six other Army Aviators from the 1942-1951 period. They began what would become known as the Cub Club.

Membership requirements? Provide a copy of your orders confirming you as an L-Pilot, plus an example of memorabilia, such as a photo, combat report, clipping, etc. And the Club mantra? Assist AAAA in maintaining the history of Army Aviation; and, adhere to the Club's No-No List (see the box). The original "No-No" list took a beating over time - The Cub Club has an emblem, one- that's sold by the Aviation Museum; and they've kept records. "No Motto" was quickly ignored when the phrase, "Vintage Is Everything!" appeared at the bottom of the first "No-No list," and "No Do Gooding" bit the dust when their annual pass-the-hat exercise underwrote those scholarships.

One would certainly be hard pressed to find another club that exists without rules.

Cub Clubber, Colonel (Retired) Doug

Ciley, once described this august group as a collection of "old individuals" who bring to the table the following characteristics: "A shortness of breath; some graying and balding; and, the making of nostalgic





In 2010, MG James O. Barkley, III, then branch chief and commanding general of U.S. Army Aviation Center of Excellence and Fort Rucker, Alabama, honored this unique collection of servicemen by officially designating them "The Originals." They were recognized at the AAAA Convention in Fort Worth, Texas, April 17th, and each was presented with a unique medallion. A ceremony later followed at Fort Rucker during which a Bronze Plaque was placed at the entrance of the Army Aviation Museum.

"Today's aviators carry that torch lit by the likes of the Cub Clubbers who, in World War II and Korea, forged the future of Army Aviation while flying aircraft slower than today's family sedans," a description impressed upon this writer by one of The Originals, LTC Norman Goodwin.

The last word belongs to retired Master Army Aviator and one of The Originals, Colonel Harry Townsend, "I am grateful to those who helped me by their good advice, friendship and by an occasional kick in the pants to encourage me to use my wings to help the military team accomplish its mission and serve this great Country of ours."

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

## 30 Aviators at the Initial Cub Club Gathering

LTC John L. Briggs  
LTC Richard E. Bywaters  
MAJ (Ret.) William R. Chaires  
MAJ Jessie Childress  
LTC Jack W. Duffy  
LTC William C. Dysinger  
Mr. M. Jake Fortner  
LTC (Ret.) E. Morgan Fox  
LTC (Ret.) Darwin P. Gerard\*  
BG O. Glenn Goodhand\*  
LTC Joseph L. Gude  
MAJ Claude E. Hargett  
MAJ William H. Harper  
CPT (Ret.) Arthur H. Kesten  
COL (Ret.) Robert M. Leich\*  
COL Richard L. Long\*  
LTC Nelson A. Mahone, Jr.  
COL (Ret.) Jack L. Marinelli  
MAJ James W. Maschmann  
LTC Joseph E. McDonald, Jr.\*

MAJ William R. Miller  
LTC Robert K. Moore  
Dario Politella  
COL Alexander J. Rankin  
LTC (Ret.) Thomas J. Sabiston  
COL Cloyd V. Taylor  
LTC Henry S. Wann  
COL (Ret.) Edwin F. Whitney  
BG Robert R. Williams\*  
Mr. Bryce Wilson\*

*\* Past AAAA National Presidents.*



*The Unofficial/Official Cub Club Patch*

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## Army Aviation Leaders



### Commanders of the U.S. Army Aviation Center of Excellence and Predecessor Agencies

#### Director, Department of Air Training, U.S. Army Field Artillery School, Ft. Sill, OK

COL William W. Ford ..... 3 August 1942 - 15 January 1944  
COL Gordon J. Wolf ..... 16 January 1944 - 2 November 1945  
COL William W. Ford ..... 3 November 1945 - 6 December 1945

#### Commandant, U.S. Army Ground Forces Air Training School, Ft. Sill, OK

MG Louis E. Hibbs ..... 7 December 1945 - 4 June 1946  
MG Clift Andrus ..... June 1945 - November 1946

#### Director, Department of Air Training, U.S. Army Field Artillery School, Ft. Sill, OK

COL William W. Ford ..... November 1946 - August 1947  
COL Carl I. Hutton ..... August 1947 - November 1949  
COL Edward O. Hopkins ..... November 1949 - October 1951  
COL I. B. Washburn ..... October 1951 - July 1953

#### Commandant, U.S. Army Aviation School, Ft. Sill, OK

COL I. B. Washburn ..... January 1953 - June 1954  
BG Carl I. Hutton ..... July 1954 - August 1954

#### Commandant, U.S. Army Aviation School, Ft. Rucker, AL

BG Carl I. Hutton ..... September 1954 - January 1955

#### Commander, U.S. Army Aviation Center and Commandant, U.S. Army Aviation School, Ft. Rucker, AL

BG Carl I. Hutton February ..... 1955 - June 1957  
MG Bogardus S. Cairns ..... June 1957 - December 1958  
COL John J. Tolson, III (acting) ..... January 1959  
MG Earnest F. Easterbrook ..... February 1959 - March 1962  
BG Robert R. Williams ..... March 1962 - August 1963  
MG Clifton F. Von Kann ..... August 1963 - February 1965  
MG John J. Tolson, III ..... March 1965 - March 1967  
MG Delk M. Oden ..... March 1967 - September 1970  
MG Allen M. Burdett ..... September 1970 - August 1973  
MG William J. Maddox ..... September 1973 - June 1976  
MG James C. Smith ..... June 1976 - December 1978  
MG James H. Merryman ..... December 1978 - 28 July 1980

#### Commander, U.S. Army Aviation Center and Commandant, U.S. Army Aviation School, Ft. Rucker, AL / Chief, U.S. Army Aviation Branch

MG Carl H. McNair, Jr. .... July 1980 - June 1983  
MG Bobby J. Maddox ..... June 1983 - January 1985  
MG Ellis D. Parker ..... January 1985 - September 1989  
MG Rudolph Ostovich III ..... September 1989 - July 1991  
MG John D. Robinson ..... July 1991 - July 1994  
MG Ronald E. Adams ..... July 1994 - September 1996  
MG Daniel J. Petrosky ..... September 1996 - September 1998  
MG Anthony R. Jones ..... September 1998 - August 2001  
MG John M. Curran ..... August 2001 - December 2003  
MG E.J. Sinclair ..... December 2003 - June 2006  
BG Virgil L. Packett II ..... June 2006 - July 2008  
MG James O. Barclay ..... July 2008 - August 2010  
MG Anthony R.G. Crutchfield ..... July 2008 - August 2012  
MG Kevin W. Mangum ..... August 2012 - March 2014  
MG Michael D. Lundy ..... March 2014 - April 2016  
MG William K. Gayler ..... April 2016 - Present

#### Command Sergeants Major of the U.S. Army Aviation Center of Excellence and Predecessor Agencies

SGM/CSM Carl W. Griffin ..... 1965/1966-1969  
CSM Clifton A. Wagner ..... 1970 - 1973  
CSM William L. Nolin ..... 1973 - 1975  
CSM Robert L. Roots ..... 1975 - 1980  
CSM David L. Spears ..... 1980 - 1984  
CSM Roger W. Putnam ..... 1984 - 1985  
CSM Tilden R. Kirkland ..... 1985 - 1987  
CSM John P. Traylor ..... 1987 - 1989  
CSM Roy McCormes ..... 1989 - 1991  
CSM Freddy Finch, Jr. .... 1991 - 1995  
CSM Marvin E. Horne ..... January 1995 - November 1997  
CSM Edward P. Iannone ..... March 1998 - November 2002  
CSM Walter Belkman ..... November 2002 - January 2005  
CSM Buford Thomas, Jr. .... January 2005 - January 2007  
CSM Donald R. Sanders ..... January 2007 - May 2009  
CSM Tod L. Glidewell ..... May 2009 - March 2012  
CSM James H. Thomson ..... March 2012 - March 2014  
CSM Eric Thom ..... March 2014 - March 2016  
CSM Gregory M. Chambers ..... March 2016 - Present

#### Chief Warrant Officers of the Army Aviation Branch

CW5 Stephen T. Knowles II ..... May 2002 - October 2004  
CW5 Brent C. Driggers ..... October 2004 - December 2006  
CW5 Randall G. Gant ..... April 2007 - August 2008  
CW5 Jeffrey A. Reichard ..... August 2008 - August 2010  
CW5 Michael L. Reese ..... August 2010 - November 2013  
CW5 Allen R. Randy Godfrey ..... November 2013 - April 2016  
CW5 Joseph B. Roland ..... April 2016 - Present



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### Commanders of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) and Predecessor Agencies

#### Transportation Corps Army Aviation Field Service Office (TCAAFSO)

BG I. Sewell Morris ..... December 52 - March 55

#### Transportation Supply and Maintenance Command (TSMC)

BG I. Sewell Morris ..... March 1955 - October 1955  
MG William B. Bunker ..... November 1955 - October 1959

#### U.S. Army Transportation Materiel Command (TMC)

MG William B. Bunker ..... October 1959 - May 1962  
MG David B. Parker ..... August 1962 - November 1962

#### U.S. Army Aviation and Surface Materiel Command (AVSCOM)

MG David B. Parker ..... November 1962 - January 1964

#### U.S. Army Aviation Materiel Command (AVCOM)

MG Howard F. Schultz ..... April 1964 - May 1967  
MG John Norton ..... June 1967 - September 1968

#### U.S. Army Aviation Systems Command (AVSCOM)

MG John Norton ..... September 1968 - October 1969  
MG John L. Klingenhagen ..... November 1969 - June 1971  
MG Fred Kornet, Jr. .... July 1971 - November 1972  
MG Frank A. Hinrichs ..... November 1972 - July 1975  
MG Evind H. Johansen ..... August 1975 - June 1977

#### U.S. Army Troop Support and Aviation Materiel Readiness Command (TSARCOM)

MG Richard H. Thompson ..... July 1977 - July 1980  
MG Emil L. Konopnicki ..... July 1980 - June 1983  
MG Kenneth E. Lewi ..... June 1983 - October 1983

#### U.S. Army Aviation Research and Development Command (AVRADCOM)

MG Story C. Stevens ..... July 1977 - July 1983  
MG Orlando E. Gonzales ..... July 1983 - March 1984

#### U.S. Army Aviation Systems Command (AVSCOM)

MG Orlando E. Gonzales ..... March 1984 - June 1986  
MG Richard E. Stephenson II ..... June 1986 - September 1989  
MG Donald R. Williamson ..... September 1989 - July 1992

#### U.S. Army Aviation and Troop Command (ATCOM)

MG Donald R. Williamson ..... July 1992 - April 1993  
MG John S. Cowings ..... April 1993 - June 1995  
MG John J. Cusick ..... June 1995 - April 1996  
MG Emmitt E. Gibson ..... June 1996 - June 1997

#### U.S. Army Aviation and Missile Command (AMCOM)

MG Emmitt E. Gibson ..... July 1997 - July 1999  
MG Julian A. Sullivan ..... 9 July 1999 - 10 September 2001  
MG Larry J. Dodgen ..... 10 September 2001 - 1 December 2003  
MG James H. Pillsbury ..... 1 December 2003 - 19 July 2007  
MG James R. Myles ..... 19 July 2007 - 10 September 2010  
MG James E. Rogers ..... 10 September 2010 - 6 June 2012  
MG Lynn A. Collyar ..... 6 June 2012 - 12 June 2014  
MG James M. Richardson ..... 12 June 2014 - 18 February 2016  
MG Douglas M. Gabram ..... 18 February 2016 - Present

### Directors of Army Aviation

MG Hamilton H. Howze ..... 1956 - 1957  
BG Ernest F. Easterbrook ..... 1957 - 1959  
COL Hallett D. Edson ..... 1959  
MG Clifton Von Kann ..... 1959 - 1961  
BG Delk M. Oden ..... 1961 - 1963  
COL Robert H. Schulz ..... 1963  
BG John J. Tolson, III ..... 1963 - 1965  
BG George P. Seneff, Jr. .... 1965 - 1966  
COL Delbert L. Bristol ..... 1966  
MG Robert R. Williams ..... 1966 - 1967  
BG Edwin L. Powell, Jr. .... 1967 - 1969  
COL Jack W. Hemingway ..... 1969  
MG John L. Klingenhagen ..... 1969  
COL Jack W. Hemingway ..... 1969 - 1970  
MG Allen M. Burdett, Jr. .... 1970  
MG William J. Maddox, Jr. .... 1970 - 1973  
BG James H. Merryman ..... 1973 - 1974  
BG Charlie Canedy ..... 1976 - 1977  
MG Carl McNair ..... 1978  
BG Richard D. Kenyon ..... 1979 - 1980  
BG Ellis D. Parker ..... 1981 - 1982  
MG Robert F. Molinelli ..... 1983  
BG Jerome H. Granrud ..... 1988  
BG William Forster ..... 1989 - 1990  
BG Ronald E. Adams ..... 1992 - 1993  
COL William P. Dickens Jr. .... 1994  
COL Jan E. Callen ..... 1995  
COL Roger E. McCauley ..... 1998 - 1999  
COL Reed Kowalczyk ..... 2000 - 2001  
BG James D. Thurman ..... 2003 - 2004  
MG Jeffrey Schloesser ..... 2005 - 2006  
BG Stephen D. Mundt ..... 2007 - 2008



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## Directors of Army Aviation continued

BG Walter L. Davis	2008 - 2009
COL William H. Morris	2009 - 2010
COL Patrick E. Tierney	2010 - 2012
COL John J. Lindsey	2013 - 2015
MG Erik C. Peterson	2016 - Present



## U.S. Army Special Operations Aviation Command

### Commanders

BG Kevin W. Mangum	25 March 2011 - 13 June 2012
BG Clayton M. Hutmacher	13 June 2012 - 10 June 2014
BG Erik C. Peterson	10 June 2014-12 July 2016
BG John R. Evans, Jr.	12 July 2016-Present

### Command Chief Warrant Officers

CW5 David F. Cooper	25 March 2011 - 13 June 2012
CW5 Robert Witzler	13 June 2012 - 10 June 2014
CW5 Douglas M. Englen	10 June 2014-12 July 2016
CW5 Mark A. Meyer	12 July 2016-Present

### Command Sergeants Major

CSM David L. Leamon	25 March 2011 - 10 June 2014
CSM Gregory M. Chambers	10 June 2014-12 July 2016
CSM Stephen H. Helton	12 July 2016-Present



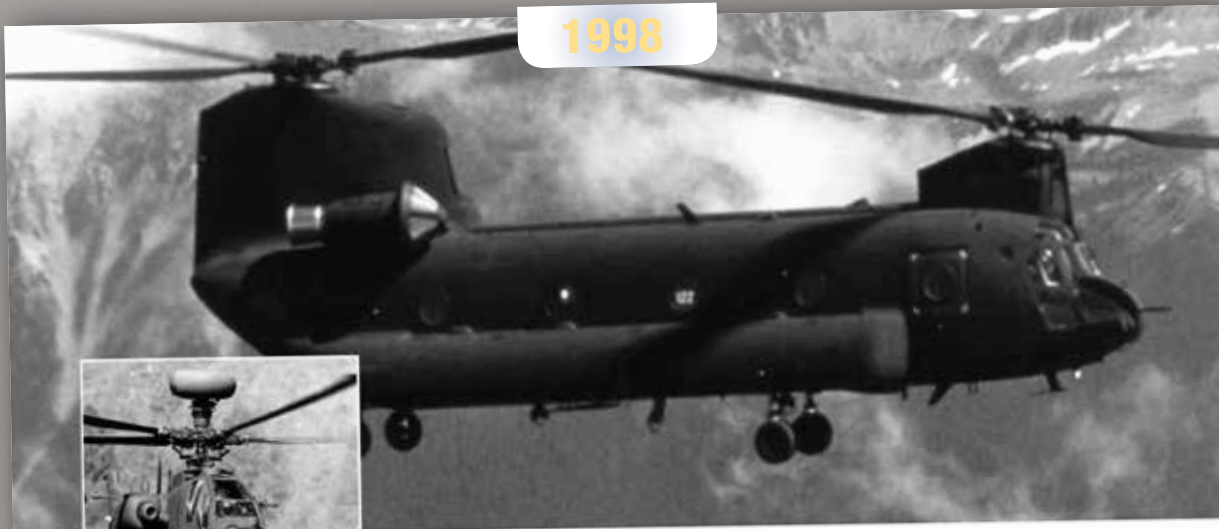
## Program Executive Officers Aviation

LTG William H. Forster	1987 - 1988
BG David Funk	1988 - 1989
Mr. Gary Smith	1990 - 1991
MG DeWitt Irby Jr.	1991 - 1995
Mr. Larry Holcomb (Acting)	1995 - 1997
MG James R. Snider	1997 - 2000
MG Joseph L. Bergantz	2000 - 2004
Mr. Paul Bogosian	2004 - 2008
BG William T. Crosby (Acting)	2008 - 2009
BG/MG William T. Crosby	2009 - 2014
BG Robert L. Marion	2014 - 2017
BG Thomas H. Todd III	2017 - Present

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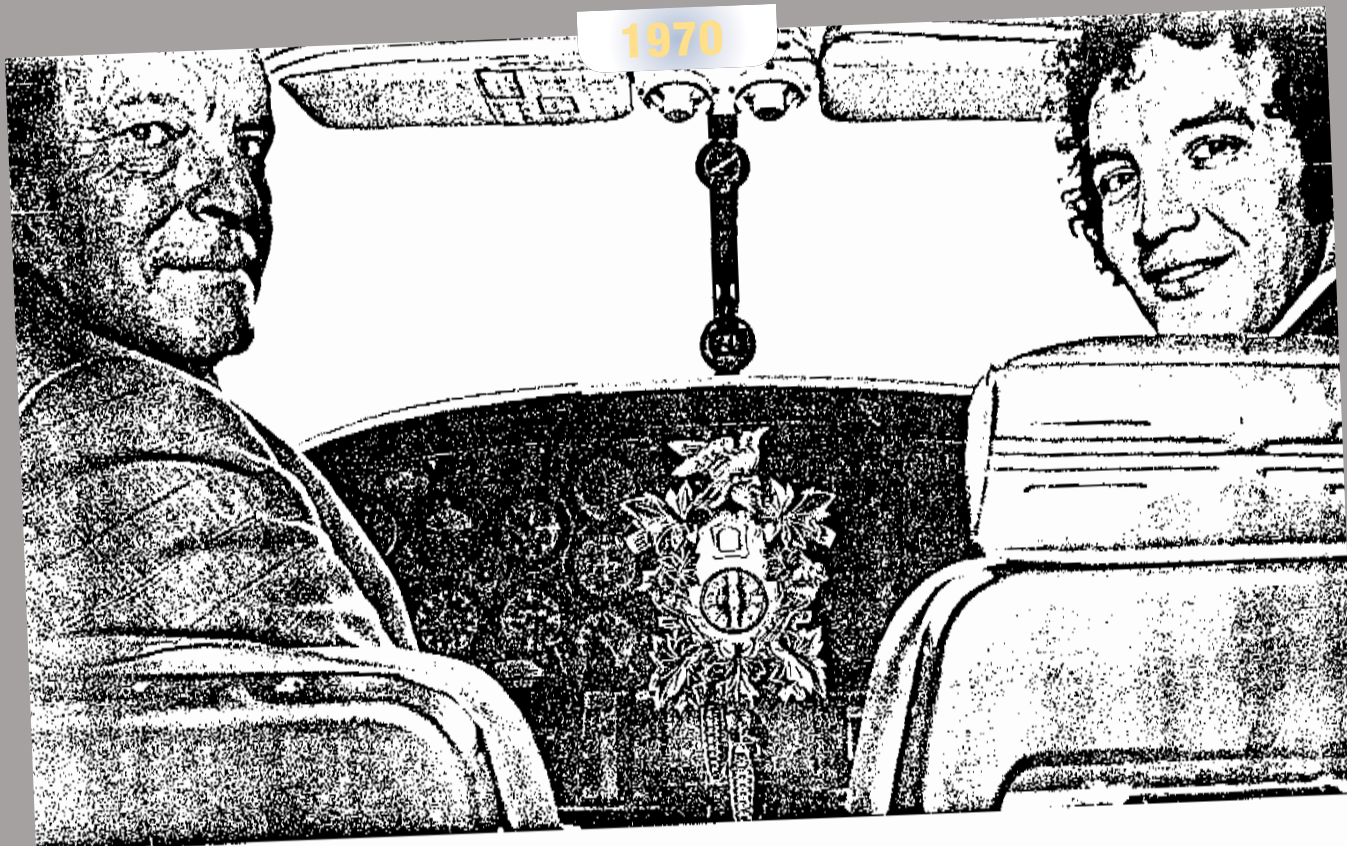


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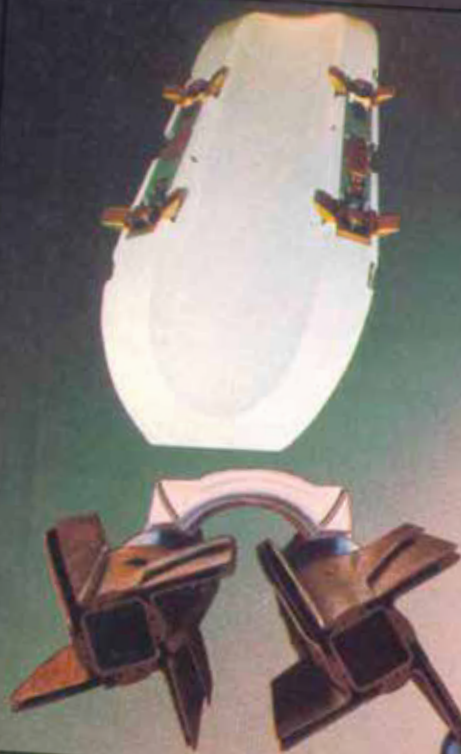
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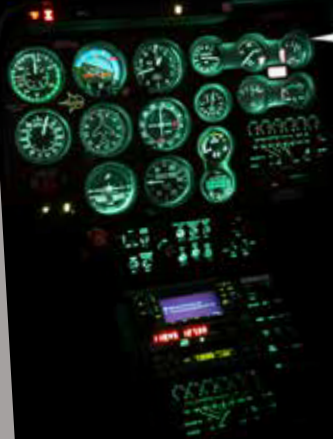


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# **AMCOM –** Moving Forward

By MG Douglas M. Gabram and Mr. Bennett A. Moe

**T**he U.S. Army Aviation and Missile Command (AMCOM) develops and delivers readiness to our Soldiers and Joint Warfighters around the globe. AMCOM and its OPCON units, the Aviation and Missile Research, Development, and Engineering Center (AMRDEC) and Army Contracting Command-Redstone (ACC-R) ensure that Army aviation and missile capabilities, which underpin virtually every Army operation across the global landscape, are available to meet the Chief of Staff of the Army's (CSA) priorities and the Combatant Commander requirements wherever and whenever needed.

Army aviation faces an extremely complex, rapidly-evolving strategic and

operational landscape. With uncertainties and challenges ranging from constrained funding to the proliferation of anti-aircraft weapon systems, we must balance – as a community – a host of Congressional, Defense and Army initiatives intended to improve readiness outcomes. These initiatives address challenges identified by key studies and legislation to include the Holistic Aviation Assessment Task Force (HAATF), the Aviation Restructure Initiative (ARI), the FY17 National Defense Authorization Act requirement to streamline the acquisition process, and aviation changes driven by the National Commission on the Future of the Army (NCF). To achieve an effective balance, AMCOM

remains heavily engaged in integrating and synchronizing current capabilities across the aviation and missile enterprise while investing in our future force to meet the capability gaps identified in Army internal reviews such as the Army Warfighting Challenges (AWC) and the FY19 Strategic Portfolio Analysis and Review (SPAR). In order to better deliver readiness and improve materiel availability to Soldiers on current Aviation platforms while also preparing to sustain approaching systems such as Future Vertical Lift and the Improved Turbine Engine Program, AMCOM had to rethink its organizational construct and develop a systematic approach in order to meet future requirements.





U.S. ARMY PHOTO BY SGT STEVEN GALIMORE

*CH-47 helicopter repairers with 122nd Aviation Support Battalion, 82nd Combat Aviation Brigade, conduct an inspection of floor panels on a CH-47 Chinook helicopter during routine maintenance at Fort Bragg, NC Nov. 16, 2016.*

## The Campaign Plan Framework

This challenge was met through development and execution of a comprehensive Command-wide Campaign Plan – a framework to ensure capabilities are aligned with the required outputs to the Army. AMCOM's Campaign Plan framework, developed in early 2017, weaves critical core competencies into effective, output driven lines of effort (LOE). These LOEs serve as a roadmap, integrating AMCOM logistics, engineering, and contracting capabilities, supported by highly skilled technical experts into an integrated, operationally-focused organization driven to enable readiness, support the future force, and provide trained, resilient and

ready employees who are focused on delivering key outputs for the Army. Unlike a traditional strategic plan, AMCOM's framework is not merely academic in nature, but enables – and more importantly measures – progress toward delivering capabilities to Soldiers and Joint Warfighters in the near-term. By focusing on near-term priorities and requirements but never losing sight that we support an ever-evolving Army, AMCOM will ensure that our time, money, workload, and initiatives are focused on operational outcomes.

The first LOE, ***Sustainable and Materiel Readiness***, speaks to the number one priority of the CSA and is focused on strategic, operational, and tactical sustainment issues and support from our skilled workforce. It includes initiatives such as optimizing the supply chain, optimizing depot performance and divestment of excess materiel.

Our second LOE, ***Future Force***, is about agile sustainment across the system life-cycle and developing and executing Army investments in future force capabilities. From the talented tech experts operating our prototype integration facilities (PIF), to our depot artisans building game-changing Army platforms organically, AMCOM is heavily engaged in delivering Army capabilities for the future fight. HAATF implementation and depot-developed systems like the UH-60V are included in this LOE.

As an organization, we are only as

effective as each individual member of our workforce and our third LOE, ***Human Dimension***, reflects this principle. AMCOM is determinedly investing in developing a workforce of excellence, a unified adaptable team of professionals at all levels of the Command. Consequently, as part of our campaign plan, we will work with civilian career program managers and military leaders to build flexible and adaptive leaders and multi-skilled Soldiers and civilians.

Everything revolves around resources and our final LOE, ***Resource Management***, addresses this key concern. Historically, AMCOM has done fairly well at presenting the quantitative (dollar) requirements, but we tend to do a poor job of outlining the qualitative (why) portion of the resource equation. In the future, we must be able to operationalize the impacts of our efforts and we must communicate our outputs to the Army in order to justify the resources we seek. This operationalization of resourcing is the main thrust of this LOE. Together these campaign LOEs and initiatives will push the envelope at every level of AMCOM. Through our Campaign Plan framework, we will shape our internal organizations, financial resources, and priorities to ensure we produce the right outcomes at the right time and for the right cost for our Warfighters.

## Achieving Balance

To ensure the evolving strategic and operational needs of the Army are met



U.S. ARMY PHOTO BY CPT BRIAN HARRIS, 16TH CAB

*UH-60M Black Hawk helicopter crew chiefs assigned to 16th Combat Aviation Brigade, 7th Infantry Division conduct aircraft maintenance at Gray Army Airfield, Joint Base Lewis-McChord, WA, Dec. 8, 2016.*

# AMCOM Campaign Plan



and to resolve significant aviation and missile sustainment challenges facing the Army requires achieving balance across many, sometimes competing, functions including: acquisition processes, contracting, science and technology, research, development and engineering, and sustainment.

AMCOM's role as the Army's provider of aviation and missile readiness requires us to balance the needs of the Army and the desires of industry partners to ensure timely delivery of platforms, parts and services. Along with AMRDEC and ACC-R, our efforts at Corpus Christi Army Depot (CCAD) and Letterkenny Army Depot (LEAD) are focused on lean, cutting-edge, and flexible organic industrial base capabilities. Together, we are creating an environment where AMCOM can provide an original equipment manufacturer (OEM)-like capability for the Army. While our Depots have historically met our need for commercial overhaul for aviation and missile systems, for the first time we are now developing an enduring capability to both design and rapidly deliver systems to meet Army operational needs. Within the next few years, both CCAD and LEAD will each organically manufacture a required weapons system. Producing these major end-items signifies the first time in over three decades the Army has developed a system organically. Our technical and engineering experts at AMRDEC are leading the design and engineer-

ing efforts in partnership with LEAD and CCAD, while our ACC-R team is providing contracting support enabling the Army to fully-leverage its own engineering, manufacturing and sustainment expertise, in complete synchronization with Program Executive Office (PEO) requirements.

## Life Cycle Sustainment Plans

The FY17 NDAA has driven changes to our Army's challenging acquisition process. AMCOM, within its supported portfolio of systems, is now directly engaged in all platform Life-Cycle Sustainment Plans (LCSP), whether for new system starts, or mandated cyclical reviews. LCSPs serve as the foundational document AMCOM will use to ensure that sustainment factors are driven into acquisition life-cycle planning. From increasing commonality of components to pushing the envelope of "zero maintenance" concepts, AMCOM is committed to partnering with product managers (PM) and PEOs to ensure the Army maintains a keen focus on post-fielding considerations, where 70% of Army's total life-cycle systems costs occur. Additionally, at the "front end" of aviation and missile systems' life-cycles, AMCOM ensures that science and technology, and research, development and engineering are appropriately prioritized to maximize system sustainment efficiencies.

As we move forward, AMCOM will continue to provide those core ca-

pabilities that the Army has relied on to resolve significant aviation and missile challenges for the Army. Whether it's our Engineering Center providing software solutions, our Aviation Center Logistics Command providing ready aircraft for Army aviation training, our technical experts providing disciplined, predictable maintenance and aviation scheduled maintenance programs, AMCOM will continue to deliver sustainment capabilities that keep our forces ready to meet real-world Army operational challenges.

AMCOM is fully-engaged in the strategic and operational challenges of our Army, and committed to meaningful outcomes through our Campaign Plan's strategic framework. Our disciplined framework will ensure that we deliver readiness at the point of need. We will maximize our output in all of our core competencies to ensure the operating force receives the support it deserves. 100% of AMCOM – our people, our organizations, our resources – will be ready to meet the real-world needs of our Army and the Nation.

*MG Douglas M. Gabram is the commanding general of the U.S. Army Aviation and Missile Life Cycle Management Command (AMCOM) at Redstone Arsenal, AL; Mr Bennett A. Moe is a strategist within the AMCOM G-5, Strategy Concepts and Plans.*





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## PEO Aviation:

### Ensuring a Viable Aviation Fleet in an Uncertain Environment, Now and Into the Future

By BG Thomas H. Todd III



Our Army is in the midst of the longest period of continuous deployment in its history. Over the past 15 years, Army Aviators have executed more than 7.5 million flight hours in multiple theaters of operation performing critical missions for combat commanders.

Our fleet continues to perform magnificently in all areas of contingency operations around the world, flying five to six times the normal operational tempo with readiness rates that far exceeded our expectations. While this extended period of high OPTEMPO has placed a heavy burden on our great fleet of combat-proven aircraft, the fact that they continue to perform so admirably is a testament to the aviation enterprise that developed those systems many years ago, along with today's workforce of dedicated professionals that continue to accomplish whatever is necessary to provide aviation support to our Soldiers. Credit should also be given to our industry partners for their steadfast support to our Army and help in providing us the best aviation

weapon systems in the world.

Even as we are heavily engaged in the fight, we must continue to assess the current situation and ensure the correct strategy is in place to successfully overcome current and future challenges. In this era of fiscal uncertainty, it has become increasingly important to ask ourselves how we scope our efforts to continue to maintain, sustain, and upgrade our current systems. What is the balance and the trade-offs we require to ensure we make sound investments for the future of Army Aviation?

Our ability to support Soldiers in current and future missions defines our impending acquisition strategies. It is vital that we continue to invest in science and technology, to develop the required technologies, and work diligently to transition these technologies into developed programs and ultimately fielded solutions.

To ensure that PEO Aviation goals and objectives are consistent and well aligned with the Department of the Army's strategic direction, PEO Aviation maintains clear focus on

*The Utility Helicopters Project Office recently commemorated a successful test flight of the first Engineering Development Model UH-60V Black Hawk, and on 8 Feb completed the handover of the aircraft to the government for testing. This milestone, set more than two years ago, was a collaborative effort among several organizations within the military and industry including the U.S. Army's Aviation and Missile Research and Development Center (AMRDEC), Redstone Defense Systems, and Northrop Grumman.*

executing its core mission of designing, developing and delivering complex weapons systems across the entire aviation portfolio to enable the success of the aviation enterprise.

#### **Continuing Modernization Efforts Through Effective Program Management**

We continue to modernize our airframes and tackle obsolescence and sustainment challenges by inserting new technology into our aviation platforms. This is critical if we are to maintain a stable and reliable fleet that can im-



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U.S. ARMY PHOTO BY CPT BRIAN HARRIS, 16TH CAV

*A U.S. Army AH-64E assigned to 16th Combat Aviation Brigade hovers over the runway during a training flight at Joint Base Lewis-McChord, Wash., Jan. 23, 2017. The Apache Project Office is implementing its first multi-year contract across fiscal years 2017 through 2021 for the purchase of 244 remanufactured and new build AH-64Es. The Apache multi-year contract is projected to save more than \$425 million versus implementing single year contracts.*

mediately respond to current challenges and be viable in future operations. My team in PEO Aviation, led by the most capable project managers in the Army, is working hard to ensure that our aviation fleet will always be the best in the world.

The Utility Helicopters Project Office recently commemorated a successful test flight of the first Engineering Development Model UH-60V Black Hawk, and on 8 Feb completed the handover of the aircraft to the government for testing. This milestone, set more than two years ago, was a collaborative effort among several organizations within the military and industry including the U.S. Army's Aviation and Missile Research and Development Center (AMRDEC); Redstone Defense Systems and Northrop Grumman. The successful flight of the UH-60V prototype represents a major milestone in the UH-60V program, and moves one step closer on the path to an enhanced, modern air capability to the operational force.

