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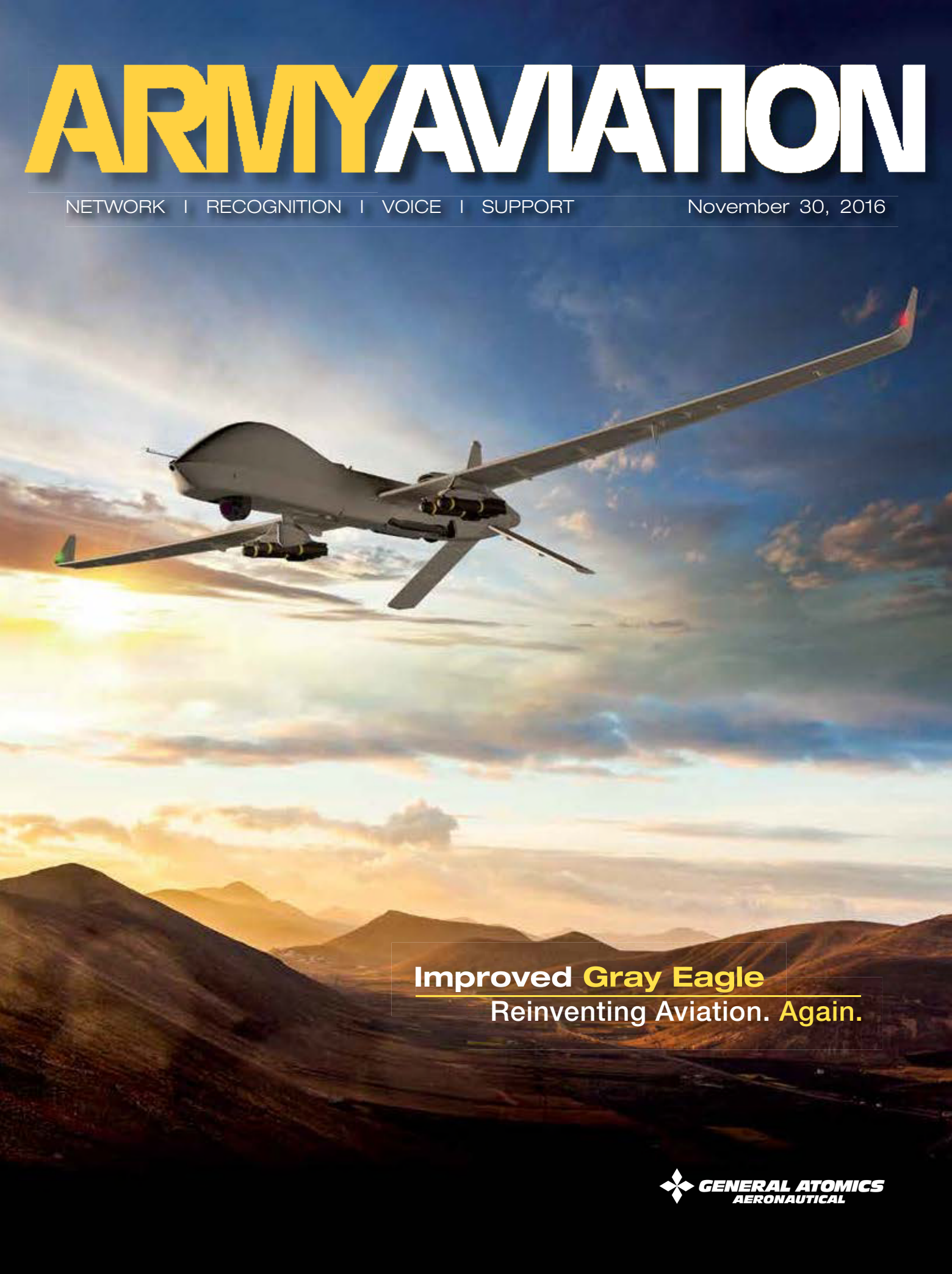

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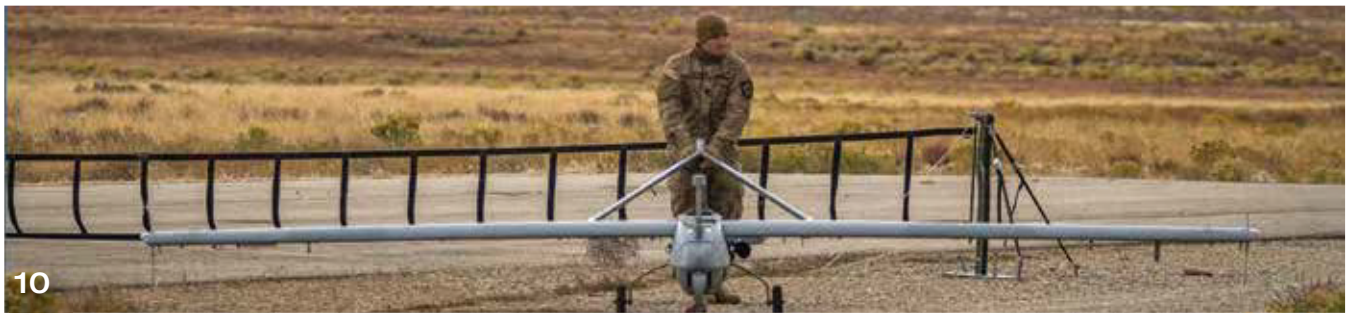

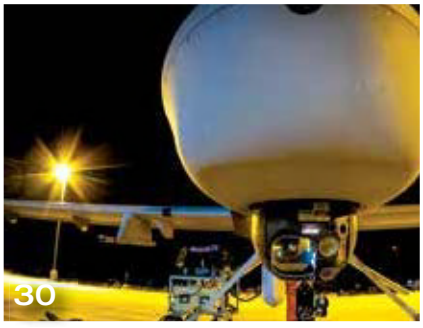

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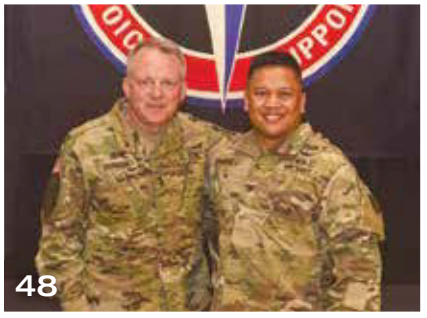

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ARMY AVIATION COMMUNITY NEWS

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ARMYAVIATION

Publisher / William R. Harris Jr.

Editor / CW4 (Ret.) Joseph L. Pisano Sr.
editor@quad-a.org

Director of Design & Production
Anne H. Ewing
magazine@quad-a.org

Web Edition / Trudy Hodenfield
trudy@quad-a.org

Contributing Editor / Mark Albertson
mark@quad-a.org

Family Forum Editor / Judy Konitzer
judy@quad-a.org

Advertising Director / Robert C. Lachowski
bob@quad-a.org

Advertising Manager / Erika Burgess
erika@quad-a.org

Marketing Director / Jennifer Chittem
jenn@quad-a.org

VP Business Development / Sal D. Lucci
sal@quad-a.org

Circulation Department
Deb Cavallaro
Debbie Coley
Elisabeth Mansson
Barbara McCann
Corey Stokes
Sue Stokes

Web Master / Mary Seymour
mary@quad-a.org

Editorial Address
593 Main Street, Monroe, CT 06468-2806
Tel: (203) 268-2450 / Fax: (203) 268-5870
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On The Cover

ON THE COVER: Improved Gray Eagle® (IGE), a next-generation derivative of the MQ-1C Gray Eagle, provides extended endurance and other capability enhancements to this combat-proven unmanned aircraft system. The MQ-1C Gray Eagle has been deployed with the US Army in support of overseas contingency operations since 2008 and IGE is expected to begin fielding in late 2017. *Caption provided by the advertiser.*

Briefings ▶ *Late Breaking News - Announcements*

Todd Named PEO Aviation

U.S. ARMY PHOTO

The chief of staff, Army, announced on 28 Oct the assignment of BG Thomas H. Todd III as program executive officer, aviation, at Redstone Arsenal, AL. Todd ,who is currently serving as deputy commanding general, U.S. Army Research, Development and Engineering Command, and senior commander, Natick Soldier Systems Center, Natick, MA, replaces BG(P) Robert L. Marion who has been in that position since 2014.

Apaches Join the Fight for Mosul

U.S. ARMY PHOTO

MG Gary Volesky, commander of the 101st Airborne Division and U.S. and coalition land forces in Iraq, stated that U.S. Apache helicopters have joined the battle for Mosul, launching night attacks against Islamic State fighters defending their last major stronghold in Iraq. According to Volesky in an Oct. 19 statement at the Pentagon, the Apaches are helping Iraqi forces advance on the city. Since the battle for Mosul began on Oct. 17, an estimated 18,000 Iraqi Army troops were approaching the city from the south while 10,000 Kurdish fighters were approaching from the east. There are about 5,000 U.S. forces in Iraq.

Ft. Hood UH-60 Crash Prompts Changes

U.S. ARMY PHOTO BY CPT TOM BAUER

While investigating a fatal UH-60 Black Hawk crash that killed four soldiers last year, Army investigators discovered a glaring problem with Fort Hood's search and rescue system. When the crew had failed to check in at the prescribed 30-minute mark on the evening of Nov. 23, it took hours to declare the aircraft missing and send out a search and rescue team to look for it, according to the AR-15-6 investigation into the crash. The incident prompted a thorough review of Fort Hood flight operations procedures and, according to recommendations, a safety update to flight training. Some changes were implemented immediately while others are still in the works, according to a statement from First Army Division West commander, MG Jeffrey Colt.

Aviation Pioneer Bob Hoover Passes

NATIONAL AVIATION HALL OF FAME PHOTO

Robert A. (Bob) Hoover, an aviation pioneer, passed away peacefully Oct. 25 near his home in Southern California. He was 94. Beginning as a flying sergeant with the Tennessee National Guard, he served during World War II as a fighter pilot, including 16 months in German captivity as a prisoner of war, and earning the Distinguished Flying Cross, the Soldier's Medal for Valor and the Air Medal. He left the Army in 1947 but continued to support the military as a test pilot in the civilian sector. He flew the chase aircraft for the X-1 program the day the "sound barrier" was broken, and helped with the development of power management techniques still in use today for hot, high altitude, heavy aircraft situations. Recognized throughout the world as "the best stick and rudder man" who ever lived, he was the personification of the air show industry for many years. The Smithsonian lists him as third among all time contributors to aviation. A member of the National Aviation Hall of Fame, he was inducted into the Gold Honorable Order of St. Michael in 2008. May he rest in peace.

Correction:

On page 3 and page 30 of the October 31, 2016 issue, LTC Jay Maher's name is misspelled. We apologize for the error.

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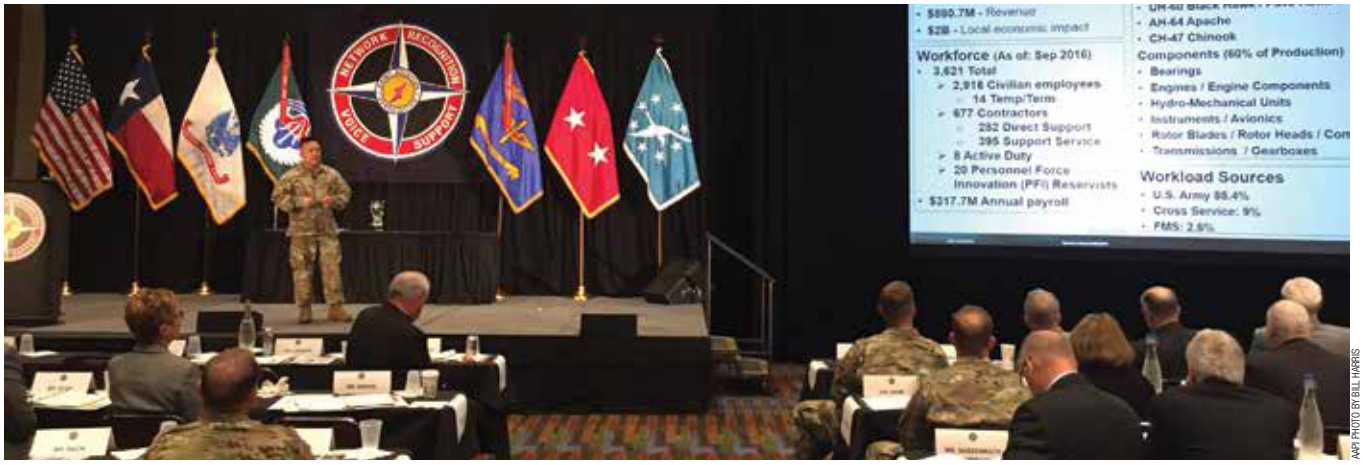


AMY PHOTO BY BILL HARRIS

COL Allan H. Lanceta, commander of Corpus Christi Army Depot, addresses the opening session of the 12th Annual AAAA Luther G. Jones Aviation Sustainment Forum Oct. 19, 2016 in Corpus Christi, Texas.

We are right in the middle of our Fall busy season and the Christmas holidays are quickly approaching.

Last month featured the AAAA National Executive Board and Scholarship Board meetings during the AUSA Annual Meeting in Washington, DC and the Senior Executive Associates led by GEN Jack Keane also in DC. We also held the Luther Jones Forum at Corpus Christi Army Depot, TX on "Finding Solutions for Readiness Cost Drivers" as well as an onsite in progress review (IPR) in Nashville, TN for the April 2017 Summit. This month we are all about the Aircraft Survivability Equipment Symposium, and the Joseph P. Cribbins Aviation Product Symposium in Huntsville, AL which will actually take place after this column is written.