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

The CH-47F Block II Chinook upgrade, 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 over the past 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 received concurrence from the Army Requirements Oversight Council to move forward with the program. The Product Office continues to conduct risk reduction testing and complete activities required to award an 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

and reliability of the helicopter in high-hot atmospheric conditions. The Boeing Company flew the first prototype ACRB equipped aircraft in December at its Mesa facility. This flight testing is a key step in proving the technological readiness for the milestone decision.

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

The AH-64E Development and Modernization Product Office is working hard on the second planned technology insertion which is referred to as AH-64E Version 6. 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 capabilities, the aircraft will meet all of the requirements for the AH-64E program.

The Aviation Systems Project Office continues its efforts to develop capability to allow the Army Aviation Fleet to operate in degraded visual environments. The Product Office is currently exploring technology incorporating a fused image of Long Wavelength Infrared, Millimeter Wave radar, and Laser Imaging Detection and Ranging. The fused image is intended to incorporate geospatial data in a synthetic vision solution overlaid with symbology. The system will be fielded on the CH-47F and HH/UH-60M aircraft to enable landing and take-off in a brownout environment.

Our unmanned aircraft systems are an enduring, high-demand capability, which have flown nearly 2 million flight hours in support of the warfighter since the onset of combat operations. The fielding of upgraded Shadow v2 systems at a rate of two units per month continues to provide BCTs, combat aviation brigades and Special Operations with organic UAS capability. In September 2016, the first UAS flight in National Airspace using a ground based sense and avoid system was conducted at Fort Hood, Texas. GBSAA technology allows our UAS operators to maintain essential currency while at home station, without the need for chase planes, ground spotters, and other impediments to lessen quality, live UAS training exercises. The MQ-1C Extended Range Gray Eagle conducted its first flight in October 2016.





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## Innovative Contracting Strategies to Reduce Cost

Savings today means more investment for the future. To implement this tenet, PEO Aviation continues to purchase quantities of modernized platforms at a rate that keeps unit costs down. The cost avoidance obtained through innovative multi-year contracting is a 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 project offices to deliver capability to the Army and Soldiers at the best value possible.

The Apache Project Office is implementing 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 or Foreign Military Sales. The Apache multi-year contract will result in over \$425 million in savings versus single year contracts for the purchase of 244 remanufactured and new build AH-64E's.

The Utility Helicopters Project Office has successfully completed all actions required to be in a position to award a new five-year multiyear production contract for H-60M aircraft in FY17 that is projected to save approximately 11 percent over the cost of executing five single-year contracts.

## Focused on the Future

In parallel with our modernization efforts, PEO Aviation is also executing several critical programs to develop new systems to replace our aging fleets and ensure preeminent support to Soldiers on the battlefield of the future. These include the Improved Turbine Engine and Future Vertical Lift. The key to success is starting early and working closely with industry to

understand what technology solutions are possible.

The Improved Turbine Engine/Future Vertical Lift (ITE/FVL) Project Office recently achieved significant milestones for both the ITE and FVL programs. In June, the project office briefed the Army Acquisition Executive (AAE) and ASARC members receiving approval of the ITE Milestone A Acquisition Decision Memorandum criteria and authorization for entry into the Technology Maturation and Risk Reduction acquisition phase. Following a successful ITEP Milestone A, the Army Contracting Command-Redstone, awarded two separate Technology Maturation and Risk Reduction contracts in support of the ITE/FVL Project Office on 22 Aug. to General Electric (GE) Aviation and the Advanced Turbine Engine Company (ATEC), collectively valued at \$256 million. Those awarded contracts will culminate with Preliminary Design Reviews from each vendor in 2nd quarter of FY18 followed by a Milestone B to enter into the Engineering and Manufacturing Development Phase and a down select to one vendor.

The Project Office Team also paved the way for a successful FVL Capability Set 3 MDD Defense Acquisition Board decision by the Defense Acquisition Executive in October. It established the FVL Capability Set 3 effort as a pre-Major Defense Acquisition Program with Army lead and multi-service participation. The MDD milestone event officially launched the first of the Department of Defense next generation FVL aircraft programs. FVL's Milestone A is forecast for FY19, pending the Analysis of Alternatives results, multi-service participation and direction to pursue a new-start materiel solution.

## Conclusion

Army Aviation will always play a critical role in the execution of a wide variety of Army missions. To remain relevant we must focus on preserving operational capability and flexibility in support of our Soldiers on the ground. At the same time, we must be fiscally responsible in making the right decisions as we modernize and sustain our aging fleet and invent new capabilities.

As we look to commemorate 75 years of Army Aviation, the men and women who have been a part of this great community can be extremely proud of the exemplary contributions they have made to America's defense. From its earliest days at Fort Sill, Oklahoma, through its outstanding contributions which continue today, Army Aviation has become the decisive factor that our ground commanders not only demand, but have come to rely on. This uncompromising commitment to victory is achieved because of the many dedicated people who, through their vision, innovation and perseverance, have brought Army Aviation to where it stands today.

I am so proud and humbled to be back in PEO Aviation. We have a first class team with a tremendous reputation which is reinforced daily by the efforts of every single Soldier, civilian and support contractor throughout the entire organization. It is my personal commitment to provide the leadership required to ensure we continue to design, develop and deliver weapons systems that keep Army Aviation the combat power multiplier of choice by our commanders. I look forward to the challenges. I look forward to seeing what the future holds, and I look forward to seeing victory for our Soldiers.

---

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



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# Army Aviation Readiness – Fully Engaged from the Department of the Army

By COL John D. Kline

Today, after 75 years of service, Army Aviation is operating across 39 countries providing unparalleled support over a wide array of missions fostering the sacred trust between aviation teams and the Soldier on the ground. From counter-insurgency operations across the hot deserts and mountains of Southwest Asia to security cooperation with our allies and partners on the European plains and coastal nations of the Pacific, Army Aviation is working around the clock and globe. At home, our aviation teams are conducting disaster relief and transporting the military's most senior leaders from shore to shore across the United States and Caribbean. This is only possible due to the technological capability, and more importantly, the highly committed teams of aviation professionals that provide our Army the asymmetric advantage it maintains over any other country in the world.

## DAMO-AV: Synchronizing Aviation across the Total Army Force

Well... we're back! A little over a year ago, while the Army made tough decisions to make cuts across the force, the Department of the Army Military Operations-Aviation (DAMO-AV) office within the Army G3/5/7 was also on the chopping block after 60 years of Aviation synchronization and integration since the first director stood it up in 1956. Today, with the re-introduction of a general officer as the director and the dedicated team of Soldiers and civilians within the team, DAMO-AV is restored as we optimize for the future and seek to improve Aviation readiness. With the Aviation Restructuring Initiative (ARI) nearing completion, the DAMO-AV team is turning toward other challenges, some of which we'll expand on in this article like recommendations identified in the Holistic Aviation Anal-

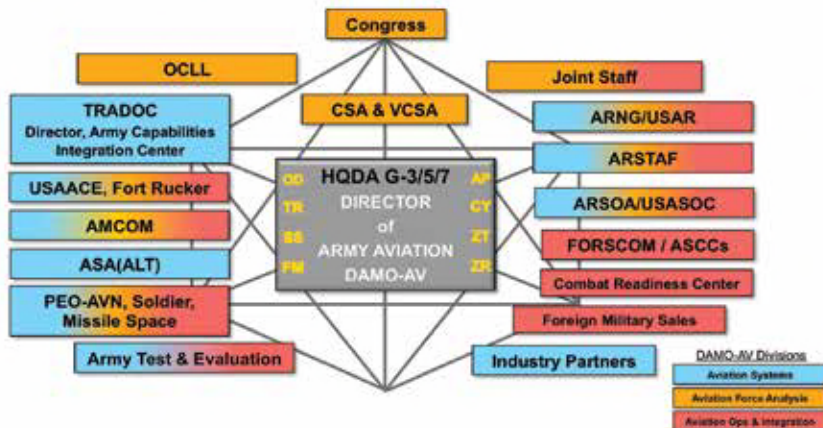
ysis Task Force (HAATF) Summary, Pilot Shortage Mitigation Strategy, and National Commission for the Future of the Army (NCFA) recommendations. Today, much like our 60 year history, the Army needs DAMO-AV to plan, synchronize and orchestrate innovative solutions across the Aviation Enterprise.

## Newly Organized Divisions In DAMO-AV

The recently approved and delayed construct of DAMO-AV is now better postured to accomplish steady state requirements while also offering flexibility for emerging requirements. Three Divisions (Aviation Operations and Integration, Systems, and Aviation Force Analysis) are now more directly aligned with corresponding Army Staff and subordinate commands to improve efficiency as they are focused on existing staff functions/venues.

**Aviation Operations and Integration Division** – As the name suggests, this newly organized division combines the efforts of two previously separated divisions, which over time, became fragmented with the onset of Army initiatives like ARI and the HAATF. The Aviation and Operations Division is now better organized to align with ex-

## DAMO - AV Coordination







U.S. AIR FORCE PHOTO BY SSGT MICHAEL BATTLES

isting HQDA G-3 directorates and the subordinate commands while also clearing up previously blurred lines of effort within DAMO-AV. Some of the significant areas this division will focus on include: Global Force Management (GFM), Quarterly Aviation Synchronization Meeting (QASM), Foreign Military Sales (FMS), Readiness and Flight Hour Program oversight.

**Systems Division** – As in years past, this division is manned, organized and aligned to facilitate both existing and emerging material solutions integrating with TRADOC, Department of the Army, Department of the Army Programming and Resources-Aviation (DAPR-FDV), and our industry partners. Within DAMO-AV, this is the division primarily aligned with the Army's acquisition process and the Army Requirements Oversight Council (AROC). The most significant change to this division is the integration of the Unmanned Aircraft Systems (UAS) Division, which was previously separate.

**Aviation Force Analysis Division** – This newly formed division serves two primary functions: strategic communications and future initiatives. Keeping our partners in Congress and their professional staff members informed is

vital as we continue to synchronize efforts across the Aviation Enterprise, Army Staff, and Office of the Secretary of Defense (OSD). Especially now, with a new Administration and the 115th Congress in session, this division is providing information daily to Army senior leaders as they prepare for testimony. DAMO-AV also recognizes the need to remain closely aligned with those efforts which inform the budget process. As a result, this section coordinates across the Army Staff to ensure Army Aviation interests are included within the Total Army Analysis (TAA), Army Campaign Plan (ACP) and the Program Objective Memorandum (POM) build.

**United States Army Aeronautical Services Agency (USAASA)** – Although not a new command, DAMO-AV now provides oversight of USAASA which serves as the Army's interface to the Federal Aviation Administration (FAA) and all stakeholders involved with Air Traffic Services and the National Airspace. This year, with the increasing popularity of small commercial drones, USAASA has been instrumental in coordinating Temporary Flight Restrictions (TFRs) over military installations to ensure the safe operation of military aircraft and

*A U.S. Army AH-64 Apache prepares to refuel during Emerald Warrior 17, March 3, 2017 at Hurlburt Field, FL.*

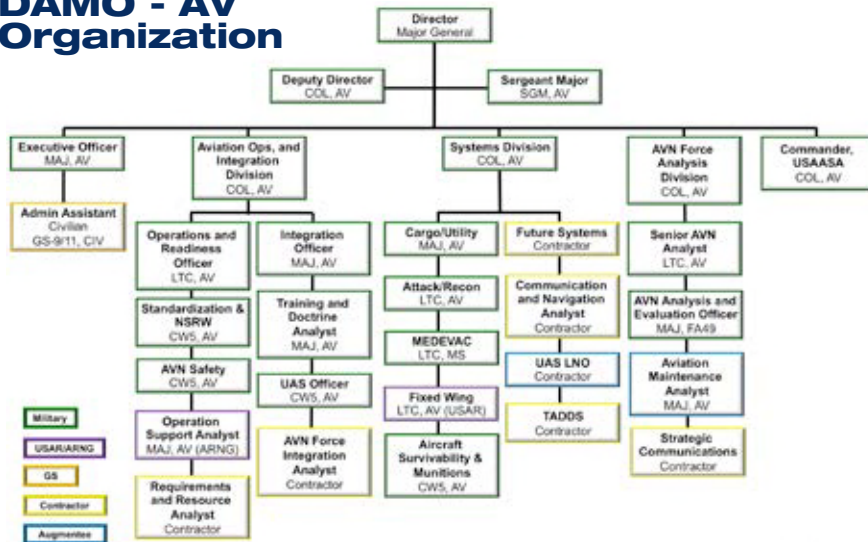
sustain force protection standards across all the services.

### **Holistic Aviation Assessment Task Force (HAATF) – 63 recommendations focused on one solution**

Last year, a select group of Army Aviation senior leaders (past and present) were called upon to share their expertise to highlight existing challenges and formulate recommendations to further improve the health of Army Aviation. The most significant effort was the Army Chief of Staff directed HAATF.

For four months in 2016, LTG Kevin Mangum led a team of highly qualified aviation professionals which identified 63 challenges and corresponding recommendations. Over the past few months, DAMO-AV gained approval for the governing body and associated process that will drive decisions and potentially implementation over the next three years. To date, 57 of the 63 recommendations are currently working through the process with the first 11 solutions now codified in an Army order.

## DAMO - AV Organization



DAMO-AV/As of 23 March 2017

### Quarterly Aviation Synchronization Meeting (QASM) – Improved synchronization across the Aviation Enterprise

One of the HAATF Recommendations relevant for this article was the need to improve synchronization across the Department of the Army, Forces Command and other Army Service Component Commands. The QASM

is primarily focused on synchronizing aircraft transfers, aircraft reset, new equipment fielding/training, and aircraft modification schedules. This forum will also provide a venue for aviation action officers to address pertinent issues across the Aviation Enterprise with the subordinate commands. The QASM is nested with the HQDA-led and FORSCOM-hosted Army Synchronization and Re-

sourcing Conference (ASRC) to ensure the Aviation Enterprise is synchronized not only internally but also across the Army. This event will provide more predictability across the Army and down to the individual aviation soldier.

### Maintaining a Balance

Supporting today's warfighter and improving readiness while we evolve Army Aviation capabilities requires a very careful balance to ensure we meet today's requirements without jeopardizing advancements in the future. This is not an easy task when you consider our Army is simultaneously striving to deter/defeat threats more capable than those we've faced over the last 16 years.

While Army Aviation continues to provide world class support to the U.S., Allies and partners across the globe, the demand for Army Aviation remains constant, if not increasing, as we prepare for future near-peer threats and strengthen existing/enduring relationships while we continue the counter-insurgency fight.

We continue to work closely with our Army National Guard and United States Army Reserve aviation partners capitalizing on the partnership built over 16 years of sustained conflict while realizing the Chief of Staff's vision for the "Total Army Force." Maintaining a rotary wing fleet that is 51% active duty, 43% Army National Guard, and 6% Army Reserve, operating in the most demanding environments across the world, requires a professional, balanced, and highly trained force capable of deploying at the highest levels of readiness. Employing the Total Army Force increases dwell time at home station and allows more time for our Soldiers to properly train and maintain our equipment. This shared responsibility across the Total Army Force requires our sustained vigilance through strong leadership and commander emphasis to eliminate distractors on those tasks not focused on improving readiness.

All of this, of course, requires resources which if not balanced properly, will distract from Army Aviation priorities on improving reach, protection, lethality and situational understanding. Initiatives like the Improved Turbine Engine Program, CH-47F Block II, Advanced Threat Detection System (ATDS), Joint Air Ground Munition (JAGM), Diminished Visibility Environment (DVE) and Future Vertical Lift (FVL) are just a few of the



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modernization advancements necessary to successfully fight emergent and future near-peer threats.

## Filling the Army

Should the Army receive an approved budget, the first priority is to “fill the holes” in existing force structure. This is significant given the shortages across Army Aviation and comes in the form of both personnel and equipment. Reduced funding over the last several years forced the Army to accept risk resulting in decisions to reduce staff positions in CAB headquarters and aviation warrant officer accessions. These holes will take years to fill given the experience levels required in both areas.

Risk was also accepted with equipment as the Army prioritized near term readiness over future modernization. Over the last few months, existing equipment shortages were prioritized and submissions made to the budget over the next several years in an effort to restore lost capabilities directly impacting readiness.

## Shaping the Army

As the Aviation Restructuring Initiative (ARI) nears completion, the final OH-58D equipped reconnaissance squadron recently returned from Korea to Fort Bragg and is in the process of converting to an AH-64D equipped Heavy Attack Reconnaissance Squadron (HARS). The AH-64D aircraft qualifications for this squadron will take place at their home station of Fort Bragg, NC due to the need to relieve pressure at Fort Rucker, AL as the Army increases the production of aviators over the next few years. This is a necessary action as we modify previous decisions made under ARI and adjust to recommendations made by the National Commission on the Future of the Army (NCFA).

In addition to restoring the 2nd Combat Aviation Brigade (CAB) in Korea, NCFA also recommended the Army National Guard retain four AH-64 battalions (18 aircraft each). Should the FY18 budget gain approval, these recommendations will be implemented and with it, the requirement to develop innovative solutions to temporarily increase aviator training capacity. Fortunately, the additional four ARNG AH-64 battalions will now participate in future rotations overseas allowing more time for all units to improve readiness between rotations.

Finally, several shaping initiatives are being considered as a result of the HAATF. A few of these include the reactivation of an aviation training support unit, reorganization of Air Traffic Services, and the better integration of Regular Army and Army National Guard leaders as part of the Total Army Force.

## Conclusion


As in years past, the synchronization and integration of Army Aviation remains both a necessary and continuous process of DAMO-AV as we sustain the sacred trust with the Soldier on the ground. In order to maintain this sacred trust, the Aviation Enterprise must keep up with an ever changing environment and together find innovative solutions as we transition from today's fight into the future. The team at DAMO-AV remains as committed today as they did at their start 60 years ago and stands proud as we look back at 75 years of Army Aviation. Together, we look forward to the next 75 years of success and beyond.

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*COL John D. Kline is the deputy director of aviation at Headquarters, Department of the Army G-3/5/7 (DAMO-AV).*





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# 2017 Army Aviation Mission Solutions Summit

## Agenda

### Tuesday, April 25, 2017

1000-1200	AAAA National Executive Board Meeting BG E.J. Sinclair, Ret., AAAA President	Canal E
1200-1300	AAAA NEB/AAAASF BOG Luncheon (Invitation Only)	Bayou E
1300-1700	Registration Center Open	Delta BCD Lobby
1400-1600	AAAA Scholarship Foundation Board Meeting COL Michael Freeman, Ret., President, AAAASF	Canal E
1700-1800	National Awardee Rehearsal	Canal E
1815-2030	Awardee/NEG Dinner (Invitation Only)	

### Wednesday, April 26, 2017

0800-1200	<b>AAAA Chapter Officer Workshops</b> Workshop Overview and Status of Chapters LTC Jan Drabczuk, Ret., AAAA VP Chapters National Office Support, Bill Harris, AAAA Executive Director Communications and Marketing, Jenn Chittum, AAPI Director of Marketing and Communications Fiscal Ops and New Processes MG Tim Crosby, Ret., AAAA Treasurer House of Heroes Update, Mr. Dennis Buden Membership Do's & Don'ts CW5 Dave Cooper, Ret., AAAA VP Membership Local/National Awards Procedures MG Walt Davis, Ret., Awards Board Chair Scholarship Procedures, BG Thomas Konitzer, Ret., Scholarship Foundation VP Chapter Idea Sharing LTC Jan Drabczuk, Ret.	Bayou CD
0900-1900	<b>Registration Center Open</b>	Delta BCD Lobby
1030-1600	Spouse Event: Natchez Hills and Sumner Crest Winery Tour with Lunch	Depart Delta Portico
1500-1600	<b>AAAA President's Industry Reception</b>	Ryman Hall C Community Booth
	Exhibitor ONLY Industry to Industry meetings	
1600-1900	<b>Networking Exhibit Center (NEC) Open</b>	Ryman Hall BC
1600-1900	Early Bird Opening Reception Sponsored by SAIC	Ryman Hall BC
1930-2100	Industry Reception – Sikorsky, A Lockheed Martin Corporation	Delta A Lobby
1930-2130	Industry Reception – Team Apache	Delta CD
1930-2230	Industry Reception – BAE Systems	FUSE

### Thursday, April 27, 2017

0700-0800	Spouse Event – Yoga/Meditation	Magnolia Ballroom
0700-0745	Speakers Green Room Pre-Brief & Breakfast (Invitation Only)	Bayou E
0730-1700	Registration Center Open	Delta BCD Lobby
0730-1700	Soldier Café (Military ID Required – No Retired)	Delta B
	Sponsored by Team Chinook	
0730-0800	Eye Opener Coffee	Sponsored by Northrop Grumman
0730-1700	Press Room Open	Sponsored by Northrop Grumman
0800-1100	<b>Professional Sessions–Celebrating 75 Years of Army Aviation</b>	Delta A
0800-0805	Opening Remarks Mr. William R. Harris, Jr., AAAA Executive Director	
0805-0815	Celebrating 75 Years of Army Aviation BG E.J. Sinclair, Ret., AAAA President	
0815-0825	101st Airborne Division (Air Assault) Welcome MG Andrew P. Poppas, Commanding General	
0825-0905	Keynote Address *The Honorable James N. Mattis, Secretary of Defense	
0905-0930	Soldier & Unit Awards Presentation	
0930-1000	Aviation Branch Chief Presentation MG William K. Gayler, Commanding General, U.S. Army Aviation Center of Excellence (USAACE) & Ft. Rucker	
1000-1030	Acquisition, Logistics & Technology Update BG(P) Robert L. Marion, Deputy for Acquisition and Systems Management, Office of the Assistant Secretary of the Army for Acquisition, Logistics and Technology	
1030-1100	Future Force LTG James C. McConville, Deputy Chief of Staff, G-1	
1100-1230	<b>Spouse Professional Session</b> – You, Your Genes, and Your Health Nancy J. Cox, Ph.D., Director, Vanderbilt Genetics Institute	Bayou B
1100-1700	<b>Networking Exhibit Center Open</b>	Ryman Hall BC
1100-1700	Warriors To The Workforce Hiring Event	Ryman Hall C
1130-1300	<b>Scholarship &amp; Museum Donation Luncheon</b> LTG Daniel J. Petrosky, Ret., U.S. Army Aviation Museum Foundation President BG Thomas Konitzer, Ret., Scholarship Foundation President	Delta D
1230-1400	<b>The PM/TCM Interface–Ops Requirements Meet Acquisition – A Discussion</b>	NEC hall center stage
	MG Walter L. Davis, Ret., former Director, Army Aviation G-3/5/7 DAMO-AV	
1300-1500	Spouse Event – “The Sound” Nashville Music Tour	Depart Delta Portico
1330-1645	<b>Deep Dive Working Groups</b>	
1330-1500	Enlisted Aviation Maintenance Training and ALC/SLC Redesign CSM Gregory M. Chambers, Command Sergeant Major of the Aviation Branch	Bayou CD

1330-1500	<b>Aviation Warrant Officer Roles and Responsibilities</b> CW5 Joseph B. Roland, Chief Warrant Officer of the Aviation Branch	Bayou B
1515-1645	<b>International Aviation Senior Leaders</b> Moderator: BG Stephen D. Mundt, Ret., AAAA Senior Vice President COL Andreas Henne, *Canadian Army Rep MG Emiro Jose Barrios, Colombia Chair, NATO HISWG MG Michel Grintchenko, France Mr. Cornelious Doraton, *Italian Army Rep MCLSB Rep., USA United Kingdom Army Rep *Australian Army Rep	Bayou CD
1400-1445	<b>Q&amp;A with Army Aviation Senior Leader</b> MG Douglas M. Gabram, Commanding General, Aviation and Missile Command (AMCOM)	Ryman Hall BC NEC hall center stage
1400-1500	<b>Army Aviation Hall of Fame Trustees Meeting</b> (Invitation Only)	Canal E
1445-1545	<b>Q&amp;A with Industry Leaders</b> Moderator: MG William T. Crosby, Ret., AAAA Treasurer COL (Ret.) Craig Madden, ATEC Ms. Kim Smith, Boeing Mr. Scott Rauer, DynCorp MG (Ret.) Jim Rogers, Lockheed Martin COL (Ret.) Mike Moody, S3 Ms. Beth Whitaker, Strata-G	Ryman Hall BC (NEC Hall Center Stage)
1600-1700	<b>Chapter Sponsored Soldiers Brief</b> (Invitation Only)	Ryman Hall BC Community Booth Delta A Lobby
1800-2130	<b>Army Aviation Hall of Fame Induction Banquet</b> 1800-1900 Reception 1800-1900 HoF VIP Inductee Assembly 1900-2130 HoF Dinner CW5 Randolph W. Jones, Ret., Chairman 2030-2300 Industry Reception – Team Chinook	Bayou E Delta A Delta CD

### Friday, April 28, 2017

0700-0800	Spouse Event – Zumba	Magnolia Ballroom
0700-0745	<b>Speakers Green Room Pre-Brief &amp; Breakfast</b> (Invitation Only)	Bayou E
0730-1530	Registration Center Open	Delta BCD Lobby
0730-1700	<b>Soldier Café (Military ID Required – No Retired)</b> Sponsored by Team Chinook	Delta B
0730-0800	Eye Opener Coffee	Sponsored by Northrop Grumman
0730-1530	Press Room Open	Sponsored by Northrop Grumman
0800-1100	<b>Professional Sessions</b> 0800-0805 Opening Remarks MG Jeffrey J. Schloesser, Ret., AAAA Secretary	
0805-0830	DA Perspective MG Erik C. Peterson, Director of Aviation, DCS G-3/5/7, U.S. Army	
0830-0900	Army Aviation Challenges in Europe BG Frank W. Tate, Deputy Chief of Staff Operations, Multinational Corps Northeast, North Atlantic Treaty Organization	
0900-0930	Multi-Domain Operations in the Korean Theater of Operations BG David J. Francis, DCD, 2nd Inf. Div., 8th U.S. Army	
0930-1000	Sustaining the Fleet MG Douglas M. Gabram, CG, AMCOM	
1000-1030	Aviation Program Portfolio Update BG Thomas H. Todd III, Program Executive Officer, Aviation	
1030-1100	Special Operations Aviation BG John R. Evans, Jr., Commanding General, U.S. Army Special Operations Aviation Command (USASOAC)	
1000-1200	Spouse Event – “The Sound” Nashville Music Tour	Depart Delta Portico
1100-1530	<b>Networking Exhibit Center Open</b>	Ryman Hall BC
1100-1530	Warriors To The Workforce Hiring Event	Ryman Hall C
1100-1300	Cub Club Luncheon & Social - President's Suite	
1200-1430	<b>Q&amp;A with Army Aviation Senior Leaders</b>	Ryman Hall BC NEC hall center stage
1200-1300	BG Thomas H. Todd III, PEO Aviation	
1300-1400	BG John R. Evans, Jr., CG, USASOAC	
1400-1430	MG Frank Muth, Program Manager, Saudi Arabia National Guard Modernization Program	
1300-1500	Spouse Event - “The Sound” Nashville Music Tour	Depart Delta Portico
1430-1530	<b>The PM/TCM Interface–Ops Requirements Meet Acquisition – A Discussion</b>	NEC hall center stage
	MG Walter L. Davis, Ret.,	
1730-1830	Golden Eagles (50 Year and Above Members) Reception (Invitation Only)	Bayou E
1800-2200	<b>Informal AAAA Soldier Appreciation Dinner Concert</b> with Josh Turner – Celebrating 60 Years of AAAA	Delta A
1800-1900	Reception	
1900-2100	Dinner/AAAA Annual Membership Meeting – (pass the gavel)	
2100-2200	Soldier Appreciation Concert with Josh Turner	Sponsored by Bell Helicopter

Agenda as of April 4, 2017 - Refer to 17SUMMIT App for the latest Agenda.





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**April 27, 2017** 1100-1700

**April 28, 2017** 1100-1530

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Exhibitors: Business Attire

Thursday Hall of Fame Induction

Banquet: Dress Blue/Dress Mess/  
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Friday Soldier Appreciation

Dinner Concert: Casual

Active/Guard/Reserve Soldiers are encouraged to wear ACUs during all daytime activities.

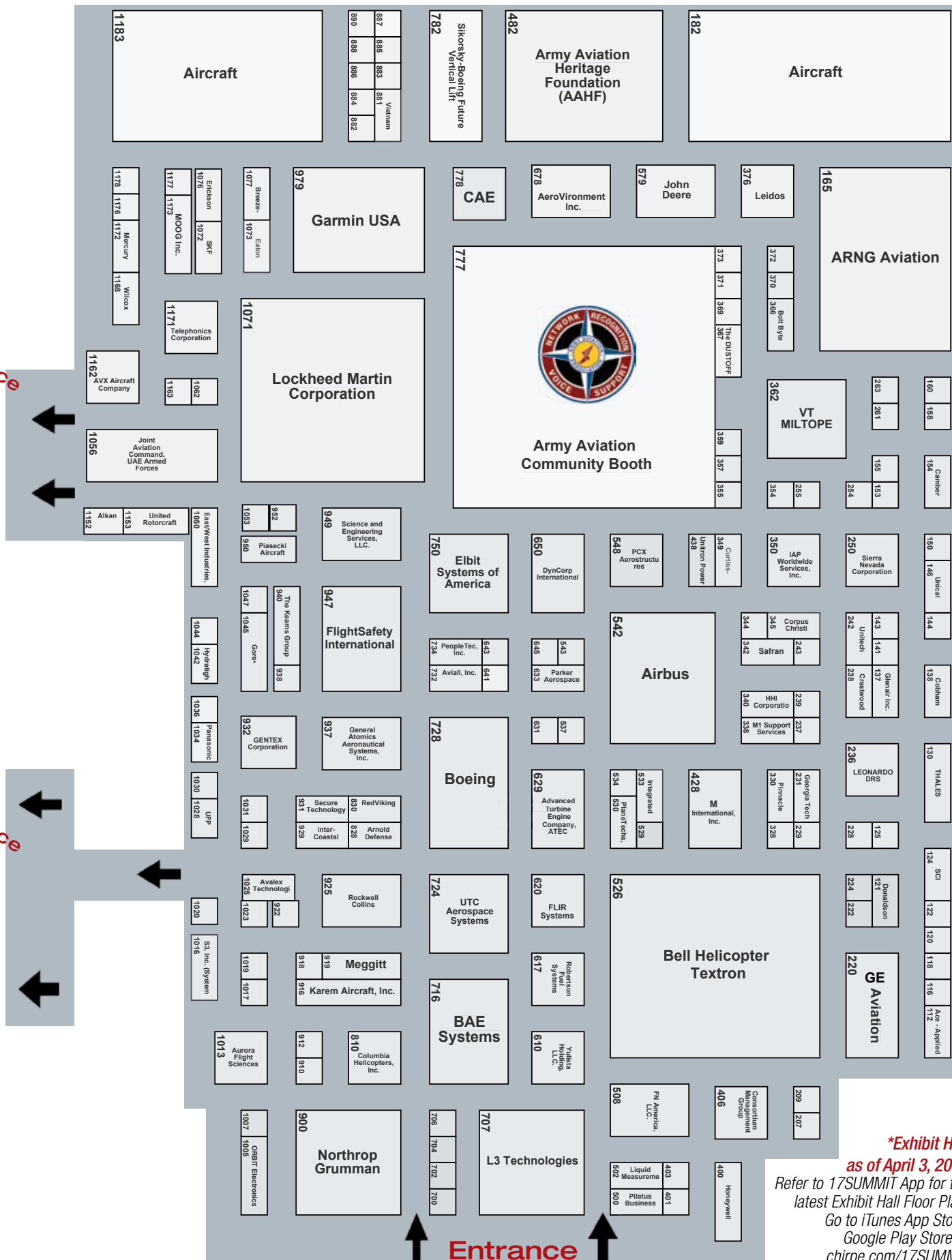
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3M Aerospace .....	2325	CALCULEX, Inc.....	1044	General Dynamics Ordnance and Tactical	
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Command (Airborne)  
Fort Campbell, Kentucky

Mr. Steven Blasey's vision, innovation, and leadership concerning aviation maintenance and sustainment spanned tactical to strategic levels. He championed powerful software analytics solutions to provide real-time visibility of key metrics, leveraging digital source collection, budgetary information, and maintenance transactional data to effectively mitigate risk, reduce costs, and help define flying hour ownership costs. His insight and efforts were noted by senior officials from TRADOC, AMCOM, and USAACE as the path forward for Army Aviation. The results of his efforts are evidenced in the 160th Special Operations Aviation Regiment (Airborne)'s operational successes managing 212 aircraft, both rotary wing and UAS platforms, executing over 50,000 flying hours budgeted at \$320 million, while averaging 7 simultaneous deployments (OCONUS/CONUS), peaking at 10, and totaling 42. Despite the vast logistical footprint, and obvious demands placed on maintenance and supplies, the unit averaged an 81% operational readiness rate, crested at 95%, and realized cost avoidances exceeding \$96 million. His Maintenance Technologies (MT) team led the fielding of the next generation Aircraft Notebook to the C27J fixed wing fleet and working toward first unit equipped for rotary wing. Mr. Blasey's initiatives and efforts identify him as the 2016 Army Aviation Association of America Joseph P. Cribbins Department of the Army Civilian of the Year.