What does all this have in common? Making sure your **V**oice is heard by folks who can make a difference. Whether you are a Department of the Army Civilian who is on the line at Corpus Christi Army Depot (CCAD) looking for the latest training on advanced composites, or a battalion commander with questions on split-based operations, to the 160th Special Operations Aviation Regiment NCO briefing on how to track individual enlisted specific skills and last task accomplished to make sure that the right team is at the right place at the right time to ensure your aircraft is up, AAAA is there to provide the platform for these discussions. All of the above issues were specifically surfaced at the Luther Jones event alone.

At the strategic level, we had the Senior Executive Associates meet in DC at the Army Navy Club on October 12. What a great discussion ensued with current outstanding Army leaders like LTG Kevin Mangum, and Aviation Branch Chief, MG Bill Gayler with our aviator and non-aviator retired leaders like GEN Jack Keane, GEN Butch Saint, GEN J.D. Thurman, LTG Joe D. Francisco and others. One clear message is that we are back to the future with concerns on conventional deterrence on the plains of Europe. There is no doubt U.S. Army Aviation is the finest in the world. After fifteen years of proven combat skills, the question is "are we truly prepared to fight full divisions and corps anymore?" That is a tough and very expensive question.

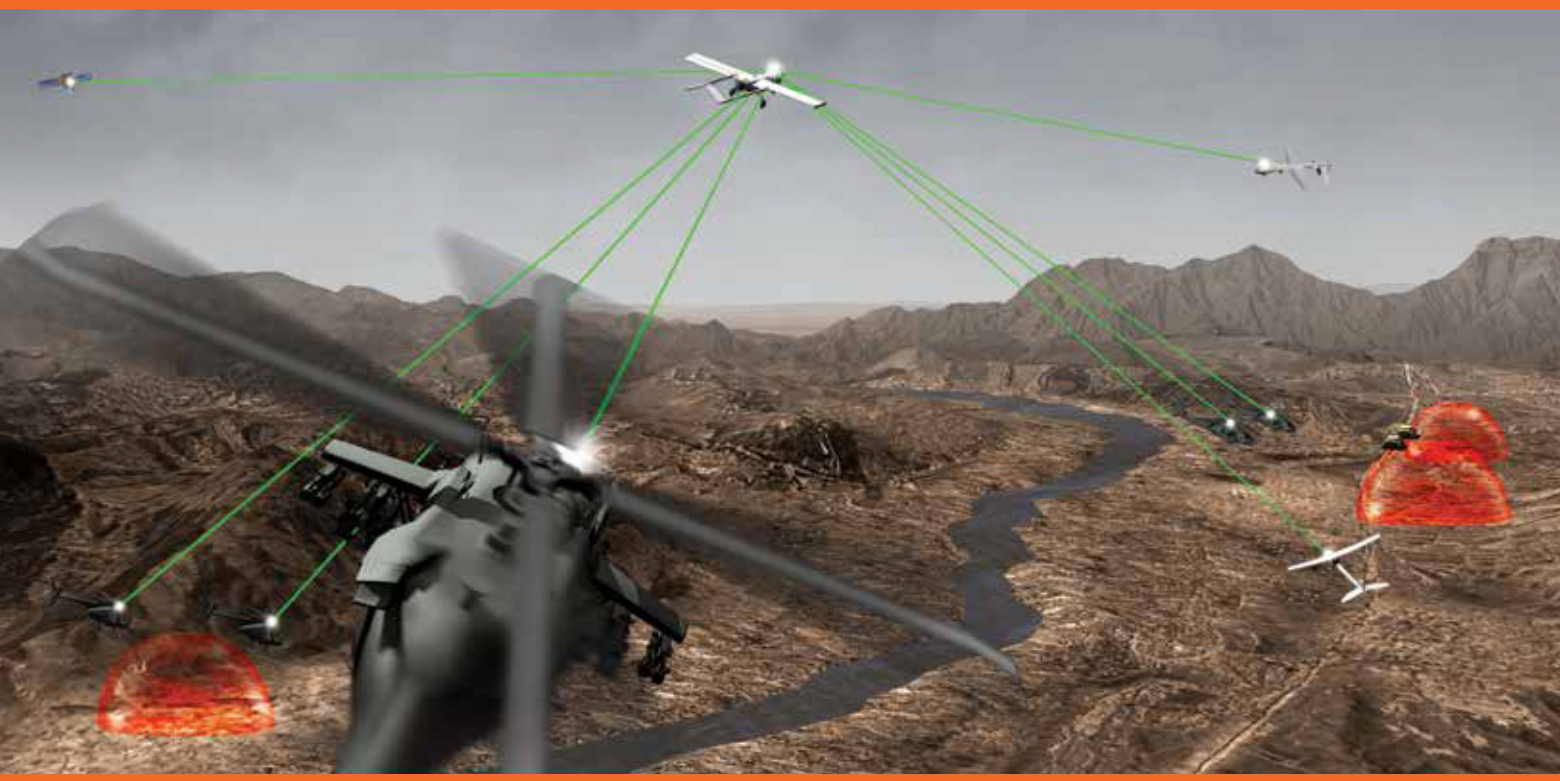
In fact, the recurring theme through all these events is money. From total Army end-strength, to lack of flying hours and equipment, it all comes down to money. We must all make the case, whenever and wherever we can, that defense is expensive, and good defense is very expensive. Our deterrence of potential aggressors depends on our presenting a very credible integrated and interoperable capability. At some point we actually have to do less when there are less resources. Our adversaries are watching.

We all work hard to be as efficient as possible, but there is a limit. You, the Branch, our Army, and indeed DoD needs more money in order to provide deterrence. Let's all work together to make sure the senior civilian leadership in our government is aware of these realities.

Finally, there is also much to be thankful for as we celebrate Thanksgiving this month. Always remember our Brothers and Sisters who cannot be with us and their families during deployment. Your unwavering dedication, innovation, and patriotism guarantee the freedoms we all enjoy today. We at AAAA are grateful for all of you, Active Duty, National Guard, Reserves, DACs, retired, industry and civilian supporters, who make up our great Army Aviation community. Thank you all very much.

BG E.J. Sinclair, Ret.
32nd President, AAAA
ej.sinclair@quad-a.org

Navigation jamming and spoofing threats are growing. Be ready.



Threats are increasing and adversaries can now jam and spoof GPS signals. To defend against increasingly available counter-GPS capabilities, the military is requiring GPS protection, augmentation and alternatives that are more resilient and less vulnerable. High performance GPS protection is available today and should be the foundation of any high-assurance PNT strategy in this evolving anti-access/area denial (A2/AD) environment.

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UAS: Enhancing Army Aviation Capability for Multi-Domain Battle

By MG William K. Gayler

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

A U.S. Army Soldier assigned to 16th Combat Aviation Brigade pushes a Shadow Unmanned Aircraft System back to a maintenance hangar following a successful training flight at Orchard Combat Training Center, Idaho, Oct. 4, 2016. Over 1,000 soldiers from 7th Infantry Division participated in Raptor Fury, an exercise to validate 16th CAB's mission readiness.

During the past fifteen years of counterinsurgency (COIN)-centric combat where Army Aviation was a fundamental element of our Joint force overmatch, our enemies and adversaries took note and invested in their own capabilities to counter our advantages in continuous mission command and fully integrated combined arms maneuver.

As we look to the future of armed conflict we must continue to develop and integrate new capabilities to defeat threats, enemies, and adversaries who are becoming increasingly capable and elusive employing traditional, unconventional, and hybrid strategies.

More Complex

In the 1980s AirLand Battle served as the conceptual framework that informed Army doctrine to fight the Soviet threat and enable U.S. forces to "fight outnumbered and win" by employing close coordination between land and air forces. Although AirLand Battle enabled American military superiority for decades, it now falls short of addressing today's complex and contested operating environment. To fight and win in the future, the Joint force must move beyond the two-domain Air-Land Battle and Air-Sea Battle operating concepts into a more complex Multi-Domain Battle to be successful. This Multi-Domain Battle (MDB) calls for Army formations to use cross-domain fires, combined arms maneuver, and information warfare to open successive or simultaneous windows in depth to achieve success.

As with AirLand Battle, Army Aviation serves a critical role in MDB by developing and sustaining situational understanding, quickly maneuvering to positions of advantage, creating mul-

tiple dilemmas, and consolidating gains across multiple domains. MDB will require an optimal mix of manned and unmanned platforms that provide increased multi-domain reach, protection, and lethality.

The Role of UAS

This month's issue focuses on Unmanned Aircraft Systems (UAS). The United States Army Aviation Center of Excellence (USAACE) continues to lead the world in the development, integration, training, and employment of unmanned systems. However, we must not rest on our laurels; we must continue to improve. Recent observations, insights, and lessons learned have driven changes to organizational design to better enable command and improved training and integration of UAS formations in combined arms maneuver. Additionally, our UAS formations continue to improve training readiness through increased aviation oversight and integration at home station ranges and facilities.

As we refine UAS integration techniques to meet the needs of commanders in the field today, we must also look to the future and prepare for tomorrow's challenging multi-domain operating environments by exploring new concepts and organizational constructs that employ manned and unmanned systems across new domains. As we continue to become more technologically advanced and harness new innovations to seize the advantage, we must recognize that war will remain a fundamentally human endeavor, and ensure that technology serves – not as a substitute for the vital human-in-the-loop, but as an enhancement to the most capable information processor and decision-making tool in our arsenal: the human brain. In this month's edition, our TRADOC Capability Manager for UAS provides an overview of the Army's Future UAS vision. Future UAS will operate as an integral member of the combined arms team, with universal control interfaces that enable payload and aircraft control by Army UAS operators located in CONUS, from deployed light tactical vehicles, the cockpits of Army Aviation aircraft, or by a Soldier using his end user device.

Army Aviation is "all in" on UAS. By the end of FY18, we will field Shadow Platoons in all our active component combat aviation brigades (CABs), and all 15 Gray Eagle companies will be fielded or in the process of fielding reaching a steady state UAS capability for the first time. However, there is still much to do and much to improve. We must continue to execute tough and realistic combined arms flight training to build collective readiness, and better prepare our front-line UAS leaders on the systems they lead and fight. The situational understanding that UAS provide the Army's leaders and Soldiers results in a tremendous advantage in the combined arms fight – and we will continue to press that advantage to the fullest.

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.

Getting Unmanned Aircraft Systems Warrant Officer Training Right

By CW5 Joseph B. Roland

U.S. ARMY PHOTO

An RQ-7 Shadow Unmanned Aircraft System launches at Dugway Proving Ground, Utah.

The Unmanned Aircraft System (UAS) Warrant Officer (150U), while not new, is still relatively immature. Our ability to fully capitalize and leverage our UAS capabilities is directly related to the level of training and development we invest in our 150U community.

A CW2 150U serves as an intermediate level expert who is technically and tactically proficient at leading, training, managing, maintaining, sustaining, and advising the commander on all assigned unmanned systems. He functions as a platoon leader providing leadership development, advice and counsel for enlisted soldiers and officers. The roles and responsibilities we've defined for our UAS warrant officers is extensive and requires a requisite level of initial training and development to ensure success.

WOBC

Upon graduating a six week Warrant Officer Basic Course a newly minted WO1 is responsible for supervising UAS operations that include; mission planning, payload operations, aerial reconnaissance, target detection, target engagement, and launch/recovery procedures. If that was not enough we've also asked these officers to provide direction, guidance, resources, assistance, and the supervision necessary for their subordinates to perform their duties. These young WO1/CW2s are required to provide standardization, maintenance, and safety oversight; each of these responsibilities is individualized within our manned community. We as a branch must ensure they get the depth of knowledge required to meet these challenges right out of the gate.

To enhance the preparedness of our UAS WO1s and CW2s we redesigned the Warrant Officer Basic Course in order to enhance leadership and adequately address the required skill

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sets. We opened up assessments to non-15Ws to meet demands and place quality commissioned and non-commissioned officers in the program. Being a qualified UAS operator is a bonus, it is even more important that we assess individuals with the leadership and aptitude to meet the vast demands placed on its officers.

AWOAC

The 150Us are now fully integrated into the Aviation Warrant Officer Advanced Course. While not perfect, this Branch continues to develop scenarios, course material, and modify the curriculum to ensure we give our officers the tools required to succeed in their profession. Future "Track Specific" training weeks will facilitate the requirement for our 150Us manage and supervise standardization, maintenance, logistics, safety, and tactical operations. We have incorporated UAS into our Master Gunner course and are working to ensure 150Us are provided an opportunity to attend the resident course. The Aviation Branch is working to ensure the our UAS warrant officers are afforded an opportunity to attend the following training throughout their career: Aviation Safety Officer Course, Tactical Operations Course, Phase 1 Maintenance Managers Course, Armament Officer Course, Government Flight Representative Course, Master Gunner Course, Joint Firepower Control Course, Brigade Aviation Element (BAE) Course, and Joint Fires Observer.

The UAS may very well be the future of armed conflict and our 150U warrant officers will be integral to the success of Army Aviation. We as the Aviation Branch have the responsibility to provide our warrant officers with the level of training and development required for success and fully committed to getting it right.

Above the Best!

CW5 Joseph B. Roland is the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

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Enterprise Resources for Developing UAS Capability

By CSM Gregory M. Chambers

U.S. ARMY PHOTO

Troopers from the 7th Squadron, 17th Cavalry Regiment, 1st Air Cav Division launching a RQ-7V2 Shadow unmanned aircraft system March 14, 2016 at Fort Hood, TX.

Building unmanned aircraft systems (UAS) experience in our RQ-7 Shadow and MQ-1C Gray Eagle units requires a lot more than just institutional and operational training and experience.

There are numerous entities involved in building, sustaining, managing, and growing that capability in order to give the ground force commander precise and accurate battle field information. We need highly skilled operators, maintainers and leaders if we are to employ these systems to maximize their full potential, but we also need highly skilled and experienced personnel in critical directorates to ensure the operational units are set up for success.