### James H. McClellan Aviation Safety Award

Sponsored by GE Aviation



#### CW4 Shannon T. Wooten

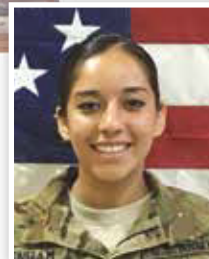
1st Battalion, 1st Aviation Regiment  
Combat Aviation Brigade, 1st Infantry  
Division  
Task Force Gunfighters  
Operating Base Fenty, Afghanistan

Chief Warrant Officer Four Shannon Wooten has made outstanding contributions to Army Aviation Safety while serving as the Aviation Safety Officer assigned to Task Force Gunfighters. The Task Force has not had a single rotary wing Class A or B accident during combat operations in Afghanistan while flying more than 4,600 hours in theater. He also integrated local and higher level safety offices at brigade and United States Forces-Afghanistan ensuring all aspects of risk mitigation and policy were implemented in the Task Force area of operations. He worked tirelessly to continuously improve the safety practices of the Task Force, support the companies, and set the standard for programs and practices that have been adopted by Task Force Gunfighter's higher headquarters. His ability to bring safety awareness down to the individual Soldier is unparalleled and has resulted in Soldiers taking ownership of their own safety in their day to day activities. His dedication to individual and unit safety is the highest ever seen by the command. CW4 Wooten's dedicated, outstanding contributions to Aviation Safety clearly identify him as the winner of the 2016 Army Aviation Association of America James H. McClellan Aviation Safety Award.



### Army Aviation Soldier of the Year

Sponsored by  
Bell Helicopter Textron



#### SPC Cheylese R. Denham-Lucero

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

Specialist Cheylese R. Denham-Lucero served as a vital teammate with Charlie Company, 3-1 Assault Helicopter Battalion, Task Force Fighting Eagles, 1st Combat Aviation Brigade while deployed to Afghanistan in support of Operation Freedom's Sentinel (OEF) and Operation Resolute Support (ORS). She flew in excess of 200 hours on over 40 combat missions while operating in some of the harshest conditions in Army Aviation. These missions allowed key United States and Coalition leaders to engage with Afghan National Security Forces (ANSF) and government officials. Additionally, she performed outstandingly in her additional duties as the company Aviation Life Support Equipment (ALSE) representative and Test Measurement & Diagnostic Equipment (TMDE) coordinator; positions previously held by a Chief Warrant Officer Two. She is known as the go-to maintainer in the company and was crucial to the unit's ability to maintain an 89 percent operational readiness rate for the deployment. She embodies the "total Soldier" and scored a 332 on the Army Physical Fitness Test extended scale; she easily won both battalion and brigade Soldier of the Quarter boards in December, 2016. Specialist Denham-Lucero is most deserving of recognition as the 2016 Army Aviation Association of America Soldier of the Year.



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## 2017 Army Aviation Mission Solutions Summit National Award Winners



**Henry Q. Dunn**  
**Crew Chief**  
**of the Year**

Sponsored by  
Robertson Fuel Systems



**SGT Brent S. Uchiyama**

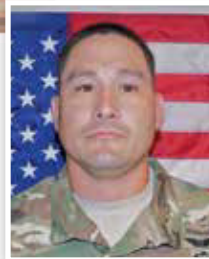
Company A, 1st Battalion, 1st Aviation  
Regiment  
Combat Aviation Brigade, 1st Infantry  
Division  
Fort Riley, Kansas

Sergeant Uchiyama excelled during his deployment to Camp Marmal and Operating Base Dahlke in support of OPERATION FREEDOM'S SENTINEL and OPERATION RESOLUTE SUPPORT as a member of Company A, 1st Attack Reconnaissance Battalion, Combat Aviation Brigade, 1st Infantry Division, Task Force Gunfighters. He served with distinction as crew chief, shift supervisor, company master driver and retention NCO. Prior to deployment, he managed maintenance for the company's crew chiefs and attack helicopters. He was directly responsible for the rapid completion of six major maintenance inspections and the replacement of five major end item components in support of the transfer of nine AH-64D aircraft. As a deployed crew chief, he planned, resourced, and executed 11 scheduled major maintenance inspections. As a company master driver, he was directly responsible for timely movement of over 750 tons of Class I, III, VII and IX supplies for nearly 150 U.S. and Multinational Soldiers and civilians. His mentorship resulted in the laudable cross training of six back-shops Soldiers to perform dual roles as AH-64D crew chiefs. SGT Uchiyama's dedication to the development of his Soldiers and demonstrated mission-first attitude have earned him recognition as the 2016 Army Aviation Association of America Henry Q. Dunn Crew Chief of the Year.



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

Sponsored by  
Lockheed Martin Corporation



**SSG Dustin P. Hardin**

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

Staff Sergeant Dustin P. Hardin served as a platoon sergeant of a 16 AH-64D Apache flight company during OPERATION FREEDOM'S SENTINEL, based in Kandahar Afghanistan. With a small number of maintainers due to the force cap limitations, he was able to manage limited resources and maintain 16 aircraft as the sole platoon sergeant. He managed maintenance in austere expeditionary locations in addition to his home base at Kandahar Airfield. As a member of an assault battalion task force, he personally trained twenty inexperienced Apache maintainers and armament technicians. His efforts resulted in unit aircraft flying more hours than any AH-64D company in theater. Due to his duty performance, Charlie Company, Task Force Nightmare excelled in the main role of a variety of campaign critical mission sets in support of TAACs South and West, AAC-S/W. His presence and leadership directly enabled Task Force Nightmare to contribute to partnered Afghan Special Operations Forces and U.S. Operational Detachment Alpha missions that resulted in the removal of multiple high level combatants from the battlefield. SSG Hardin's actions are clearly worthy of emulation and identify him as the 2016 Army Aviation Association of America Rodney J.T. Yano Noncommissioned Officer of the Year.



**Michael J.**  
**Novosel Army**  
**Aviator of the Year**

Sponsored by Sikorsky, a  
Lockheed Martin Company



**CW3(P) Andrew J. Sorenson**

Company B, 4th Battalion,  
160th Special Operations Aviation Regiment  
(Airborne)  
Joint Base Lewis-McChord, Washington

Chief Warrant Officer 3 (Promotable) Andrew Sorenson exemplifies a true leader within Army Aviation. As a 160th SOAR (A) Flight Lead he contributed to the Combined SOF aviation enterprise throughout the year as he planned, developed, briefed and executed innovative and complex training events at the multi-echelon level in locations ranging from South Korea to the United Kingdom. He improved joint SOF and ARSOA tactics through an additional complex training event while embarked on the USS Nimitz. As a standardization instructor pilot, he increased combat power by conducting multiple Fully Mission Qualified Pilot-in-Command flight evaluations along with Regiment-level assessments and Basic Mission Qualified aviator flight evaluations. In all, his efforts enabled the development of over 100 ARSOA personnel, over 30 foreign aviators, and over 300 Special Operations ground forces. He led multiple expeditionary operations over a combat deployment, providing successful integration of over 20 rotary wing and fixed wing platforms across the battlespace in support of the theater ground force commander. Recognized by his leaders, peers, and subordinates as a coach and mentor, CW3(P) Sorenson's achievements make him the clear choice for recognition as the 2016 Army Aviation Association of America Michael J. Novosel Aviator of the Year.



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## 2017 Army Aviation Mission Solutions Summit National Award Winners



### Robert M. Leich Award

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Northrop Grumman  
Corporation



### 1LT Jamie K. Beaver

Company B, 5th Battalion, 159th Aviation  
Regiment  
Task Force Nightmare  
Kandahar Airfield, Afghanistan

1LT Jamie Beaver valorously distinguished himself in aerial flight as a platoon leader and CH-47F pilot for Bravo Company, 5-159th General Support Aviation Battalion while deployed in support of OPERATION FREEDOM'S SENTINEL (OFS), assigned to Task Force Nightmare. On 18 June 2016, in Uruzgan Province, Afghanistan, he was a pilot on a flight of two CH-47F aircraft with a mission to insert Afghan commandos into a known hostile area. In addition to the commandos on the aircraft, there were two U.S. Army Infantrymen on board acting as Guardian Angels. Both aircraft landed at the objective and inserted the commandos, while constantly receiving heavy surface to air fire from small arms and rocket propelled grenades (RPGs) from multiple directions. While on the ground, the enemy continued to engage the aircraft. After departing the objective, 1LT Beaver's crew noticed that one of the Guardian Angels had momentarily stepped off the aircraft and did not get back on. Despite the extreme hostile threat to the aircraft and crews, he immediately requested to return to the landing zone where, again under extreme enemy fire, they successfully recovered the U.S. Soldier. 1LT Beaver's selfless service and courage under fire warrant his recognition with the 2016 Army Aviation Association of America Robert M. Leich Award.



### AAAA Army Reserve Aviation Unit of the Year

Sponsored by  
Honeywell



Commander:  
LTC Stephen W. Ladd



Senior NCO:  
CSM Mark E. Dehart

### 5th Battalion, 159th Aviation Regiment

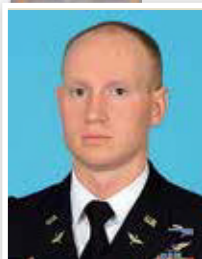
Fort Eustis, Virginia

As the largest general support aviation battalion in the U.S. Army, the workload, operational tempo, and mission throughput of the "Dragon Masters" of the 5-159th GSAB is an impressive tale of combat operations, special operations mission training support, and support to homeland operations. Throughout 2016, the Dragon Masters conducted 7,034 flight hours, supported 240 external mission requests, recovered a unit from Kosovo, deployed two units to Afghanistan, mobilized yet another in preparation for deployment, dropped two-million pounds of water fighting fires state-side, in addition to many other operations. The Dragon Masters are conducting deliberate operations under OPERATION FREEDOM'S SENTINEL (OFS) and train-assist-advise operations under OPERATION RESOLUTE SUPPORT (ORS). Missions include air assault operations, cordon and search, and recovery of high-value targets while working in conjunction with international NATO partners. In addition to OCONUS operations, the Dragon Masters have also supported CONUS joint and inter-agency training events such as Emerald Warrior, Trident Warrior, Prominent Hunt, and WINGS 2016. The performance of the Dragon Masters in 2016 will serve as an example and challenge for future generations to emulate and earns them recognition as the 2016 Army Aviation Association of America U.S. Army Reserve Aviation Unit of the Year.



### AAAA John J. Stanko Army National Guard Aviation Unit of the Year

Sponsored by Honeywell



Commander:  
CPT Christopher D.  
Gericke



Senior NCO:  
SFC Layne Marti

### Company B, 2nd Battalion, 211th Aviation Regiment

Iowa Army National Guard  
Davenport, Iowa

Soldiers of Bravo Company, 2-211th Aviation Regiment executed a variety of CH-47F mission sets including cargo movements, passenger movements, helicopter assault force and deliberate operations in low illumination, deteriorated weather conditions, mountainous terrain environments and in all modes of flight; day, night, and night vision goggles, across Afghanistan. The unit deployed a total of 40 combat aircrew members, 20 from the Minnesota Army National Guard and 20 from the Iowa Army National Guard. Unit Soldiers were spread across multiple austere locations in Afghanistan. During the course of their deployment, unit crews flew over 3,000 aircraft hours, executed more than 300 combat missions across Afghanistan and performed thousands of scheduled and unscheduled aircraft maintenance hours. They moved in excess of 1,000,000 lbs. of cargo, executed over 50 high risk HAF missions and flew more than 100 deliberate operations. Unit Soldiers were awarded a total of three Bronze Star Medals, 69 Air Medals, eight Combat Action Badges, three Meritorious Service Medals, five Army Commendation Medals and 14 Army Achievement Medals. The accomplishments of the Soldiers of Bravo Company identify them as the 2016 Army Aviation Association of America John J. Stanko Army National Guard Aviation Unit of the Year.





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## 2017 Army Aviation Mission Solutions Summit National Award Winners



### AAAA Active Army Aviation Unit of the Year

Sponsored by L3 Technologies



Commander:  
LTC Jacob J. Dlugosz



Senior NCO:  
CSM Dwight N. Evans

### 2nd Battalion, 1st Aviation Regiment Task Force Fighting Eagles

Combat Aviation Brigade, 1st Infantry Division  
Bagram Airfield, Afghanistan

TF Fighting Eagles was instrumental during sustained combat operations while executing air ground operations at home station and during Operations RESOLUTE SUPPORT (ORS) and FREEDOM'S SENTINEL (OFS). The unit, which is comprised of 351 Soldiers from both the active component and National Guard organized into a headquarters company, six helicopter companies, an aviation unit maintenance detachment, an infantry platoon, and an air traffic services detachment, deployed to Bagram, Afghanistan in August 2016. Task Force crews flew more than 10,700 hours, the highest in the combat aviation brigade, executed over 3,950 air movements, transporting more than 16,000 personnel and half a million pounds of cargo, and evacuated 179 patients on 86 life-saving MEDEVAC missions in support of ORS. The TF directly supported OFS by executing 44 air assaults, 19 ground assault force raids, and 10 Special Mission Wing helicopter assault force raids with partnered Special Forces Teams, Afghan Commandos, and Attack Weapons Teams targeting top level Taliban leaders and eliminating over 70 enemy combatants. The Soldiers of TF Fighting Eagles provided exceptional support to the combatant commander and ground forces in the harshest environment in the world earning recognition as the 2016 Army Aviation Association of America Active Aviation Unit of the Year.



### AAAA Outstanding Aviation Unit of the Year

Sponsored by  
The Boeing Company



Commander:  
COL John M. Cyrulik



CCWO:  
CW5 Sam R. Baker



Senior NCO:  
Roque R. Quichocho

### Combat Aviation Brigade, 1st Infantry Division Task Force Victory

Fort Riley, Kansas

Over the past year, Task Force (TF) Victory, Combat Aviation Brigade (CAB), 1st Infantry Division (1ID), proved to be the cornerstone of air-ground operations for joint, multi-COMPO, and multi-national forces fighting our Nation's wars, maintaining alliances, building partnerships, and conducting multilateral special operations with absolute precision. During 2016, the CAB executed the National Defense CBRN Readiness Force (DCRF) mission, trained and executed Warfighter Exercise (WFX) 16-4, prepared for and deployed to both Korea and Afghanistan in support of Operations FREEDOM'S SENTINEL and RESOLUTE SUPPORT (OFS/ORS) while simultaneously preparing for and supported 1ID for a Decisive Action (DA) operating environment. The CAB also learned, anticipated, and evolved to lead Army Aviation through the Aviation Restructure Initiative (ARI) in order to maintain pace in the modernization of platforms and force structure. Ultimately, through consummate teamwork, TF Victory provided U.S. and coalition forces with unmatched aviation support. The CAB succeeded in building the Army's premier modern aviation force and developed an Army expeditionary operating concept for split-based operations to employ and sustain Unified Land Operations for two separate geographic combatant commands. These accomplishments clearly identify it as the 2016 Army Aviation Association of America Outstanding Aviation Unit of the Year.



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## 2017 Army Aviation Mission Solutions Summit **National Award Winners**

### Top Super Chapter of the Year

Sponsored by AAAA National



#### **Air Assault Chapter Fort Campbell, Kentucky**

Chapter President: COL (Ret.) Henry C. "Hawk" Ruth

For the second year in a row, the Air Assault Chapter has taken top honors in the Super Chapter category. From a modest continued growth in membership, to supporting battalion and brigade level functions, to teaming with Operation House of Heroes in providing funds and people in support of a veteran's home renovation project they did it all. They supported the National Summit and their annual golf tournament helped sponsor eight scholarships to benefit their Soldiers and Families. They also sponsored three Soldiers and spouses to the 2016 AAAA Annual Summit in Nashville and awarded 61 Orders of Saint Michaels. And they signed up over 107 deploying Soldiers for the AAAA dues waiver program. Well done to President COL (Ret.) Hawk Ruth and his leadership team.

### Top Senior Chapter of the Year

Sponsored by AAAA National



#### **Tarheel Chapter Raleigh, North Carolina**

Chapter President: CW2 John S. Feutz

The Army National Guard centric Tarheel Chapter did a lot for Soldiers and families in 2016 to include increasing their membership over 12% to 150 members, conducting meetings, social events, an annual golf tournament, lunches and lectures on topics of interest to aviation enthusiasts. They recognized excellence in Aviation with awards of the Order of St. Michael, ensured their deployed Soldiers were included in the cost-free membership program, and sent a Soldier and Spouse to the AAAA Annual Summit. Chapter members received 11 scholarships and chapter officers participated in the chapter workshop at the Summit. A hearty "well done" to President CW2 John Feutz and his team.

### Top Master Chapter of the Year

Sponsored by AAAA National



#### **North Texas Chapter Dallas/Fort Worth, Texas**

Chapter President: COL (Ret.) Michael J. Miller

The North Texas Chapter is mostly composed of Army Aviation-related industry members in the Dallas/Fort Worth metroplex with retirees, Active, Guard and Reserve Soldiers rounding out the membership. Taking care of Soldiers is their priority as evidenced by their numerous membership events and meetings during the year, recognizing 6 Soldiers and DACs with the Order of St. Michael, and sponsoring a Soldier and Spouse to the AAAA Annual Summit in 2016. They had a modest increase of 8 percent in membership and 14 chapter members received scholarships. Congratulations to Chapter President, COL (Ret.) Mike Miller, and his chapter officers for taking care of their members.

### Top AAAA Chapter of the Year

Sponsored by AAAA National



#### **Bluegrass Chapter Frankfort, Kentucky**

Chapter President: COL Brian K. Abney

The Bluegrass Chapter did much to strengthen its support of Army Aviation Soldiers and Families during 2016, starting with a growth of over 24% in their membership numbers to 61. They held meetings, began funding a matching fund scholarship and presented 2 \$1,000 scholarships to chapter members. They sponsored various events in support of aviation units in their area, to include ensuring deployed Soldiers received the cost-free membership and recognition with the Order of Saint Michael. They also took the time to identify their Soldiers of the Month and made sure they lived the AAAA Mission Statement, "Supporting the U.S. Army Aviation Soldier and Family." Congratulations to President COL Brian Abney and the chapter officers. Make 2017 even bigger and better!





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# Hall of Fame 2017 Inductees



**Brigadier General  
Leo E. Soucek, Sr. (Deceased)**

BG Leo Soucek served in the vanguard of leaders who developed our modern Army Airmobility concepts, tactics and organizations. He tested these with the 11th Air Assault Division, and introduced them on the Vietnam battlefield while commanding the 11th Combat Aviation Battalion. As a colonel, he commanded the 11th Aviation Group and also the 164th Combat Aviation Group. He was the only Army colonel to command two aviation groups in the Vietnam War.

As the 11th CAB commander he received a Purple Heart for wounds suffered during an air assault operation. While he was in command of the 164th Aviation Group, it consisted of over 350 aircraft, providing Army Aviation support to all South Vietnam Mekong River delta forces. This is the largest number of aircraft commanded by a colonel in combat or peacetime.

During his Vietnam service, he flew over 3,000 combat hours. His valor is well-documented by the award of the Silver Star, 6 Distinguished Flying Crosses, 85 Air Medals (one for Valor), and an Army Commendation Medal with "V". For his direct contributions as IV Corps Advisor to Operation Coo Long in Cambodia and as the 164th Commander supporting the Army of the Republic of Vietnam's successful U-Minh Campaign, he was twice awarded Vietnam's highest award for valor, the Cross of Gallantry with Palm. He also proudly wore the Combat Infantryman Badge from Korean War service.

With extensive credentials as a Master Army Aviator, Master Parachutist, Combat Infantryman, and Pathfinder, and his distinguished record of valor as an aviation leader, BG Soucek was both a Soldiers' Soldier and an Aviators' Aviator.



**Colonel Joseph W. Eszes,  
U.S. Army Retired**

COL (Ret.) Joseph W. Eszes began his thirty-five year career in the Marine Corps, followed by service as an Army Warrant Officer and Regular Army Officer (commissioned in combat). Eszes commanded ground and Cavalry units at the platoon, battery, troop, squadron, and brigade levels.

His Army Aviation combat record is exceptional. He was nominated for the Medal of Honor for actions above and beyond the call of duty on December 9, 1971. The citation reads, in part, "Five times 1LT Eszes braved death in an attempt to rescue his fallen comrades." He was ultimately awarded the Distinguished Service Cross, the nation's second highest award for extraordinary heroism. His awards and decorations also include The Defense Superior Service Medal, four Legions of Merit, two Distinguished Flying Crosses; the Bronze Star, fifty-six Air Medals, four for valor; and two Purple Hearts. He is a Master Army Aviator with 3,100 hours, 1,671 hours in combat.

Under his command, the 6th Cavalry Brigade was twice awarded the Department of Defense Daedalian for distinguished aviation safety and he was inducted into the Silver Honorable Order of Saint Michael. He continues serving as the Secretary of the Army appointed Honorary Colonel, 16th Cavalry Regiment and is a frequent speaker at Fort Rucker, Alabama, where he teaches and mentors company grade student officers. Eszes is the first senior mentor for the Air Cavalry Leaders Course.



**Lieutenant Colonel Charles S.  
Kettles, U.S. Army Retired (MOH)**

On May 15, 1967 then-Major Kettles volunteered to lead a flight of eight UH-1D helicopters to carry reinforcements to an embattled airborne infantry unit and evacuate wounded personnel. Enemy small arms, automatic weapons, and mortar fire raked the landing zone, inflicting heavy damage to the helicopters; however, Kettles refused to depart until all helicopters were loaded to capacity.

He then returned to the battlefield to bring more reinforcements, landing in the midst of enemy mortar and automatic weapons fire that seriously wounded his gunner and severely damaged his aircraft; but he managed to nurse the damaged aircraft back to base.

Later that day, an emergency extraction was requested for the remaining 40 infantry plus four crewmembers from Kettles' unit whose helicopter was destroyed by enemy fire. He volunteered to return to the deadly landing zone for a third time, leading a flight of six helicopters. During the extraction, he was informed by the last helicopter that all personnel were onboard and departed the landing zone with the Army gunships supporting the evacuation. Once airborne, he was advised that eight troops had been unable to reach the helicopters due to the intense enemy fire.

With complete disregard for his own safety, Kettles passed the lead to another helicopter and returned to the landing zone. Without gunship, artillery, or tactical aircraft support, his lone aircraft was damaged by a mortar round and raked by small arms and machine gun fire. Despite the intense enemy fire, he maintained control of the aircraft allowing the remaining eight soldiers to board and once more flew his heavily damaged aircraft to safety. For his courageous actions he was awarded the Nation's highest award for valor, the Medal of Honor.



# Hall of Fame 2017 Inductees



**Chief Warrant Officer Five  
Karl H. Schmidt, U.S. Army Retired**

CW5 (Ret.) Karl Schmidt's forty-six years in Army Aviation with over 30 years in Special Operations Aviation is unmatched. He amassed over 15,800 hours in forty various aircraft, serving around the world including Vietnam, Korea, Germany, Central and South America, the Middle East, and other classified locations. He served 32 years as an Army Aviator, including Vietnam as a pilot, earning the Bronze Star and 16 Air Medals, and recording 840 combat hours with the Americal Division.

Following the failed "Desert One" mission, he was one of ten pilots selected to become a "plank holder" within the Special Operations Aviation forces. As a SOF Aviator, Schmidt was a troop commander, standardization instructor pilot, experimental test pilot, and lead research and development officer, placing him on the cutting edge of the development of mission equipment packages in use today.

Over his career, he flew 15,804 accident free flight hours, 3,250 night vision goggles (NVG) hours, 10,628 instructor pilot hours and earned the Federal Aviation Administration Airline Transport Pilot and Certified Flight Instructor ratings and the British equivalent of both.

He was part of advanced operations in the Grenada invasion; instrumental during the reflagging of tankers transiting the Straits of Hormuz, perfecting over-water flight under NVGs and earning an air medal while flying 280 combat flight hours. In 1981 he was awarded a Distinguished Flying Cross for a mission in direct support of a National Command Authority mission.

CW5 (Ret.) Karl Schmidt is a pioneer in Army Aviation and his contributions continue to positively impact the Department of Defense.



**Master Sergeant  
Fred W. Zabitosky (Deceased)(MOH)**

MSG Fred W. Zabitosky distinguished himself by a lifetime of service as a Soldier and as a Special Forces Noncommissioned Officer. It was his actions on February 19, 1968 while serving in the highly classified Military Assistance Command Vietnam-Studies and Observations Group (MACV-SOG) that distinguished him in the field of Army Aviation.

On that day Zabitosky, who was at the time a 25 year old staff sergeant, led his 9 man patrol consisting of 3 American Special Forces personnel and 6 indigenous Chinese Nung fighters in a mission to determine the presence of North Vietnamese Army armor deep in enemy territory on the Ho Chi Minh Trail during the height of the 1968 Tet Offensive. They quickly found themselves outnumbered over 50 to 1 and in a battle with an enemy force of 4 companies.

In the ensuing hours he directed his patrol's fires and coordinated U.S. Air Force A-1 close air support and Army helicopter gunships to prevent his patrol from being overrun while they awaited extraction. After a long battle, two Army helicopters attempted to extract the patrol. The first aircraft was successful but the second which Zabitosky was riding in was shot down. Despite being badly burned and wounded himself he made his way back to the burning aircraft and rescued two Army Aviators. For those actions he received the Nation's highest award for valor, the Medal of Honor.

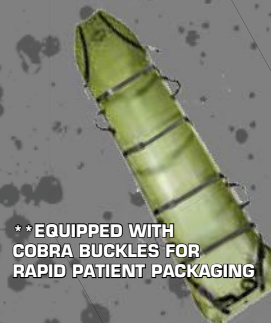


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# Chapter Directory

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All Chapter information is presented in alphabetical state order, followed by overseas locations. Each chapter entry includes the original activation date and current category. Categories are based on membership size as of January 1st of the year—Super (501 and over), Master (175-500), Senior (75-174), and AAAA (74 and below). Chapter officers are reminded that they can update their chapter board information at any time by contacting [deb@quad-a.org](mailto:deb@quad-a.org) or send a hard copy to AAAA, 593 Main Street, Monroe, CT 06468-2806; call (203) 268-2450 or fax (203) 268-5870. Membership numbers listed are as of the printing of this issue and are constantly changing.

*Bill Harris/Publisher*

## Fort Rucker, AL



**Category:** Super Chapter; 966 Members

**Activation Date:** 11/1/1957

**Website:** facebook.com/RuckerAAAA

**Description:** The Aviation Center Chapter is a highly active Super Chapter located at the 'Home of Army Aviation' in Fort Rucker, Alabama. Its diverse membership includes flight school students; permanent party Soldiers, DACs, contractors, and retirees. The Chapter meets twice quarterly for Professional Development seminars.

**President:** Mr. Robert C. Doerer  
robert.c.doerer@gmail.com  
**Secretary:** COL Robert D. Mitchell  
robert.d.mitchell172@gmail.com  
**SeniorVP:** COL Steven L. Nicolucci

**Treasurer:** CW5 Allen R. Godfrey  
argodfrey58@gmail.com  
**VPAwards:** COL Ray D. Gentzyl, Ret.  
Ray.D.Gentzyl@lmco.com  
**VPMembEnrollment:** CPT Courtney  
J. Hayes  
courtney.j.hayesmd@gmail.com  
**VPPPrograms:** COL James B.  
Stephenson  
james.b.stephenson@mac.com  
**VPPublicity:** Ms. Lisa Gee Hazelton  
geel@frmaint.com  
**VPScholarship:** Mr. Floyd E. Rodgers  
ferodgers12@aol.com

## Tennessee Valley Chapter

Huntsville, AL



**Category:** Super Chapter;  
1732 Members  
**Activation Date:** 2/1/1976  
**Website:** [www.tvc-aaaa.com](http://www.tvc-aaaa.com)

**Description:** The Tennessee Valley Chapter of the Army Aviation Association of America is passionate in its avia-

tion programs and the steadfast support of our Soldiers and Department of the Army Civilians resulting in the defense of the Army and our Nation. Our chapter continues a proud tradition of bringing both the commercial and government aspects of Army Aviation together, supporting not only individual Soldiers, but our community and the enterprise as a whole. We are an active chapter that works hard to continue the relationships with our industry partners while garnering enthusiastic participation during our diversified and frequent Chapter events. The chapter hosts successful fundraising and scholarship events in support of the Army Aviation Association of America Scholarship Foundation. The Chapter frequently and generously supports community efforts with both financial grants and manpower.

**President:** Mr. Gary S. Nenninger [gary.nenninger@L3T.com](mailto:gary.nenninger@L3T.com)

**Secretary:** Ms. Christine L. Henderson [molly12614@gmail.com](mailto:molly12614@gmail.com)

**SeniorVP:** BG Thomas H. Todd, III [thomas.h.todd8.mil@mail.mil](mailto:thomas.h.todd8.mil@mail.mil)

**Treasurer:** COL Gerald Davis Jr. Ret. [gkdavis1992@gmail.com](mailto:gkdavis1992@gmail.com)

**VP Veterans Affairs:** CW5 Arthur J. Gribenski, Ret. [art.gribenski@thekearnsgroup.net](mailto:art.gribenski@thekearnsgroup.net)

**VP Awards:** CW4 Steven L. Sanders, Sr. Ret.  
steven.l.sanders20.civ@mail.mil  
**VPCribbinsAPS:** COL Gerald Davis, Jr. Ret.  
gkdavis1992@gmail.com  
**VPEnlistedAffairs:** CSM Leon Hite Jr. Ret.  
leon.hite2.ctr@mail.mil  
**VPGovtAffairs:** Mr. Ray K. Sellers  
zjraysers@gmail.com  
**VPIndustryAffairs:** COL Theodore T. Sendak, Ret.  
tsendak@aol.com  
**VPMembEnrollment:** Mr. Chris J. MacFarland  
Christopher.MacFarland@ga-asi.com  
**VPMilitaryAffairs:** COL Joseph A. Hoecherl  
joseph.a.hoecherl.mil@mail.mil  
**VPNG&Reserves:** COL David N. Gereski, Ret.  
david.gereski@kordtechnologies.com  
**VPPPrograms:** LTC Michael F. McClellan, Ret.  
mcclellan17604@comcast.net  
**VPPublicity:** Mrs. Janice L. Sanders  
janice.l.sanders.ctr@mail.mil  
**VPRetiredAffairs:** LTC Robert F. Vlasics, Ret.  
jeanne.vlasics@gmail.com  
**VPPScholarship:** Mr. Michael P. Cavalier  
mike.cavalier@iv-s-inc.com



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# 2017 AAAA Chapter Directory

## Yellowhammer Chapter

Hope Hull, AL  
**Category:** AAAA Chapter; 41 Members  
**Activation Date:** 4/15/2016  
**Website:** www.quad-a.org/Chapters

**Description:** To provide a platform for Alabama Army National Guard Aviation and Industries of Central Alabama that promote the Army Aviation Enterprise in which to express their concerns, foster professional networks, and enhance the exchange of ideas.

**President:** COL Johnny R. Bass  
yellowhammer.president@gmail.com  
**Secretary:** CW4 James R. Pote  
yellowhammer.secretary@gmail.com  
**SeniorVP:** CW5 Larry Peterson  
yellowhammer.srvp@gmail.com  
**Treasurer:** CPT Charles Edward Gardner  
yellowhammer.treasurer@gmail.com  
**VPMembEnrollment:** CPT Zachary L. Burton  
yellowhammer.membership@gmail.com  
**VPPrograms:** MAJ Bradley M. Williams  
yellowhammer.programming@gmail.com  
**VPScholarship:** CW2 Scott Baccigalopi  
yellowhammer.scholarships@gmail.com

## Alaska

### Midnight Sun Chapter

Joint Base Elmendorf-Richardson, AK

**Category:** AAAA Chapter; 21 Members  
**Activation Date:** 6/1/2006  
**Website:** www.quad-a.org/Chapters  
**Description:** NONE PROVIDED

**Secretary:** LTC Matthew C. Schell  
matthew.schell@us.army.mil  
**VPMembEnrollment:** CW5 James H. Keyes  
jimmy.keyes@gmail.com  
**VPScholarship:** CW4 Pamela A. French  
pamela.french@us.army.mil

### Northern Lights Chapter

Fort Wainwright/Fairbanks, AK

**Category:** Senior Chapter; 48 Members  
**Activation Date:** 10/1/1971  
**Website:** https://www.facebook.com/northernlightschapter

**Description:** A chapter that focuses on providing selfless service and dedication to Army Aviation Units and their families serving in interior Alaska. Fundraising focuses on scholarship funding and unit support for families.

**President:** COL Stephen Blake Alexander  
stephen.b.alexander2.mil@mail.mil

**Secretary:** CW4 Milam Jeans  
milamjeans@yahoo.com  
**SeniorVP:** CW4 Matthew Pohlman  
matthew.s.pohlman.mil@mail.mil  
**Treasurer:** MAJ Robert D. Marcinkowski  
rdmski@gci.net  
**VPElistedAffairs:** CSM Jerramy Wood  
jerramy.l.wood.mil@mail.mil  
**VPEvents&Mktg:** CW4 Eric W. Collier  
hawkdriver73@yahoo.com  
**VPNG&Reserves:** COL Jeffery A. Roach  
jeff.roach@alaska.gov  
**VPScholarship:** CW4 Robert Simerly  
robsapache@yahoo.com

## Arizona

### Arizona Chapter

Mesa, AZ

**Category:** Master Chapter; 264 Members  
**Activation Date:** 12/1/1985  
**Website:** www.quad-a.org/Chapters

**Description:** The Arizona Chapter is proud to serve the numerous defense industry companies and military retirees that call Central Arizona and the Phoenix metropolitan area home. We have a long history supporting the Attack Helicopter programs as well as several colleges and universities with ROTC programs that are developing the next generation of leaders. We have over 250 members, and we provide five \$2000 scholarships annually to chapter members and their dependents.