In this article I highlight some key functional directorates that help facilitate all our Aviation systems which we commonly refer to as our Aviation Enterprise – an enterprise that is staffed with highly qualified and experienced personnel. Most of these directorates seldom get recognition or highlighted, but they are the continuity for all our Aviation programs.

Key Players

UAS is the focus of this issue and some of the key directorates that make our UAS community successful are our UAS Training and Doctrine Command (TRADOC) Capability Manager or TCM UAS; the U.S. Army Aviation Center of Excellence (USAACE) Organization and Personnel Force Development (OPFD) directorate; our Aviation and Missile Command (AMCOM) UAS sustainment office; the USAACE Directorate of Training and Doctrine; the UAS Project Management Office; and our Human Resources Command (HRC) Aviation Branch managers. All these entities drive how we train in the institution and how we train in the operational environment. Additionally, they drive what the future will look like as we develop this tremendous capability.

Building the Capability

It's important to understand what goes into building a capability, it's

even more important to understand the process to build that capability quickly and effectively. As an Aviation Enterprise we rely on our UAS Project Manager and our TCM UAS to work directly with industry to obtain critical development and capability data in order to provide operational and institutional units accurate employment capabilities so our Soldiers understand how to maintain and operate our systems. Without their support and input it would be difficult to understand how our unique systems work. Equally important, our operational leaders and Soldiers need to understand how AMCOM provides superior sustainment support for our UAS systems. AMCOM provides the critical link in supplying UAS parts and more importantly UAS contract support to help us maintain our UAS systems. Contract support provides critical system expertise and helps educate our Soldiers regarding operation and maintenance of our UAS systems. As we mature our UAS capability AMCOM will provide our operational units with time-on-target sustainment and operational expertise.

Training

The training of our UAS personnel or the development of the training originates with our DOTD. An absolutely huge task, this directorate takes all the input from the UAS PM office, TCM UAS, OPFD, and input from the operational and institutional units to develop training programs of instruction (POIs) that are relevant to the individual Soldier. They must follow strict Army policy and TRADOC policy when it comes to developing our training POI's. Our training developers take the raw data and format it into a POI that instructors can use, and more importantly format it so our young Soldiers understand it in an environment conducive to learning.

Managing Personnel

Lastly the management of our UAS Soldiers falls squarely in the hands of the USAACE OPFD and the Aviation HRC team at Fort Knox, Kentucky. OPFD is responsible for submitting our requirements for UAS personnel as it concerns the military occupational specialty (MOS) qualifications, such as line scores, physical requirements, security requirements and progression requirements. Further, they update our organizational documents and ensure our force structure for UAS personnel stays within Army guidance; a huge responsibility when it comes to the health of the UAS force. Our team at HRC then manages all our UAS personnel and as we grow this capability a critical piece. So critical, our UAS PDNCO's manage our UAS personnel down to the nametag level to ensure our deploying units get the personnel they need to accomplish the mission and our units that are growing gain relevant experience.

In closing, I didn't go into details of UAS personnel training, but gave you a brief look at all the entities that make UAS operations successful in the operational units. These directorates are critical to the success of our units and more importantly the success of our Soldiers.

Above the Best!

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

CSM Gregory M. Chambers is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

Marquis Training...

By COL J. Ray Davis

ARIZONA ARMY NATIONAL GUARD PHOTO

Arizona Army National Guard AH-64 Apache helicopters at a task force field site at the National Training Center, Fort Irwin, CA, June, 2016.

Greetings again from your Army National Guard (ARNG). It's been a few months since I've had the chance to share some observations, but even though the following is somewhat dated, it's still relevant.

In late June, I had the opportunity to visit the National Training Center at Fort Irwin, CA and observe the ARNG Aviation Task Force that was supporting Minnesota's 1-34th Armored Brigade Combat Team (ABCT). The Task Force was comprised of Guardsmen from seven states, with the majority coming from Arizona (which provided the TF headquarters and an attack-reconnaissance company) and Georgia (which provided cargo, utility, and air ambulance capabilities).

During my assembly area visit, I was struck by the professionalism, tactical competence, and enthusiasm of all the soldiers I encountered, despite temperatures reaching 118 degrees and a stressful tactical environment. As we (the Guard) increase our participation at the combat training centers (CTC), aviation brigade commanders must exploit this marquis training opportunity as a tool to enhance its Sustainable Readiness Process training, leading to company proficiency in combined arms maneuver on the unit's available or mobilization date. Here's a takeaway from my visit that I'd like to open up to the forum: I think we (Guard, Reserve, and Regular Army) might want to consider a common core standard operating procedure (SOP). I saw three units operating from three different SOPs, leading to some needless interoperability "challenges." While there was little impact on mission accomplishment, confusion and risk were both unnecessarily elevated. I acknowledge the need for mission and locationspecific annexes to our SOPs, but there's no reason why flashing position lights means one thing at Fort Bragg and another in Indiantown Gap. Is it time for us to come together at Fort Rucker to develop an Army Aviation core TACSOP?

Another area to consider for standardization is the Risk Assessment Worksheet (RAW). I'm well aware of the philosophy and directives of Appendix B of AR 95-1, and as above, I also acknowledge the need for mission- and location-specific blocks within the RAW. But shouldn't the risk associated with a 300-hour pilot in command be the same at Fort Carson and Camp Atterbury? More food for thought for those senior leaders who will be gathering at Rucker in two months.

My visit to NTC was both refreshing and encouraging. ARNG Aviation remains a critical, competent, and engaged member of the Army Aviation team, and will continue to contribute at the training centers, in the communities, and in the combat zone.

Stay Safe…Fly Guard.

COL J. Ray Davis is the chief of the Army National Guard Aviation and Safety Division located in Arlington, VA.

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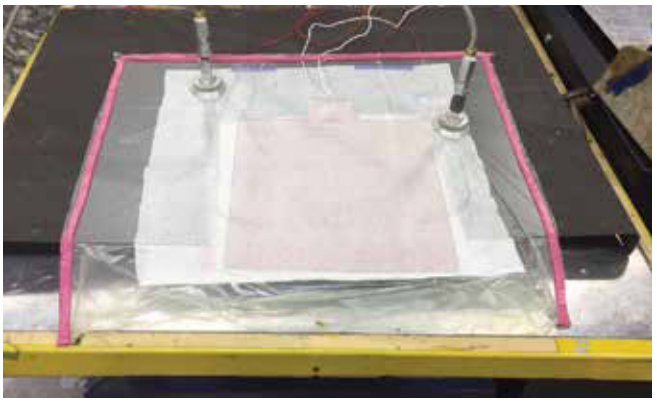
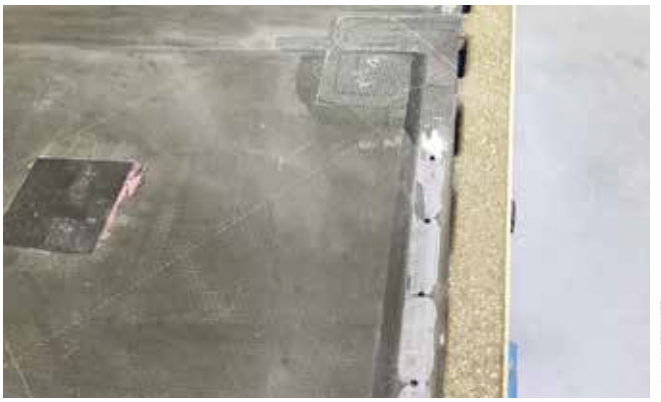
In this issue SSG Hankins discusses the evolution of the instruction provided by your school house in the art of aircraft structural repair using advanced composites. Above the Best!
COL Smith, Commander

Advanced Composite Training

By SSG Joshua Hankins





128th AVN BDE PHOTO

Above left: Students get hands on experience with the vacuum bag required for advanced composite repairs.

Above right: A stabilator trailing edge repair seamlessly integrated into the structure.

In the continuing quest to find better and faster ways to repair and return aircraft to full mission capable status while offering a stronger, lighter, and cheaper alternative to traditional sheet metal materials, the Army has fully embraced advanced composite structures.

Recognizing the advantages of advanced composites in specific aircraft components such as the horizontal stabilators on the UH-60M and the AH-64E, we proceeded without a clear concept or capability to repair in the field short of returning to the original equipment manufacturer (OEM) or depot level repair. This "cart before the horse" scenario overwhelmed both the supply system and reduced readiness until we had a clear way ahead to repair these extremely expensive components in the field.

Adjusting the POI

Aircraft Structural Repairers (MOS 15G) are subject matter experts in sheet metal repair, their skills are finely developed to accommodate tight tolerances and they proudly demonstrate their ability to repair practically any flaw in an aircraft sheet metal skin to keep aircraft flying. These skills however do not translate into repairing carbon fiber, fiberglass, or aramid, thus creating the need for changes in technical training and education.

To affect the pivot to composites, the 128th Aviation Brigade recently implemented changes to Advanced Individual Training (AIT) and Advanced Leader Courses (ALC) technical track to facilitate the training of advanced composite repair to the Army's 15G entry-level repairs and technical inspectors.

Beginning in FY 17, the Basic Aircraft Structural Repair course (15G10) will add 64 hours of instruction in advanced composites. Initial Entry Training (IET) Students in training to become aircraft structural repairers now participate in a course that includes a six-step repair certifying each student to perform proper repairs to aircraft advanced composite components. Additionally, students gain a basic knowledge of advanced composite structures such as manufacturing parts, safety in composites, repair joints, different fabrics and adhesives, and vacuum bagging techniques.

The instruction they receive has a heavy focus on the theory behind advanced composites and the repair of the advanced composite structure. This instruction will include lessons that will train students to remove liquid from sandwich construction, create alternative vacuum bags, prepare different types of repair joints, and repair partial thickness damage of a laminate.

ALC 15G30

The ALC course (15G30) underwent corresponding changes. Many of today's Aircraft Structural Repairer NCOs attended the 15G10 course prior to 2010, therefore it is necessary for them to receive formal training on advanced composites that was not previously included in their technical military education. The 30-level course now offers hands-on training that will give 15G supervisors the knowledge to perform advanced composite repairs at their unit, supervise Soldiers performing these repairs, and inspect repairs once completed.

The redesign affords supervisors the opportunity to perform hands-on practical exercises including machining repair joints and repairing carbon fiber aircraft panel edge bands. Previously, they were limited to just repairing a Kevlar component with minor damage. Supervisors in the other MOSs are introduced to advanced composites in order to give them the knowledge of how repairs are correctly performed. Included in the instruction are equipment needed, materials used in repairs, and inspection techniques. As technical inspectors, these NCOs will be expected to certify that repairs are performed properly in accordance with the specific aircraft technical manuals.

In FY17, the Army will produce proficient 10 level advanced composite repairers. AIT graduates will have a deeper understanding of composite structures and more experience with creating vacuum bags to fit any repair situation they may encounter. Additionally, supervisors going through ALC will now have the ability to perform and inspect these repairs to ensure the quality of aircraft and the proper on-the-job training of subordinates.

This training not only saves money in reducing the number of components that have to be replaced, but it also gives the Army flexibility and depth to operate and conduct self-sustaining aviation operations wherever Army Aviation is called.

SSG Joshua Hankins is an instructor/writer with Company C, 2nd Battalion, 210th Aviation Regiment, 128th Aviation Brigade at Joint Base Langley-Eustis, VA.

What Are the Rules for Army Operations for Small Unmanned Aircraft?

By Mr. Dan H. Beck

It is difficult to keep up with how to legally operate a small unmanned aircraft system (SUAS). It is one of those subjects that you might get several different answers on what is legal and what is not.

I am going to step through a couple of different scenarios that will help explain the Army rules, Federal Aviation Administration (FAA) rules and how they should be applied to your operations.

Definition

First off, let's talk about SUAS basics. All Army owned SUAS are required to meet basic Army regulations and requirements regardless of how small the aircraft may be. An Airworthiness Release (AWR) is required along with other processes including risk acceptance and training. The most widely recognized definition of a SUAS is an unmanned aircraft under 55 pounds. Within the military, we use five different groups to categorize UAS. The groups exist to identify UAS capabilities, not to address regulatory requirements. Group 1, less than 20 pounds, is generally what we consider a SUAS for the Army.

Airspace Rules

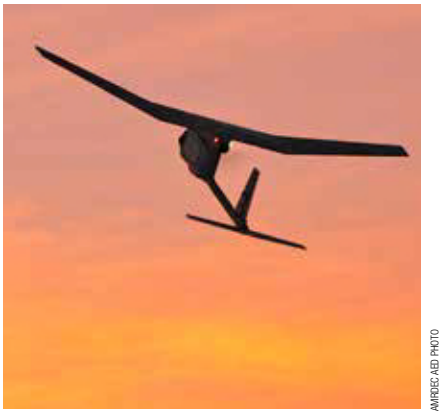
If you are operating Army Aircraft outside of restricted airspace, there are many rules you should know before starting operations. I'm going to address a few, but you should speak to your U.S. Army Aeronautical Services Agency (USAASA) Department of the Army Representative (DAR) for more information. First and most importantly, you are required to have someone watching the aircraft for collision avoidance at all times. All operations outside of restricted airspace also require a Certificate of Authorization (COA) from the FAA. The COA process can be completed in 48 hours or up to 60 business days depending on the type of airspace you request to fly in. Class G airspace is pretty easy as long as you are not flying over populated areas. As you move up in airspace class, the process becomes a little more difficult, but not impossible. Operations inside restricted airspace require approval of the range commander.

The first scenario is a kid out flying a DJI Phantom quadcopter that was bought at the hobby store. Believe it or not, they have to register with the FAA to operate their new toy around the yard at home. There are a few rules governing airport proximity and altitude restrictions, but the process is pretty painless and only costs $5 to register online. Everything changes if "The Army" were to buy the exact same quadcopter. It would then be considered an Army aircraft. It is also considered a state aircraft at this point and will require a COA from the FAA for each location it is going to be flown.

There are advantages and disadvantages to operating a SUAS as the military. The Army doesn't have a standard altitude restriction, is not restricted to daylight only operations, and we have access to areas that are not publicly available. The biggest disadvantage is that we are required to have a COA in place for every location for flight operations. There are ongoing efforts to relieve some of these requirements and hopefully the military will have a more flexible clearance to operate in the future.

Another unique scenario is the U.S. Army Corp of Engineers (USACE) operating SUAS all over the country in support of mapping, levee/dam monitoring, and disaster relief operations. In each of these cases a COA is required along with all of the Army requirements. The key to the USACE's success is a very solid process that happens in the background. They have standing SOPs, risk assessment processes, and Airworthiness Releases (AWRs) on their aircraft for each location. The biggest hurdle the USACE had to overcome is the requirement for a Proper Use Memorandum. This memo is required for any Army UAS operations outside of restricted airspace to prevent misuse of aircraft and "spying" on the general public.

The last issue I want to address is the new FAA Rule for SUAS. FAR Part 107 is for commercial SUAS under 55 pounds to operate in the National Airspace System (NAS). Civilian processes don't apply to Army aircraft. Some users that fit into this category that are similar to the military are police, fire departments, search and rescue, other civil entities that may need to operate SUAS.



AMRDEC AED PHOTO

An RQ-11 Raven hand-launched remote-controlled unmanned aircraft system.

Mr. Dan H. Beck is the chief of the UAS Airworthiness Branch, Aviation Engineering Directorate, U.S. Army Aviation and Missile Research, Development, and Engineering Center at Redstone Arsenal, AL.

THREAT SYSTEMS ENGINEERING

Photo courtesy of DVIDS

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URIs

By CPT Erik S. Johnson, D.O.

Q: Doc, I always catch a couple of colds every year. When is a cold considered grounding and what treatments can I use?

FS: Upper respiratory infections (URIs) such as the common cold are, well, common. While not everyone may experience them every year, most of us experience them at some point in our lives. It would not be surprising for an otherwise healthy pilot to experience two to three bouts with the common cold in a single fall-winter season. Due to their frequency, let's take a few minutes to understand the key aspects of the common cold and when it might be time to consult with your local flight surgeon.

A URI is generally defined as any infection, whether by virus or bacteria, of the upper respiratory system. This system includes the nasal passages, sinuses, throat (or pharynx), and voice box (or larynx). Besides the common cold, many other types of infections can wreak havoc on the upper respiratory system including sinusitis, pharyngitis, tonsillitis, and laryngitis. However, when we talk about URIs, we are almost always referring to the common cold. A vast majority of these infections are caused by viruses and only rarely by bacteria. Exposures to those who are ill or touching a surface such as a door knob contaminated with virus particles and then wiping the face are the most common modes of transmission. Fortunately, viral illnesses are self-limited. In other words, viral infections will usually resolve without treatment over a period of seven to ten days.

The most common symptoms of a URI are a runny nose and a sense of nasal fullness, or "stuffiness." Sore throat, coughing, headache, and sinus pain or pressure may also be present, but tend to be only mild in severity. Fever, general malaise (fatigue and achiness) or more severe cold symptoms suggest infections beyond the common cold and require further evaluation. If symptoms fail to resolve or improve over seven to ten days, this may also suggest a more severe infection and suggest it's time for further evaluation.

Complications

A common cold may become complicated by a sinus infection. This occurs when mucous blocks the sinuses from properly draining and bacteria begin to replicate in this closed space. This bacterial infection of the sinus and resulting inflammation (or sinusitis) often causes fever, headaches, facial pressure and pain. This is important for aircrew because these symptoms can increase with exposure to high altitudes. Trapped air within the sinus can expand and increase pressure, potentially leading to barotrauma. Additionally, the mucous may plug the Eustachian tube, which drains fluid and equalizes pressure from behind your eardrum. This can lead to difficulty clearing the ears through the Valsalva maneuver and potentially lead to a ruptured eardrum. Obviously, the resulting pain and pressure can cause a significant distraction in the cockpit. If that isn't concerning enough, differences in pressure between the ears may significantly increase or contribute to spatial disorientation.

Treatment

There are many medications available both through prescription or over the counter that help manage the symptoms of URIs. Which medications are safe for flight will be the topic for the next Ask the Flight Surgeon article, and is also a discussion that should be had with your local flight surgeon. If the local flight surgeon is not immediately available, aircrew members can always refer to the Aeromedical Policy Letters for a list of acceptable class I medications.

In general, if you have noticed any change in your health, such as catching a cold, you should see your flight surgeon or aeromedical physician assistant before flying to make a safe aeromedical decision. That being said, self-grounding for mild cold symptoms and following your local self-grounding SOP will minimize unnecessary use of medical resources. If symptoms progress or fail to resolve over a few days, it is then prudent to see your local flight surgeon. This may seem inconvenient, but there is good reason for caution. In aviation, mental clarity without distractions is paramount to safety. URIs may interrupt your thinking process, slow your reaction time, and reduce your attentiveness. As previously discussed, if the sinuses or the Eustachian tube become blocked, significant distracting pain can develop with even small changes in altitude.

In summary, even the common cold has the potential to cause very serious safety issues in-flight. Though some colds may necessitate grounding, it often will only require a few days for symptoms to resolve before returning to flight. Honest and timely consultation with your flight surgeon is imperative and in the interest of both your safety and health.

Be safe, stay healthy, keep flying.

Questions?

If you have a question you would like addressed, email it to *AskFS@quad-a.org;* we'll try to address it in the future. See your unit flight surgeon for your personal health issues. The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated

CPT (Dr.) Erik S. Johnson is a flight surgeon at the U.S. Army School of Aviation Medicine, Fort Rucker, AL.

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Unmanned Aircraft Systems: Remaining Programmatically Focused and Operationally Engaged

By COL Courtney Cote

U.S. ARMY UAS PMO PHOTO

The Shadow v2 retrofit includes a Universal GCS, Universal GDT, improved PGCS and a longer wing which will provide over nine (9) hours of endurance. The system is compatible with the One Station Remote Video Terminal (OSRVT) increment 2 which provides displays that support identifying/distinguishing people and behavior.

We owe our absolute best to Soldiers and to operational commanders. The team in the Unmanned Aircraft Systems Project Management Office (UAS PMO), in coordination with a vast and diverse community of stakeholders, remains programmatically focused and operationally engaged to deliver the absolute best support we can to our Soldiers and operational commanders. There are a lot of great things going on with UAS and with the Army's UAS portfolio. Some of the major efforts to update the community on the UAS portfolio include driving toward a higher level of commonality between the systems, refining interoperability in support of the concept of operations for Manned Unmanned Teaming (MUM-T), fielding Gray Eagles, Ground Based Sense And Avoid (GBSAA), Shadows, One System Remote Video Terminals (OSRVT) and providing Small UAS capability at the tactical level. Additionally, the UAS PMO continues to work toward further transitioning maintenance and readiness into the hands of the Soldier and operational commander while supporting the force with forward deployed operators, maintainers and technicians as well as focusing on integrating UAS into Aviation Ground Support Equipment and Aviation Mission Equipment. All of these activities are executed daily with the backdrop of and in the context of our programs of record.

Increasing Commonality and the Universal Approach

Shifting center of gravity towards the control segment and focusing on a higher level of commonality between our Gray Eagle and Shadow systems is a major effort. The ground control station is where the operator interacts with others in the battlespace and where they employ the unmanned asset in support of the ground maneuver commander's plan. In the short term our investment efforts will result in a common physical hardware configuration in the ground control station that hosts a common software architecture able to control different air vehicles. The longer term objective is to migrate the current physical configuration and software to a Scalable Control Interface (SCI) for dismounted, mounted, and emplaced UAS operations conducted in the battlespace through permissioned based capabilities. Recognizing the ground control station as the cockpit of the UAS is paramount.

MUM-T – Interoperability

MUM-T is a concept of operations enabled by technologies and refining how we enable MUM-T is an ongoing endeavor. MUM-T operations are made possible by the introduction of a standardized interoperability protocol supporting video/data transmissions between ground-manned-unmanned platforms. This manned unmanned network allows for the handoff of payload control, receiving and transmitting of real time streaming video/sensor data and manned pilots to control unmanned air vehicles. The UAS PMO focuses on the interoperability protocols and is responsible within the Program Executive Office, Aviation for defining and maintaining the protocols. We do this within a large community of interest and through published Interoperability Protocols (IOPs) derived, discussed and refined through the Interoperability Control Working Group (ICWG) attended by industry as well as DoD entities and non-DoD entities. The IOPs are in constant refinement as technology evolves and higher level standards, such as NATO, continue to change. Continually refining these IOPs and proliferating them is essential to maintaining

interoperability across not only the aviation manned and unmanned systems but also the numerous users of information from the unmanned platforms.

Fielding and Training Teams

The Army is currently fielding the 11th of 15 Gray Eagle companies. The New Equipment Training (NET) focuses on building unit capacity to train themselves then assisting the unit commander in executing training according to their priorities. When NET is completed the unit is certified by the owning command as trained. Historically, Gray Eagle units deploy shortly after they are certified to support current operations. Beginning in FY18 the Intelligence and Security Command (INSCOM) and Special Operations Command (SOCOM) formations will begin retro fielding the extended range capable Gray Eagle referred to as the Improved Gray Eagle (IGE). The IGE's fuel and avionics payload capacity is increased by approximately 40% through its deep belly fuselage design and it shares a high level of commonality with the baseline Gray Eagle. In some locations it is necessary to enable the Gray Eagle to transition from the airfield to segmented airspace when the airfield is not located in the segmented airspace. The GBSAA system enables this to take place without ground observers or chase aircraft. The GBSAA is currently operational at Fort Hood, Texas and is being emplaced for operations at Fort Riley, Kansas, Fort Stewart, Georgia, Fort Bragg, North Carolina and Fort Campbell, Kentucky.

The Tactical UAS (TUAS) Shadow Team has fielded an additional 24 RQ-7Bv2 Systems (platoons) this year and is now about two thirds complete with transitioning the Shadow fleet to v2 systems. The transition to v2 systems will continue through 2018 as we field v2 systems into combat aviation brigades (CAB) and brigade combat teams (BCT). In addition to fielding v2 systems to the Army, the Shadow program reached a major milestone in 2016. On 12 May 2016 a crew from the 2nd Armored Calvary Regiment in Germany crossed the Shadow program one million hour mark.

U.S. ARMY UAS PMO PHOTO

The "Bi-Directional" capabilities added to the OSRVT allows safe control of the sensor payload of an unmanned vehicle, and includes features such as; stare at, stare from, and follow-me-modes; Payload control (pan, tilt, zoom); and automated optical tracking of fixed and moving targets.

The OSRVT is an extremely powerful tool that empowers the ground maneuver commander to conduct MUM-T operations with unmanned aerial systems up to level of interoperability three (sensor control). Along with the Small UAS, these are the most prolific systems in the UAS PMO portfolio. The OSRVT team trains Soldiers and fields up to one hundred systems per month across CONUS and OCONUS locations in BCTs and other formations. The OSRVT is also migrating to an on the move capability and eventually to a soldier portable on the move configuration with the potential to port over to the NET Warrior system.

Readiness and Sustainment

UAS PMO made strides in 2016 to further empower Soldiers and commanders in maintenance and readiness of Gray Eagle and Shadow UAS. In 2016 the Army began reporting UAS readiness through monthly Unit Status Reporting (USR) in accordance with revised Army Regulation 700-138. The UAS Fleet Management Office worked with the Aviation and Missile Command (AMCOM), Logistics Support Activity (LOGSA), HQDA G4 and Army Staff to integrate UAS into the Army's Logistics Modernization Program (LMP). The Fleet Management Office combined with the sustainment community will continue to transition the UAS sustainment from an availability based approach to a readiness based approach participating as part of the already establish sustainment system for the manned platforms. Additionally, more maintenance tasks will migrate from the contractor to the Soldier and more of the aviation ground support equipment (AGSE) and tooling will leverage more of the existing AGSE that is already resident in the Army inventory.

The PM UAS, in conjunction with the TRADOC Capability Manager, made a concerted effort to visit the operational stakeholders this year and conducted visits to all theaters at least twice and will continue to engage the CONUS and OCONUS users of UAS. The Army has an ever increasing reliance and demand for the capability that UAS provides. In order to respond to the demand, it is imperative that we continue to deliver as promised now and shape the future of UAS while fully empowering the Soldier and commander in the readiness and sustainment of the UAS.

U.S. ARMY UAS PMO PHOTO

The Improved Gray Eagle fuel and avionics payload capacity is increased by approximately 40% through its deep belly fuselage design and it shares a high level of commonality with the baseline Gray Eagle.

COL Courtney Cote is the project manager for Unmanned Aircraft Systems, Program Executive Office Aviation at Redstone Arsenal.

PASEKI AIRCRAFT CORP. GRAPHIC

Future Army Unmanned Aircraft Systems: A Soldier's Best Friend

By COL Paul A. Cravey

To meet the demands of the future strategic environment the Army must be able to achieve an enduring requirement: rapidly deploy task-organized combined arms forces able to transition quickly and conduct operations of sufficient scale and ample duration to achieve strategic objectives. During the Vietnam era, to do this, the Army innovatively integrated an emerging technology of the time, rotary wing platforms, with ground maneuver forces and fire support to increase its reach, protection, and lethality. As it was in the 1970s, to dominate in today's and tomorrow's multi-domain environment, the Army must continue to integrate new technologies, doctrinal innovation, and new organizational structures to accomplish future missions and objectives.