**President:** LTC Mark E. Ballew, Ret.  
mark.e.ballew@boeing.com  
**SeniorVP:** MAJ Robert M. Kelly, Ret.  
robert.m.kelly1@gmail.com  
**Treasurer:** LTC Bradley N. Rounding, Ret.  
bradley.n.rounding@boeing.com  
**VPMembEnrollment:** COL James Barker  
james.barker2@boeing.com  
**VPMembEnrollment:** COL Mark J. McKearn, Ret.  
mmckearn@gmail.com  
**VPMilitaryAffairs:** Mr. Ronald A. Trejo  
ron.trejo@robbietanks.com  
**VPPrograms:** CPT Robert A. Lombard

### Old Tucson Chapter

Cortaro, AZ

**Category:** Senior Chapter; 105 Members  
**Activation Date:** 5/1/1987  
**Website:** www.quad-a.org/Chapters

**Description:** The Old Tucson Chapter was established in 1987 by members of the Western ARNG Aviation Site (WAATS) in Marana, Arizona. Our Chapter supports southern Arizona aviation units and their families. The Chapter welcomes current, former, and retired Army Aviation personnel, local

businesses and all others interested in Army Aviation to become members of the Chapter.

**President:** CW5 Bradley D. Rinehart, Ret.  
forty5colt@hotmail.com  
**Secretary:** CW4 Latny L. Salt  
armylat@yahoo.com  
**SeniorVP:** CW5 David G. Bixby  
aircav113@comcast.net  
**Treasurer:** LTC Frank H. Miller II Ret.  
attack06101abn@gmail.com  
**VPMembEnrollment:** Mrs. Jacqueline Gordon  
jackiegordon@j-acs.com  
**VPScholarship:** 1SG Robyn L. Fowler, Ret.  
rhfowler@comcast.net

### Thunder Mountain Chapter

Fort Huachuca, AZ

**Category:** AAAA Chapter; 57 Members  
**Activation Date:** 10/1/2006  
**Website:** www.quad-a.org/Chapters  
**Description:** NONE PROVIDED

**President:** CW5 Luis Zamudio, Ret.  
lzamudio2@cox.net

## California

### High Desert Chapter

Fort Irwin, CA



**Category:** AAAA Chapter; 43 Members  
**Activation Date:** 3/1/1991  
**Website:** https://www.facebook.com/AAAA-High-Desert-Chapter-163282990520621/

**Description:** The AAAA High Desert Chapter supports the Aviation Officers, NCOs, and Soldiers at the National Training Center and Fort Irwin. The chapter supports the AAAA mission to mentor its members via professional events, recognize critical contributions to the Aviation community, and it provides a voice for important Army Aviation initiatives and operations.

**President:** LTC Eric A. Vanek  
vanek0813@yahoo.com  
**Secretary:** LTC David Collins  
david.s.collins12.mil@mail.mil  
**SeniorVP:** LTC Kelsey A. Smith  
kelsey.a.smith16.mil@mail.mil  
**Treasurer:** CPT Jenny M. Gunderson  
jenny.m.gunderson.mil@mail.mil  
**VPAwards:** CPT Steven R. Bota  
steven.r.bota.mil@mail.mil  
**VPPrograms:** MAJ Cameron Johnson  
cameron.m.johnson13@gmail.com  
**VPScholarship:** MAJ Keith R. Benoit

keith.r.benoit.mil@mail.mil

### Southern California Chapter

Huntington Beach, CA

**Category:** Master Chapter; 398 Members  
**Activation Date:** 4/1/1959  
**Website:** www.quad-a.org/Chapters

**Description:** The chapter serves the defense industry in Southern California, active duty and reserve retirees, and members of the Guard and Reserve based at Joint Forces Training Base Los Alamitos, CA.

**President:** LTC John F. Hendrickson, Ret.  
john.f.hendrickson@gmail.com  
**Secretary:** COL Russell W. Chung, Ret.  
russ.chung@earthlink.net  
**SeniorVP:** LTC Thomas E. Lasser, Ret.  
lassertom@aol.com  
**Treasurer:** LTC John F. Hendrickson, Ret.  
john.f.hendrickson@gmail.com  
**VPAwards:** CSM Ron D. Cabrera  
ron.cabrera@dcma.mil  
**VPElistedAffairs:** CSM Ron D. Cabrera  
ron.cabrera@dcma.mil  
**VPMembEnrollment:** Mr. Michael N. Letson  
socal.quada@gmail.com  
**VPPrograms:** LTC Thomas E. Lasser, Ret.  
lassertom@aol.com  
**VPScholarship:** COL Russell W. Chung, Ret.  
russ.chung@earthlink.net

## Colorado

### Pikes Peak Chapter

Fort Carson, CO

**Category:** Senior Chapter; 392 Members  
**Activation Date:** 6/1/1959  
**Website:** www.quad-a.org/Chapters

**Description:** The Pikes Peak Chapter of AAAA consists of members of the Combat Aviation Brigade of 4th Infantry Division, 7th Battalion, 158th Aviation Regiment, 1st Battalion, 25th Aviation Regiment, the local community and the Colorado National Guard. Our organization exists to promote Army Aviation in the Pikes Peak region and the State of Colorado.

**President:** COL Lori L. Robinson  
lori.l.robinson2.mil@mail.mil  
**Treasurer:** CW4 Brian C. Sutton  
bcsutton@hotmail.com

## Connecticut

### Connecticut Chapter

Stratford, CT

**Category:** Master Chapter; 264 Members



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**Activation Date:** 3/1/1973  
**Website:** www.quad-a.org/Chapters

**Description:** The CT Chapter is a proud recipient of Chapter of the Year (2012). The membership continues to grow and is now more than 250 strong. The major contributors in the state are the National Guard and Sikorsky Aircraft. Through aggressive fundraising for scholarships more than \$100,000 has been awarded the past 10 years, the chapter's top priority.

**President:** Mr. Douglas C. Shidler  
dcshidler@gmail.com  
**Secretary:** Mr. Ronald B. Kwalek  
ronkwalek@gmail.com  
**SeniorVP:** Mr. Charles H. Brady, Ret.  
bradycharles@sbcglobal.net  
**Treasurer:** Ms. Christina Mouradian  
christina.mouradian@gmail.com  
**VP Army NCO Liaison:** SGT Kyle F. Buckley  
kbuckley2010@yahoo.com  
**VP Comm:** Ms. Christina Beale  
christina.p.beale@lmco.com  
**VP Comm:** Ms. Mary A Seymour  
mary@quad-a.org  
**VPEvents&Mktg:** Ms. Laura P. Mazzadra  
lmazzadra@optonline.net  
**VPGovtAffairs:** Mr. Tom Nicolett  
tom.v.nicolett@lmco.com  
**VPMembEnrollment:** Ms. Christina Beale  
christina.p.beale@lmco.com  
**VPMilitaryAffairs:** COL William P. Shea, Ret.  
william.shea@sbcglobal.net  
**VPPPrograms:** Ms. Maureen M. Fino  
raven@optonline.net  
**VPScholarship:** LTC Paul B. Hoar, Ret.  
paul.hoar@yahoo.com  
**VPSpecProj:** Mr. Arthur J. O'Leary Jr.  
ajoleary@me.com  
**VPSpecProj:** Mr. Domingos Fernandes  
domingos.fernandes@lmco.com

## Florida

**Central Florida Chapter**  
Oviedo, FL



**Category:** Master Chapter;  
501 Members  
**Activation Date:** 3/1/1989  
**Website:** www.cflquada.blogspot.com/

**Description:** Established in 1989, the Central Florida Chapter maintains its focus on AAAA goals, objectives, and programs. We are 'joint' in nature; our members represent a cross-section of the Army, Navy, Air Force, and Marine

Corps and the large industry contractor base located in the Central Florida Region. A great chapter with over 500 dedicated members serving Aviation Soldiers, their families, and the local community.

**President:** COL Kevin A. Vizzari, Ret.  
kevin.vizzari@hotmail.com  
**Secretary:** Mr. Michael G. Younce  
MY@GlobalSSconsulting.com  
**SeniorVP:** MAJ Gerard R. Gout, Ret.  
jgout@aol.com  
**Treasurer:** MAJ Michael A. Garretson, Ret.  
garretsonm@bellsouth.net  
**VPIIndustryAffairs:** COL Gregory M. Williamitis, Ret.  
atkpilot@aol.com  
**VPMilitaryAffairs:** COL Richard T. Haggerty  
richard.t.haggerty.mil@mail.mil  
**VPPublicity:** Mr. Robert Abascal  
rabascal@avtsim.com  
**VPScholarship:** MAJ Donald Smith, Ret.  
dsmith@3dsimulationsinc.com

**Embry Riddle Eagle Chapter**  
Daytona Beach, FL

**Category:** AAAA Chapter;  
34 Members  
**Activation Date:** 1/1/1978  
**Website:** www.facebook.com/groups/EmbryRiddleAAAA/

**Description:** Embry-Riddle Eagle Chapter is dedicated to supporting Embry Riddle Aeronautical University's Daytona Beach Campus in the development of future military and civilian aviator professionals. The chapter supports a student lead sub-chapter that executes both educational and philanthropic events within the local community. The chapter also works with both the Air Force and Navy ROTC program to spread professional knowledge to the sister services.

**President:** LTC Garret K. Messner  
garret.messner@gmail.com  
**Secretary:** CDT Vincent J. Adelizzio  
adelizzv@my.erau.edu  
**SeniorVP:** CPT Brett Chereskin  
brett.chereskin@gmail.com  
**Treasurer:** CPT Brett Chereskin  
brett.chereskin@gmail.com  
**VPMembEnrollment:** CDT Ryan Dash  
dashr87@gmail.com

**Flying Gator Chapter**  
St. Augustine, FL



**Category:** Senior Chapter;  
142 Members

**Activation Date:** 2/1/1990  
**Website:** www.facebook.com/aaaaflyinggator

**Description:** The Flying Gator Chapter's mission is to build camaraderie within the membership and U.S. Army Aviation in Florida, develop partnerships with local charitable organizations, and maintain a scholarship program to provide college opportunities to talented young adults in our area. This chapter wants to be involved in our community.

**President:** COL James D. Lord  
james lord@att.net  
**Secretary:** 1LT Kevin L. King  
kevin.l.king85@gmail.com  
**SeniorVP:** LTC William B. Bradley  
william.b.bradley.mil@mail.mil  
**Treasurer:** CPT Joshua D. Peek  
joshuapeek11@gmail.com  
**VP Fund Raisers:** CW2 Nicholas Valenti  
afweather24man@yahoo.com  
**VP Awards:** CW4 Timothy Paul Dehner  
timothy.p.dehner.mil@mail.mil  
**VPMembEnrollment:** SGT Michael Steven Pelegrin  
michael.s.pelegrin.mil@mail.mil  
**VPPPrograms:** CW4 Timothy Paul Dehner  
timothy.p.dehner.mil@mail.mil  
**VPSocialMedia:** CW3 Stacey Jaffett  
flyinggatorchapter@outlook.com

## Georgia

**Greater Atlanta Chapter**  
Marietta, GA



**Category:** Master Chapter;  
255 Members  
**Activation Date:** 1/1/1968  
**Website:** www.facebook.com/GreaterAtlantaChapterAAAA

**Description:** The Greater Atlanta Chapter of Army Aviation Association of America is a not-for-profit organization whose purpose is to support the U.S. Army AVN Soldier.

**President:** COL Vernon C. Atkinson II  
vernon.c.atkinson.mil@mail.mil  
**Secretary:** LTC Jason W. Fryman  
jason.fryman@us.army.mil  
**Treasurer:** CPT Jonathan A. Sellers  
jonathan.a.sellers.mil@mail.mil  
**VPMembEnrollment:** MAJ Will Cox Jr.  
william.g.cox10.mil@mail.mil

**Savannah Chapter**  
Hunter AAF, GA



**Category:** Master Chapter;  
184 Members  
**Activation Date:** 11/1/1966  
**Website:** www.quad-a.org/Chapters

**Description:** Located in the historic and charming city of Savannah, GA, the Savannah Chapter of AAAA represents Aviators and Soldiers from the 1st-169 Georgia National Guard, 224th Aerial Exploitation Mi BN, 3rd-160 Special Ops BN, as well as the Army's Flying Dog Faced Soldiers from the 3rd CAB.

**President:** COL Jeffrey A. Becker  
jeffrey.a.becker12.mil@mail.mil  
**Secretary:** MAJ Richard W. Greenwood  
richard.w.greenwood.mil@mail.mil  
**SeniorVP:** LTC Scott A. Leblond  
scottaleblond@gmail.com  
**Treasurer:** CW4 James R. Carrico  
jamesrcarrico@gmail.com  
**VPActivities:** CW5 Timothy C Smail  
smail\_tim@yahoo.com  
**VP Awards:** LTC Jennifer A. Mykins  
jennifer.a.mykins.mil@mail.mil  
**VPMembEnrollment:** MAJ Matthew T. Minnick  
minnickmatt@yahoo.com  
**VPScholarship:** CSM Michael J. Arceneaux  
michael.j.arceneaux4.mil@mail.mil

## Hawaii

**Aloha Chapter**  
Wahiawa, HI

**Category:** Master Chapter;  
220 Members  
**Activation Date:** 2/1/1958  
**Website:** www.25idl.army.mil/25\_cab.html

**Description:** The Aloha Chapter had a wonderful year with the 25th Combat Aviation Brigade and Hawaii Army National Guard. The 25th Combat Aviation Brigade's operations extend through the entire Pacific Rim. The brigade had a two pacific Pathways deployment to Thailand, Korea, Philippines, Malaysia, and Indonesia. These deployments were instrumental in training and building relations with our Pacific partner nations. During the Welcome Ceremony in May, the brigade joined the Aloha Chapter to bid a warm welcome to the Apache at Wheeler Army Airfield. The Aloha Chapter stayed actively involved with the 25th Combat Aviation Brigade Aviation Week, which hosted its annual golf tournament to build camaraderie and fundraised for the scholarship program.



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david.p.brostrom@boeing.com  
**SeniorVP:** CW5 Terry L. Horner  
tahorner1@gmail.com  
**Treasurer:** CPT Matterson Sebastian  
mtrzn05@gmail.com  
**VPAwards:** SGM Jon L. Trawick  
setivsm@comcast.net  
**VPCommRelations:** CPT Heba Bullock  
heba4eva@gmail.com  
**VPMemEnrollment:** MAJ Robert I.  
Sickler, III  
robert.i.sickler2.mil@mail.mil

## Idaho

**Idaho Snake River Chapter**  
Boise, ID



**Category:** Senior Chapter;  
76 Members  
**Activation Date:** 5/1/2008  
**Website:** www.facebook.com/IdahoSnakeRiverChapterofQuadA

**Description:** An organization supporting local aviation Soldiers and their Families through events that foster camaraderie and fellowship throughout the military community. Provides scholarship programs to aid youth in their education, and participates in activities that strengthen the aviation community.

**President:** MAJ Christian M. O'Leary  
cmoleary@gmail.com  
**Secretary:** CW2 Devon P. Love  
dlove550@gmail.com  
**SeniorVP:** SFC Dawn T. Steele  
dawn.t.steele.mil@mail.mil  
**Treasurer:** CW5 Timothy W. Roberts  
tnt13@ctcweb.net  
**VPMemEnrollment:** CW4 Andrew L. Isaac, Ret.  
alisaac22@hotmail.com

## Illinois

**Greater Chicago Chapter**  
Chicago, IL

**Category:** Senior Chapter;  
90 Members  
**Activation Date:** 6/1/1969  
**Website:** www.quad-a.org/Chapters

**Description:** The Greater Chicago Chapter was established in June, 1969 in Chicago, IL and has grown to 90 members.

**President:** SGM Robert R. Gabriel, Ret.  
sgmgabrielr@aol.com  
**Treasurer:** Mr. Kellen Ace C. Cenek  
carstvn@yahoo.com

**Land of Lincoln Chapter**  
Peoria, IL

**Category:** AAAA Chapter; 16 Members  
**Activation Date:** 4/1/1996  
**Website:** www.quad-a.org/Chapters  
**Description:** NONE PROVIDED  
**President:** COL Leonard H. Jansen, Ret.  
pati.lonnie@gmail.com  
**SeniorVP:** CSM John C. Starbody  
john.starbody@comcast.net  
**Treasurer:** CW5 David W. Hammon  
david.w.hammon.mil@mail.mil

## Iowa

**Cedar Rapids Chapter**  
Cedar Rapids, IA

**Category:** AAAA Chapter;  
62 Members  
**Activation Date:** 6/1/1981  
**Website:** www.quad-a.org/Chapters

**Description:** The AAAA Cedar Rapids Chapter supports defense industry and Army members in the Cedar Rapids, Iowa vicinity.

**President:** Ms. Heather Robertson  
heather.robertson@rockwellcollins.com  
**Secretary:** Ms. Kelley Kirtz  
kelley.kirtz@rockwellcollins.com  
**SeniorVP:** Mr. Robert O'Neill  
robert.oneill@rockwellcollins.com  
**Treasurer:** Ms. Kelley Kirtz  
kelley.kirtz@rockwellcollins.com  
**VPMemEnrollment:** Mr. Duane Grave  
duane.grave@rockwellcollins.com

## Kansas

**Flint Hills Chapter**  
Manhattan, KS



**Category:** Senior Chapter;  
241 Members  
**Activation Date:** 4/1/1959  
**Website:** www.quad-a.org/Chapters

**Description:** The Army Aviation Association of America Flint Hills Regional Chapter is a network of aviation professionals who recognize excellence and give voice and support to Soldiers and their Families, and promote new ideas for the future.

**President:** COL John M. Cyrulik  
john.cyrulik@me.com  
**Secretary:** MAJ Matthew P. Hertz  
hertz31@yahoo.com  
**SeniorVP:** LTC Travis M. Habhab  
travis.m.habhab.mil@mail.mil

**Treasurer:** 1SG Daniel S. Sutczak  
daniel.s.sutczak.mil@mail.mil  
**VPAwards:** CPT Mark A. Holt  
mark.a.holt41@gmail.com  
**VPMemEnrollment:** CSM Shawn C. McKay  
smckay101@yahoo.com  
**VPNG&Reserves:** LTC John A. McGrann, IV  
john.a.mcgrann2.mil@mail.mil  
**VPPPrograms:** CW5 Sam R. Baker, III  
gruntwithwings@yahoo.com  
**VPScholarship:** CPT Samuel O. Maxcy  
samuel.o.maxcy.mil@mail.mil  
**Executive Vice President for Sanctuary:** LTC Andrew M. Beyer  
andy\_m\_beyer@yahoo.com  
**Quartermaster:** CPT Matthew L. Blair  
matthew.l.blair.mil@mail.mil

**Frontier Army Chapter**  
Fort Leavenworth, KS

**Category:** Senior Chapter; 94 Members  
**Activation Date:** 8/1/1969  
**Website:** www.quad-a.org/Chapters  
**Description:** NONE PROVIDED

**President:** COL Michael C. Sevcik, Ret.  
michael.c.sevcik.civ@mail.mil  
**Treasurer:** LTC Edward D. Jennings, Ret.  
Edward.d.jennings4.civ@mail.mil  
**VPMemEnrollment:** LTC Willis F. Jackson, Jr. Ret.  
willisfjr@aol.com

## Kentucky

**Air Assault Chapter**  
Fort Campbell, KY



**Category:** Super Chapter;  
745 Members  
**Activation Date:** 12/1/1959  
**Website:** www.facebook.com/AirAssaultChapterAAAA

**Description:** The AAAA Air Assault Chapter includes members from the 101st and 159th Combat Aviation Brigades and the 160th Special Operations Aviation Regiment. The Chapter welcomes current, former, and retired crew members, aviation support personnel, and all others interested in Army Aviation to become members of the organization.

**President:** COL Henry Ruth, III Ret.  
hawk@hawkruithgroup.com  
**Secretary:** CW5 George C. Arzente, Ret.  
hexmate@yahoo.com  
**SeniorVP:** COL Stephen C. Smith, Ret.  
steve.smith@sdi-inc.com

**Treasurer:** CW5 Robert L. Huffman, Ret.  
robert.huffman17@gmail.com  
**VPIndustryAffairs:** CW5 David F. Cooper, Ret.  
david.f.cooper@lmco.com  
**VPMemEnrollment:** CSM Donnie D. Calvery, Ret.  
donniecalvery@bellsouth.net  
**VPMemEnrollment:** CSM Clifton P. O'Brien, Ret.  
rideonglide@yahoo.com

**Bluegrass Chapter**  
Frankfort, KY

**Category:** AAAA Chapter;  
50 Members  
**Activation Date:** 3/1/2007  
**Website:** www.quad-a.org/Chapters

**Description:** The Bluegrass Chapter was established in March 2007 in Frankfort and is dedicated to providing support to KY ARNG Aviation Soldiers and their families throughout the Commonwealth.

**President:** COL Brian K. Abney  
brian.k.abney2.mil@mail.mil  
**Secretary:** LTC Mark Brozak  
mark.a.brozak.mil@mail.mil  
**SeniorVP:** LTC Phillip D. Robinson  
phillip.d.robinson4.mil@mail.mil  
**Treasurer:** MAJ Gabriel D. Spicer  
gabriel.d.spicer.mil@mail.mil  
**VPAwards:** CW5 Gerald A. Carroll  
gerald.a.carroll4.mil@mail.mil  
**VPEnlistedAffairs:** 1SG Scott K. Foster  
scott.k.foster.mil@mail.mil  
**VPMemEnrollment:** MAJ Michael Armstrong  
michael.d.armstrong26.mil@mail.mil  
**VPPPrograms:** CW4 Joseph E. Mattingly  
joseph.e.mattingly4.mil@mail.mil  
**VPScholarship:** SFC Michael R. Ball  
michael.r.ball2.mil@mail.mil

**Gold Standard Chapter**  
Fort Knox, KY



**Category:** Senior Chapter;  
189 Members  
**Activation Date:** 8/1/1959  
**Website:** www.quad-a.org/Chapters

**Description:** GOLD STANDARD Chapter, previously FLYING TIGERS CHAPTER, once a Reserve dominant chapter has become a Reserve and Active Component chapter. Due to the BRAC requirement to move the Army Human Resources Command to Fort Knox, the Active Component Aviation Members are able to become active participating members of the local chapter.



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**President:** LTC Roger F. Deon Jr.  
roger.f.deon.mil@mail.mil  
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Herbert.W.Hayes6.mil@mail.mil  
**SeniorVP:** MAJ John B. Halsell  
brianhalsell@hotmail.com  
**Treasurer:** 1LT Timothy J. Williams  
timwilliams78@hotmail.com  
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fastguns64@yahoo.com  
**VPMembEnrollment:** LTC Mark A. Smith  
flyingarmy@icloud.com  
**VPPPrograms:** CW5 Herbert W. Hayes IV  
Herbert.W.Hayes6.mil@mail.mil  
**VPScholarship:** CW3 Timothy A. Dailey  
tim.alan.dailey@gmail.com  
**Deputy VP Awards:** CW2 Benjamin M. Ciraulo  
benjamin.m.ciraulo.mil@mail.mil

## Louisiana

### Bayou Chapter

Pineville, LA  
**Activation Date:** 2/1/2017  
**Website:** www.quad-a.org/Chapters

**Description:** As part of the Aviation family, we firmly stand behind the AAAA mission: "Supporting the Army Aviation Soldier and Family". We strive to afford membership benefits and opportunities to local personnel with an eagerness to advance the purpose of the Association, and enable Service Members to provide support for our brother and sister Soldiers, Families, and AAAA members through AAAA activities. We are part of the Louisiana National Guard, based at Esler Airfield in Pineville, LA. Our facility has a very diverse mission set. We are home to a UH-60A/L Medevac Company, Air Traffic Control Company, Maintenance Det, UH-60M Air Assault Det, LUH-72 MEP Service & Support Det (Raid/Counter Drug), and a TUAS Det. All of these units are formally attached to a Theater Airfield Operations Group (TAOG). Our goal is to build a strong and successful chapter that will provide members access to AAAA's wonderful benefits for many years to come.

**President:** CPT Christopher W. Kegerreis  
christopher.w.kegerreis.mil@mail.mil  
**Secretary:** CPT Bobby K. Woods  
keith5112@aol.com  
**VPSocialEvents:** CPT Clarence K. Stiles, III  
kresge3@gmail.com

**Ragin' Cajun Chapter**  
Fort Polk, LA



**Category:** AAAA Chapter;  
63 Members  
**Activation Date:** 4/1/1973  
**Website:** www.quad-a.org/Chapters

**Description:** The Ragin' Cajun Chapter of the AAAA is centered around the military and civilian communities in Central Louisiana that support Army Aviation and its Soldiers. The chapter includes members of the local community, military personnel assigned to the Joint Readiness Training Center's Operations Group, the 5th Aviation Battalion (Provisional), professional aviators on Fort Polk and various Army Aviation supporters.

**President:** LTC Edward A. Williams, Ret.  
eawilliams1981@gmail.com  
**Secretary:** 1LT Joseph Kramer  
joseph.h.kramer4.mil@mail.mil  
**Treasurer:** CPT Charles D. Snyder  
charles.david.snyder@gmail.com  
**VPAwards:** CPT Robert A. Humphrey  
robert.humphrey4@gmail.com  
**VPMembEnrollment:** CW2 Scott Keen  
scott.a.keen.mil@mail.mil  
**VPScholarship:** CW4 Edmond B. Bessette  
edmond.b.bessette.mil@mail.mil

**Voodoo Chapter**  
Hammond, LA



**Category:** Senior Chapter;  
134 Members  
**Activation Date:** 6/1/2002  
**Website:** www.quad-a.org/Chapters  
**Description:** The Voodoo Chapter is a 134 member strong chapter located in southeast Louisiana consisting of mainly, but not exclusively, Louisiana Army National Guard members. Voodoo is a very generous and community oriented chapter openly welcoming new members and growing year after year.

**President:** MAJ Brian P. Guilbeau  
brianpguilbeau@gmail.com  
**Secretary:** CW5 Charles D. Ott, Jr.  
cdottjr@gmail.com  
**SeniorVP:** COL John P. Plunkett  
jplunkett83@yahoo.com  
**Treasurer:** SGM Rudolph M. Cambre  
rudycambre@gmail.com  
**VPMembEnrollment:** SSG Stephen L. Gifford, Jr.  
stephen.l.gifford2.mil@mail.mil  
**VPPPrograms:** SSG Stephen L. Gifford, Jr.  
stephen.l.gifford2.mil@mail.mil  
**VPScholarship:** SGM Rudolph M. Cambre  
rudycambre@gmail.com

## Maryland

**Mid-Atlantic Chapter**  
Aberdeen, MD



**Category:** Master Chapter;  
362 Members  
**Activation Date:** 9/1/1966  
**Website:** www.quad-a.org/Chapters

**Description:** The Mid-Atlantic Chapter, formerly the Monmouth Chapter is regionally organized with its territory covering: New Jersey: 244th ECAB (Expeditionary Combat Aviation Brigade), 2-228th Aviation Battalion, US Army Reserve, 1-150th Aviation Battalion, New Jersey National Guard and the Communications-Electronics Research, Development and Engineering Center (CERDEC) Flight Test Activity; all of which are located on Joint Reserve Base McGuire, Dix, Lakehurst, NJ. Pennsylvania: Tobyhanna Army Depot, PA, Maryland: 29th Combat Aviation Brigade, Maryland National Guard, AB, MDNG, located at Edgewood, MD, Program Executive Office Intelligence, Electronic Warfare & Sensors (PEO IEW&S), and the US Army Research, Development and Engineering Command (REDCOM), both located on Aberdeen Proving Ground, MD.

**President:** COL John J. Gallagher, Ret.  
warhawks6@gmail.com  
**Secretary:** CW2 Heather E. Gallagher  
42hgallagher@gmail.com  
**Senior Military Advisor:** Dr. Richard H. Wittstruck, Ph.D.  
richard.h.wittstruck.civ@mail.mil  
**SeniorVP:** COL David W. Carey Sr. Ret.  
davidcarey29@comcast.net  
**Treasurer:** SFC Alexander Philip Barge  
alex.p.barge@gmail.com  
**VP 244th Programs:** SGM Joyce M. Wilson, Ret.  
winged228@aol.com  
**VP 29th Programs:** MSG Phyllis J. Combs  
gijencombs@gmail.com  
**VP MD Region:** COL Charles L. Weaver, Jr.  
charles.l.weaver4.mil@mail.mil  
**VP NJ Region:** Mr. Charles V. Maraldo, Jr.  
charles.v.maraldo.civ@mail.mil  
**VPSoldierPrograms:** Ms. Darla D. Hall  
darla@swycc.com  
**VPMembEnrollment:** LTC Glenn A. Monrad, Ret.  
glenn.monrad@comcast.net  
**VPMembRenewals:** Mr. John G. Klubnick, Sr.

jklubacc@gmail.com  
**VPScholarship:** LTC Michael LaPoint  
mlapoint@verizon.net

## Massachusetts

**Minuteman Chapter**  
Hanscom AFB, MA

**Category:** Senior Chapter;  
123 Members  
**Activation Date:** 12/1/1991  
**Website:** www.quad-a.org/Chapters

**Description:** The Minuteman Chapter of AAAA is made up of AVN soldiers from Massachusetts and New Hampshire as well as industry and retired members.

**President:** COL David J. Underwood  
daddunderwo@msn.com  
**Secretary:** CPT Geoffrey Leonard  
geoffrey.d.leonard.mil@mail.mil  
**SeniorVP:** CW4 Timmy L. Tompkins  
timmy.l.tompkins.mil@mail.mil  
**Treasurer:** MAJ James Robert Paulette, Jr.  
james.r.paulette2.mil@mail.mil  
**VP Golf Tourney:** CW2 Robert Norton  
robert@nortonre.com  
**VPAwards:** LTC Robert W. O'Connell  
robert.w.oconnell.mil@mail.mil  
**VPScholarship:** LTC Jonas Patruno  
jonas.patruno@yahoo.com

## Michigan

**Great Lakes Chapter**  
Grand Ledge, MI

**Category:** Senior Chapter;  
116 Members  
**Activation Date:** 4/1/2000  
**Website:** www.quad-a.org/Chapters

**Description:** To facilitate a professional military organization for Michigan Army National Guard Aviation. AAAA Great Lakes Chapter's impetus is to provide support to the Soldier and their family, while providing esprit de corps by hosting annual events open to our Aviation Community and Corporate Sponsors.

**President:** 1LT Paul Fitzpatrick  
fitzpatrick44@gmail.com  
**Secretary:** CW2 Nicholas K. White  
nicholas.k.white@gmail.com  
**SeniorVP:** CW3 Ronald F. Ziehmer  
ziehmer1@gmail.com  
**Treasurer:** CPT Kelly Theresa Carbary  
kellytcarbary@gmail.com  
**VPMembEnrollment:** SPC Manuel Vasquez  
michiganmonsters@yahoo.com  
**VPScholarship:** CW3 Lee A. Fuller  
lee.fuller@hotmail.com



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# 2017 AAAA Chapter Directory

## Minnesota

### North Star Chapter

St. Paul, MN

**Category:** Master Chapter; 134 Members  
**Activation Date:** 3/1/1991  
**Website:** www.quad-a.org/Chapters

**Description:** The North Star Chapter combines efforts of the two facilities in Minnesota in order to provide scholarships for deserving students. The facilities are located in St. Paul and St. Cloud and are comprised of UH-60 A/L Black Hawks and CH-47F Chinooks.

**President:** COL Shawn P. Manke  
 shawn.manke@gmail.com  
**Secretary:** SFC Stacy M. Lanou  
 stacy.m.lanou@mail.mil  
**Treasurer:** MAJ Jonathan P. Andrews  
 jonathan.p.andrews@gmail.com  
**VPMembEnrollment:** MAJ Jeremy D. DeGier  
 jeremy.degier@gmail.com  
**VPScholarship:** MAJ Shannon D. Gregory  
 shannon.d.gregory4.mil@mail.mil

## Mississippi

### Magnolia Chapter

Jackson, MS

**Category:** Senior Chapter; 81 Members  
**Activation Date:** 5/1/2001  
**Website:** www.quad-a.org/Chapters

**Description:** The AAAA Magnolia Chapter (MSARNG) includes members from the 185th ECAB, 1-185th AVN REGT, 2-185th AOB, and 1108th TASM-G. The Magnolia Chapter welcomes current, former, and retired crew members, aviation support personnel, and all others interested in Army Aviation to become members of the organization.

**President:** MAJ Ashley C. Sullivan  
 ashley.c.sullivan2.mil@mail.mil  
**Secretary:** 1LT Jeremiah R Malmberg  
 Jeremiah.Malmberg@gmail.com  
**SeniorVP:** LTC Derek J Holland  
 derek.j.holland2.mil@mail.mil  
**Treasurer:** LTC James Ashley Mills  
 jammh60@yahoo.com  
**VPMembEnrollment:** CPT Christopher Stump  
 christopher.l.stump.mil@mail.mil  
**VPScholarship:** MAJ Nicholas J. Morgus, Jr.  
 nicholas.j.morgus.mil@mail.mil

## Missouri

### Lindbergh Chapter

Defiance, MO

**Category:** Master Chapter; 178 Members  
**Activation Date:** 8/1/1960  
**Website:** www.quad-a.org/Chapters

**Description:** The Lindbergh Chapter exists in a challenging geographic location without any large Army Aviation installation or many large aviation industries. A cohesive group of small industry partners and retired or separated AVSCOM/ATCOM/Army personnel has maintained membership at ~200. The chapter maintains its large scholarship funds and hosts quarterly social events.

**President:** Mr. David J. Weller  
 davidjweller@bellsouth.net  
**Secretary:** Ms. Vicki L. Schmitz  
 vgammar@charter.net  
**SeniorVP:** Mr. Timothy Hughes  
 jil341@charter.net  
**Treasurer:** Ms. Dottie Rogers  
 harrison\_34@att.net  
**VPMembEnrollment:** Ms. Jan J. Garmon  
 jangarmon04@yahoo.com  
**VPSocialMedia:** Ms. Rebecca Lehr  
 rebecca.lehr@donaldson.com

### ShowMe Chapter

Sedalia, MO

**Category:** AAAA Chapter; 59 Members  
**Activation Date:** 5/1/1998  
**Website:** www.quad-a.org/Chapters

**Description:** Organization of Professional Aviators striving to maintain aviation heritage and promote and improve aviation activities to grow future aviation enthusiasts.