The development and proliferation of advanced anti-access and area denial (A2/AD) capabilities such as long-range precision fires, air defense systems, electronic warfare, and unmanned aircraft systems (UAS) challenge the ability of our Nation to project power onto land from the air and maritime domains. In order to counter this threat, we must be able to operate dispersed and rapidly concentrate maneuver formations to isolate the enemy, attack, and seize upon fleeting opportunities. Much like the integration of the helicopter in Vietnam, the Future Family of Unmanned Aircraft Systems (FUAS), fully integrated with air and ground maneuver formations, can provide the necessary reach, protection, and lethality to win tomorrow's battles.

Future UAS Employment Concepts

How will future UAS adapt to support maneuver on the future battlefield? The cornerstone of this future UAS capability is a family of controllers – aircraft agnostic and ranging in size from handheld "smart phones" and larger vehicle and aircraft mounted variants to fixed-station control platforms. Regardless of size, each of these control variants will be capable of distributed, tailorable control of aircraft and payloads and receipt of sensor imagery at myriad locations from Echelon Above Division (EAD) down to Soldier level. Some examples of employment concepts:

- Aerial intelligence units and Special Operations Forces in theater could employ advanced ISR and precision attack payloads from a UAS launched and recovered from a CONUS-based UAS control station.
- Sustainment operations may entail loading and launching a cargo unmanned aircraft (UA) from a brigade resupply point and autonomously maneuvering to a forward-deployed "holding pattern." Control of the cargo UAS is handed-over to a dismounted Soldier at a forward deployed unit for maneuvering/unloading in the terminal area

then returned to the pre-planned "holding pattern" until the brigade resupply point resumes control of the cargo UAS for recovery and landing.

■ A tactical vehicle assigned to a combat aviation brigade (CAB) may launch and recover multiple aircraft. After launching, the operator could conduct aircraft and/or payload handover to an artillery spotter using a hand-held device or to an AH-64 crew until finished with their respective battle-damage assessment or reconnaissance missions. Once UAS and payload control returns to the mobile vehicle control station, the mobile UAS operator could dynamically re-task the aircraft in support of troops in contact, handover to the next pre-planned users or recover to the CAB.

These examples illustrate the capabilities needed from the Army's UAS control interfaces in the future operational environment (OE): multi-UA control to multiple locations with a suite of aircraft agnostic, permission-based, scalable, variants of controlling aircraft and payloads and receiving sensor imagery. Figure 1 depicts a notional FUAS concept with emphasis on scalable control capable of managing, controlling, and using multiple Army UA throughout the OE.

Modernization Strategy

The question becomes, "How do we get there from here?" The Army UAS modernization strategy provides a blueprint for future Army UAS capabilities and nests within the Training and Doctrine Command (TRADOC) Robotics and Autonomous Systems (RAS) strategy and Army warfighting concepts. The UAS modernization strategy, formally written as the Family of Unmanned Aircraft Systems Initial Capability Document for DoD approval, was born out of numerous threat and capabilities-based assessments, holistic UAS reviews, and insights and lessons learned from combat operations. It assesses for Army and Joint leaders the risks to operational effectiveness of capability gaps inherent in current Army UAS and highlights the additional and different capabilities required in the future.

What Future UAS Must Provide for Tomorrow's Success

The Future Family of UAS (FUAS) deploys with tactical formations, has the mobility to provide continuous support to maneuver formations and requires flexible, agile UAS leaders and Soldiers.

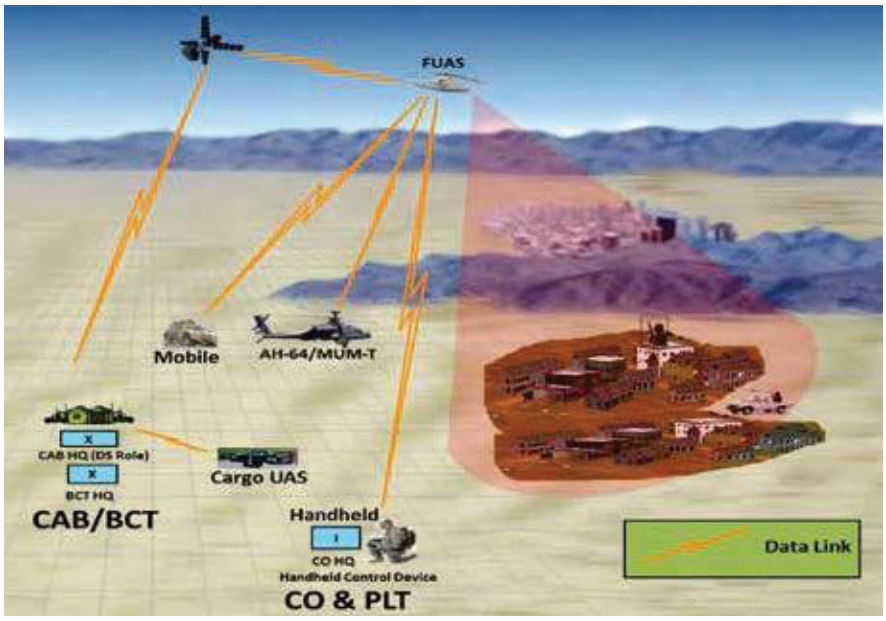

Figure 1. Notional Future Family of Unmanned Aircraft Systems (FUAS) concept

Tomorrow's Soldiers will be required to perform a wide range of complex tasks in support of reconnaissance, surveillance, manned/unmanned teaming and attack missions, and will need formidable, flexible tools. Future UAS will optimize Soldier performance by automating most tasks, allowing appropriate focus on the mission at hand by leaders and Soldiers rather than maneuvering the aircraft. As the Army moves forward to the "Next Fight," FUAS will include a suite of tactical unmanned aircraft capable of providing the right multi-mission capabilities for maneuver, fires, intelligence, mission command and sustainment. Key required capabilities of future UAS include:

■ Globally employable and expeditionary UAS formations

■ Survivable against near-peer threats and in contested/denied environments

■ Increased speed, range, endurance, payload capacity, and reliability (but at affordable prices)

■ Able to operate and team with dismounted personnel and manned ground and air platforms in all scenarios and environments

■ An open, configurable architecture that allows for both UAS control and the distribution of sensor data into the mission command and intelligence enterprises over dispersed areas and extended ranges

■ Adaptable, scalable, permission based control that enables manned/unmanned teaming across the full range of warfighting functions

■ Multiple payload capability sets optimized for each air vehicle group (small, tactical, medium altitude endurance) according to space, weight, and power available;

■ Payloads capable of rapid integration using standardized payload interfaces with minimal reconfiguration requirements

Path to Future Success

Our modernization efforts must stay ahead of the known and the uncertain. This will not only demand equipment that optimizes human performance but more importantly, will require well-trained leaders and Soldiers enabling the Army and Joint Forces to fight and win against a broad array of emerging threats. Development of a FUAS that allows Soldiers to control unmanned aircraft using scalable devices employing a variety of multi-purpose unmanned aircraft and payloads will provide commanders unparalleled flexibility, dynamic situational awareness and improved decision-making cycles.

The Future Family of UAS will be capable of operations in extreme, austere environments and will help ensure the success of our forces. These transformational technologies, employed by the most highly trained Army in the world, will ensure that tomorrow's Soldiers will never be alone or unprepared so long as they are equipped with "A Soldier's Best Friend."

COL Paul A. Cravey is the U.S. Army Training and Doctrine Command Capability Manager for Unmanned Aircraft Systems (TCM-UAS) at Fort Rucker, AL.

The Second Decade of UAS Proponency

By LTC Daniel L. Isabell

MQ-1C Gray Eagle

Welcome to the Black Tower training facility located at Fort Huachuca, Arizona, the home of the U.S. Army's Generating Force for Soldiers and Marines involved in unmanned aircraft systems (UAS) operations and the lesser known location for UAS professional education for officers, warrant officers, and non-commissioned officers.

Ft. Huachuca was established in 1897 as an Army camp offering protection to settlers, travel routes in southeastern Arizona, and simultaneously blocking the traditional Apache escape routes through the San Pedro and Santa Cruz valleys towards greater sanctuary in Mexico. Its garrisoned Soldiers were spirited, industrious, and demanding with great esprit de corps. By 1916, the Fort had become historic after Pancho Villa's Mexican bandits raided the border town of Columbus, New Mexico. Shortly thereafter the famed Buffalo Soldiers of the 10th Cavalry Regiment, including more than 300 horses and 700 Soldiers, stood in formation at the now historic Brown Parade Field to be reviewed by visiting dignitaries before departing at a brisk gallop for operations in Mexico.

So much has changed since then but still much remains the same. Today and every day in a relatively isolated part of Southern Arizona, one aeronautical unit retains this same esprit de corps. In everything they do; flying, maintaining and instructing; singularly focused on providing the operating force with precisely the overmatch in UAS technology, appreciated and invaluable.

But somehow this no longer recreational technology is at risk of losing its dominance if current advances are not shared more effectively; reconsolidated across operator and customer range fans and while concurrently maturing as the most indispensable form of maneuver. This can only be fully realized under greater inter-branch collaboration while rigorously standardized by ours.

The 2nd Battalion, 13th Aviation Regiment has addressed the UAS knowledge deficit in the operational force by creating professional military education and easy to use references that will enable agile leaders and followers alike to maximize the potential of their UAS assets. These include the publication of a UAS Quick Reference Guide (QRG), the development of a UAS Platoon Leaders Course, and the creation of an exportable Mobile Training Team (MTT) iteration of the UAS Unit Commander & Staff Leaders Course.

These initiatives will well and properly serve anyone in a staff or command capacity whose outfit struggles with UAS integration, UAS maintenance readiness, UAS Aviation Training Program (ATP) readiness, UAS gunnery, UAS Safety, aircraft congestion near National Air Space (NAS) boundaries, and the efficient management of Tactical Common Data Link (TCDL) frequency spectrum.

Courses of Instruction

The 2-13th offers two indispensable courses of instruction with modest prerequisites:

UAS Unit Commanders & Staff Leaders Course

(2C-F117/556-F2) is conducted at the 2-13th Avn. Regt., Ft. Huachuca (MTT capable).

- A 5-day course
- Normally attended by ranks E-6 through O-5
- Though open to anyone, the intended

audience is decision-makers and customers of UAS units in brigade combat teams (BCTs), combat aviation brigades (CABs), special operations forces (SOF), or echelons above Division with or without Army Aviation experience.

■ The main takeaway is for commanders and staff leaders to understand how to integrate UAS into training and how to employ it when deployed.

■ Subjects are instructed by subject matter experts (SMEs) from the 2-13th. The class size facilitates discussions and learning from the expertise of both the instructors and the students.

■ Course is conducted monthly.

■ Class size is between 6-8 students.

■ FY17 annual resident course quota is 80.

Subjects of instruction:

■Shadow/Gray Eagle Overview

■Capabilities, Limitations, Unit Organization (includes Equipment & Facility tours)

■Effects of Weather on UAS

■UAS Standardization, Aircrew Training Program, & Gunnery Program

■UAS Safety Program

■UAS Maintenance Management

■Airspace Command & Control (AC2) for UAS

■Certificate of Waiver or Authorization (COA) Processing

■UAS Operations

■TCM Updates

Prerequisites: None

UAS Platoon Leaders Course

(2C-F220) also conducted at the 2-13th

■ 4-Week Course.

■ Normally attended by personnel designated to perform the duties and responsibilities of UAS platoon leader.

■ Intended audience is company grade officers (O-1 to O-3) or military civilian equivalent positions that are to be assigned as UAS platoon leaders.

■ Class size is between 6 and 12 students (optimally 9).

■ Official quota for FY17 has not yet been published.

Subjects of instruction:

■ Daily student-led briefs based on previous topics covered

■ Week 1 – Systems & Payload Overview, UAS Flight Publications, Aviation Weather, Airspace, Standardization & Gunnery Programs, Tactical Airspace, Certificate of Authorization/ Waiver Development

■ Week 2 – Safety Program, UAS Operations (Intelligence & Legal Considerations), Student Presentations, One-System Remote Video Terminal Overview

■ Week 3 – Maintenance Program, Emplacement/Displacement of System Equipment

■ Week 4 – Joint Fires, Road to War Exercise

Prerequisites: Officers must complete an officer basic course (branch immaterial) and all personnel must complete UAS Platoon Leader Course Distance Learning prior to attending the resident portion of the course.

The proliferation of systems and increasing demands for reconnaissance, surveillance, and target acquisition (RSTA) assets indicate a need for the upmost efficiency and capacity, enabling greater freedom of maneuver and early warning for ground commanders while optimizing products and information dissemination across a joint environment. This is not a problem solely for the Army Aviation Enterprise to solve but rather another combat system to be properly integrated for mutual effect.

The future is very bright and together we will finally put an end to the fog of war!

LTC Daniel L. Isabell is the commander of 2nd Bn., 13th Avn. Regt., 1st Avn. Bde., U.S. Army Aviation Center of Excellence at Fort Huachuca, AZ.

ALL PHOTOS BY STEVEN HAAG, USAATSCOM

Air Traffic Services Command Flight Inspection Services

in a Global Air Traffic Control Environment

By Mr. Steven M. Haag

Have you ever found yourself in an aircraft cockpit and air traffic control (ATC) contacts you with a flight plan change because of two words "Flight Check?" That's the call sign for Federal Aviation Administration (FAA) flight inspection aircraft that periodically check airfield services and navigational aids (NAVAIDs) throughout the National Airspace System (NAS) and overseas in support of the nation's global strategic mission. The FAA's flight inspection mission is augmented by military formations from the Army and Air Force that are chartered to support U.S. military operations worldwide. The United States Army Air Traffic Services Command (ATSCOM) has the responsibility of flight inspecting Army airfields and tactical air traffic control (ATC) facilities. Flight inspection teams routinely inspect thousands of NAVAIDs and instrument procedures across the acronymic breadth of aerial navigation including ILS, VOR, DME, TACAN, GPS, RNP, RNAV, NDB, various radars, airport lighting, and conducts airborne obstacle evaluations. Each and every public-use instrument flight procedure, whether it is an airway, arrival, approach, or departure, is flight checked by both Army and FAA flight inspection crews for NAVAID support, flyability, obstacles, and overall integrity.

The Flight Inspection process ensures the reliability of instrument approaches and airway procedures that constitute our National Airspace System infrastructure and the DOD's international commitments. We accomplish this through the airborne inspection of all ground and space-based instrument flight procedures and the validation of electronic signals that are transmitted from various navigation systems. Airborne inspection of navigational aids is a two-part operation, requiring the skills of highly trained flight crews. The first part is an evaluation of the "signals in space" – the radiation pattern of the navigational aid much like that of a radio station. The second part is to certify the instrument approach procedures that are designed to allow pilots to safely use airport runways in all weather conditions.

SFC Willis Hayes tracks the flight path of ATSCOM's C-12D at Long Horn assault landing strip, Fort Hood, TX, 10 Mar 2015

The Process

A staff of senior professional Aviators, Air Traffic Controllers, and ATC Maintenance personnel with over 300 years of combined subject matter expertise leads the ATSCOM Quality Assurance Division. The team task organizes unlike any other Army ATC organization with the technical and tactical skills to coach, teach, and mentor Soldiers during ATC operations to meet Forces Command's readiness initiatives. The Army flight inspection crew must complete a rigorous FAA training and check ride process to obtain the credentials required to perform the mission. The section's Airspace Systems Inspection Pilots fly special maneuverers at low altitudes in a C-12D flight inspection aircraft that is equipped with the Automatic Flight Inspection System (AFIS). ATC maintenance crewmembers use this flying laboratory to measure signals and ana-

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SFC Clifford Linnell checking alignmentson the Automatic Flight Inspection System (AFIS) computer before flight check operations.

NextGen AFIS mission specialist panel in C-12S at Cairns AAF, Fort Rucker, AL 6 Jul 2016

lyze recordings to ensure the facilities meet FAA flight inspection standards. Certified ATSCOM personnel are on the ground to resolve equipment problems and routinely provide technical expertise on ATC systems. The aircrew evaluates suitability of instrument procedures, identifies obstacles that may violate protected flight paths, and provides units with an overall facility status before completing the mission.

Evaluations

ATSCOM provides flight inspection assets during Quality Assurance Evaluations (QAE) to assess the safety and effectiveness of installation ATC facilities. This role is vitally important as the scope of ATC operations includes support of Aviation warfighters and civilian aircraft within the NAS and outside the continental United States. Army airfield facilities provide a training base for tactical air traffic controllers and maintenance personnel to obtain facility ratings and equipment certifications. The process includes flight checks of Army installation NAVAIDs, airfield lighting systems, and associated ATC facilities. The evaluations involve airborne analysis of airfield hazards and airspace management procedures. The team conducts surveillance inspections of airfield markings and conditions that may lead to runway incursions. The Senior Commander or airfield authority is provided a detailed report with comprehensive recommendations to mitigate risk and resolve facility issues.

ATNAVICS Flight Check

Deployment of the Air Traffic Navigation, Integration and Coordination System (ATNAVICS) by ATC includes the intricate roles of coordinating airspace through letters of agreement, requesting radar and radio frequencies, gathering airfield data, preparing minimum vectoring altitude charts, and developing instrument flight procedures. The unit's communications and NAVAIDs maintenance team perform equipment certifications in preparation for the unit fly-ability check in order to mitigate risk. The tasks are validated through flight inspection of the unit's ATC equipment during collective training events, Aviation Resource Management Surveys and contingency operations. The ATNAVICS flight check involves measurement of the Precision Approach Radar (PAR) procedural azimuth, glide path angle, and lower safe limit to within hundredths of a degree. The flight crew assesses air traffic controller performance, radio communications, and airfield lighting systems as they relate to both ATC and Airfield facility operations. The team provides useful feedback to the Commander and provides follow-on training as necessary to bridge gaps in unit programs.

Acquisition Support

The flight inspection team is at the forefront of providing support to the Product Manager for ATC systems to expeditiously field equipment as the Army modernizes tactical and installation systems. The team collaborates with program managers and engineers on equipment block upgrades, and provides technical feedback and recommendations to improve ATC systems. The missions include spectrum analysis of radio communications to assist aviation planners and material developers with addressing radio line-of-site challenges at Army Airspace Information Centers. The team responds to ATC equipment outages and provides maintenance technicians with assistance to calibrate and restore NAVAIDs to service.

The Aircraft

The Army's only flight inspection airframe is also the first C-12D model to enter the inventory. This legacy aircraft has served the Army well with over 14,000 hours of service dedicated to supporting Army ATC training and the flight inspection mission. Emerging Next Generation aviation programs and changes in Army tactics, techniques, and procedures generated an operational need for a highly deployable and modernized flight inspection aircraft to meet all aspects of our peacetime and Combatant Commanders' requirements. The Army will take delivery in December 2016 of a (Army's only FI aircraft) C-12S extended range aircraft that is fully equipped with advanced cockpit flight management systems, aircraft survivability equipment, and state of the art AFIS to meet the dynamic and evolving airspace worldwide. The interoperable aircraft will provide the Army with flexibility to project flight inspection assets into forward deployed areas overseas in support of joint and multinational operations.

Rest assured when you hear the flight check call sign that ATSCOM is doing their part to improve flight safety and Army ATC readiness in a constantly changing airspace environment.

Mr. Steven M. Haag is the Aviation Safety Inspector and Standardization Instructor of the United States Army Air Traffic Services Command at Fort Rucker, AL.

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1-58th Aviation Regiment Answers the Call Again

By LTC J. Matt Ashburn

1st Battalion, 58th Aviation Regiment, a subordinate unit of the 164th Theater Airfield Operations Group (TAOG), trains to provide theater commanders airfield management, base operations, and air traffic services (ATS) at designated airfields throughout the theater of operations. The battalion also provides battle command to other airfield service support assets, establishes an airspace information center for airspace management, and interfaces with the theater airspace system. Most recently, the 1-58th Airfield Operations Battalion (AOB) team did much of this during Operation Atlantic Resolve (OAR).

A Different Kind of Deployment

Deploying from Ft. Rucker to Iraq and Kuwait twice previously, the 1-58th Guardian Eagles received the warning order of a pending deployment in late-2015. This time, instead of supporting commanders engaged in combat in Iraq, the unit would mobilize to support U.S. Army Europe during OAR.

Operation Atlantic Resolve (OAR) is a demonstration of continued U.S. commitment to collective security in Eastern Europe in light of the Russian intervention in Ukraine. For its role, 1-58th would augment Task Force 3-227 as it supported enhanced multinational training and security cooperation activities with allies and partners in Eastern Europe.

To meet the ATS needs of Task Force 3-227 and stay within manning constraints, 1-58th established a provisional company modeled after a general support aviation battalion foxtrot company. This small, but effective force of highly-trained air traffic controllers and maintainers embarked upon one of their most complex missions to date when they assumed the role of an ATS company attached to an aviation task force split between three European countries.

Deploying from Ft. Rucker

Though not as streamlined as deployment processing at divisional installations, the team at Ft. Rucker proved more than capable of sending off the Guardian Eagle ATS Company for their mission. Every Soldier and civilian working in the various installation agencies gave the company their undivided attention and made every accommodation to take care of "their" deploying Soldiers.

On October 7, 2015, the company was established and the Soldiers were honored at a farewell ceremony in the Aviation Museum. After completing Soldier Readiness Processing (SRP) and other pre-deployment requirements, the company took some well-needed block-leave to recuperate from the series of field training exercises and a National Training Center rotation leading up to their departure. The remainder of the battalion spent the following days finalizing preparation

U.S. ARMY PHOTO BY SFC. JENNIFER WARREN, 1-58TH AOB

1-58th AOB Tactical Terminal Control System (TTCS) at Hohenfels, Germany, Dec. 8, 2015.

of equipment and containers for shipment, while the company awaited a final date for departure. A few weeks later, the company linked up with their 1st Cavalry Division teammates at Ft. Hood, Texas to depart for Germany.

Mission Command at Work

The company headquarters, along with the AN/TSQ-198 Tactical Terminal Control System (TTCS) and AN/TSQ-221 Tactical Airspace Integration System (TAIS), co-located with Task Force 3-227 headquarters at Illesheim, Germany. In order to support forward task force operations, the company sent the terminal platoon with an AN-TSW/7A Control Tower and an AN/TPN-31 Air Traffic Navigation, Integration, and Coordination System (ATNAVICS) to Lielvarde, Latvia. Additionally, the company sent a section of controllers to Mihail Kogalniceanu (MK) Airbase in Romania to coordinate with Romanian controllers to assist with directing U.S. traffic. Supporting ATS across three countries proved challenging, to say the least. As has often been the case over the past decade plus of combat operations, the young officers and NCOs of the Guardian Eagle ATS company rose to the challenge and consistently provided outstanding support to the Task Force and their multinational partners.

The leadership team accomplished this by having a shared understanding of their role in Task Force 3-227, and operating within the commander's intent. The terminal platoon in Latvia served as a safety net to ensure an emergency instrument meteorological condition (IMC) recovery existed for task force aircrews, as well as their NATO and other multinational partners. They went to work immediately upon arrival and had the ATNAVICS operational and conducting approaches at the commencement of flight operations in Latvia. After establishment, the platoon further validated the radar by becoming the first ATS unit in an OAR rotation to have the ATNAVICS flight checked by the FAA. The controllers and leaders were keenly aware of the treacherous flying conditions that winter brings to Eastern Europe, and they did everything in their power to protect their Task Force teammates.

The Guardian Eagle controllers also understood their role in enabling Task Force 3-227 training. The TTCS team supported multiple major field training exercises at Grafenwoehr and Hohenfels, including Allied Spirit, Saber Junction, Flaming Sword, Iron Pump Gunnery, and two joint ATC events. Most notably, the team culminated the rotation supporting Exercise Anakonda '16 in Poland. Anakonda is U.S. Army Europe's premier multinational training event, and this year's exercise involved over 31,000 participants from 24 partner nations. The Guardian Eagle controllers convoyed from Illesheim to Poland, established ATS at Miroslawiec and Inowroclaw, and provided expeditionary ATS in support of a battalion-sized air assault at Swidwin Airbase. The support they provided gave the Task Force Commander another means to mitigate risk within his formation, as well as provided airspace command and control to deconflict with partner nation aircraft.

Throughout the deployment the company's leadership was fully tested while managing operations in three different countries, and a major exercise in a fourth country. They coordinated maintenance through Task Force 3-227, Air Traffic Services Command (ATSCOM), 1-58th, 164th TAOG, and field support representatives in Germany. There was no shortage of challenges with keeping their equipment maintained, but creativity and persistence prevailed, and the company succeeded in their mission of providing world-class ATS to Task Force 3-227.

U.S. ARMY PHOTO BY CW2. JASON Q. ARK, 1-58TH AOB

1-58th Airfield Tactical Navigation Control System (ATNAVICS) in Lielvarde, Latvia, Nov. 24, 2015.

Folding the flag, for now…

On September 6, 2016, the Guardian Eagle ATS Company was formally welcomed home, and cased its guidon after the completion of another deployment. The controllers and maintainers of the company displayed pride knowing that they had successfully accomplished a very complex mission, and they did so while minimally manned and in very challenging conditions.

More importantly, the members of the Guardian Eagle ATS Company took great satisfaction in their contribution to enabling Task Force 3-227 safe flight operations, as well as their interaction with their NATO hosts. Working alongside air traffic controllers from other NATO nations, though a seemingly small gesture, reinforces America's dedication to enduring peace and stability in the region.

Now, once again as a pure airfield operations battalion, the Soldiers of the 1-58th Guardian Eagles have already commenced training in preparation for whatever is next. Army Aircrews deserve the most well-trained air traffic controllers, and the Guardian Eagles stand ready to provide that force when the call comes.

LTC J. Matt Ashburn is the commander of 1st Bn., 58th Avn. Regt., 164th Theater Airfield Operations Group at Cairns Army Airfield, Fort Rucker, AL.

The **Air Traffic Control** Product Office

By LTC(P) Johnathan Frasier

U.S. ARMY PM ATC PHOTO

Mr. David Foster, MOTS NET Instructor, conducts NET training with Soldiers of the TX ARNG in San Antonio, TX.

Over the past year, the Air Traffic Control community has continued to undergo evolutionary transformation while maintaining exceptional performance as a key enabler supporting Army Aviation operations worldwide. This transformational time has been marked by continued equipment modernization across all platforms, improved sustainment resulting from aggressive communication and coordination across all Stakeholders, and initiation of a study at the Department of the Army level to shape the future of the Army ATC community. We, at the Product Management Office for Army Air Traffic Control (PM ATC), Redstone Arsenal, AL, are proud to be a critical enabler for this transformation.

The Mission and Portfolio

PM ATC is chartered to provide total lifecycle management for all Army ATC equipment. This responsibility includes providing the Soldier first-class support thru the acquisition, fielding, modernization, sustainment, and retirement of all tactical and fixed base ATC equipment that support aircraft movement across the globe. The current ATC portfolio includes Digital Airport Surveillance Radar (DASR), AN/TPN-31 Air Traffic Navigation, Integration, Coordination System (ATNAVICS), Fixed Based Precision Approach Radar (FB PAR), AN/TSQ-221B Tactical Airspace Integration System (TAIS), AN/MSQ-135 Mobile Tower System (MOTS), AN/TSQ-198 Tactical Terminal Control System (TTCS), AN/TSW-7A Tactical Tower, DoD Advanced Automation System (DAAS), Tactical Non-Directional Beacon (NDB), Army Airfield Automation System (AAAS), and various other radios, display systems, voice recorders, and switching systems utilized at Army airfields worldwide. Although these systems provide admirable support to the controller and flight crews, PM ATC continues forward to ensure the Army remains postured to meet all future aviation operational requirements through modernization.