**President:** LTC Roger R. Bodenschatz  
 roger.r.bodenschatz.mil@mail.mil  
**Secretary:** MAJ John P. Martin  
 john.p.martin86.mil@mail.mil  
**SeniorVP:** CPT Adam David Mankey  
 adam.d.mankey.mil@mail.mil  
**Treasurer:** CPT Benjamin A. Hansen  
 benjamin.a.hansen6.mil@mail.mil  
**Vice President, Interim:** CW5 Greg McManus, Ret.  
 cw5mo@aol.com

## Nebraska

### Prairie Soldier Chapter

Grand Island, NE



**Category:** AAAA Chapter; 65 Members  
**Activation Date:** 7/14/2009  
**Website:** www.quad-a.org/Chapters

**Description:** Nebraska aviation professionals from Guard, Reserve, Active Army, industry and retirees.

**President:** MAJ William P. McGreer  
 wpmcgreer@yahoo.com  
**SeniorVP:** CW5 Martin L. Adkins  
 martinladkins@gmail.com  
**Treasurer:** CW2 Courtney Miller  
 nokimiller@yahoo.com  
**VPAactivities:** MAJ Daniel L. Smith  
 daniel.l.smith333.mil@mail.mil  
**VPEnlistedAffairs:** MSG Gus R. Swanson  
 gus4210@gmail.com  
**VPMembEnrollment:** CW4 Jeffery J. Caniglia  
 jeffery.caniglia@gmail.com  
**VPPublicity:** CW3 Stephen C. Gonifas  
 stephen.c.gonifas.mil@mail.mil

## New Mexico

### Zia Chapter

Sante Fe, NM

**Category:** AAAA Chapter; 62 Members  
**Activation Date:** 7/1/2007  
**Website:** www.quad-a.org/Chapters

**Description:** The Zia Chapter is mostly composed of Army National Guard personnel. We also have several Army Aviation retirees in the chapter who reside in the Albuquerque and Santa Fe areas. Our membership also includes several employees of corporations with affiliation to Army Aviation.

**President:** COL Christopher A. Holland  
 christopher.hollandhome@yahoo.com  
**Secretary:** CPT Kevin Doo  
 kdoo.53@gmail.com  
**SeniorVP:** LTC Daniel K. Purcell  
 daniel.k.purcell.mil@mail.mil  
**Treasurer:** 1LT Templer Horry  
 templerhorry@gmail.com  
**VPScholarship:** COL John M. Fishburn  
 fishburnjm@gmail.com

## New York

### Black Knights Chapter

Warwick, NY



**Category:** Senior Chapter; 49 Members  
**Activation Date:** 2/1/1988  
**Website:** www.quad-a.org/Chapters

**Description:** The Black Knight Chapter's main purpose is to mentor and professionally develop West Point cadets on Army Aviation. The members strive to educate, inspire and develop key relationships with cadets who are interested in Army Aviation that will posture them for success as a future aviation leader.

**President:** BG R. Dennis Kerr, Ret.  
 rdkllc3@aol.com  
**Secretary:** CPT Lukasz Derda  
 lukasz.derda@usma.edu  
**SeniorVP:** LTC Richard Melynk  
 melynkrich@gmail.com  
**Treasurer:** CPT Kevin Paul Britt, Jr.  
 kbritt00@aol.com  
**VPEvents&Mktg:** CW4 Michael G. Rutledge  
 michael.rutledge@usma.edu  
**VPMembEnrollment:** LTC Erik K Kober  
 erik.k.kober.mil@mail.mil

### Empire Chapter

Rochester, NY

**Category:** AAAA Chapter  
 24 Members  
**Activation Date:** 8/1/1992  
**Website:** www.quad-a.org/Chapters

**Description:** Represent National Guard Aviation in upstate New York.

**President:** MAJ Eric R. Fritz  
 eric.r.fritz.mil@mail.mil  
**SeniorVP:** LTC Scott C. Norcutt, Ret.  
 scott.norcutt@dhs.gov  
**VPScholarship:** CW4 Michael P. Risewick  
 michael.p.risewick.mil@mail.mil

## MacArthur Chapter

New York / Long Island Area, NY

**Category:** Senior Chapter; 130 Members  
**Activation Date:** 2/1/1992  
**Website:** www.quad-a.org/Chapters

**Description:** The MacArthur Chapter was formed in 1985 by the soldiers assigned to the 42nd Aviation Bn, NYARNG located at MacArthur Apt, Islip NY. Initially the chapter was comprised of about 20 Officers and Enlisted soldiers. Since then our membership has increased to over 100 and includes many Corporate members.

**President:** CW5 James G. Freeman, Ret.  
 hornet25@mac.com  
**Secretary:** MAJ Christopher R. Spencer  
 spencerpilot2005@hotmail.com  
**SeniorVP:** LTC James P. Coan, Ret.  
 jcoan61@gmail.com  
**SGT at Arms:** WO1 Kevin Colby  
 kevincolby24@gmail.com  
**Treasurer:** LTC Neal C. Lennstrom, Ret.  
 nclcmneal@aol.com  
**VPAwards:** COL Jack A. James  
 jack.a.james.mil@mail.mil

### Mohawk Chapter

Latham, NY

**Category:** AAAA Chapter; 64 Members  
**Activation Date:** 1/1/2016

**Description:** NEW IN 2016!

**President:** LTC Kevin J. Ferreira  
 kferreir@nycap.rr.com



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**Secretary:** CW2 Thomas W. Daniels  
thomas.w.daniels.mil@mail.mil  
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paul.m.bailie.mil@mail.mil  
**Treasurer:** SSG Jacob Robert Weitzel  
jweitzel1990@gmail.com  
**VP Operations:** SPC Sarah E. Degnan  
sdegan001@gmail.com  
**VPAwards:** CW5 Mark E. Shumway  
mark.e.shumway.mil@mail.mil  
**VPIndustryAffairs:** CPT Paul M. Engel  
pengel@teamsterslocal294.org  
**VPMembEnrollment:** CW2 Matthias  
J. Quackenbush  
matthias.j.quackenbush.mil@mail.mil  
**VPMilitaryAffairs:** 1LT Forest J. Thrush  
forest.thrush@gmail.com  
**VPPPrograms:** CW2 Kyle R. Monroe  
kmonroe33@hotmail.com  
**VPPublicAffairs:** CW2 Thomas J.  
Brunschmid, Jr.  
thomas.j.brunschmid.mil@mail.mil  
**VPRetiredAffairs:** MSG Edward C.  
LaBoda, Ret.  
elaboda@nycap.rr.com  
**VPScholarship:** CW2 John D.  
Delsignore  
johndelsignore@earthlink.net

## North Country Chapter

Fort Drum, NY

**Category:** Senior Chapter;  
204 Members  
**Activation Date:** 3/1/1989  
**Website:** www.quad-a.org/Chapters

**Description:** The AAAA North Country Chapter is located at FT Drum, New York, home of the 10th Mountain Division Light Infantry. The Chapter welcomes current 10th Combat Aviation Brigade (CAB) Soldiers and crew members stationed at FT Drum, former and retired air crew members as well as aviation support personnel residing in the North Country. We encourage anyone interested in Army Aviation and supporting our 10th CAB Soldiers to become a member of our North Country Chapter.

**President:** LTC Brian K. Serota, Ret.  
bserota@cahny.org  
**Secretary:** 1LT Joseph R. Lanham  
joseph.r.lanham2.mil@mail.mil  
**SeniorVP:** CSM Steven D. Georgio  
steven.d.georgio.mil@mail.mil  
**Treasurer:** CPT Kevin S. Joyce  
kevin.s.joyce@gmail.com  
**VPAwards:** SFC Christopher J. Cashell  
chris.cashell@gmail.com  
**VPMembEnrollment:** MAJ Travis Rabb  
george.t.rabb.mil@mail.mil  
**VPPPrograms:** CW5 Chuck Jaszczak  
charles.c.jaszczak.mil@mail.mil  
**VPScholarship:** SFC Christopher J.  
Cashell  
chris.cashell@gmail.com

## North Carolina

### Iron Mike Chapter

Fort Bragg, NC

**Category:** Senior Chapter;  
221 Members  
**Activation Date:** 3/1/1959  
**Website:** www.quad-a.org/Chapters

**Description:** Located at Fort Bragg, North Carolina, home of the Airborne and Special Operations Forces, the Iron Mike Chapter supports a large and diverse Aviation community consisting of the 82nd Combat Aviation Brigade, the United States Army Special Operations Aviation Command, and aviators supporting operations in support of FORSCOM, the VIII Airborne Corps, and the 82nd Airborne Division.

**President:** COL Dean D. Heitkamp, Ret.  
dheitkamp65@gmail.com  
**Secretary:** CPT William Steven  
Warner, III  
sierrawarner@hotmail.com  
**SeniorVP:** COL Paul J. Ambrose, Ret.  
paul.ambrose@ngc.com  
**Treasurer:** CW5 Charles W. Roberts  
charles.w.roberts22.civ@mail.mil  
**VPAwards:** 1LT Frank Candelmo  
fcandelmo@gmail.com  
**VPMembEnrollment:** CW4 Stormy  
McLemore Ripley, Ret.  
getsafe@hotmail.com  
**VPPPrograms:** COL David O.  
Jernigan, Ret.  
jerniman66@yahoo.com  
**VPScholarship:** LTC Jack O.  
Parkhurst, Ret.  
parkhurst.jo@gmail.com

### Tarheel Chapter

Raleigh, NC



**Category:** Senior Chapter;  
151 Members  
**Activation Date:** 12/1/1977  
**Website:** groups.yahoo.com/neo/  
groups/Tarheel\_AAAA/info

**Description:** The Tarheel Chapter has approximately 150 Members, comprised of mostly current or retired North Carolina National Guard members, several Active Army Soldiers, and local industry partners. All of the current Tarheel Chapter elected officers are current members of North Carolina National Guard aviation units.

**President:** CW2 John S. Feutz  
jsfeutz@gmail.com  
**Secretary:** SFC Scott Ringenbach  
smringenbach@gmail.com

**Treasurer:** CPT Christopher E.  
Peterman  
christopher.e.peterman.mil@mail.mil  
**VPMembEnrollment:** CSM Derwood  
L. Norris  
norrisd5@nc.rr.com  
**VPPPrograms:** MAJ Lisa M. Whitley  
lisawhitley64@gmail.com  
**VPScholarship:** MAJ Patrick J. Szvetitz  
Patrick.szvetitz@gmail.com

## Ohio

### Wright Brothers Chapter

Columbus, OH



**Category:** Master Chapter;  
205 Members  
**Activation Date:** 2/1/1991  
**Website:** www.wrightbrosaaaa.org

**Description:** The Wright Brothers Chapter of the Army Aviation Association of America was established in 1991 in order to commemorate and document the contributions of Army Air Crews from Ohio in the defense of their country and to recruit and support future generations of Aviators.

**President:** COL Rick D. Hall, Ret.  
rhall7511@att.net  
**Secretary:** CW5 Dale K. Taylor, Ret.  
lahfuhrer@frontier.com  
**SeniorVP:** LTC Michael W. Smith, Ret.  
smith.michaelw1@gmail.com  
**VPScholarship:** CPT Jeffrey S.  
Gyurcsik, Ret.  
jscottg@hushmail.com  
**VPSocialEvents:** SFC Bernard J.  
Miesse, Ret.  
berniem1956@gmail.com

## Oklahoma

### Thunderbird Chapter

Tulsa, OK



**Category:** Master Chapter;  
261 Members  
**Activation Date:** 1/26/2012  
**Website:** www.thunderbirdaaaa.org

**Description:** AAAA Thunderbird Chapter's purpose is to support the Oklahoma Army National Guard Aviation family through various programs and events. A

few of the ways we support are through financial support to family readiness programs, welcome home and deployment ceremonies, and scholarships. AAAA facilitates growth and enhancement of the Army Aviation program by bringing industry partners and service members together to create better and safer ways to meet the Army Aviation mission. Membership in the organization is open to anyone and all are welcome.

**President:** CW5 Paul Merchant, Ret.  
paul.e.merchant.nfg@mail.mil  
**Secretary:** SGT Stephanie M. Cowart  
stephanie.m.cowart2.mil@mail.mil  
**SeniorVP:** CPT Brian P. Thacker  
brian.p.thacker.mil@mail.mil  
**Treasurer:** 1LT Tyler M. Sharpe  
tylersharpe87@gmail.com  
**VPAAtLarge:** SFC Harold N. Prescott  
harold.n.prescott.mil@mail.mil  
**VPEnlistedAffairs:** SGT David M.  
Lamb, Jr.  
david.lambjr@gmail.com  
**VPMembEnrollment:** CW2 Brian  
Keith Gage  
brian.k.gage1.mil@mail.mil  
**VPScholarship:** MAJ Phillip R.  
Hemmert  
phil.hemmert@gmail.com

## Oregon

### Oregon Trail Chapter

Salem, OR



**Category:** Master Chapter;  
274 Members  
**Activation Date:** 5/1/1995  
**Website:** www.quad-a.org/Chapters

**Description:** The Oregon Trail Chapter is the only AAAA chapter in the entire state of Oregon. Ours is one of very few states that has no "active duty" posts. This geographic disadvantage has many unique challenges but has provided many opportunities for the OTC to coordinate with other local organizations who share the common goal of 'Supporting the U.S. Army Aviation Soldier and Family'. The chapter consists of the Soldiers, Officers, Alumni and friends of the 2-641 Aviation Regiment of the Oregon National Guard. This Battalion's composition is unique to the U.S. Army. It is made up of a CH-47 DET based out of Pendleton Oregon (KPDT) along with a DET Tactical Unmanned Aircraft System, UH-60M, LUH-72, and C-12 units based out of Salem at McNary field (KSLE). With the assistance of the AAAA National, this chapter has increased their membership and provided many activities to the aviation community.



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# 2017 AAAA Chapter Directory

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lulayadam@yahoo.com  
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rees.fred@gmail.com  
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Townsend  
keithtownsend@me.com  
**VP Mem Enrollment:** CSM Scott D  
McCoy  
scott.d.mccoy2.mil@mail.mil  
**VPScholarship:** CW5 Barry L. Brown,  
Ret.  
medevac23is@yahoo.com

## Pennsylvania

### Delaware Valley Chapter

Philadelphia, PA

**Category:** Master Chapter;  
221 Members  
**Activation Date:** 4/1/1969  
**Website:** www.quad-a.org/Chapters

**Description:** The Delaware Valley Chapter is headquartered in Philadelphia close to the Boeing Vertical Lift facility where the Chinook and V-22 are manufactured.

**President:** COL Randolph R. Rotte  
Jr. Ret.  
randolph.rotte@boeing.com  
**Secretary:** Mr. Ed C. Hassiepen III  
edward.c.hassiepen@boeing.com  
**SeniorVP:** Mr. Patrick Donnelly  
patrick.donnelly@boeing.com  
**Treasurer:** 1SG John R. Keim, Jr. Ret.  
jrlbkeim@comcast.net  
**VP Mem Enrollment:** Mr. Adam Patrick  
adam.patrick@boeing.com  
**VPPrograms:** Mr. Dave R. Eck  
DaveEckConsulting@gmail.com  
**VPScholarship:** Ms. Cathy Anthony  
catherine.i.anthony@boeing.com

### Keystone Chapter

Indiantown Gap, PA



**Category:** Master Chapter;  
237 Members  
**Activation Date:** 10/1/1981  
**Website:** www.quad-a.org/Chapters

**Description:** Keystone Chapter represents aviation soldiers and families that reside primarily in the Commonwealth of Pennsylvania and centered on Army Aviation units associated with the 28th Infantry Division, "America's

Oldest Division". Members have performed "above the best" in supporting the mission of Army Aviation activities both at home and abroad.

**President:** COL David E. Wood  
David.e.wood38.mil@mail.mil  
**Secretary:** CW5 Joseph Witmer  
josephwitmer@comcast.net  
**SeniorVP:** LTC Gregg T. Clark  
gregg.t.clark.mil@mail.mil  
**Treasurer:** MAJ Aaron J. Lippy  
aaron.j.lippy.mil@mail.mil  
**VP At Large:** CW4 Terrance E. Bale, Ret.  
tbale@stny.rr.com  
**VP At Large:** BG Timothy J. Hilty  
timothy.j.hilty.mil@mail.mil  
**VP At Large:** CW5 Dale A. Yoder  
yoder34@gmail.com  
**VP Mem Enrollment:** MAJ Michael  
S. Bertsch  
mbertsch01@gmail.com  
**VPPrograms:** MAJ Randy L. Lutz, II  
rlutz007@gmail.com  
**VPPublicAffairs:** CW3 Ellen L. Smith  
ellen.l.smith2.mil@mail.mil  
**VPRetiredAffairs:** LTC Franklin H.  
Blouch, Jr. Ret.  
fblouch@outlook.com  
**VPScholarship:** MAJ Michael S. Gross  
michael.s.gross2.mil@mail.mil

## Rhode Island

### Narragansett Bay Chapter

North Kingston, RI



**Category:** Senior Chapter;  
76 Members  
**Activation Date:** 8/1/1992  
**Website:** www.quad-a.org/Chapters

**Description:** The Narragansett Bay Chapter of the Army Aviation Association of America is committed to supporting the Soldiers and Families of Rhode Island Army Aviation. The Chapter is centered around the 1st Battalion 126th Aviation Regiment. The Battalion participated in both OIF and OEF and has a history that traces back to World War II.

**President:** LTC Andrew J. Chevalier  
andrew.j.chevalier.mil@mail.mil  
**Secretary:** CW3 Thomas R. Marchetti  
thomas.r.marchetti.mil@mail.mil  
**SeniorVP:** LTC Brian Hennessey  
brian.p.hennessey2.mil@mail.mil  
**Treasurer:** 1SG Aaron J. Beaulieu, Sr.  
aaron.j.beaulieu2.mil@mail.mil  
**VP Awards:** SFC Richard A. Winkelman  
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**VP Mem Enrollment:** CPT Eric  
Beauregard  
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**VPPrograms:** CPT Christopher J.  
Moroski

christopher.moroski@yahoo.com  
**VPScholarship:** SFC Neil P. Moran  
neil.p.moran.mil@mail.mil  
**VPWOAffairs:** CW4 Mark De Souza  
mark.r.desouza.mil@mail.mil

## South Carolina

### Jimmy Doolittle Chapter

Columbia, SC

**Category:** Master Chapter;  
360 Members  
**Activation Date:** 3/1/1997  
**Website:** www.quad-a.org/Chapters

**Description:** The Jimmy Doolittle Chapter consists of over 300 members currently serving and retired from Aviation units in the South Carolina Army National Guard and ARCENT. We are always seeking new ways and initiatives to bring in current and former crewmembers, aviation support personnel, and all others interested in Army Aviation to become members of our chapter. 'Toujours Au Danger'

**President:** LTC Brian J. Pipkin  
pipkinbj@yahoo.com  
**Secretary:** CPT Sean A. Brookshire  
sean.a.brookshire.mil@mail.mil  
**SeniorVP:** CW5 H. Eric Seymore, Ret.  
seymoreh@bellsouth.net  
**Treasurer:** SFC Michael E. Thompson  
michael.e.thompson76.mil@mail.mil  
**VP AASF #1:** CSM Woody Sullivan  
roy.w.sullivan.mil@mail.mil  
**VP AASF #2:** CW5 H. Eric Seymore, Ret.  
seymoreh@bellsouth.net  
**VP Awards:** MAJ Daniel K. Lee  
daniel.k.lee.mil@mail.mil

## Tennessee

### Volunteer Chapter

Smyrna, TN

**Category:** Master Chapter;  
144 Members  
**Activation Date:** 10/1/2005  
**Website:** www.quad-a.org/Chapters

**Description:** As a blended organization, the Volunteer Chapter combines three Army National Guard aviation support facilities spanning the state of Tennessee. Our goal is to foster community relations and to campaign for memorial scholarship funding. The Volunteer Chapter is welcoming of all service members and any civilian entity in support of our Army Aviation family and its mission.

**President:** MAJ Mark C. Jordan  
jordan.mark.c@gmail.com  
**Secretary:** SGT Toni Lamberti  
toni.lamberti@gmail.com  
**Treasurer:** SFC Lorena Rios Blackwell  
lorenablackwell@gmail.com  
**VP East:** CPT Hulon M. Holmes  
hulon.m.holmes.mil@mail.mil

**VP Middle:** CPT David R. Swan  
dave.swan@yahoo.com  
**VP West:** CW5 John S. McConnell  
hotwhlsnoop@aol.com  
**VP Mem Enrollment:** 1LT Amanda  
C. Morgan  
mandie.carroll.morgan@gmail.com

## Texas

### Armadillo Chapter

Conroe, TX

**Category:** Senior Chapter;  
109 Members  
**Activation Date:** 6/1/1989  
**Website:** www.quad-a.org/Chapters

**Description:** The Armadillo Chapter is all about furthering the mission, ideals, and the promotion of Army Aviation. Its membership includes Active Duty, Army Reserve, Army Astronauts, Army Retirees, and civilian contractors. The focus of the Armadillo Chapter is to support the men and women of the 1-158th AHB, in Conroe, Texas.

**President:** MAJ Rains J. Lowrance  
rains.j.lowrance.mil@mail.mil  
**Secretary:** CPT Brady Boyd  
bradyboyd@gmail.com  
**SeniorVP:** SFC Michael Holliday  
mholliday77@gmail.com  
**Treasurer:** CPT William T. Grantham  
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K. Dudley  
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**VPPrograms:** CW3 Mathew Ingle  
mathew.i.ingle.mil@mail.mil  
**VPScholarship:** CW3 Aaron Ramirez  
aaron.s.ramirez.mil@mail.mil

### Corpus Christi Chapter

Corpus Christi, TX

**Category:** Master Chapter;  
190 Members  
**Activation Date:** 1/1/1964  
**Website:** www.quad-a.org/Chapters

**Description:** Corpus Christi Chapter's purpose is to support the Army and CCAD Aviation family through various programs and events. A few of the ways we support are through financial support to family readiness programs, employee appreciation events, & scholarships. AAAA facilitates growth and enhancement of the Army Aviation program by bringing industry partners, service members, & department of the Army civilians together to create better and safer ways to meet the Army Aviation mission. Membership in the organization is open to anyone and all are welcome.

**President:** COL Allan H. Lanceta  
ahlanceta@gmail.com  
**Secretary:** Ms. Tammy H. Tuttle  
tamhtuttle@gmail.com  
**SeniorVP:** Mr. Robert Straiton  
rstraiton@gmail.com





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**VPRetiredAffairs:** CW4 Jimmy B.  
Johnston, Ret.  
jbjncassie@aol.com

## Jack H. Dibrell/Alamo Chapter

San Antonio, TX

**Category:** Senior Chapter;  
173 Members  
**Activation Date:** 4/1/1960  
**Website:** www.facebook.com/  
JHDLAMO

**Description:** Located in historic San Antonio, Texas, the Jack H. Dibrell (Alamo) Chapter is aligned with the 36th CAB TXARNG and JBSA Ft Sam Houston.

**President:** COL Ronald W. Burkett, II  
winburkett@hotmail.com

**SeniorVP:** MAJ Edward K. Greber  
edgreber@hotmail.com  
**Treasurer:** CW5 Paul W. Jenschke  
paul.w.jenschke@mail.mil  
**VP Awards:** 1LT Joshua M. Tauer  
joshua.m.tauer@mail.mil  
**VPMembEnrollment:** LTC Troy D.  
Meuth  
troy.d.meuth@mail.mil  
**VPMembEnrollment:** COL Micheal  
E. Dye  
micheal.e.dye@mail.mil  
**VPScholarship:** CSM Jose H. Cazares  
jcazares979@gmail.com

## North Texas Chapter

Fort Worth, TX



**Category:** Master Chapter;  
396 Members  
**Activation Date:** 10/1/1964  
**Website:** www.northtexasquad-a.org

**Description:** North Texas Chapter is a Master Chapter located primarily in the Dallas Fort Worth metroplex. The chapter is mostly composed of

industry members from Bell Helicopter, Sikorsky, Lockheed Martin, L-3 Communications, Elbit Systems, Raytheon, DynCorp, and others. Next largest cohort is retirees and smallest cohort are active duty (DCMA, ROTC cadre), reserve and national guard members (2-149th GSAB in Grand Prairie, TX).

**President:** COL Michael J. Miller, Ret.  
millerm@rogerson.com  
**Secretary:** COL Steven W. Kihara, Ret.  
skihara@bh.com

**SeniorVP:** LTC Terrance L.  
Reininger, Ret.  
tlr-bkr@sbcglobal.net  
**Treasurer:** COL Steven D. Mathias, Ret.  
smathias@bh.com  
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**VPMembEnrollment:** COL William  
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**VP Military Affairs:** CPT Craig D. Neeley  
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**VPP Programs:** Mr. Larry Ginder  
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**VPScholarship:** LTC Terrance L.  
Reininger, Ret.  
tlr-bkr@sbcglobal.net

## Phantom Corps Chapter

Fort Hood, TX



**Category:** Master Chapter;  
268 Members  
**Activation Date:** 11/1/1958  
**Website:** www.quad-a.org/Chapters

**Description:** The Phantom Corps Chapter of AAAA, located in central Texas, is part of the Greater Fort Hood Community. Our membership is diverse consisting of both active duty and retired aviation patriots. Our Chapter stays involved with the local community by maintaining contact with the leadership of the towns located nearby.

**President:** COL Phillip Cain Baker  
cain.baker@me.com  
**Secretary:** Mrs. Donna June Huckabee  
june@zachhuckabee.com  
**SeniorVP:** CSM Douglas K. Greene, Ret.  
dkgreene@yahoo.com



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joann.l.courtland.civ@mail.mil  
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randall.l.wise4.mil@mail.mil  
**VPScholarship:** LTC Damon G. Pfaltzgraff  
1987damon@gmail.com

## Rio Grande Chapter

El Paso, TX

**Category:** Master Chapter;  
201 Members  
**Activation Date:** 9/1/1972  
**Website:** www.quad-a.org/Chapters

**Description:** The Rio Grande Chapter of AAAA services active duty, retired, and civilian friends of Army Aviation in El Paso and the surrounding area. A significant representation in the Rio Grande Chapter comes from the aviation service members of the 1AD Combat Aviation Brigade stationed at Fort Bliss, TX.

**President:** COL Benny G. Steagall, Ret.  
bennysteagall@aol.com  
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**SeniorVP:** LTC George W. Benter, IV, Ret.

gwbenteriv@gmail.com  
**Treasurer:** MAJ Heath D. Holt  
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**VPPrograms:** LTC John C. Crotzer  
j\_crotzer@hotmail.com  
**VPScholarship:** LTC Richard M. Zygadlo  
rich.zygadlo@gmail.com

## Utah

### Utah Chapter

West Jordan, UT

**Category:** AAAA Chapter;  
98 Members  
**Activation Date:** 2/1/2008  
**Website:** www.quad-a.org/Chapters

**Description:** NONE PROVIDED  
**President:** COL Gregory B. Hartvigsen  
gregory.b.hartvigsen.mil@mail.mil  
**Secretary:** LTC Ricky N. Smith  
ricky.n.smith8.mil@mail.mil  
**VP Awards:** MAJ Jeremy D. Tannahill  
jeremy.d.tannahill.mil@mail.mil  
**VPMemEnrollment:** 2LT Richard Matthew Johnson  
richard.m.johnson3.mil@mail.mil

## Virginia

### Colonial Virginia Chapter

Fort Eustis, VA

**Category:** Master Chapter;  
310 Members  
**Activation Date:** 7/1/1958  
**Website:** www.quad-a.org/Chapters  
**Description:** The Colonial Virginia Chapter of AAAA is comprised of Soldiers and civilians who live and work on the Virginia Peninsula as well as industry and retired members.

**President:** Mr. Mark S. Jones  
Onegun2many@hotmail.com  
**Secretary:** Ms. Michelle M. Proulx  
michelle.m.proulx2.civ@mail.mil  
**Treasurer:** Ms. Allie Nordan  
Eschenbach  
allie12158@gmail.com  
**VP Awards:** SGM Joseph W. Shabbott, Ret.  
Jshabbott1@cox.net  
**VP Industry Affairs:** COL Donald G. Lisenbee, Jr. Ret.  
donald.lisenbee@ngc.com  
**VPPublicity:** CPT Christopher Douglas Quinlan  
christopher.d.quinlan.mil@mail.mil

**VPScholarship:** Mr. Edward T. Johnson, Jr.  
swedenole@aol.com

### Stonewall Jackson Chapter

Sandston, VA

**Category:** AAAA Chapter;  
52 Members  
**Activation Date:** 4/1/1996  
**Website:** www.quad-a.org/Chapters  
**Description:** NONE PROVIDED

**President:** Mr. Philip Brashear  
philip.brashear@dla.mil  
**Secretary:** CW4 Kevin R. Edwards Jr.  
fr8manjr@verizon.net  
**SeniorVP:** LTC Kevin L. Warfield  
kevin.l.warfield.mil@mail.mil  
**Treasurer:** MAJ James G. Sheldon  
james.g.sheldon.mil@mail.mil  
**VPMemEnrollment:** CW3 Geoffrey W. Mann  
geoffmann3@gmail.com

### VMI/VWIL Chapter

Lexington, VA

**Category:** AAAA Chapter;  
8 Members  
**Activation Date:** 12/1/1995

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- Knowledge Management
- Cyber Training
- Homeland Security Training
- Virtual Ship
- Ship Handling Training
- Turnkey Simulation Training



# 2017 AAAA Chapter Directory

**Website:** [www.quad-a.org/Chapters](http://www.quad-a.org/Chapters)

**Description:** The chapter mentors cadets of the Virginia Military Institute and Virginia Women's Institute for Leadership as possible future leaders in Army Aviation and who, in turn, provide support to the Army Aviation community through their service at various AAAA events.

**President:** Brig. Gen. Teresa Djuric  
tdjuric@mbc.edu

**Washington-Potomac Chapter**  
Arlington, VA



**Category:** Super Chapter;  
927 Members  
**Activation Date:** 8/1/1958  
**Website:** [www.quad-a.org/Chapters](http://www.quad-a.org/Chapters)

**Description:** The Washington-Potomac Chapter was formed by

combining two chapters in the National Capitol Region and is categorized as a "Super Chapter". The Chapter is best known for supporting AAAA Scholarships and has a unique and diverse membership of Active and ARNG units, Soldiers, Army Civilians, Industry members, Contractors and Retirees.

**President:** MG Rudolph Ostovich, III Ret.  
ostovichr@aol.com  
**Secretary:** CW5 Daniel R. Curry, Ret.  
daniel.r.curry@lmco.com  
**SeniorVP:** COL Robert E. Godwin, Ret.  
Robert.e.godwin@gmail.com  
**Treasurer:** LTC Donald L. Wellen, Ret.  
dwellen1@aol.com  
**VPEntitledAffairs:** SFC Tara A. Signet  
tara.ann@hotmail.com  
**VPIIndustryAffairs:** COL John A. Lasch, III Ret.  
jlasch3@verizon.net  
**VPMemEnrollment:** LTC Wade A. Johnson  
johnsonwa1970@gmail.com  
**VPScholarship:** COL Gregory P. Gass, Ret.  
gregory.gass@ge.com

## Washington

**Mount Rainier Chapter**  
Fort Lewis, WA

**Category:** Master Chapter;  
292 Members  
**Activation Date:** 6/1/1965  
**Website:** [www.lewis-mcchord.army.mil/7id/16cab.html](http://www.lewis-mcchord.army.mil/7id/16cab.html)

**Description:** The chapter was established at Fort Lewis, WA and its members include Active, Guard and Reserve Soldiers and their families, DACs, retirees and industry partners to further the goals of support to Army Aviation Soldiers, families and the communities in which they work.

**President:** BG Bruce C. R. Linton  
bruce.c.linton.mil@mail.mil  
**Secretary:** CPT Alexander S. Vichinsky  
alexander.vichinsky@gmail.com  
**SeniorVP:** COL William A. Ryan, III  
william.a.ryan34.mil@mail.mil  
**Treasurer:** MAJ John R. King  
john.r.king26.mil@mail.mil  
**VPAwards:** CW5 Teresa M. Burgess  
teresa64@comcast.net

**VPMemEnrollment:** CW5 Teresa M. Burgess  
teresa64@comcast.net

## Wisconsin

**Badger Chapter**  
Madison, WI

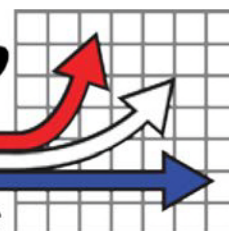


**Category:** Senior Chapter;  
123 Members  
**Activation Date:** 5/24/2012  
**Website:** [www.badgerchapter.com](http://www.badgerchapter.com)

**Description:** The Badger Chapter is the Wisconsin chapter of the Army Aviation Association of America. The Chapter is here to support the Army Aviation Soldiers (Active, Reserve, and National Guard) and their families that live in the State of Wisconsin. The mission of the Badger Chapter is to support Army Aviation Soldiers and their families, the Army Aviation community, and activities that further the interests of Army Aviation.