Modernization

In the past year, PM ATC initiated fielding of the TTCS AN/TSQ-198B and the new MOTS AN/MSQ-135A.

TTCS AN/TSQ-198B

The TTCS "198B" provides Army Aviation with a rapidly deployable, tactical air traffic control communication system with enhanced capability, survivability, and maintainability by incorporating an "agnostic" rack that can be utilized in both the M1097 and M1165A1 High Mobility Multipurpose Wheeled Vehicle (HMMWV) variants. Additionally, the new TTCS design provides commonality with other ATC tactical systems by incorporating the AN/PRC-117G radio, Blue Force Tracker (BFT) 2, PRC-150 HF radio, and a new 3-kilowatt generator. The First Unit Equipped (FUE) was F/6-101 at Ft. Campbell, KY, in November 2015. To date, PM ATC has fielded ~20 systems with fielding schedule to complete in 2018. Future planned improvements include a common Tactical Operations Center Intercommunications System (TOCNET) solution providing a new processor, enhanced crew interface thru incorporation of the soft Crew Access Unit (CAU), advanced surveillance capability thru a passive receiver, and a wireless network.

MOTS AN/MSQ-135A

The MOTS replaces the aging 7A Tactical Tower, which has been around since 1976. MOTS provides the Joint Force Commander a highly mobile, self-contained, integrated, and reliable information system platform for visual and procedural aircraft deconfliction and aircrew force protection in unified action terminal airspace environments.

MOTS utilizes a modified S-280 shelter on a M1083A1 Medium Tactical Vehicle (MTV) and is fielded with a Deployable Rapid Assembly Shelter (DRASH) trailer hosting two 18-kilowatt generators and Soldier equipment. Additionally, MOTS incorporates a modernized radio suite providing communication with Army modernized aircraft and other joint and allied aircraft. Through the TAIS Airspace Workstation (AWS), MOTS provides enhanced airspace awareness, allowing the controller to provide pilots in-

MOTS supporting RAM data collection and Soldier training at the Ft. Rucker, AL, Hooper Stagefield, with the 1-11th Aviation Regiment.

U.S. ARMY PM ATC PHOTO

A 7A Tactical Tower completing RESET sits to the left of a MOTS system undergoing repair at the Tobyhanna Army Depot, PA.

creased situational awareness. The latest version of MOTS, AN/MSQ-135A, incorporates lessons learned from Soldier feedback and provides for future commonality across the ATC tactical systems suite by replacing the Digital Service Access Node (DSAN) with TOCNET and the AN/PRC-117F radios with AN/PRC-117G radios.

To date, PM ATC has fielded ~10 AN/MSQ-135 and ~5 AN/MSQ-135A with fieldings planned thru 2018. All AN/MSQ-135 will undergo Modification Work Order (MWO) application at Tobyhanna Army Depot (TYAD) within the next 2 years, resulting in a pure AN/MSQ-135A fleet. Over the past year, MOTS deployed in support of ongoing operations and performed exceptionally. Given MOTS enhanced capability and its promise for improved reliability, ATC organizations are postured to effectively support aviation operations for years to come.

ATNAVICS and TAIS

For the first time in many years, the ATNAVICS fleet is in one common configuration – Block 6. Version 8 fielding will occur over FY17-19 and incorporates the AN/PRC-117G radio, an updated processor, and the TPX-57 (Mode 5). The 2017 fielding of TAIS Block Upgrade 1+ (BUG1+) with Version 12 software will enable ATNAVICS to provide real time air tracks to TAIS, improve situational awareness, and enhance airspace management capability. TAIS BUG1+ replaces the Air Defense Systems Integrator (ADSI) with the Expanded Airtrack Sensor Interface and Integrator (EASI) and incorporates TOCNET and a VT Miltope Mobile Server Unit (MSU) replacement.

With the fielding of TTCS 198B, MOTS 135A, ATNAVICS Version 8, and TAIS BUG1+ in 2017, the Army Air Traffic Services (ATS) community will have the most advanced ATC systems in the world to support Army Aviation operations in all environments.

Fixed Base

For our fixed base community, PM ATC continues to upgrade DAAS, DASR, and Radio Replacement for the CM-300 family of radios, and is also initiating Voice Switch Replacements across the Army.

Sustainment

Over the past year, PM ATC has partnered with many stakeholders to improve readiness by standing up organic sustainment capability for several systems, updating Master Maintenance Data File (MMDF), updating Technical Manuals, and assisting with reporting discipline across all tactical systems. Specifically, MOTS transitioned organic sustainment to the United States Army Communications-Electronics Command (CECOM) in the spring of 2016. As part of this sustainment transition, TYAD stood up the MOTS depot sustainment capability, to include repairing a damaged MOTS, conducting reset on a recently deployed MOTS, as well as initiating MWO application to transition the AN/MSQ-135 systems to AN/MSQ-135A. CECOM also assumed sustainment responsibilities for the TTCS systems, to include establishing a capability with TYAD to perform future AN/TSQ-198B MWO activities. PM ATC continues to evaluate the future sustainment concepts for the remaining tactical systems to ensure the Soldier receives the best support possible to maximize operational readiness. Finally, to continue to improve operational readiness, we need each tactical organization to place command emphasis on reliability, availability, and maintainability (RAM) data collection as well as proper usage of Global Command Support System-Army (GCSS-A)/Standard Army Maintenance Management System-Enhanced (SAMMS-E) to properly document maintenance activity and demand history.

Our Future

Over the last 3-5 years, the Army ATS community has seen tremendous modernization; however, we must continue to evolve to meet future threats. To ensure Army ATS is best postured to remain a key enabler for Army Aviation in preparing to fight against current and emerging threats worldwide, the Department of the Army enlisted the RAND Corporation to conduct a comprehensive review of the Army's current ATC capability. Results should be released by the end of 2016 and promise to shape the community in the years to come. Regardless of the future direction, the Army can be certain that the ATS community will continue to provide tremendous support to Army Aviation, by providing air traffic services that reduce operational risk and enable the world's finest pilots to execute their mission. It has truly been an honor to serve as the Product Manager for such an awesome community, and I am truly humbled every time I consider your sacrifice for Army Aviation, for our Army, and for our country. Thank you for a job well done! Please, do not hesitate to contact us at PM ATC if we can help you in any way.

LTC(P) Johnathan Frasier is the product manager for the Air Traffic Control Product Office within the Aviation Systems Project Office, Program Executive Office Aviation located at Redstone Arsenal, AL.

The U.S. Army Aeronautical Services Agency – A True Aviation Enabler

By COL Robert P. Huber

U.S. ARMY PHOTO BY SSG SEAN BRADY

An MQ-1C Gray Eagle, assigned to Delta Company, 25th Aviation takes-off from Ladd Army Airfield in Fort Wainwright, Alaska. USAASA provided specialized expertise to the 25th Combat Aviation Brigade and coordinated directly with FAA personnel to gain approval for the first Gray Eagle flight operation in Alaska.

On the third floor of an unassuming office building on Fort Belvoir, Virginia, a small organization is doing big things in support of Army aviation. The organization is the United States Army Aeronautical Services Agency, or USAASA.

USAASA is a Department of the Army staff element that serves as the HQDA DCS G-3/5/7 responsible agency for aeronautical information, airspace, airfield, air traffic control, and instrument flight procedure matters. In this role, USAASA leads several programs that enable Army aviators to fly when and where they need to around the world.

This is a drastically oversimplified statement of USAASA's bang-for-the-buck but it succinctly captures USAASA's primary mission. USAASA enables Army aviation activities by providing services and support through four functional branches, five regional Army FAA liaison offices, and a European detachment. These functional support elements are staffed by senior Army aviators and civilian functional subject matter experts with countless years of experience and expertise.

Organization

USAASA's four functional support branches include Air Traffic Control & Airspace, Airfields, Instrument Procedures, and Transformational Initiatives Support Divisions. These staff elements interface daily with Army commands, component commands, direct reporting units, Army garrisons, and operational units on a wide variety

The annual USAASA AT&A Training Seminar, National Guard Professional Education Center, Little Rock, Arkansas, Apr. 13, 2016.

U.S. ARMY PHOTO BY CW5 PETE HAWKINS

USAASA hosted nearly 200 air traffic and airspace officers, state aviation officers, range managers, and airfield personnel at their annual AT&A Training Seminar held at the National Guard Professional Education Center in Little Rock, Arkansas.

of long range and short-suspense initiatives. Some of these efforts include assisting Army organizations in gaining access to critical training or operational airspace, coordinating access to FAA airspace to facilitate Army unmanned aircraft operations, developing and publishing instrument flight procedures for inclement weather navigation and shaping the FAA's Next Generation air transportation system in concert with the FAA so it meets current and projected Army aviation requirements.

USAASA also has a European detachment that serves in direct support of AFRICOM, CENTCOM, and EUCOM. In addition to being a key Army coordination point to rotating aviation units in theater and to 12th CAB aviation units in Germany, USAASD-E serves as a HQDA aeronautical service liaison to NATO where they regularly assist in the development of standardized agreements (STANAGs) that ensure harmonized aviation operations with Allied forces.

Lastly, USAASA has four Army Liaison offices, known as FAA DAR (Department of the Army Representative) offices, co-located at each of the Federal Aviation Administration's regional service centers and at the FAA Headquarters. Each of these FAA DAR offices are led by a senior Army aviator and a small staff of air traffic control non-commissioned officers. The FAA DAR co-location arrangement with the FAA allows these liaisons to directly coordinate with installation and senior mission commanders on complex aeronautical requirements and then leverage established Army/FAA relationships to staff and process these actions through FAA channels.

In addition to USAASA's organic functional support elements, the organization leads the HQDA Air Traffic and Airspace (AT&A) program. Under this program, USAASA educates, informs, trains, and interfaces regularly with more than 150 Air Traffic and Airspace Officers and State Aviation Officers on key aeronautical support programs prescribed in Army Regulation (AR) 95-2. AT&A's are assigned to almost all installations, garrisons, and state aviation offices around the world.

Their mission is to support the local installation, garrison, or senior mission commander in airspace, air traffic control, airfield, or other aeronautical matters regulated under AR 95-2. Routine AT&A interface is primarily made through USAASA's regional FAA liaison representatives and functional branch representatives in order to rapidly respond to installation and senior mission commander aeronautical support requirements.

Ongoing Actions

A few of the high visibility working actions at the forefront of USAASA's efforts include capturing and defending critical funding and manpower requirements for the Army's 80+ airfields and heliports; developing Army policy related to the operation of small unmanned aircraft around Army installations and garrisons; leading the Secretary of the Army's Installation Management Reform #76 tasker to identify opportunities for savings within the Army's airfield and heliport portfolio; leading the G-3/5/7's RAND Arroyo study aimed at optimizing the Army's fixed base and tactical ATS structure in according with demand in both mission areas; and finally by serving on multiple international, DoD, interagency, and inter-service workgroups and committees to defend or expand Army airspace or key aviation enabling resources.

The USAASA team is an unbelievable enabler of Army aviation around the world and operates daily as the quiet professional of Army aviation enablers. We feel that educating fellow aviators and senior leaders on USAASA's mission and how it can support aviation operations in both tactical and garrison environments is a recurring part of our daily routine.

During a recent site visit to USAASA on Fort Belvoir, LTG Joseph Anderson, DA DCS, G-3/5/7, also gave high praise to the organization for making such a large impact to Army aviation with such as small staff of technical experts. More recently, with the addition of MG Erik Peterson to the DAMO-AV Director position and his recent visit to USAASA, we feel the future of Army Aviation is bright and we stand ready to support wherever called to do so.

USAASA is a proud organization that strives to aggressively support every Army Aviator through its support branches, FAA DARs, and various representation to both national and international aeronautical governing bodies in order to allow the aircrews and commanders to focus on their missions.

USAASA is honored to serve as a vital member of the Army Aviation Enterprise and will continue to provide timely and effective service to the Army Aviation community.

"Eyes to the Sky!"

COL Robert P. Huber is the commander of the U.S. Army Aeronautical Services Agency (USAASA) at Fort Belvoir, VA.

Small UAS Human Factors Study

By CW2 Eric Roberts

Army aviation has a historical pattern of undergoing major changes, but the recent proliferation of unmanned aircraft systems (UAS) is a cogent variation from the typical airframe upgrades, modifications or unit restructuring to which we have become accustomed. While larger UAS systems like Shadow and Gray Eagle function under Army Aviation branch, one of the most abundant groups of UAS known as small UAS or (SUAS) are most often placed in the hands of the barely trained junior Infantry Soldiers. There is no denying that SUAS provides vital capabilities for Infantry commanders, yet, is the asset being managed and employed in the safe and effective manner that aviation systems require?

AEROVIRONMENT PHOTO

AeroVironment, Inc's Shrike currently is used for police forces and is one of many SUAS being developed for military applications.

U.S. ARMY PHOTO

U.S. Army SPC Oscar Rios of 3rd Infantry Brigade Combat Team, 25th Infantry Division, poses with a RQ-11B gimbaled Raven during a training session at Schofield Barracks, HI, June 30, 2016.

Background

In an Army sponsored research study, investigators from the University of South Dakota Human Factors Psychology Department surveyed the UAS and SUAS Soldiers of an Infantry combat brigade outfitted with Shadow and Raven systems to compare the management of the respective programs and their specific training methods. Survey instruments were distributed to UAS and SUAS operators and their supervisors based on the specific roles they performed in unmanned missions. The survey was voluntary and asked participants to respond to questions about topics such as regulatory requirements, currency, and their post qualification continuation training.

SUAS operators, such as Raven operators are typically Infantry branch enlisted soldiers E-1 through E-5 who attend the two week qualification course. On average they attain two to three hours of flight time on the systems by the time of course graduation. Though the qualification course syllabus calls for students to acquire 5 hours of flight time, constraints such as limited range hours, high student to instructor ratio, and weather considerations often cut their training in half.