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# 2017 AAAA Chapter Directory

**President:** COL Steve E. Watkins  
steve\_watkins@me.com  
**Secretary:** MAJ Nils D. Henderson  
nils.henderson@gmail.com  
**SeniorVP:** CPT Joshua Allan Felber  
joshua.a.felber@gmail.com  
**Treasurer:** MAJ Jeremy J. Duffy  
jeremy.duffy1@gmail.com  
**VP Technology:** CW4 Paul Michael Phelps  
pmp Phelps@outlook.com  
**VP Awards:** CPT Lucas J. Sivertson  
lucas.sivertson@gmail.com  
**VP Enlisted Affairs:** SGT Timothy Robert Hass  
timothy.hass@gmail.com  
**VP Memb Enrollment:** CW3 Robert L Heitz, IV  
robert.l.heitz2.mil@mail.mil  
**VP Programs:** CPT Sarah Latza  
sarah.l.latza.mil@mail.mil  
**Historian:** LTC Tammy L. Gross  
tammygross90@gmail.com

## Wyoming

**Cowboy Chapter**  
Burns, WY

**Category:** AAAA Chapter;  
34 Members

**Activation Date:** 4/1/2008  
**Website:** www.quad-a.org/Chapters

**Description:** The chapter was established to provide support to Army Aviation Soldiers and their families and community supporters throughout the state of Wyoming.

**President:** MAJ Toby James Alkire  
tobyalkire@hotmail.com  
**Secretary:** SFC Bowen D. Brammeier  
Bramm38@gmail.com  
**SeniorVP:** CW4 Derek R. Fisbeck  
h60mtp@yahoo.com  
**Treasurer:** MSG James R. Williams  
jim.williams@bresnan.net  
**VP Memb Enrollment:** CW2 Paul Buettner  
paul.buettner@hotmail.com

## OCONUS

**Winged Warriors Chapter**  
APO, AA

**Category:** AAAA Chapter;  
13 Members  
**Activation Date:** 3/1/2008  
**Website:** www.quad-a.org/Chapters  
**President:** LTC Richard P. Tucker

richard.p.tucker.mil@mail.mil  
**SeniorVP:** CPT Christopher David Webb  
christopher.d.webb8.mil@mail.mil  
**Treasurer:** CPT Paul M. Peterson  
paul.m.peterson2.mil@mail.mil

**Bavarian Chapter**  
APO, AE

**Category:** AAAA Chapter;  
51 Members  
**Activation Date:** 8/1/1994  
**Website:** www.quad-a.org/Chapters

**Description:** The AAAA Bavarian Chapter is located at Hohenfels in the heart of Bavaria Germany. The membership of the Chapter is primarily made up of individuals associated with the aviation training unit designated Falcon Team assigned the Joint Multinational Readiness Center.

**President:** LTC Mark S. Lent  
mark.s.lent.mil@mail.mil  
**Secretary:** CPT David T. Booker  
dtbooker06@gmail.com  
**SeniorVP:** MAJ Ryan A. Cryer  
ryan.a.cryer.mil@mail.mil  
**Treasurer:** CW3 Thomas E. Weekley  
thomas.e.weekley.mil@mail.mil

**VP Awards:** CPT Matthew J. Fleming  
matthew.fleming4@gmail.com  
**VP Memb Enrollment:** CW4 David J. Facio  
david.facio@yahoo.com

**Desert Oasis Chapter**  
APO, AE

**Category:** AAAA Chapter;  
68 Members  
**Activation Date:** 1/1/1976  
**Website:** www.quad-a.org/Chapters

**Description:** The AAAA Desert Oasis Chapter is the 73rd active AAAA Chapter located in Riyadh, Kingdom of Saudi Arabia. Our members include active & retired military and contractors. Additionally, the Desert Oasis Chapter welcomes the Aviation community of the Kingdom of Saudi Arabia.

**Secretary:** MAJ Johnathon W. Sampsel  
johnathon.w.sampsel.mil@mail.mil  
**SeniorVP:** MAJ Jorge A. Rosario  
jorge.a.rosario@gmail.com  
**Treasurer:** CW4 Dennis Eelkema  
dennis.eelkema.mil@mail.mil  
**VP Memb Enrollment:** CW4 Les McNellie  
les.mcnellie@gmail.com

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# 2017 AAAA Chapter Directory

## Griffin Chapter

APO, AE

**Category:** Senior Chapter;

562 Members

**Activation Date:** 1/1/1976

**Website:** [www.quad-a.org/Chapters](http://www.quad-a.org/Chapters)

**Description:** The Griffin Chapter is headquartered in Katterbach Kaserne, Germany that is co-located with the 12th Combat Aviation Brigade Headquarters. Currently the chapter includes an active duty membership that extends across six separate U.S. Army installations to include retirees that have chosen Germany as their home.

**President:** COL Christopher Waters  
gba\_ob@icloud.com

**Secretary:** MAJ Michael Omodt  
michael.s.omodt.mil@mail.mil

**Treasurer:** CPT Kenneth T. Wheeler  
kenneth.t.wheeler.mil@mail.mil

**VPActivities:** MAJ John J. Landers  
medgreenguy@yahoo.com

**VP Awards:** CPT Kyle M. Amonson  
kyle.m.amonson@gmail.com

**VPEnlistedAffairs:** CSM Osvaldo Martell  
osvaldo.martell.mil@mail.mil

**VPKatterbach:** LTC Ryan K. Welch  
ryan.k.welch3.mil@mail.mil

**VP Membership:** CW5

Immanuel Delacruz

awesomeflight1@hotmail.com

**VP Scholarship:** 1SG Jeremy Lindner  
tugeez@yahoo.com

## Morning Calm Chapter

APO, AP

**Category:** Master Chapter;

180 Members

**Activation Date:** 5/1/1958

**Website:** [www.facebook.com/pages/Army-Aviation-Association-of-America-AAAA-Morning-Calm-Chapter](http://www.facebook.com/pages/Army-Aviation-Association-of-America-AAAA-Morning-Calm-Chapter)

**Description:** The Morning Calm Chapter serves and supports all US Army Aviation Soldiers in Korea. Our members include the 2nd Combat Aviation Brigade, 2nd Infantry Division, 3rd MI, 4-58 AOB, Eighth United States Army, and United States Forces Korea. We provide mentoring, networking, and benefit awareness for Aviation Soldiers and families on the peninsula. Actual seat of chapter is Seoul, Korea

**President:** COL Lance K. Calvert  
lance.k.calvert.mil@mail.mil

**SeniorVP:** LTC Mark C. Gillespie  
magillespie70@gmail.com

**Treasurer:** MAJ Christopher Duncan  
christopher.c.duncan.mil@mail.mil

**VP Awards:** 1LT Liza B. Dye

liza.b.dye.mil@mail.mil

**VPCivilianAffairs:** Mr. Paul Bush  
paul.c.bush2.civ@mail.mil

**VPScholarship:** MAJ Raymond

Santiago

raymond.santiagorivera.mil@mail.mil

**VPWOAffairs:** CW5 William Charles Miller, III

william.c.miller1.mil@mail.mil

**Host Nation Coordinator:** CW3

Chong Kwan Yim, Ret.

chong.k.yim.civ@mail.mil

## Rising Sun Chapter

Camp Zama Japan, AP

**Category:** AAAA Chapter;

29 Members

**Activation Date:** 12/1/1995

**Website:** [www.quad-a.org/Chapters](http://www.quad-a.org/Chapters)

**Description:** AAAA Rising Sun Chapter is located on Camp Zama, Japan. We support the U.S. Army Aviation Soldiers and their families and work to build and strengthen relationships with the Japanese self-defense forces and the Japanese people.

**President:** LTC Bryan C. Jones

bryan.c.jones6.mil@mail.mil

**Secretary:** SGM Danny J. Davis

ayumijoy@yahoo.com

**SeniorVP:** MAJ Nolan D. Roggenkamp  
nolandale@gmail.com

**Treasurer:** MAJ Keith C. Katzenberger

keith.c.katzenberger.mil@mail.mil

**VP Japanese Liaison:** LTC Kiyoyuki

Takeda, Ret.

ktakeda.desc.1217@jcom.home.ne.jp



If you currently have an email address ending in mail.mil, please provide AAAA with your civilian email address at

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This will allow you to receive important AAAA information.

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- Henry Q. Dunn Crew Chief of the Year
- Army Aviation Soldier of the Year
- Rodney J.T. Yano NCO of the Year
- Michael J. Novosel Army Aviator of the Year
- Robert M. Leich Award
- Army Reserve Aviation Unit of the Year
- John J. Stanko Army National Guard Aviation Unit of the Year
- Active Army Aviation Unit of the Year
- Outstanding Army Aviation Unit of the Year
- Top AAAA Chapter of the Year
- Top Senior Chapter of the Year
- Top Master Chapter of the Year
- Top Super Chapter of the Year

### AAAA Hall of Fame Inductions

Suspense: June 1

### AAAA Functional Awards

Suspense: July 1

- AMSO Award
- ASE Award
- Avionics Award
- Donald F. Luce Depot Maintenance Artisan Award

Suspense: August 1

- Logistics Unit of the Year Award
- Materiel Readiness Award for a Contribution by a Small Business or Organization
- Materiel Readiness Award for a Contribution by an Individual Member of Industry
- Materiel Readiness Award for a Contribution by a Major Contractor
- Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
- UAS Soldier of the Year
- UAS Unit of the Year
- Fixed Wing Unit of the Year



Suspense: September 1

- Air/Sea Rescue
- ATC Facility of the Year
- ATC Unit of the Year
- ATC Technician of the Year
- ATC Controller of the Year
- ATC Manager of the Year
- DUSTOFF Medic of the Year
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# Saudi Buildup

## An Army Aviation Milestone

By Adriane Elliot

**U.S.** Army Aviation marks another historic milestone as some of its foremost experts assist Saudi Arabia's Ministry of the National Guard (MNG) build their aviation force—from the ground up.

Personnel assigned to the Riyadh-based Office of the Program Manager-Saudi Arabian National Guard (OPM-SANG) have led the total construct and early 2017 fielding of one of three planned combat aviation brigades (CAB) – made up of a Black Hawk unit, a maintenance battalion and an Apache and light reconnaissance unit. The two remaining CABs are scheduled for fielding through 2021. The CABs give the MNG a tremendous capability, increasing their speed and agility, boosting the nation's internal security and providing their ground forces a close air support capability they've never known.

One of two, fulltime active armies in the Kingdom of Saudi Arabia, the MNG's roots date back to the late King Abdul-Aziz's original White Army; its mission is to protect the royal family and assist in the defense of the Kingdom. In addition to supporting the Ministry of Defense and Ministry of Interior, the MNG defends vital locations such as holy sites, oil facilities, utilities, and communications centers.

COL Raymond Herrera is OPM-SANG's Assistant Program Manager for Aviation and oversees the U.S.-Saudi collaboration in Riyadh. He said the CABs' complete construction, from initial concept to fielding, is an enormously complex task, but it is proving successful for both the United States and one of its staunchest Mid East allies. "It mutually supports national interests in that it creates the ability for the Saudi Arabian National Guard to be more self-sufficient and boosts interoperability between both nations," said Herrera.

It is a familiar concept throughout the Army's security assistance enterprise: As America's partner nations increase their ability to secure their borders, they can also shoulder the load during Allied



*The Saudia Arabian National Guard will be receiving Black Hawks and Apaches like those pictured here as they build up the first of three combat aviation brigades in early 2017.*

operations. Likewise, nations who use U.S. equipment and train with the United States, are able to conduct joint operations effectively when the need arises. Herrera said OPM-SANG personnel involved in the founding of the MNG Aviation Division have a combined total of several hundreds of years' worth of aviation expertise.

"They are using decades of experience, including hard-earned lessons learned in Iraq and Afghanistan, to help the MNG build a better fighting force," he said. This spells mission success for Riyadh-based OPM-SANG, a U.S. Army Security Assistance Command (USASAC) subordinate organization composed of U.S. Army and Department of Army civilian personnel:

While Saudi's King Abdullah bin Abdul-Aziz signed an agreement in 2010 to establish the first ever of the three CABs, U.S. Army personnel have been assisting the MNG modernize its force for almost half a century, said Herrera.

"This modernization includes training, equipment, maintenance, supply, procurement, management, organization, health care and facilities – a total package approach," he said, "and it is fully funded by the Saudi government

through Foreign Military Sales (FMS) cases executed by USASAC."

Herrera said the cases that govern the aviation buildup have presented some challenges. After all, building such a complex capability from scratch, is no simple task. But no challenge has been insurmountable.

"Progress at all levels continues to improve," said Herrera, who called the U.S.-Saudi partnership inspiring. "We are very proud of the work we have accomplished. Despite the numerous logistical, structural, and personnel challenges, SANG Aviation has come a long way in a short time. I credit this to the dedication and expertise of OPM-SANG personnel who are tasked with building and shaping foreign aviation brigades, literally, from the ground up." For more information about the Office of the Program Manager-Saudi Arabian National Guard mission, visit [www.army.mil/opm-sang](http://www.army.mil/opm-sang).

*Mrs. Adriane Elliot is a Department of the Army Civilian serving as a public affairs specialist in the Command Information Office for the U.S. Army Security Assistance Command, headquartered at Redstone Arsenal in Huntsville, AL.*



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# Army Aviation Heritage Foundation

By LTC (Ret.) Joe Emerson



*Sky Soldiers of the Army Aviation Heritage Foundation participating in a Vietnam War demonstration/reenactment.*

**W**idely known as the “Sky Soldiers,” the Army Aviation Heritage Foundation and flying Museum (AAHF) was founded by retired Army Major General Morris Brady and his son Mike Brady in 1997 to bring the story of Army aviation to the American public. At the time, many were familiar with the Blue Angels and Thunderbirds, but few realized that in Vietnam, there were more Army assets flying than in all other services combined. The Sky Soldiers’ original fleet included an AH-1 “G” model Cobra, known for its extensive use in the Vietnam War, as well as an OH- 6 Loach, two iconic UH-1 Hueys, and many other flying assets. The AAHF soon established itself as a 501(c)(3) nonprofit organization and to this day relies on volunteers to help preserve and fly these aircraft, as well as provide numerous static displays and conduct hangar tours to individuals and groups throughout the year.

In 2002, the Federal Aviation Administration (FAA) granted approval to

the foundation to give rides in the UH-1 Hueys, and in 2010 the AH-1 Cobra, giving one of the most unique experiences in the world to individuals at air shows. From 2007 to 2008 the Sky Soldiers participated with the U.S. Army Recruiting Command as the Army’s official Demonstration Team. Since 2002 over 40,000 passengers have flown with the AAHF experiencing what some have said is the “ride of their life.”

Beginning in 2016, the AAHF began a project to restore an AH-1F to its original AH-1G series. Known as the Cobra 295 project (Cobra tail number 66-15295), it was the 50th AH-1G made under the first contract of 110 Cobras in March 1966. With the goal of restoring Cobra 295 into a flyable and certified aircraft by the end of 2017, several volunteers have dedicated hours of “sweat equity” at Legacy hangar in Hampton, Georgia, and continue to welcome able bodied workers to contribute time and treasure to this effort. Donations to support

“Project 295” are graciously accepted on our website, [www.armyav.org](http://www.armyav.org), or can be mailed directly to our hangar at 506 Speedway Boulevard, Hampton, GA 30228.

Today the Sky Soldiers volunteers continue to maintain its aircraft and fly at air shows using Cobras, Hueys and military reenactors, many who are veterans and longtime members of the Foundation. Let’s keep alive and honor the memories of the men and women who served this great country in its time of need, and help us inform and educate the public on what happened so many years ago, but above all else Keep Them Flying. Please come by our booth 482 in Nashville and see our aircraft on display and visit with the Sky Soldiers.

---

*LTC (Ret.) Joe Emerson is a member of the Sky Soldiers of the Army Aviation Heritage Foundation.*



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## AAAA Scholarship Foundation By COL (Ret.) Michael E. Freeman

*In this issue, I want to share with you the comments of one of our recent scholarship winners who is a prime example of what is possible and the impacts that your AAAA Scholarship Foundation can have on our Army Aviation Soldiers and their families.*

*COL Michael E. Freeman, President, AAAASF*

## Helping to Make the Future a Reality – Thank You, AAAA!

**M**y name is Joe Dorsey, and I am currently a sophomore at Marquette University and a 2015 AAAA Scholarship winner. This semester, however, I am in Washington D.C. taking classes and working on Capitol Hill through the Les Aspin Program.

This experience will definitely enable me to expand my horizons and further my knowledge about the field that I plan on being a part of after graduation. Not only am I using my abilities to contribute to the daily functions of Congress, but also, I am learning about topics such as urban issues, interest groups, and arts in a democratic society through my classes. I consider myself lucky because I am able to learn this in the best place in the world to do so – Washington, D.C.

In the midst of my obligations, I have been able to spend my free time exploring the city. I grew up in a small town where my house is surrounded by cornfields. Marquette's campus in Milwaukee was a great escape for me, and this semester in D.C. is another amazing change of scenery. The incredible marble buildings and historical monuments make our nation's capital such an extraordinary city.

Within the first couple weeks here, I was able to witness history at the 2017 inauguration and the protests on the days after. It has definitely been interesting to see these events unfold from this perspective. While it is easy to see what happens in our government on the news, it is a completely different context to be here and involved. Being in D.C. during such a unique time is truly an unrepeatable experience.

The Les Aspin Program began in 1988, when Rev. Timothy O'Brien, Ph.D. began bringing interested students to Washington, D.C. for coursework and internships on Capitol Hill. Through the dedication of Father O'Brien and others like Congressman Gerald Kleczka, the program took off, and by 1993, the center conducted its first semester session. Les Aspin was the Secretary of Defense under President Bill Clinton. In 1994, he returned to Marquette's faculty, of which



Joe Dorsey

COURTESY PHOTO

he had been a member before joining politics. Aspin began working with Father O'Brien to expand Marquette's presence in D.C., and a property was obtained a mere five blocks from the United States Capitol. Les Aspin died suddenly in May of 1995, and the D.C. program was renamed in his honor. Under the direction of Father O'Brien, the Les Aspin Center began to offer year-round academic programming.

The work that I am putting here is going to help me as a Pre-Law scholar, which is essentially three year undergraduate and three year law school track at Marquette. In the future, I hope to practice some kind of international law. The opportunity to be in Washington D.C., and pursue my goals and dreams stems from the tremendous support I have received from my parents and the generous scholarship that I received from AAAA.





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*Catherine Zimmerman, 2016 Recipient of the Families of the Fallen Scholarship*

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## AAAA Chapter Affairs By LTC (Ret.) Jan Drabczuk

*I greatly appreciate the support from Gary Nenninger, the Tennessee Valley Chapter President, and Janice Sanders, VP Publicity for authoring and sharing this chapter information.*

# The Tennessee Valley Chapter

The TVC of AAAA is the largest chapter in the association, and is based out of the Huntsville, Madison, and Redstone Arsenal areas of Alabama, although their membership includes folks from Tennessee. The chapter has its roots in St. Louis, but relocated to Huntsville with the BRAC.



They are an active, diversified chapter that stays busy with a myriad of different events and membership meetings, offering something for everyone and many wonderful opportunities to reunite with old friends and network with new associates.

### Energy is Always Moving

The chapter is probably best known for co-hosting with National the Annual Joseph P. Cribbins Aviation Product Symposium. This well attended event can feature over 100 vendors, and attendance often tops 500 folks interested in keeping abreast of the latest programs and anticipated business opportunities in Army Aviation.

Besides the symposium, the chapter holds an event a month at a minimum. They host an after work hours membership social at different locations both on and off post to allow a frequent change in venue, allowing the chapter to support more local establishments and the largest cross section of folks to attend their socials. Often these events include a speaker or presentation from a Project Office. TVC was honored last year to host a social to commemorate the casing of the colors of the Armed Scout Project Office, an appropriate and bittersweet send off to a platform and pilots that has served Army Aviation in some capacity since the Vietnam War.

Other events include their annual golf tournament, a favorite that lets

the chapter partner with their Industry friends and raise money for the Army Aviation Scholarship Fund. For their shooters, they have a semi-annual Pistol competition, for those who prefer to spend their time off in a boat, two annual fishing tournaments. The chapter also plans a semi-annual White Water Rafting Trip on the Ocoee River for the brave folks and family who wish to tackle class four rapids, and for those who prefer more sedate entertainment a short bus ride to a tour and BBQ at the famous Jack Daniels Distillery. This year marks the 20th anniversary of the BRAC and the movement of Army Aviation acquisition and sustainment to Redstone Arsenal, and the chapter will be hosting a celebration to commemorate this event.

As autumn turns the leaves brown and the weather gets cooler, the chapter hosts another popular event, Oktoberfest, in the lovely Botanical Garden with German food and a mini volksmarch. Soon after chapter members swap out their Lederhosen for their glad rags and attend the Annual Formal Aviation Ball. The year ends with the TVC Christmas Party Blowout!

The chapter also makes it a point to task their seasoned veterans and leadership professionals with Senior Advisory Group "SAG" meetings; this allows them to leverage their considerable experience and knowledge in making the TVC chapter and its events as

productive as possible and help identify areas of expansion. Many of their most experienced members of the Aviation Community serve on their board, and it was with heavy hearts and raised glasses the chapter honored three long time board members who chose to retire; Mike McClellan was a long serving VP of Programs and the heart and drive behind many of what have now become the chapter's traditional events. Al Carreon filled the office over two decades as the chapter treasurer, and Chris Henderson, a lady who managed not only to serve as the chapter secretary but also leave a deep and lasting positive impact on the Black Hawk program with grace and style.

### Local Community Support

The Chapter is also committed to supporting the local communities, project offices and programs that support the Warfighter and their families. The Vets with Vets fundraiser for AER, Still Serving Veterans, Vietnam Veterans of America, veterans' wreath programs, sponsoring soldiers and college students to attend the National event, and phone cards for deployed soldiers are just some of the many organizations supported by the chapter. Their Sunshine committee also reaches out to members and their families who are experiencing personal challenges or medical concerns with gift baskets and support.



The Tennessee Valley Chapter is fortunate to be located in the heart of Aviation logistics and acquisition, with a generous, engaged and active membership from all backgrounds and areas of military aviation. So if you are moving to the Huntsville area, or even stopping by on travel, look them up at [www.tvc-aaaa.com](http://www.tvc-aaaa.com). There is always something happening in Huntsville.

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

## AAAA Chapter News

### Badger Chapter Dining Out



The Badger Chapter hosted a "History of Wisconsin Army Aviation" dining out on Jan. 7, 2017 at the Crown Plaza Hotel, Madison, WI. The event included a history brief, provided by the Wisconsin Veteran's Museum, a rolling slide show of historical Wisconsin Aviation photos, and recognized Service members scheduled to deploy and their families. Over 270 enjoyed the event which was partially subsidized by AAAA National and a number of donors who assisted in defraying the cost for junior enlisted Soldiers.

### Black Knights Chapter Mentors Cadets



Members of the Black Knights Chapter and cadets from the U.S. Military Academy at West Point who have branched Aviation got together on Feb. 8, 2017 for a chapter event where the cadets learned their course start dates for flight school and took part in a mentorship round robin on various branch-related topics.

### Lindbergh Chapter



The Lindbergh AAAA Chapter held its annual Spring Social on March 8th in spite of the local weather folks having snow in the forecast. The Chapter met at Syberg's in St. Louis, MO for drinks, snacks, and catching up with friends. Conversation included some war stories and future plans for Chapter events to include a Fly-in and a golf tournament. A good time was had by the attendees and all are looking forward to seeing members at the 3rd annual winery trip set for May 6th.

### Prairie Soldier Chapter



The Chapter held a General Membership meeting following the Nebraska Army Aviation Safety Stand Down Day on Jan. 7, 2017 at the Nebraska National Guard Aviation Museum, to capitalize on the personnel attendance from JFHQ; 92nd Troop Command; 1-376th Avn. Bn. S&S; Co. B, 2-135th GSAB; Co. G,

2-104th GSAB, and Co. A, Det. 1, 2-641st Avn. Bn. Over 105 were at the event and attended a luncheon and social which was provided by the chapter and partially funded by AAAA National.

## UPCOMING EVENTS

### May 2017

May 1 Deadline — Scholarship Application  
May 9-11 AHS International's 73rd Annual Forum and Technology Display, Fort Worth, TX

### June 2017

June 1 Deadline — Scholarship Application Supporting Documents  
June 1 Deadline — Hall of Fame Nominations

### July 2017

July 1 Submission Deadline — ASE, AMSO, Avionics, and Donald F. Luce Depot Maintenance Artisan Awards  
July 1-6 VHPA 34th Reunion, Indianapolis, IN  
July 14 AAAA SFI Executive Committee Meeting  
July 15 AAAA SFI Selection Committee Meeting

### August 2017

August 1 Award Deadline — Logistics Support Unit, Materiel Readiness, Fixed Wing, UAS Soldier and Unit of the Year

### September 2017

Sept. 1 Award Deadline — Air/SeaRescue, ATC Facility, ATC Company, ATC Maintenance Technician, ATC Controller, ATC Manager, DUSTOFF Flight Medic, Medicine, Trainer  
Sept. 9-12 NGAUS 139th General Conference & Exhibition, Louisville, KY



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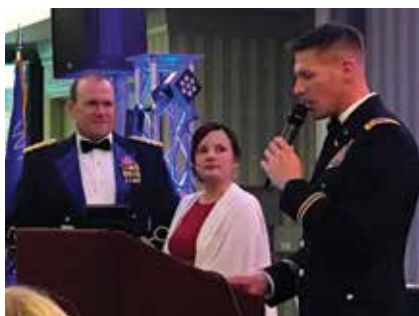
## Order of St. Michael and Our Lady Of Loreto Inductees

### Badger Chapter



CHAPTER COURTESY PHOTO

Badger Chapter President COL Steve Watkins (center) inducted **1SG Mark D. Felix** and **BG (Ret.) Kerry Denson** into the Bronze Honorable Order of St. Michael for their long-standing support of Army Aviation during the Badger Chapter "History of Wisconsin Army Aviation" Dining Out on Jan. 7, 2017 at the Crown Plaza Hotel, Madison, WI. During the same event, Watkins and Treasurer, MAJ Jeremy Duffy, also inducted (pictured below) **Mrs. Christina Denson** into the Honorable Order of Our Lady of Loreto for her exceptional efforts supporting the family readiness group.



CHAPTER COURTESY PHOTO

### Colonial Virginia Chapter



CHAPTER PHOTO BY LTC (RET.) TODD

**CW4 (Ret.) Gilbert W. Snow**, senior account manager for General Electric

Aviation U.S. Army Programs at Joint Base Langley-Eustis, VA, is inducted into the Bronze Honorable Order of St. Michael by Chapter President, Mark S. Jones during a Mar. 14 ceremony. He was recognized for 30 years of unfailing Active, Reserve, and National Guard service to Army Aviation.

### Flint Hills Chapter



CHAPTER PHOTO BY MAJ JACOB ROOPER

2-1st General Support Aviation Battalion safety officer and CH-47F instructor pilot, **CW3(P) Robert W. Freeman**, is inducted into the Bronze Honorable Order of St. Michael by CW5 Sam Baker, command chief warrant officer of the Combat Aviation Brigade, 1st Infantry Division, during a December 15, 2016 ceremony at Marshall Army Airfield, Ft. Riley, KS. Freeman was recognized for 20 years of dedicated aviation service.

### Prairie Soldier Chapter



CHAPTER COURTESY PHOTO

**CW5 Derek Simonds**, State Aviation Safety Officer and outgoing Chapter Executive VP was inducted into the Bronze Honorable Order of Saint Michael by BG Richard H. Dahlman (right), The Assistant Adjutant General, and Chapter President MAJ William P. McGreer at the end of the Nebraska Army Aviation Safety Stand Down Day on Jan. 7, 2017 at the Nebraska National Guard Aviation Museum.

### Tennessee Valley Chapter



CHAPTER PHOTO BY CHAD BRADEN

**Susan M. Osterlund**, business manager for the Aviation Engineering Directorate, U.S. Army Aviation and Missile Research, Development, and Engineering Center, Redstone Arsenal, AL, is inducted into the Bronze Honorable Order of St. Michael on Mar. 7, 2017 by chapter president, Gary Nenninger (left) and AED deputy director, David B. Cripps. She was recognized for over 32 years as an Army Aviator, commander and staff officer, 25 years as a spouse of an Army Aviator and 11 years as a civil servant supporting airworthiness of Army Aviation.

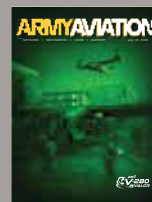
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bob@quad-a.org or  
**Erika Burgess**  
erika@quad-a.org  
203. 268.2450





# AAAA Membership

By CW5 (Ret.) Dave Cooper

## Service Connected

I suppose that each person reading this article is in some way “service connected.” Whether you wear the cloth of this Nation’s armed services or are a Scout leader, or First Responder or volunteer in the local soup kitchen you know what it means to serve. Another American that knows service is CSM Mark Dehart.

His grandfather served in the Army during WWII as a bazooka gunner. His father served in the Virginia National Guard and several uncles served during the Vietnam era. One of his uncles was awarded the Purple Heart for wounds received by enemy indirect fire.

Then-Private Mark Dehart entered service in October 1984 at the Richmond, VA MEPS. He trained at Fort Benning, GA as an 11BC2. He said, “...basic training was exactly what I expected. It was tough mentally and physically but we survived and I would not trade my Harmony Church experience for anything.” Then it was on to Jump School and the 82nd Airborne Division, Ft Bragg, NC. He served as a Dragon gunner. The Dragon system was just like grandpa’s bazooka only a whole lot heavier!

Mark’s first 1SG made a huge impression on him. His name was 1SG Larry Lane and he served several tours with the 173rd Airborne in Vietnam. Mark said, “He was tough as nails and to me he looked like he was in his 60’s, but he could out ruck and run all of us.”

He left active duty to continue his service as a U.S. Army Reservist and a fireman at U.S. Navy Region Mid-Atlantic Fire & Emergency Services in Hampton Roads, VA. He retired from the fire service after 25 years while achieving the rank of captain of an engine company. He now works for the National Oceanic and Atmospheric Administration (NOAA).

As a Reservist he mobilized in 2004 as a senior drill sergeant for a year-long mission at Fort Jackson, SC in support of Operation Noble Eagle. The mission was to retrain individual ready reserve (IRR) Soldiers called back to duty in support of GWOT. In 2009, he was selected as 1SG for B Co., 5-159th General Support Aviation Battalion, a CH-47D flight company based out of Felker Army Airfield, Fort Eustis, VA.

Then-1SG Dehart deployed to Talil, Iraq as the Senior NCO of Taskforce Freight Train. The Task Force was comprised of over 130 Soldiers from the GSAB. They were assigned to the



CSM Mark Dehart and family, (l to r) wife Lisa, and daughters Hannah and Hayley.

12th CAB and flew over 5,000 hours with 8 aircraft that year. For their superior performance they were named the AAAA Army Reserve Aviation Unit of the Year.

CSM Dehart is retiring in June having more than 32 years of combined Active and Reserve service. This should free him up to pursue hunting deer. He belongs to a local hunt club that leases 1000 acres of “prime deer hunting land” on the eastern shore of Virginia and harvested an eight point buck this season. He and his wife Lisa have been married for 27 years. Lisa is a hairdresser. They have two daughters. Hayley is a scientist at a pharmaceutical company and Hannah is studying to be an elementary school educator.

CSM Dehart has strong feelings for AAAA and I want to share his thoughts with you. He said, “I’ve been a member for several years and was informed about the great things AAAA does for Soldiers and our Aviation Branch by my former brigade commander, COL (Ret.) John Gallagher.”

“For the Aviation Soldiers and especially the enlisted Soldiers, I highly encourage you to become an AAAA member and be a part of this great organization that provides so much for you and your Families. Being a member of AAAA provides me with a great sense of pride by belonging to a professional organization whose mission serves a greater cause. Over the years, AAAA has directly recognized numerous Soldiers in my command for excellence in Aviation. This past year my daughter Hannah was awarded a scholarship from AAAA, which is helping her achieve her dream of becoming an elementary school teacher.” “I plan to continue my membership and support well after I’m retired and I sincerely thank the organization for all you’ve done and continue to do for us!”

Hats off to a man that knows what it is to support causes greater than himself and a great supporter of AAAA!

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



# AAAA

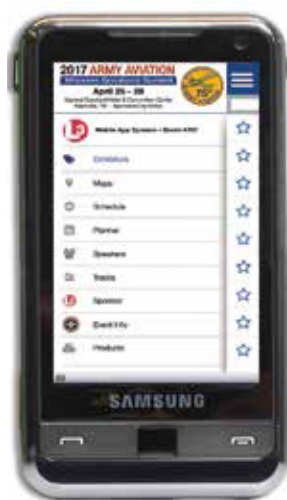
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Steve Engebretson  
Jerry F. Irwin  
CPT John Joseph Kealy  
LTC Charles S. Kettles, Ret.  
CW4 Bradley Moore  
LTC Joseph H. Parker  
1LT Patrick J. Peterson  
MAJ Charles Richardson, Ret.  
COL William A. Ryan, Jr. Ret.  
Mr. Karl H. Schmidt, Ret.  
CPT Kendal Tillemans  
MAJ James D. Wells, Sr.  
COL Rick Zampelli

### New AAAA Members

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1SG Jason Barton  
PFC Benjamin D. Beachy  
SFC Jacob C. Blue  
CPT Laurienel Bonano Ortiz  
1SG Donal Lee Boozer  
MSG Leonard C. Boyer  
MSG Homer Daigle  
SSG Catlin Danick  
SFC Randall Anthony Day  
Todd Day  
SPC Nicholas John DeCarlo  
WO1 Avee Dulay  
SFC Darren Groover  
MAJ Jessica Harmon  
1LT Claire Horn  
CW5 Justin Karls  
SSG William K. Kingdollar Jr.  
MAJ Rogelio Antonio Mata  
CW4 Scott NewMyer  
SSG Eddie Salas  
1SG Timothy W. Stevenson  
SPC John Thompson  
CPT Angel Tomko  
1SG Andrew Verenski  
SSG Cole William Wells  
SGT Kenneth Zook  
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CW4 Joshua McCurry  
SPC Shanice T. Scully  
SSG Francheska L. Wiggins  
CW4 John K. Yim  
**Arizona Chapter**  
CDT Dominic Brown

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Sachit J. Mistry  
Amy Moore  
Loree M. Philip  
PV2 Chance L. Piccolo  
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CPT William T. Grantham  
CW3 Mathew Ingle  
SGT Jvne Drei Melendez  
CW2 Donald Charles Park  
PFC Renata V. Penatti  
CW3 Aaron Ramirez  
SSG Erich Vann Rivers  
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SFC Michael D. Greenwood, Ret.  
1SG Jin Hoh  
WO1 James Jackson  
CW4 Isaac A. Keener, Ret.  
SFC Aaron Lewis  
CW2 Paul L. Meyers  
SPC Benjamin Riofrio  
SGM Jorge Rodriguez  
Mack Henry Spears  
CW4 Kenneth Thomas, USAR  
SFC Eric Vance  
CPT Abigail Vargo  
**Badger Chapter**  
CDT Cole D. Hamilton  
Jan. Prietzel  
**Bavarian Chapter**  
PFC Jabrai D. Abrams  
CW3 Matthew John Decker  
PFC Charles D. Snyder  
**Black Knights Chapter**  
MAJ James Demonstranti  
LTC Tanya Estes  
CDT Dillon Roberts  
**Bluegrass Chapter**  
SSG Deron Tyler Hellard  
**Central Florida Chapter**  
CDT James Bentley  
LTC Ronald D. Frye, USAR Ret.  
CDT Darryl Lee Gerow Jr.  
LTC Charles Gietz, Ret.  
Thomas Howell  
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CW3 Linda M. Wynn, Ret.  
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SFC Joseph Bonishill  
1SG Nicholas Burney  
Jason Cisneros  
LTC Stephen W. Ladd  
CW4 Sam Puentes  
SSG Julio J. Santiago  
SFC Tracy Wallace  
SFC Kenneth Welshans  
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Jared Griffin

Michael Moeller  
PVT Robert A. White  
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Jeffrey Noyes  
Gloria Marie Olivarez  
**Cowboy Chapter**  
Ronald Dubay  
**Delaware Valley Chapter**  
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Deborah J. Jones  
**Embry Riddle Eagle Chapter**  
CDT Gerald Cook  
**Flint Hills Chapter**  
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Michael William Cass  
CW3 Anthony Kruckeberg  
1LT Ryan Mejeur  
CD2 Sean Moody  
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MAJ Jeffrey Lynn Miller  
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SGT Tyler Comeaux  
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SGT Frederick G. Hofmeister  
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PFC Dale A. Jone  
SPC Joshua P. Kidwell  
CW3 Justin R. Marshall  
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SSG Jeremy C. Stocks  
SGT Cristian E. Venegas  
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**Iron Mike Chapter**  
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CPT Jonathan Powell  
**Jack H. Dibrell/Alamo Chapter**  
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**Jimmy Doolittle Chapter**  
CPT Jacob Everett Barth  
CW3 Vernon Crumpler  
CW2 James F. McCoy  
SPC Wesley T. Reynolds  
CW2 Matthew Roland  
**Keystone Chapter**  
CW4 Joseph Fogg





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**Magnolia Chapter**  
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 William Tisdale  
**Mid-Atlantic Chapter**  
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 SSG Matt T. Gwin  
 SPC Stephanie L. Husfelt  
 Jason M. Juliano  
 SGT Andre F. Lux  
 COL Joseph Skarbowski  
 SPC Nicholes Strough  
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 SFC Wade C. Paynter  
 Mr. Michael Sharp  
**Mohawk Chapter**  
 CW2 Louis Malizia  
 BG Frederic D. Sheppard, Ret.  
 SPC Stanley R. Sutton  
 CW2 Stephen Young  
**Morning Calm Chapter**  
 CPT Richard Carter  
 CW3 James Bentley Wilson  
**Mount Rainier Chapter**  
 SFC Ian D. Birk  
 Jim Fitsemmons  
 SGT William D. Hust  
 SPC Keely L.P. Killebrew  
 Richard La Monica, Sr.  
 CW5 Noel Larson  
 CW3 Andrew J. Sorenson  
 SPC Derek R. Steveson  
 George Zilahi  
**Narragansett Bay Chapter**  
 CW4 James H. Smith  
**North Star Chapter**  
 WO1 Michael N. Orenga  
**North Texas Chapter**  
 Steven Berry  
 SGT Douglas L. Boynton  
 SFC Raymond Davis

PFC Samuel T. Lora  
 SFC Troy W. Lord  
 SFC Kenneth E. Nelson  
 PFC Joungkook Oh  
 Ross Raburn  
 SGT Oscar Santos  
 SGT Alejandro Saracay  
 CPT Peter G. Smith  
 1LT Sean C. Thomas  
 CW3 John W. Woodmansee III  
**Northern Lights Chapter**  
 MSG Thomas J Reid, Esq.  
**Old Tucson Chapter**  
 CSM Tamera L. Eldredge  
 PVT Skylar R. Rutledge  
**Oregon Trail Chapter**  
 SPC Dennis Cater  
 SSG Jamel F. Mercado  
 William Putnam  
 MAJ Sabrina F. Vallee  
**Phantom Corps Chapter**  
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 SPC Magdalena G. Pope  
**Pikes Peak Chapter**  
 Dylan Kilpatrick  
 SPC Tiffany Pineda  
**Prairie Soldier Chapter**  
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 CPT Jeb Myers  
**Ragin' Cajun Chapter**  
 SPC Jeremy Aguirre  
 SFC Karen R. Stewart  
**Rising Sun Chapter**  
 SGT Matthew R. Beaver  
**Savannah Chapter**  
 Dennis Lorenson  
 MAJ Jeramy Ray Norland  
 SFC Thomas William Turpin  
**ShowMe Chapter**  
 MAJ Niole L. Baldwin  
 CW4 Charles W. Brower  
 CW3 Jackie H. Cooper  
 CW3 Sally A. Davis  
 SFC Reese C. Hendricks

1LT Jason R. Highley  
 MAJ Timothy Hodges  
 SFC G. Holliday  
 MSG Kip A. Hughes  
 CW3 David D. Jackson  
 CSM Edward Lambeth  
 CW3 Shannon T. Martin  
 MAJ Shawn L. McCroskey  
 1LT George M. Mills  
 CW3 Patrick V. Reed  
 SGT Cassandra Swedlund  
 CW4 Michael A. Williams  
**Southern California Chapter**  
 Chris Celtruda  
 SPC Karla H. Diaz  
 Douglas Hill  
 Eric Hillewaert  
 Christopher John Oswalt  
**Tarheel Chapter**  
 Charlie Chambers  
**Tennessee Valley Chapter**  
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 Kimberly Battle  
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 John Calhoun  
 Meredith Clark  
 Troy Clinard  
 Frank V Collazo  
 Yvonne Y. Fetner  
 Keith Fury  
 Connie Goodwin  
 LTC Tom Houser, Ret.  
 MSgt Ricardo Jaramillo  
 Kevin K. Kidd  
 John MullinixII  
 LTC Jay Lindsey Palenapa  
 Stephen Parker  
 Coogan Lee Preston

SPC Monark Sharma  
 Robert Michael Sheahan  
 Robert Taggart  
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 SPC Matthew J. Brooke  
 Henry Bryant  
 SGT William T. Calvert  
 SGT Dennis G. Fairleigh  
 PFC Tristen M. Fenlason  
 SPC Cecilia I. Flores  
 SPC Lyndsi D. Garner  
 SGT Joshua A. Gibson  
 SGT Jordan M. Green  
 CW2 Tyrie D. Haught  
 SPC Philip M. Kennedy  
 SPC Juan M. LandaRamos  
 PFC Justin B. Lemaster  
 PFC Yabin Malla  
 Larry Miller  
 SGT Taylor J. Pavey  
 SPC Peyton A. Peters  
 SGT Nicholas F. Pigott  
 SPC Kristen D. Rector  
 SGT Kaci Leigh Sheninger  
 CW2 Zechariah M. Smith  
 SGT Derick E. Southwell  
 CPL Thomas A. Straley  
 CW2 Jantzen L. Taylor  
 SPC Logan T. Thrash  
 SGT Kendall R. Whittington  
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 CW4 Jeffery W Freeman  
**Volunteer Chapter**  
 Charles Phipps  
**Voodoo Chapter**  
 2LT Gary EickeJr.  
 Laura Leah Hammett  
 1LT Eric Howard  
 MSG Michael Huckaby  
 SSG Michael Jaeger  
 SPC Alex Keys  
 Amber Lewis  
 SFC Scott Sawyer

1LT Richard Suarez  
 SPC Ronald Tagliaferri  
 CDT Brandon Michael Volpe  
 2LT James D WellsII  
**Washington-Potomac Chapter**  
 MAJ Jeff Baird  
 SSG Giancarlo C. Santiago  
 SGM Claude Dino Davis  
 Martin Brent Hunt  
 LTC Robert Merrill LeeJr. Ret.  
 Hugh McGillicuddy  
 SFC Janice M. McNeil  
 MAJ Lani Pineda  
 CW2 Loren M Ruslander  
 Dean Sartain  
 SPC Nicholas F. Stephens  
 SPC Akinolar R. Vaughan  
 Brie A Zurschmeide  
**Wright Brothers Chapter**  
 CW4 Jeffrey Parker, Ret.  
 Nathaniel Reuter  
**Yellowhammer Chapter**  
 MSG Laryssa Crochon  
 Charles Eddins  
**Zia Chapter**  
 CW2 Jack M. Swickard, Ret.  
**No Chapter Affiliation**  
 Imtiaz Ahmed  
 Grant D. Alexander  
 1LT Nathan A. Bevans  
 SPC Manohjah S. Blackmanhe  
 Giscard Cantave  
 PVT Eric D. Castro  
 CPT Daniel P. Chapple  
 PV2 Chquentin Coleman  
 Ron Dethlefs  
 Robert Hempel  
 Herman Hess  
 COL Jeffrey Holliday  
 Irvin Hutton

*New members continued on  
 next page*



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### Greater Atlanta Chapter



A short six years ago, ARMY AVIATION Magazine sponsored Kimberly Ewing, an Embry Riddle Aeronautical University student to fly a Cessna 172 in the Women's Classic Cross Country Air Race. Since then, Kim has gained experience, flying literally around the world, in her piloting career. Currently Kim is a First Officer at Atlas Air flying the Boeing 747-400, 747-8 and LCF (Dreamlifter). Previously, she was a First Officer at ExpressJet Airlines flying the Embraer 145. Kim is the daughter of Anne Ewing, the Director of Design & Production at ARMY AVIATION. Both of her grandfathers were USAF pilots, LTC Robert P. Ewing in WWII, and COL Charles C. Heckel in WWII, Korea and Vietnam. Kim is PIC type rated on the Boeing 747-400 and EMB-145, and holds an Airline Transport Pilot certificate, Multi Engine Land, Commercial Pilot Certificate, Airplane Single Engine Land and Airplane Single Engine Sea, and a Private Pilot Certificate in gliders. When she is not flying on the job, you can find her enjoying "down time" flying a Champ around the skies above Atlanta, GA. ★

#### *New members continued*

WO1 Timothy Irish  
John Islin  
CW5 Mark Allen Jennings  
SSG Derek Kantar  
Victor Lynn King  
WO1 Electronica S. Kolasa  
CW3 Kasey D. Kuntz  
PV2 Edward W. Lacey  
PV2 Savannah N. Lee  
MAJ Jerry Mathis  
1LT Justin Meredith  
PV2 Ause Q. Mumani  
PFC Robert J. Noble  
SGT Ivan Quin6Sands  
SPC Carlos R. Santiago  
SPC Derek J. Scifried  
SPC Brandon W. Shaw  
CW2 Brandon K. Sheldon  
SFC Jamie Spooner  
SPC Samnang Tep  
SGT Kenneth L. Thomasian  
SGT Shanyndown Tuttle  
SPC Jeromy Tuttle  
PFC Jonah M. Valdivia  
PFC Nicholas A. Walls  
PFC Robert M. Wathern

SPC Skyler T. Whatey  
SPC Michael P. Willis  
SGT Daniel T. Wright  
SPC Olaitek A. Yangilman

#### **Lost Members**

Help AAAA locate a lost member from this list and receive a FREE one month extension to your AAAA membership !

Anglier Baker  
SFC Shilo Barker  
Edward Cliff Barnes III  
SSG Aaron Bears  
CW2 Clarence R. Behan  
SPC William T. Boaz  
CPT James Bowen  
MAJ Joseph L. Bradley  
SGT Christopher W Campbell  
CPT Steven J. Convery  
LTG Anthony G. Crutchfield  
Kevin Daly  
SPC Joshua A. Davis  
Marco Di Gabriele  
CSM Steven DiGeorgio  
WO1 William P. Duggan

CPT Chris A. Durham, Sr.  
MAJ Michael Entrekin  
CPT Michelle C.F. Ewers  
CPT Lindsay Gordon  
CPT John G. Gregory Jr.  
CW3 Brandon Griffel  
Al Harris  
LTG Daniel R. Hokanson  
CW2 Virgil M. Laughlin  
2LT Aaron M. Leopold  
Stephen S. McCan  
SSG Danny S. Medina  
CW5 Steve E. Miers  
SSG Brian K. Newell, Sr.  
SFC Kevin B. Pottle  
CPT Kevin M. Power  
WO1 Jonathan A. Reed  
WO1 William I. Schryver  
PVT Jeremy M. Shadron  
SPC Hayden M Tarvin  
Scott Tiewski  
PFC Matias F. Torres  
CW3 Daniel Lee Waldroup  
COL Eric C. Weber  
WO1 Colby S. Williams  
LTC Malcolm L. Wise  
SGM Grace E. Wood  
2LT Kenneth J. Yacynych





## AAAA Family Forum By Judy Konitzer

# MILSPOUSE CAREERS DO MATTER!

By Michele Gayler

Military life has many unique challenges and no one feels it as acutely as a Military Spouse. Because of our unique lifestyle, many military spouses have put their own careers on hold to support their Soldier and their ever-changing life.

When soldiers move to a new location they are immediately assigned to a job/unit and therefore have a purpose, not to mention built-in adult relationships (friends). A spouse, however, is moving to a new location, possibly leaving behind a job or career that they love, and many times with no prospects for something in their new location. This leads to job hunting, a daunting task when the inevitable question will come... how long will you be here? Many companies are not interested in hiring a temporary employee who will leave them in a year, two, who knows?

Our vagabond life is so foreign to most employers that it puts military spouses at a huge disadvantage. Also, many companies think that military spouses are rigid and not flexible. This is laughable. It's not just the outside world that we are up against. Not long ago there was a sentiment that an Army spouse should not have a job, especially if their Soldier was an officer or NCO. There was a disapproving look that you could get from other spouses, one that said you aren't a team player. It was unfortunate and unnecessary. Thankfully this is starting to go the way of pillbox hats and white gloves.

The Army and Department Of Defense have come a long way in supporting the working spouse population. Through many lobbying entities (NMFA, AUSA, MOAA) who are armed with the fact that military spouses have a 42% unemployment rate, the DoD has come to realize the importance of not only encouraging companies to hire military spouses, but to also facilitate the job search and hiring process. If you are the spouse of a Soldier, Airman, or Marine and are ready to head into the work force, there are many resources available today.

**The Employment Readiness Program (ERP)** from Army Community Service at your local installation is a great place to start. They host workshops for resume building, how to apply for a federal job, and have a plethora of tools to assist you in not just a job search, but a job 'campaign.'

Tools include the *virtualcareerlibrary.com*, *passportcareer.com*, and *one-tonline.org*. The ERP is a great "in person" resource with local connections to help in your campaign. For example, Mr. Mike Kozlowski at Fort Rucker Employment Readiness is enthusiastic about helping his customers find



Michele Gayler

something they are passionate about! He believes you have to market yourself to the employer with your resume and show the employer why you are the only person for the job. He also knows that many spouses have breaks in their careers and can help you word your resume to reflect your volunteer time as a positive.

**Spouse Education and Career Opportunities (SECO)** was created by the DoD especially for spouses. You can access it through *militaryonesource.org*. The program offers free, personal counseling for all military spouses looking to boost their careers or head back to school. In addition to one-on-one counseling, you have access to resume builders, individual career planning, and mentorship programs.



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tary spouses with career development and networking opportunities in military communities around the world. They also offer a digital experience that helps spouses build a skills-based resume that highlights their work and volunteer experience with Career Spark. This is accessed through [www.mycareerspark.org/](http://www.mycareerspark.org/).

**Military Spouse Employment Partnership (MSEP)** [msepjobs.militaryonesource.mil](http://msepjobs.militaryonesource.mil) is a resource that the above entities partner with which serves to connect spouses with employers looking for the unique skills and attributes that military spouses possess. They work with Fortune 500 companies to assist you in connecting you with your dream job.

**The Milspo Project.** If you have been dreaming about starting your own business, all the above entities have the ability to help you, however [milspoproject.org](http://milspoproject.org) is a global network of U.S. military spouses who believe entrepreneurship is a unique answer to the military spouse unemployment crisis in our country. They facilitate local community meet ups to network, share ideas, and learn more about business through the process of goal setting and peer accountability with other milspreneurs.

As I am writing this, I am finding more and more establishments have jumped into the ring to help military spouses find gainful employment. I am thrilled to see that this has become a nationwide movement, and that as military spouses we have more resources today than ever!

We have the ability to love a soldier and still shape our own future. That's a good thing!

*Michele Gayler is the spouse of MG William Gayler, aviation branch chief and commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.*

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

They host a monthly webinar the first Tuesday of each month at 12:00 P.M. EST. They are also hosting a Virtual Spouse Symposium May 15-18. Register at <https://myseco.militaryonesource.mil>.

**Hire our Heroes** is a program of the Chamber of Commerce, [uschamber-foundation.org](http://uschamber-foundation.org), that hosts hiring and networking events across America exclusively for military spouses. Their **In Gear Career** program provides mili-

Please Consider Contributing to the AAAASF through the Combined Federal Campaign (CFC) program.



The AAAA Scholarship Foundation, Inc. provides a variety of annual scholarships to hundreds of students seeking higher education: Soldiers, NCOs, warrant and commissioned officers and to their family members. Your tax-deductible donation helps make a difference to those looking to further their educational opportunities.

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See your unit CFC representative for details on participating in the CFC Program.



**The AAAA Scholarship Foundation, Inc.**  
 593 Main Street, Monroe, CT 06468-2806  
 Email: [aaaa@quad-a.org](mailto:aaaa@quad-a.org) (203) 268-2450





## AAAA Legislative Report

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

*Editor's Note: We are pleased to welcome Kevin Cochie as he begins penning our Legislative Report in his newly appointed position as the AAAA Representative to the Military Coalition. Welcome aboard, Kevin!*

### Army Secretary Candidates

As of March 22, 2017 the Trump Administration has yet to name a replacement nomination for Vincent Viola who for personal reasons withdrew from his Army Secretary nomination. Several individuals are being considered and according to multiple sources, Tennessee State Senator Mark Green is President Trump's top pick for the position pending the vetting process's required background checks. Green served in the 160th SOAR(A) as an Army Flight Surgeon so he is no stranger to Army aviation. Upon retiring from the Army, he went on to build a private medical business and pursue a career in politics. Following the capture of Saddam in 2003, Green interviewed Saddam which led him to author the book "A Night with Saddam." Green has served in the Tennessee State Senate since 2012. Other potential Army Secretary nominations mentioned in the press include former Army colonel and retired Congressman Chris Gibson, West Point graduate Congressman John Shimkus, Arkansas Lieutenant Governor Tim Griffin, and Vietnam veteran and former House Armed Services Committee Chairman Duncan L. Hunter.

### Defense Budget

Three defense budget actions continue to be worked in parallel. First, the FY17 defense appropriations bill passed in the House of Representatives in March by a vote of 371-48 and it now sits in the U.S. Senate for action. The \$578B bill includes a procurement funding increase of \$6.8 billion above the Obama Administration's fiscal year budget. If passed, the Defense Department will no longer be constrained by the Continuing Resolution (CR) which since the beginning of the 2017 fiscal year in October

forces the Defense Department to operate with 2016 funding levels. The FY17 defense appropriations bill would also stop the freezing of new programs. The second budget in play is a \$30B FY17 defense supplemental bill that was delivered to Congress in mid-March. Of the \$30B, \$8.3B goes to the Army and if passed, Army Aviation stands to gain as the plan includes additional Apache and Black Hawk helicopters as well as increased procurements of Gray Eagle and Shadow UAS. Just as important, the plan calls for increased operations and maintenance funding that will provide air crews and maintainers the much-needed training and sustainment dollars. Both the FY17 defense appropriations bill and the FY17 defense supplemental bill will play out in April as Congress draws closer to April 28 when the current CR and funding for the U.S. Government will expire. The supplemental bill adds excitement to the discussion because for it to pass, Congress must address the long-debated Sequestration budget caps that prevent any increases to top line defense spending. The third and final budget action being worked concurrently is the FY18 President's budget that was supposed to be given to Congress in February. The Trump Administration held this back to be reworked with a higher top line. The Administration released an outline of the budget in mid-March so Congressional defense committees could begin their markup process, but the full budget is not anticipated until mid-May because it requires significant reworking of the plan that originated with the Obama Administration. As the budget proposal looks now, it requests a \$54 billion Defense Department budget increase bringing the FY18 to a total allocation of \$639B. The plan is already seeing major opposition from Capitol Hill lawmakers of which some believe the request does not do enough while others argue that it's too much and that domestic programs are sacrificed to pay for the increase. With so much at stake for the DoD, Army, and Army Aviation, April and May will prove significant in revealing the outcomes.

### Committee Assignments

Committee assignments for the 115th Congress were finalized in March with some clear wins for Army Aviation. The four defense committees are comprised of the House and Senate Armed Services Committees (HASC and SASC) that provide oversight to the DoD, set authorizations for spending, and drive policy change. The House and Senate Appropriations Committees (Defense) provide the fiscal oversight of the DoD and pass legislation that ultimately decide how much the DoD can spend. Having Members of Congress on these committees that are familiar with the importance of Army Aviation is critical to ensuring our fleets and air crews have the equipment and training hours needed to be successful. Alabama, home to Aviation Branch at Ft. Rucker and home to our acquisition center at Redstone Arsenal, play a key role in politics that influence Army Aviation. Fortunately for the Branch, Alabama has a strong presence on the defense committees with 6 Members holding key positions on the HASC, HAC-D, and SAC-D. Key members to watch include Martha Roby, the Congresswoman for Ft. Rucker who was appointed to the HAC-D this year; Mo Brooks, Congressman for Redstone Arsenal serving his 3rd term on the HASC; and Senator Richard Shelby who holds a key position on the SAC-D.

### Veterans Affairs

As mentioned, the FY18 budget outline of the federal budget was released in March with the full laydown anticipated sometime in May. Few agencies see increases with defense spending the largest with a 10% increase. The Department of Veterans Affairs was the third largest increase with a 6% boost in funding. Much will be debated on the budget with the heavy focus on military and veteran affairs by the new Administration, but early indication is that President Trump is moving forward with campaign promises to address short falls for military members and veterans.



# AAAA

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## Thank You to Our Scholarship Fund Donors



AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation in the first calendar year quarter of 2017. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Donors marked with an \* are partially or totally donating to the newly established Families of the Fallen Scholarship. Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs!

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Vietnam Helicopter Pilots Association  
Victory Solutions, Inc.

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Contact Sue Stokes  
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70	5.1%
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85	7.8%
90	9.0%

\* Rates vary depending on birthdate of individual.

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65	66-68	4.3%
70	72-74	4.7%
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.



## AAAA Awards



### Order of St. Michael Recipients

#### Bronze

CW4 Christopher J. Serafini  
LTC Ryan D. McAfee  
MAJ Hans J. Thomas  
SFC Vernon S. McNabb  
1SG Dennis McCoy  
CW3 Paul T. Tucker  
LTC Luis O. Remigio  
David G. Stephan

### Our Lady of Loreto Recipients

Tina Yeager  
Michele Niemi  
Diana McCoy  
Andrea Hager  
Lisa Prowell



### ACEs

SFC Christopher J. Cashell  
CPT Adam David Mankey  
SSG Stephen L. Gifford, Jr.

### NCO of the Month

SGT William D. Hust  
Mount Rainer Chapter  
February 2017

### Soldier of the Month

SPC Dennis Cater  
Oregon Trail Chapter  
January 2017

MAJ Sabrina F. Vallee  
Oregon Trail Chapter  
February 2017

SSG Jamel F. Mercado  
Oregon Trail Chapter  
March 2017

SPC Jeremy Aguirre  
Ragin Cajun  
February 2017

SPC Keely L.P. Killebrew  
Mount Rainer Chapter  
February 2017

SSG Kyle Ratliff  
North Texas Chapter  
December 2016

### In Memoriam

MAJ Eugene B. Phillips



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## Industry News *Announcements Related to Army Aviation Matters*

*Editor's note: Companies can send their Army Aviation related news releases and information to [editor@quad-a.org](mailto:editor@quad-a.org).*

### CAE USA celebrates grand opening of Dothan Training Center in Alabama



CAE USA PHOTO

On March 6 CAE USA celebrated the grand opening of its new Training Center located at the Dothan Regional Airport in Alabama. The company also announced the first class of U.S. Army aviators officially started training at the center in mid-February, including the first class ever for the Initial Entry Fixed-Wing training track created by CAE and the U.S. Army. The state-of-the-art facility was developed primarily to support the Army Fixed-Wing Flight Training program, which will provide training to more than 600 U.S. Army and U.S. Air Force fixed-wing aviators annually.

At the opening were (l to r): Ray Duquette, President and General Manager, CAE USA; GEN (Ret.) Bryan "Doug" Brown, Chairman of CAE USA Board of Directors; MG William K. Gayler, Commanding General of the U.S. Army Aviation Center of Excellence and Fort Rucker; Marc Parent, President and Chief Executive Officer, CAE; and Gene Colabattisto, Group President, Defence & Security, CAE.

### Boeing Closes Multibillion/Multiyear AH-64E Deal



U.S. ARMY PHOTO BY SGT DANIEL K. JOHNSON, 25TH CAB PUBLIC AFFAIRS

The U.S. Army and Boeing signed the first multiyear AH-64E Apache attack helicopter contract in a ceremony in Mesa, Arizona, on March 22, 2017. Under the base contract worth \$3.4 billion, Boeing will deliver to the Army 244 remanufactured AH-64Es; the multiyear deal also includes 24 new-build Apache Echo models for Saudi Arabia. According to COL Joe Hoecherl, Apache Project Manager, Boeing has already delivered to the Army 181 AH-64E helicopters since 2011, and the program is expecting 10 percent in savings through the five-year contract and will deliver – as a minimum baseline – 52 aircraft in 2017 and 48 in the remaining years.

### Army Asks Industry to Stop Routinely Filing Protests



U.S. ARMY PHOTO BY GREGORY FOLIO/COMUSMACV

High-ranking Army leaders asked industry to stop filing protests on a nearly automatic basis over contract awards during the Association of the U.S. Army's Global Force Symposium March 13-15 in Huntsville, AL. Over time, the Army has come to expect protests from losing

companies after major contract awards, often adjusting schedules to account for the guaranteed 90-plus day delays that come when a program must stop moving forward while a decision is made. And the source-selection process is often slowed as Army contracting officials try to ensure the decision they make is protest-proof. GEN Gus Perna, commanding general of Army Materiel Command, told an audience of military and industry reps that the Army is "working hard" to "reduce the requirement for protest, we are taking that obligation on us." But



while the service will hold its contracting workforce accountable, he asked that industry work through the process and not “bombard us with unnecessary protests. I need you to help self-assess; it cannot be on autopilot; protests are anchoring us down, just anchoring our capability to do other things.”

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

**Airbus Helicopters Inc., Grand Prairie, TX**, was awarded a \$15,599,854 modification to contract W58RGZ-17-C-0010 for UH-72 Lakota logistics support, parts support, and sustainment; work will be performed in Grand Prairie with an estimated completion date of Dec. 31, 2017.

**Breeze-Eastern Corp., Whippany, NJ**, was awarded a \$9,630,858 firm-fixed-price contract for the overhaul/repair of the aircraft-mounted UH-60 winch; work locations and funding will be determined with each order with an estimated completion date of March 19, 2020.

**Lockheed Martin Corp., Orlando, FL**, was awarded a \$427,344,817 modification to contract W31P4Q-15-C-0151 to exercise fiscal 2016 options for Hellfire II missile production requirements; work will be performed in Orlando, Ocala, FL; Troy, AL; Redstone Arsenal, AL; and Grand Prairie, TX with an estimated completion date of Sept. 30, 2020.

**Piasecki Aircraft Co., Essington, PA**, was awarded a \$24,500,000 cost-plus-fixed-fee contract to develop and demonstrate the Adaptive Digital Automated Pilotage Technology's potential to enable revolutionary improvements in advanced vertical take-off and landing platforms safety/survivability, performance, and affordability; work locations and funding will be determined with each order; with an estimated completion date of Feb. 26, 2022.

**Pride Industries, Roseville, CA**, was awarded an \$18,365,033 firm-fixed-price modification to contract W9124G-13-C-0002 for base operations (operations, maintenance, repair, and construction of real property facilities); work will be performed at Fort Rucker, AL with an estimated completion date of Feb. 28, 2018.

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# People On The Move

## Aviation General Officer Promotions/Assignments

The chief of staff, Army announced the following assignments on March 20, 2017:



U.S. ARMY PHOTO

**MG Clayton M. Hutmacher**, deputy commanding general, U.S. Army Special Operations Command, Fort Bragg, North Carolina, to director of operations, J-3, U.S. Special Operations Command, MacDill Air Force Base, Florida;



U.S. ARMY PHOTO

**COL (Promotable) Kenneth T. Royar**, chief of staff, U.S. Army Aviation and Missile Command, Redstone Arsenal, Alabama, to deputy commander, 101st Airborne Division (Air Assault), Fort Campbell, Kentucky.



U.S. ARMY PHOTO

**COL (Promotable) Lonnie G. Hibbard**, deputy commander (support), 7th Infantry Division, Joint Base Lewis-McChord, Washington, to deputy chief of staff, G-3/5/7, U.S. Army Training and Doctrine Command, Joint Base Langley-Eustis, Virginia.



U.S. ARMY PHOTO

**BG M. Todd Hunt** assumed the duties as Director of the Joint Staff and Assistant Adjutant General-Maneuver, Joint Force Headquarters, North Carolina National Guard on October 1, 2016.

## Awards

### ARNG Shadow UAS Awards

The Army National Guard RQ-7 Shadow Unmanned Aircraft System (UAS) FY17 Workshop was held Jan. 17-24, 2017 at the National Guard Professional Education Center, North Little Rock, AR. At the event, LTC Stephen Sawyer, Training and Operations Branch Chief, Army National Guard Aviation and Safety Division, presented the following awards with the assistance of the ARNG Aviation Standardization Officer, CW5



U.S. ARMY PHOTO BY DEL HARDMAN

Michael Jewett:

Mississippi was recognized for flying 516 accident free flying hours in FY16. Representing the Tactical UAS Platoon, Company D, 150th Brigade Engineering Battalion are (l to r) **CW2 Michael Bradburn** and **SGT Brandon Coursey**.



Wisconsin was recognized for flying 470 accident free flying hours in FY16. Representing the TUAS Platoon, Det. 1, Co. D., 173rd BEB are (l to r) **W01 Jacob Kazmierski**, **SSG Jeremy Bonikowske** and **CW2 Lucas Gordon**.



**COL Stephen Watkins**, Wisconsin State Aviation Officer (right) received the ARNG Eagle award for his leadership and dedicated support to unmanned aircraft systems.



# 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).

### 55 Officers, March 2

#### ABOLC 17 - 010

LT Joshua Gibson – DG  
LT Tyler Bertles – HG  
LT Nicholas Bruno – HG

LT Craig Coyle – HG  
LT Christopher Emerson – HG  
LT Duncan Aylor  
LT Kathryn Bailey  
LT Walter Brinker  
LT Alex Carrasquillo  
LT Shawn Cooper  
LT Alexander De Giovanni  
LT Nicholas Fazio  
LT Ronald Goca  
LT Hunter Hamilton  
LT Tyler Korellis  
LT Alexis Lenavitt  
LT Ralph Locke  
LT Christian Molina  
LT Justin Parks  
LT Derek Rogers  
LT Joseph Sears  
LT Diana Taylor  
LT Christal Theriot

LT Ronald Twitchell  
LT Justin Warrender  
LT Austin Welch  
LT Diego Wilson

#### AWOBC 17- 010

WO1 Joshua Bone – DG  
WO1 Rex Clayton – HG  
WO1 Adam Fekula – HG  
WO1 Jonathan Keane – HG  
WO1 Jason Missenheim – HG  
WO1 Bradley Williams – HG  
WO1 James Andreasen  
WO1 Bryston Brauer  
WO1 William Clodfelter  
WO1 Brandon Delgado  
WO1 Rebecca Dellheim-Johnson  
WO1 Christopher Didway  
CW2 Caleb Frazier  
WO1 Timothy Irish

WO1 Sean Kealy  
WO1 Brandon Kitch  
WO1 Seth Mattox  
WO1 Emil Moehring  
WO1 Ryan Newell  
WO1 Jonathan O'Gaffney  
WO1 Wesley Patzkowsky  
WO1 Charles Randall  
WO1 John Rivera  
WO1 Justin Stewart  
WO1 Justin Suina  
WO1 Vito Villalobos  
WO1 Michael Weaver  
WO1 Frank Woodward

DG = Distinguished Graduate  
HG = Honor Graduate  
\* = AAAA Member  
+ = Life Member



IERW Class 16-11

ALL PHOTOS: U.S. ARMY PHOTO, FORT RUCKER PUBLIC AFFAIRS

# People On The Move

## Flight School Graduates



IERW 17 - 011

### 50 Officers, March 16

#### ABOLC 17 - 011

LT Eric Esplin – DG  
 LT Samuel Anderson – HG  
 LT Aron Kates – HG  
 LT Evan Masters – HG  
 LT Kelly Walsh – HG  
 LT Zachary Boyd  
 LT David Brown  
 LT John Bruton  
 LT John Buonforte  
 LT Hayden Conrad  
 LT Robert Diehl  
 LT Paul Emmi

LT John England  
 LT Michael Finocchio  
 LT Kyle Fredrickson  
 LT Jacob Freeman  
 LT Daniel Hawbreaker  
 LT Zachary Kivior  
 LT Ethan Lockhart  
 LT John Meehan  
 LT Jacob Pestana  
 LT Marco Peterson  
 LT Long Ran  
 LT William Smith  
 LT Andre Solomon

#### AWOBC 17- 011

WO1 Nicholas O'Kelly – DG

WO1 Brian Fairall – HG  
 WO1 Chase Hamilton – HG  
 WO1 Jeffrey Heppner – HG  
 WO1 Samuel Johnson – HG  
 WO1 Benjamin Barczak  
 WO1 Nathan Biar  
 WO1 Jaquelin Birge  
 WO1 Carson Cornell  
 WO1 Christopher Cox  
 WO1 Mark Dustin  
 WO1 Andrew Hill  
 WO1 Ryan Kirk  
 WO1 Dakota Maurer  
 WO1 Preston McCormack  
 WO1 Michael Miller

WO1 Jabes Moreyra  
 WO1 Benjamin Parrish  
 WO1 Michael Pesamoska  
 WO1 Collin Roux  
 WO1 Elizabeth Schornick  
 WO1 Robert Seipel  
 WO1 David Texeira  
 WO1 Logan Thomas  
 WO1 Kathlynn Varshine

DG = Distinguished Graduate

HG = Honor Graduate

\* = AAAA Member

+ = Life Member

## 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.

#### Gray Eagle UAS Repairer Course

13 Graduates, March 6  
 SPC Nicholas S. Phelps – DHG

SPC Adam W. Gemberling  
 PV2 Cade C. Borel  
 PV2 Thomas J. Conaway  
 PV2 Michael D. Donald  
 PV2 David R. Fox  
 PV2 Adam M. Jean  
 PV2 Tyler R. McKenzie  
 PFC Dillon J. Payne  
 PV2 Michael A. Ramirez  
 PV2 Ksenia L. Wadsworth  
 PV2 Joshua A. Winkler  
 PV2 Jonathan S. Vazquez

#### Shadow UAS Repairer Course

15 Graduates, 20 March  
 SPC Travis L. Crow – DHG  
 PV2 Vanessa M. Roseboom  
 SPC David A. Dias  
 SPC Joanet Rodriguez  
 PV2 Gavin T. Doel  
 PV2 Cody S. Golowski  
 PV2 Dalton J. Henderson  
 PV2 Joshua D. Kane  
 PV2 Gunnar E. Livingston  
 PV2 Julio C. Maldonado  
 PV2 Kyle G. Meiners

PV2 John A. Plaisance  
 PV2 John N. Shrock  
 PV2 Benjamin R. Smith  
 PV2 Brandon Spaeth

#### UAS OPERATOR

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

#### Shadow UAS Operator Course

13 Graduates, March 23

SPC Wesley D. Edwards – DHG  
 SGT Trevor C. Muhler – HG  
 SGT David N. Dumont  
 SGT Breon D. Fonville  
 SGT Kyle L. Winfrey  
 PFC John C. Bell  
 PFC James B. Bone  
 PV2 Christopher M. Heath  
 PV2 William Koss  
 PV2 Jonathan R. Opyt  
 PV2 Landon R. Plechner  
 PV2 Kyle J. Wright  
 PVT Jacob E. Bigley





## ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

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

**Class 039-16**  
PV2 Cesar A. Newman – DG  
PV2 Marcus Alan Carnes – HG  
PV2 Justin Joseph Andrews  
PV2 Raymond Levon Capers, Jr.  
PV2 Sergio Estevan Estrada  
PV2 Matthew James Gentle  
PV2 Ciara Hope Hosack  
PV2 Adrian Rodriguez  
PV2 Noah Scott Salancy  
PV2 Alex Kordell Seyfert  
PFC Drew Robert Taylor  
**Class 001-17**  
PV2 Trent Ryan Smith – HG  
PV2 Michael McGavin Phillips  
PV2 Joshua William Sawyer  
SSG Jimmy Young Scarborough  
PV2 Brandon Michael Senft  
PV2 Terry Wayne Walters

### Class 002-17

PV2 Autumn Ren Beam – DG  
PFC Chase Robert Elerick – HG  
PV2 Salvador C. Covarrubias  
PV2 Drew Thomas Dolbow  
SSG Joseph Grey Edwards  
PFC Timothy Allen Goolsby  
PV2 Ashley Ann Goss  
PV2 Keegan Lane Jackson  
PV2 Nikolaus Cesar Lasa  
PV2 Jamie Marie Newberry  
SPC Daniel Wayne Sykes, Jr.

### Class 003-17

PV2 Daniel Richard Purdy – DG  
SPC Delroy G. Scott – HG  
PVT Bret Colin Bestgen  
PVT Clint Ferrell Burwell, II  
SPC Brandon John Espinal  
PV2 Jonathan J. Henderson  
PV2 Andrew Scott Hurdle  
PV2 Eric Kubicz  
PV2 Jeremy  
PV2 Austin Joe Libby  
Michael Moran  
PV2 Anthony Raymond Ortega  
PV2 Dusen Eric Van

### Class 004-17

PFC Jesus Guillen – DG  
PV2 Ismael Andres Rodriguez – HG  
PV2 Avery Thomas Dorsey  
SGT Kendall Allen Gantt  
PV2 Janice Elizabeth Henderson  
PVT Lane Michael Henson  
PV2 Matthew Caleb Henson  
SPC June Brandon T. Lopez  
PV2 Schecora Lee Mabey  
PV2 Justin Michael Nash  
SPC Micah James Sapwell

### Class 005-17

SPC Matthew Tyler Seres – HG  
PV2 Rafael Angel Berrios Rivera  
PV2 Brent Douglas Ledford

PV2 Kaden Leon Moffat  
PV2 Walker Paul Owens  
SGT Jerry Dewayne Phelps  
PFC David A. Rodriguez Carpan  
SPC Tyler McKay Sprenger  
PV2 Jacob Mitchell Wise

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

**Class 078-16**  
PV2 Patrick Sean Kelley – DG  
PFC Clint Matthew Warden – HG  
PV2 Cody Nual Cannon  
PV2 William Matthew Channels  
PV2 Jared Ryan Darveau  
PFC Dane Brett John Gadeney  
PFC Raul Migu Hernandez  
Gonzalez  
PFC Dayton Tyler Marth  
PV2 William Conrad Rolf  
PV2 Brett Aaron Taylor  
**Class 079-16**  
PV2 Colten Ray Bell – DG  
PFC Scott Clay Comer, II – HG  
PV2 Landon Lefty Appell  
PV2 Kailee Jane Blandy  
PV2 Trey Allen Broach  
SPC Jason Victor Caylor  
PFC Robert Scott Durso, Jr.  
PV2 Mathieu Jerome Frajkor, Jr.

### Class 080-16

PV2 Tyler Alexander Sandy – DG  
PV2 Paul Aaron Yaden – HG  
PFC Connor Scott Hogan  
PFC Robert Cory Lee  
SPC Eric Andrew Lewis  
PV2 Joshua Green Richardson  
PVT Brandon Lee Silway  
PV2 Daniel Thomas Stackle  
PV2 Dante Lydell Williams, Jr.

### Class 001-17

PV2 Ian Michael A. Brown – DG  
PV2 Emma Beth Leavitt-Tofte – HG  
PFC Kaleb Ryan Aurand  
PVT Kyle Aden Bacher  
PV2 Kyle Matthew Bigelow  
PV2 Ian Stuart Callender  
PV2 Jason Andrew Corey  
PFC Derrick Tyler Cramer  
PV2 Peter T. Dee  
PV2 Liam Scott Jenny

### Class 002-17

PV2 Zachary Lee Potts – HG  
PV2 Matthew Scott Watson – DG  
PV2 Jason Lee McNabb  
SPC David Navazapien  
PV2 Cody Lewis Nuckles  
PV2 Joshua D. Paulk  
PV2 Reed Jacob Sheaffer  
PV2 Jacob Lewis Smith  
PFC Cooper Austen Thatcher  
PFC Alcibiades Villegasaron  
PV2 Sky Zavaleta

### Class 003-17

PV2 Noelle Joy Groenewold – DG  
PV2 Thomas Gerald Heidelberg – HG  
PV2 Trace Michael Akin  
PV2 Matthew Dallas Bennett  
PV2 Darrinleo Aginingoc Cing  
PV2 Matthew Hale Croom  
PV2 Morgan Alister Gilbert  
PV2 Anatoliy Anatoliyevich Golub  
SSG Russell Thomas Hagar  
PV2 Tucker Andrew Harkness

PV2 Christian Chandler Heath  
PV2 Eleora C. Stevenson

### Class 004-17

SPC Kort Miller Plantenberg – DG  
PV2 Gunnar Pete Stableford – HG  
PV2 Benjamin James Imoden  
PV2 Jacob Benjamin Keltner  
PFC Joshua Phillip McReynolds  
PV2 Adrian Elias Moncayo  
SPC Andrew Stephen Moseley  
PFC Jacob Allen Palmer  
PVT Gavin Scott Powers  
PFC Saroj Sapkota  
SGT Karl Joseph Stephan

### EAATS Class 17-002

SFC Keith W. Boring Jr. – DHG  
SPC Alexander N. McGaw – HG  
SGT Andrew G. Davis – HG  
SGT Sean C. Barnes  
SPC Christopher J. Bird  
SGT Lance L. Boone  
SGT Bradley R. Davis  
SPC Damien P. Espitia  
SPC Robert M. Fay  
SPC Lance D. Hayes  
SPC Seth S. Launder  
SPC Jesse J. Manglona  
SPC Darryl J. Newell  
SSG Richard J. Roof  
SSG William J. Shepherd  
SSG Justin W. Steele

### CH-47 Medium Helicopter Repairer (15U)

**Class 039-16**  
PFC Dalton Henry Bretz – DG  
PVT James Connor O'Brien – HG  
PVT Tyler Parker Ehrick  
PV2 Austin Lee Hatfield  
PV2 Whitney Noelle Kann  
PVT Christian Edward Ocampo  
PVT Caleb Ralph Pelkey  
PV2 Arden James Rickman

### Class 040-16

PV2 Whitney Noelle Kann – DG  
PFC Dawson Russell S. – HG  
PV2 Kirk Andrew Childers  
PFC William Allen Davis  
PV2 Maverick John Habets  
SPC Milton Lee Holt  
PV2 Shaun Matthew Moore  
PFC Joseph Samuel Morris  
PFC Daniel Mburu Ndungu  
PVT Nicholas Ryan Pa  
PV2 Christopher Thomas Poole  
PV2 Vincent Wayne Walker

### Class 041-16

PFC Quinn Konrad Phillips – DG  
PFC Jason Dennis Price – HG  
PV2 Martin Alexander Hyatt  
PV2 James Christian McBride  
PV2 Tyler James Ohmart  
PV2 Quinton Jamal Phelps  
PV2 Dalton John Thomas  
PV2 Craig Michael Ukena  
PV2 Angel Omar Vega Rodriguez  
PV2 Nathan Edward Womack

### Aircraft Powertrain Repairer (15D)

**Class 013-16**  
PVT Pedro Jesus Apolinar – DG  
PFC Charles Alton Akin II  
PV2 Levi Conrad Cox

### Aircraft Electrician (15F) Class 515-16

PFC Rafael R. Gilmanov – DG  
PVT Jesse William Gilleen  
PVT Donovan B. Norris  
PVT Dylan Jacob Pelton  
PVT Demetrius James Slaughter

### Class 516-16

PV2 Corbin Daniel Tash – DG  
PFC Kyle Justin Manes  
SPC Philip Andrew Pezze  
PVT Brendon Laroy Pollard  
PVT Jonathan Anthony Rivera  
PVT Martin Allen Rusu-Carp  
PVT Dalton Louis Smith  
PV2 Jonathan Taylor Womack

### Aircraft Structural Repairer (15G)

**Class 001-17**  
PV2 Jose Luis Leal-Raygoza – DG  
PVT Braxton Gene Creager  
PV2 Ryan Joseph Gomes  
PFC Grant Charles Johnson  
PV2 Ashlee Arren Jordan  
SPC Brendan Lawrence Murphy  
PV2 Alec Joseph Poret  
PFC Maya Camille Richard  
PV2 Mark Anthony Richards III  
PV2 Corey Austin Risner  
PVT Lukas Rivera  
PV2 Elijah George Smith  
PVT Nathaniel Lee Taylor

### Aircraft Pneudraulics Repairer (15H)

**Class 002-17**  
PFC David Jordan Mercadante – DG  
PV2 Coy Boone Calvert  
SPC Edward David Exler  
SSG Dean Lawrence Fennell  
PV2 David A. Hilliard  
PVT Brent Dean Jones  
PV2 Tanner Bruce Kelly  
SPC Suraj Raj Mali  
PV2 Jayme Dylan  
PV2 Christina Marie Pullins

### Aviation Operations Specialist (15P)

**Class 17-011P**  
PVT Calhoun, Sydney  
PVT Petzoldt, Jeremiah  
PFC Olsen, Brendan  
PV2 Andrews, Tracey  
PV2 Sumlin, Elaine  
PV2 Galiciacordero, Javier  
PVT Hilton-Vaughn, Jaivon  
SGT Smiley, Whitney  
PFC Melton, Mikela  
PV2 Matos, Joshua  
PV2 Rosen, Micah  
PV2 Streich, Anthony  
PV2 Thomas, Justin  
PV2 Lawrence, Jacqueline

### Class 17-012P

PFC Pascale, Adam  
PV2 Matthews, Treyce  
PV2 Shively, Madelyn  
PVT Canales-Soto, Jason  
PFC Turner, Ryan – DHG

### Class 17-013P

PFC Gootee, Nathan – DHG  
PFC Ingram, Zaratta

PV2 Moncrief, Brandon  
PVT Saylor, Ammon  
SPC Winters, Traci

### Air Traffic Control Operators (15Q)

**Class 17-002Q**  
PVT Otero-Oropeza, John – DHG  
SGT Roush, Suzanne  
PV2 Nunez, Dominic  
PV2 Cale, Megan  
PFC Tatum, Amber  
PV2 Dixon, James  
PV2 Namanny, Jeremy  
PV2 Shelby, Haley  
PV2 Valenzuela, Jasmine  
PVT Rodriguez, Olivia  
PVT Gallardo, Desy

### Class 17-003Q

SPC Escobar, Chelsea  
PFC Vazquez, David  
PV2 Hansen, Carl  
PV2 Howard, Danielle  
PV2 Karl, Jonathan  
PV2 Rodriguez, Andre  
PV2 Robinson, Darius  
PVT White, Asani

### Class 17-004Q

PV2 Sims, Tia – DHG  
PV2 Appelhanz, Caleb  
PVT Gann, Zachary  
PVT Hackett, Shakeel  
PFC Hernandez-Rivera, Nathalie  
PFC Rodriguez, Amanda  
PFC Tatum, Amber  
PFC Wedgeworth, Khloe  
SPC Williams, Brian

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

**Class 025-16**  
SPC Hyoung Sup Lim – DG  
PV2 Robert Malcolm Darragh – HG  
PV2 Zachary Dalton Beaver  
SPC Papa Aly Diagne  
PV2 Andrew Glen Fiorini  
PV2 Matthew Reece Fortner  
PV2 Aaron Lee Jenkins  
PV2 Christopher M. Kinkade  
PFC Moises Loerarmartinez

### Class 509-16

SPC Dennis Jack Parris – DG  
PFC Matthew Warren Miller – HG  
PFC London Jerome Heinz  
PV2 Jacob Jose  
Haczmarekrussell  
PV2 Basil Gerard John Polinga  
PV2 Dane Mitchell Roach  
PV2 Abbey Rose Salati  
PV2 Nicholas Daniel Sharp  
PFC Jonathan Paul Stone, II  
PV2 Joshua Erickson Thomas  
PV2 Nicholas William Tinsley

DHG – Distinguished Honor Graduate  
DG – Distinguished Graduate  
HG – Honor Graduate

\* = AAAA Member  
+ = Life Member

# Art's Attic Retrospect

By Mark Albertson



Normally, Art's Attic is a look back each issue at 25 and 50 years ago to see what was going on in ARMY AVIATION Magazine. For this special 75th Anniversary of Army Aviation issue contributing editor Mark Albertson has selected a few key items from each decade's issues. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. The cartoon, right, was created back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.



Barbers' copies, so be it . . . At least, we're appreciative of the Barbers' support."  
*Your Editor, Art K.*



## 1950s

### Hopscotching Column

Testing of the world's largest helicopter at Philadelphia in mid-September foreshadows its eventual use by the military services. YH-16 accommodates forty passengers, measures 78 feet in length

and is comparable in size to the twin-engine Convair. The Piasecki offering tips the scales at 15 tons, can haul three jeeps, has a 750 mile range and a top speed of 160 mph.



### Hopscotching Column

Joint Chiefs of Staff recommendation to Secretary of Defense: Maintain 20 combat divisions in the Army; continue build-up of the Air Force to 120 wings; a 400-ship Navy and a three-division Marine Corps.\*

\*Editor's Note: With President Eisenhower's New Look Defense, the Army—following the Korean War—would be reduced, from 20 to 14 divisions.



### Randoms From the Editor—"Making the Pitch"

The pitch was made plain for photographs from the readership. "Our budget is set up for a certain number of photos in each issue, so if you have anything photographic, send it in. At any rate, we've shot our bolt and further appeals in '54 will not be made. If this publication is to become a 'Barber Shop' magazine with practically everyone reading the

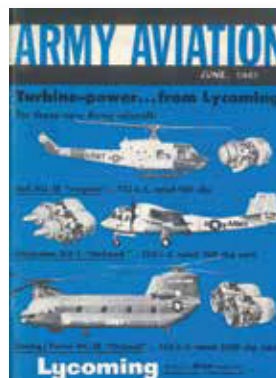
### Whirl Test Stand

View of the new cone-shaped whirl test stand at the Sikorsky Aircraft Division Plant, Stratford, Ct. Alongside are elevators enabling personnel to access the large rotor blades at the crest of the silo.



### Rockets

Aerial rockets of a new system being tested by the Army Aviation Board for target marking with smoke; rockets are shown underslung a wing of an L-19 Bird Dog. If this system passes muster, the rocket will be unleashed by an in-cockpit sighting device, replacing the verbal—geographical target location system now in effect.



## 1960s

### "The Nuclear Battlefield," by CPT William G. Hooks

Captain Hooks references a dilemma that has plagued strategists since Alamogordo, moving troops on a nuclear battlefield. He writes: "If the field army is to react to the constantly changing situations on the nuclear battlefield, it must be provided with the Army Aviation unit capable of responding to the immediate needs of fighting units. "Continued





emphasis must be placed on the importance of the use of Army Aviation in a nuclear war, especially from the standpoint of how fast air movement of nuclear weapons will allow a commander to quickly employ nuclear firepower at the critical time and place."



### "Centralization," by General Clifton F. von Kann

As General Gavin often said, "It's not the hardware; it's the application." "This is why," states von Kann, . . . "I personally have stressed decentralization so strongly and urgently. "The more centralization, the less able will we be to support effectively the line of the Army in its search for true battlefield mobility. "The more centralization, the more headquarters a

commander must go through to obtain aviation support; and on the battlefield of today and tomorrow, we are talking about support that will be needed in minutes, not days."

### "Army Flying is Not an End in Itself," Secretary of the Army, Elvis J. Stahr, Jr.

"The term, 'Flying Soldiers,' which encompasses not only our aviators but also the commanders and troops who fly with them, indicates the framework in which Army Aviation is growing. "It is expressive of the philosophy of an Army which must move through the air to an ever-increasing degree if it is to accomplish its mission . . . Air mobility, which may well prove to be the decisive factor on any battlefield of the future, would be of paramount importance in coping with the effects of nuclear weapons. . ."



### 3,800-Man Air Assault "Division" Assembles at Fort Benning



The first contingent of the authorized 3,800-man force is already on station. The units for the 11<sup>th</sup> Air Assault Division and the attached 10<sup>th</sup> Air Transport Brigade have been acquired from existing resources in CONUS. For the next two months the air assault units will undergo an extensive individual and specialist training program. The division's first tactical exercises are expected to be held in the early fall.



### Arrival of 1<sup>st</sup> Cav

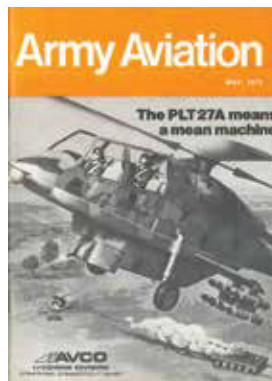
More than 7,000 men of the 1<sup>st</sup> Cavalry Division (Airmobile) with their helicopter "steeds" arrived in Vietnam in mid-September aboard the USS *Boxer*, USS *Darby* and USS *Buckner*. The men of the "First Team,"

were met by GEN. W.C. Westmoreland, Commander of U.S. Ground Forces in Vietnam. As they came ashore at Qui Nhon, an advance element of the Airmobile Division had arrived several weeks before to set up their camp site at An Khe. By the end of September, the entire unit was performing combat missions.

### "A Quarter Century of Progress,"

#### COL. Edwin L. Powell Jr., Director of Army Aviation

At the 1967 AAAA Annual Meeting in Washington, D.C., COL Powell directed comments, many historical, on Army Aviation since June 6, 1942. However, his summation is one of consequence: "It is important that we have reached a point in time when the greatest proponents of Army Aviation are no longer the Army's aviators; but rather the combat commanders who have used aviation in the field. No one has to sell aviation in today's Army! The only question is how best to exploit the aviation technology to do the Army's missions."



## 1970s

### Twist!

Ceremonies consisting of a father swearing in his son for Army service are not unusual. Pictured

here, though, is COL Donald H. Jersey, Deputy

Director of Army Aviation, swearing in his daughter, Dreama, March 12, at the Pentagon. Dreama, 19, will do basic training at Fort McClellan; followed by Fort Sam Houston for dental technician training.



### Breakthrough

The first woman to enlist for the Army's helicopter training program checks out the cockpit of a TH-55 at Fort Rucker. Private Barbara Elizabeth Schoen (right) discusses with BG Mildred C. Bailey, Director of the Women's Army Corps, the idea of becoming a warrant officer.



Private Schoen begins her training in January 1974.

### Water Boy

A Boeing CH-47C Chinook demonstrates the "Triple Hook," by hoisting three 500 gallon water bags, each tipping the scales at 4,500 pounds. The Chinook can release each water bag at a different point, without re-rigging or reloading between releases.



### A Worthy Candidate



One of the candidates put forth for election to the Army Aviation Hall of Fame was the deceased BG Adna R. Chaffee. A cavalryman turned armored enthusiast, he saw the potential of flivver planes working with armor. Too, General Chaffee was an ardent believer in Ground Forces' organic aviation, seeing to actual testing of same at Fort Knox in early 1941. During

Army maneuvers in Louisiana, August 1941, Cub aircraft were successfully employed in support of armor formations.

# Art's Attic Retrospect



## Army Medical History

August 31, Chinooks of the 180<sup>th</sup> Aviation Company at Schwaebisch Hall, Germany, made Army medical history. The 11<sup>th</sup> Aviation Group unit airlifted hospital modules from Finthen to Friedberg, marking the first time a 60-bed, two-operating room hospital was fully operational within 48 hours at a precise location.

Such a plan was drawn up in 1962, but never implemented till recently. A USAF C-130 transported the modules from Stuttgart to Finthen; enabling the Army to airlift the hospital to its final destination.

## Recalling World War I

February 9, Corpus Christi Chapter of AAAA. Honorary membership was accorded to Mr. E.G. Horne, 83, World War I aviator. Mr. Horne received his AAAA honorary membership from Colonel Charles F. Drenz, Chapter President.



## 1980s

### A First!

Lieutenant Patricia Fleming recently became the first woman to complete the Army's CH-47 Chinook Aircraft Qualification Course at Fort Rucker, AL.

A member of the Whirly Girls, she's a USAR officer with the 190<sup>th</sup> Trans. Co. in Kansas. The CH-47 course lasts about six weeks.



## Last of a Breed

After 39 years of service, Major General James C. Smith retired. General Smith holds the distinction of being the last World War II veteran to retire from the ranks of Army Aviation. He joined the Army in June 1942, becoming a 2LT. in 1943. He was a 1946 graduate of the Liaison Pilot Schools at Sheppard Field, Texas and Fort Sill, Oklahoma. The Army Aviation Hall of Famer retired at the Fort Rucker February Awards and Retirement Review ceremony.



## First Air-to-Air Refueling



Sunday morning, August 4, 1985, aviation history was made over Wilmington, DE. A CH-47D Chinook successfully took on 3,575 pounds of fuel from an Air Force HC-130P. This was the first air-to-air refueling with a CH-47D by an HC-130P, the result of an arrangement between the Army and Air Force.

## Remembering William Wallace Ford

An Army Aviation original, William Wallace Ford, died on November 9, 1986. The 88 year old retired brigadier lived in Redding, Connecticut. In 1942, then Lieutenant Colonel Ford was the Director of Air Training at Fort Sill, Oklahoma. Later in World War II, he commanded the 87<sup>th</sup> Division Artillery in Europe. Following the hostilities, he commanded the 43<sup>rd</sup> Division Artillery. In 1975, Brigadier General William Wallace Ford was inducted into the Army Aviation Hall of Fame.



## The Threat



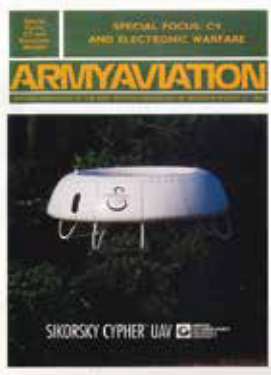
The continuing evolution of technology within Army Aviation of foreign nations, particularly with regards to potential adversaries, requires attention to developments of the most constant variety. Take the Soviets. The Mi-28 HAVOC is a new generation of attack helicopter. Working in conjunction with the older HIND in air-to-air roles, it will be operational in the late 1980s.

## "Aviation Soldiers Speak Out!!" by 1SGT William C. Hawkins

In writing this particular article, 1SGT Hawkins seemed to have borrowed from Steve Allen's *Man in the Street* when posing the following question to Aviation soldiers, "What can we do to improve the enlisted force structure of the Aviation Branch?" An idea offered by E4-67V was as follows: "When flying, I share the same aircraft with the pilot and if the aircraft goes down, so do I. "But I get much less flight pay than the pilot. "I think the flight pay should be equal for the same risks taken, especially in combat." To read the article in its entirety, refer to the July 31, 1988 issue of *Army Aviation*, pages 19 and 22, "Aviation Soldiers Speak Out!!"







## 1990s

### Presidential Airlift

June 10, 1958 - President Dwight D. Eisenhower, shown with Prime Minister Harold MacMillan of Great Britain, became the first president to transit by helicopter. Whether an Army or Marine Corps Sikorsky H-34

Choctaw, the helicopter allows the president to avoid traffic and other earthly impediments for trips upwards of 100 miles. This photo captures for the first time two world leaders preparing to transit by helicopter. For PM MacMillan, it was his initial flight in a rotary wing aircraft.



### Class Before One, 50 Years

Freeze framing history in Nevada: Class Before One aviators, left to right: LTC Charles W. Lefever, Colonel Robert F. Cassidy, LTC Bryce Wilson, LTG Robert R. Williams, LTC Henry S. Wann, Colonel William R. Mathews and LTC John S. Sarko.



### "The Ten Commandments of Leadership," by CPT Douglas M. Gabram

1. Technical and tactical proficiency.
2. Loyalty and Support of your officers and men.
3. Pay attention to detail.
4. Prepare your soldiers for combat; both mentally & physically.
5. Take care of your soldiers and they will take care of you.
6. Admit mistakes, evaluate and learn from them.
7. Be professional at all times.
8. Put your soldiers in positions to succeed.
9. Keep your commander informed.
10. Lead by example.



### "Unmanned Aircraft Making Strides," by COL Bradford M. Brown

"The long-awaited Unmanned Aerial Vehicles (UAVs) are nearing the time when they will join Army Aviation and shoulder some 'dull, dirty and dangerous' missions now assigned

to manned aircraft," so observes COL Brown. Pictured is a hand-launched UAV known as the POINTER; a low-cost, simple reconnaissance and surveillance vehicle providing intelligence for soldiers at the Brigade/Battalion levels or lower. The POINTER has an airspeed of 22-50 mph, a range of 3-4 miles and a duration of more than one hour.

### AAAA Joins "The Military Coalition," by MG Charles F. Drenz (Ret.)



#### THE MILITARY COALITION

During the March 1994 meeting of the AAAA National Executive Board (NEB), AAAA membership within The Military Coalition was approved. In association with such organizations as the Air Force Association, Fleet Marine Reserve Association, Jewish War Veterans, Marine Corps League of the U.S., USCG Chief Petty Officers Association . . . The TMC is an umbrella group of military affiliations which work most diligently to address the interests of active duty military personnel, retired veterans and their families with regards to actions taken in the Nation's capital.

### Overdue

Major General Larry R. Ellis, CO, 1<sup>st</sup> Armored Division, awarded CWO4 Walter J. Schramm the Distinguished Flying Cross on August 1, 1997. The Army had finally caught up with CWO4 Schramm for his heroic actions in Vietnam in 1965. Schramm has been an AAAA member since 1959. Among those in attendance was Joseph L. Galloway, co-author, with LTG Harold G. Moore, of *"We Were Soldiers Once . . . And Young."*



## 2000s +

### Actor Training

Actors in the movie, *"Black Hawk Down,"* the reenactment of combat operations in Somalia in 1993, trained at three

Army installations prior to proceeding to Morocco for filming: Actors portraying helicopter pilots trained on UH-60 simulations at Fort Campbell, KY. Twenty-one actors portraying Rangers, trained on small arms at Fort Benning, GA; with the remainder training at Fort Bragg, NC.



# Art's Attic Retrospect



## AAAA Honors Doolittle Raiders



AAAA's Doolittle Chapter, Columbia, NC. April 21, during the 60<sup>th</sup> Anniversary Reunion, AAAA honored 14 raiders, five honorary raiders, accompanied by family members of deceased raiders. During the proceedings, a toast was offered to the raiders' fallen comrades, as pictured.

## The First to Retire

The first Chief Warrant Officer of the Army Aviation Branch, CW5 Stephen T. Knowles, II, retired. A graduate with the Warrant Officer Training Class of 70-1 in 1971, CW5 Knowles became the first Chief Warrant Officer of the Branch when the position was established in 2003. Pictured are CW5 Knowles and wife Linda, taking one final active duty salute, October 22, 2004.



## In Memoriam

Lieutenant General Robert R. Williams (Ret.), passed away, April 6, 2009 at his home, Fort Worth, Texas. His death is associated with complications resulting from a fall two weeks prior. A giant among the Founders of the Army Aviation Movement,

he leaves a roster of accomplishments which underscored what many will believe to be his proper epitaph, "Father of Army Aviation." He is survived by his wife, Jean Williams.

## Austerity vs. Abundance (Originally from the August-September issue, page 461.)

Despite its status in certain circles as a second-class citizen, there exists outward signs of Army Aviation as having come up



in the world. The adjoining photos offer a measure of Aviation's burgeoning significance as a vital component of this nation's conventional military capability. One photo depicts the "make-do" existence of 1942, as evidenced by the homespun classroom, pot-belly stove, furnished with chairs that are as rigid as they are inelegant and the nondescript five-gallon bucket, uses for which can certainly be imagined . . . versus the contemporary classroom complete with A/C and hot-air heating, comfortable desks and chairs and a wide range of classroom aids which make for a proper learning environment for the modern aviator.

## Another Army Aviation First



Pictured is 1LT Kasandra Clark at her flight school graduation, together with her family. The Clarks are the first African-American family to have father-mother-daughter Army Aviators. Then Captain Ed Clark earned his wings at Fort Rucker in 1980; Captain Molly Clark (Ret.) earned her wings, 1984. All three are pictured with Kasandra's older sister, Captain Kristina Clark, AG officer at Fort Benning.



**Join The Professionals!**

**Become an  
AAAA Member!**



One of the many membership  
benefits includes a free subscription to

**ARMYAVIATION**  
Magazine





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](http://www.quad-a.org)

# Army Aviation Hall of Fame

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## General Hamilton H. Howze

*Army Aviation Hall of Fame 1974 Induction*

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(Inducted to represent the 1960-1969 period)



General Hamilton H. Howze graduated from West Point and was commissioned in the Cavalry in 1930. He earned his Army Aviator wings in 1947. He is recognized as the intellectual force behind current airmobility and Army Aviation doctrine. While Director of Army Aviation from 1955 to 1958, he developed new tactical principles for the employment of Army Aviation, and was instrumental in helping the Aviation School become fully established in its new home at Fort Rucker, Alabama.

As Chairman of the Tactical Mobility Requirements Board in 1961, he cited the need for the development of airmobile theory and doctrine. Adoption of the Howze Board recommendations revolutionized mobile warfare concepts based on the use of organic aviation in much the same manner as the introduction of the tank had affected mobility concepts almost fifty years earlier.

The 11th Air Assault Division was formed in 1963 to test and validate these concepts. As a result of his leadership, foresight, and perception, two airmobile divisions were eventually established in the Army force structure. These divisions successfully provided the full spectrum of mobile, combined arms capabilities which are requisite to successful ground combat and which have become fundamental to modern airmobility doctrine.

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