Research Questions

The objective of the study was to gain statistical based insight, which would answer specific research questions regarding SUAS management and employment in the Army. Those questions included:

U.S. ARMY PHOTO

U.S. Army Shadow maintainers and operators assigned to the 82nd Airborne Division, conduct engine start procedures on the RQ-7Bv2 at Fort Bragg, NC, June 26, 2016.

Are Army SUAS operators receiving the necessary post-qualification continual training to safely employ the system? Training standards are established in AR 95-2, but are the operators are fulfilling those requirements? Is training documented and suitable for promoting unit readiness?

If Army SUAS operators are not getting the appropriate continual training, should SUAS be a separate Military Occupational Specialty (MOS) that is branched in Aviation, rather than as an additional duty that is managed by the Infantry? Being that SUAS is an aviation system, is it practical for SUAS to be utilized outside of Aviation branch? The operators are flying the aircraft in airspace that is shared by manned aircraft which poses a new unpredictable threat to Army Aviators.

At the very least, should SUAS operator be a separate MOS embedded in the Infantry, where the primary duty is training on and employing the system(s)? There may be excessive challenges present that would be prohibitive to successful re-branching of SUAS operators at this time. If this is the case, would it be beneficial to designate a new MOS for SUAS operators to ensure proper career training and emphasis on safe system employment?

Results

When participants were asked if they thought that SUAS operation should be branched as an MOS in Army Aviation, instead of an additional duty in the Infantry, 86.36% of operators and 92.86% of supervisors agreed with the proposed change. This wasn't surprising as 47.06% Raven operators state their primary MOS interferes with their ability to perform SUAS duties and 84.61% of the Raven operators had not flown the system for greater than 180 days. Since flying is a relatively technical natured activity it is impractical for operators to have proficiency with a system when they rarely get to use it. While the percentage of non-current SUAS operators was significant, more alarming was the fact that 76.9% of those operators believed that they were current, or were completely unaware that any currency requirements were prescribed in AR 95-2.

If re-branching SUAS isn't an option, 86.36% of operators and 78.57% of supervisors supported the idea that SUAS operator should still be a separate MOS, rather than an additional duty. Those views are well supported when considering operator and supervisor confidence in system employment. We asked the operators to rate how confident they would be to employ the system today without incident. The reported averages were 62.3% for Raven Operators and 84% for Shadow Operators. Upon asking their supervisors the same question they answered with a score of 51% for Raven operators versus 92.5% for Shadow operators.

Loss of UAS equipment due to negligence based incidents is a concern as replacement parts and devices can get expensive. However, more importantly is the potential for injury or loss of life due to a collision or influence over manned aircraft traffic. When questioning the confidence level of integrating into multi-user airspace Raven operators gave a mean rating of 55.9% whereas Shadow operators responded with 88%. Their supervisors paralleled the operator views scoring 43% for Raven operators versus 95% for Shadow operators. Supporting those scores is the fact that 40% of the surveyed Raven supervisors had witnessed an operator violating airspace and flying outside of the prescribed Restricted Operating Zone (ROZ).

Discussion

Continuation training plays a pivotal role in pilot proficiency. Lack of confidence by SUAS operators to employ the system stems from the absence of currency flight training. Over similar career spans, the average number of total completed sorties was self-reported to be 9.57 for Raven operators. In contrast, the average number of sorties was 66.8 for Shadow operators. Operator retention in the unit is a present issue as well. According to Raven supervisors, 60% of the time an operator is retained in the unit less than 1 year after attending the qualification course.

Due to their overall relative low cost, unmanned systems are rapidly outnumbering manned aircraft. Recent advances in multi-rotor systems are highly likely to bring an abundance of new capabilities to the warfighter. As the military adopts an increased use of SUAS, the civilian sector is also following suit. Companies like Amazon are eager to get their systems off the ground and start operating in the National Airspace. It is critical for the military to take lead on fostering safe and proficient SUAS operators to prevent a future manned unmanned incident.

Unmanned aircraft sightings and near misses with manned aircraft have risen sharply. Unfortunately this data has not been adequately tracked for military airspace users, so an accurate estimation is not yet possible. The question of a collision is shifting from an "if it occurs" situation to a "when it happens" scenario. Airspace authorities have been adapting to UAS growth, but proper operator training programs that stress proficiency and situational awareness will always be the tipping point.

CW2 Eric Roberts is the aviation mission survivability officer at Company C, 2nd Bn., 285th Avn. Regt. in Bismarck, ND. He is qualified as an OH-58D Kiowa Warrior pilot and UH-60A/L Black Hawk pilot and has experience with various unmanned systems. He is currently pursuing a Ph.D. in Human Factors focusing on aviation applications.

Presented at the 2016 ASE Symposium

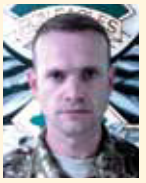
Nov. 15, 2016, Huntsville, AL

2016 Aircraft Survivability Equipment Award

Mr. Michael D. White
Project Management Office for Aircraft Survivability Equipment
Huntsville, Alabama

Mr. Michael D. White's significant contributions as the Theater Liaison Officer for the Project Manager, Aircraft Survivability Equipment were instrumental in providing critical lifesaving equipment and training to Army Aviators and aircrews serving in Afghanistan, Iraq, and Kuwait. His level of devotion to mission accomplishment ensured that every Army aircraft, on every mission had unrivaled protection from threat systems, and that each crew was able to return safely upon mission completion. The epitome of professionalism and knowledge for both ASE technical and logistical matters, he ceaselessly worked to coordinate and deliver multiple product upgrades and software improvements. He oversaw Advanced Threat Infrared Countermeasure (ATIRCM) airframe modifications, the fielding of the Common Missile Warning System (CMWS) Gen3 Electronic Control Unit for the CH-47F fleet in country, and coordinated and managed the CMWS Juliet D software fielding. His dedication and untiring work ethic ensured the survivability of over 190 aircraft and aircrew members.

2016 Aviation Mission Survivability Officer Award



CW4 Lee E. Kokoszka
Combat Aviation Brigade
4th Infantry Division
Fort Carson, Colorado

CW4 Lee Kokoszka's contributions to the 4th Combat Aviation Brigade have been instrumental in its success at home station and while deployed. His talent, experience, and devotion proved indispensable during the unit's deployment as Task Force Iron Eagle in Afghanistan and its sustained combat operations in support of Operation Resolute Support and Operation Freedom's Sentinel. His actions and expertise as the Brigade Tactical Operations Officer have undoubtedly saved lives while directly contributing to mission accomplishment. His drive and dedication during home station training, combined training center rotations, and combat operations is beyond compare. He supervised the unit's survivability training, coordinated Counter Missile Warning System fielding and SATCOM system installations, and managed the Air Mission Planning System maintenance and utilization. He is the brigade liaison to a multitude of agencies and command cells throughout Afghanistan, ensuring task force integration across the battlespace. A consummate professional, leader, and trusted colleague within the Army aviation community, he serves as a role model to younger Soldiers and is an inspiration to his peers.

2016 Avionics Award

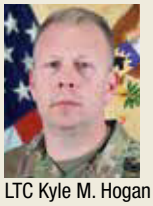
SSG Thomas L. Gardner
Company F, 1st Battalion, 160th Special Operations Aviation Regiment (Airborne)
Fort Campbell, Kentucky

SSG Thomas L. Gardner's performance has been nothing short of amazing. He was instrumental in the successful fielding of the MH-60M Direct Action Penetrator with Common Avionics Architecture System (CAAS) and its unique challenges. Always with the future of the Night Stalkers in mind, he was instrumental in methodically re-designing the training programs to conduct maintenance on these systems. He also oversaw the repairs of multiple battle damaged aircraft, which required extensive avionics support and was able to bring the aircraft to fully mission capable well ahead of schedule. He was able to manage this while supervising the software upgrade of 30 MH-60M helicopters from CAAS 6.5 to 7.0, an outstanding accomplishment. As a section Sergeant, he managed 22 Soldiers, who conducted over 39 training missions and over 15 combat deployments, while maintaining 100% accountability of a property book worth in excess of $19 million. SSG Gardner's actions this past year were noteworthy in every sense of the word.

Presented at the 2016 Joseph P. Cribbins Product Symposium

Nov. 15, 2016, Huntsville, AL

2016 Outstanding Aviation Logistics Support Unit of the Year



LTC Kyle M. Hogan

CSM Gloria J. Cain

127th Aviation Support Battalion, Combat Aviation Brigade, 1st Armored Division *Fort Bliss, Texas*

The 127th Aviation Support Battalion (ASB) of the 1st Armored Division (1AD) Combat Aviation Brigade (CAB) epitomized what it means to provide logistical support to Army Aviation. They supported five different CABs in four different geographic locations through communications, distribution, transportation, and maintenance for both air and ground equipment. Additionally, they folded and air loaded helicopters for two different brigades and conducted railhead operations for 1AD CAB forces deploying to Europe. They also completed nine phase maintenance operations for four different airframes, exceeding the Department of the Army standard for timeliness and allowing the 1AD CAB to maintain a Fully Mission Capable (FMC) average in excess of 80% for the past ten months. The 127th ASB augmented three combat training center rotations and deployed to Poland in support of exercise Anakonda 16. Always ready to do what was necessary to get aircraft back in the fight, the unit lived up to its name – the "Workhorse Battalion."

2016 Army Aviation Material Readiness Award For Contribution By A Small Business

Goel Training and Consultants, Inc.
Kankakee, Illinois

Founded as a small business in 2013 by president & CEO, CSM(R) Gregory Dorsey, Goel Training and Consultants Inc. was instrumental in the New Equipment Training success for the Enhanced Medium Altitude Reconnaissance Surveillance System (EMARSS). Goel Inc. provided the prime contractor, The Boeing Company, with a training analysis that led to the development and implementation of three separate computer based training solutions. These learner-centric, one of a kind "desk top trainers" established by Michael Bryant, Goel's Chief Software Engineer, enabled over a hundred Army Aviation Soldiers from the 224th and 15th Aerial Exploitation Battalions, the Army Aviation and Army Intelligence Schools of

Excellence, Tobyhanna Army Depot and the Directorate of Evaluations and Standardization to teach themselves how to operate new, complicated technical advances at their own pace in a self-correcting simulation environment. Goel's computer based training solutions prepared Soldiers to become proficient in learning some of the most complicated electronic and avionics systems responsibilities on the MC-12S aircraft.

2016 Army Aviation Material Readiness Award For Contribution By An Industry Team, Group or Special Unit

Safran Helicopter Engines Lakota Team
Grand Prairie, Texas

Safran Helicopter Engines, formerly Turbomeca, has worked to ensure that the UH-72A Lakota fleet's success following the announcement from Army Aviation regarding the Aviation Restructure Initiative (ARI). Part of the ARI directed Fort Rucker, Alabama to divest the TH-67 aircraft and replace them with 187 UH-72 Lakota helicopters. Working with the UH-72A Lakota industry prime and government representatives Safran HE set conditions for success during the ongoing transition. Six months prior to the first flight student sitting in the front of a Lakota training aircraft, Safran HE had a team of employees on site to support the Fort Rucker training fleet. Working with the Airbus Helicopter Incorporated, Army Fleet Support, and the installation, Safran HE staffed Fort Rucker with a site manager, two field support representatives, and a logistics representative. To date the dedicated employees of Safran HE have supported 103 new training aircraft, 14,000 hours flown, and processed countless maintenance requisitions in support of the future of Army Aviation.

2016 Army Aviation Material Readiness Award For Contribution By A Major Contractor

The Boeing Company
Corpus Christi Army Depot, Texas

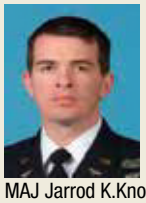
The Vertical Lift Sustainment Division the Corpus Christi Army Depot (CCAD), technical engineering logistical support services program exemplifies Boeing's support to Army Aviation Readiness, CCAD mission success, and the Army Soldier. The program is responsible for inventory management and technical support as an integrated logistics service to CCAD. During the awards period the CCAD team significantly exceeded the materiel supportability target of 95% at the average rate of 99%, realized cost savings of $30M as well as achieved favorable impact to fleet readiness with innovative integrated logistics solution to reduce the repair turnaround time by 545 days. These successes can be attributed to: proprietary demand forecasting and inventory optimization; proactive collaboration with U.S. government counterparts; collaborative supply chain management, focusing on velocity improvements in the repair cycle leveraging the world class global supply network; a focus on operational improvements across Boeing and supplier networks; and OEM product knowledge to create innovative solutions.

2016 Unmanned Aircraft Systems Soldier of the Year Award

SFC Quentin J. Sheley
Company F, 227th Aviation Regiment
1st Air Cavalry Brigade
Fort Hood, Texas

From September 2015 through August 2016, SFC Quentin J. Sheley served as the Standardization Instructor Operator for F/227th Aviation Regiment, 1-227th Attack Reconnaissance Battalion, 1st Air Cavalry Brigade and displayed immense knowledge and keen tactical abilities as a top UAS Soldier. His contributions not only improved the company's UAS operators but furthered the expanding role that UAS will play in battles to come. He never settled for the status quo and constantly strove to provide not only more support to ground forces but also a better quality of support. He trained and utilized the F/227th's 42 operators to meet or exceed every mission that they were tasked with and utilized lessons learned to better the unit and the Army. His accomplishments contributed significantly to the company's successful completion of over 10,000 combat flight hours, 398 autonomous Hellfire engagements, and 93 remote designations with coalition partners. These achievements have directly led to strategic level success in Operation Inherent Resolve including the recapturing of Ramadi and Fallujah.

2016 Unmanned Aircraft Systems Unit of the Year Award



MAJ Jarrod K.Knowlden

1SGT Jose A. Fontanez

Company E, 160th Special Operations Aviation Regiment (Airborne)
Fort Campbell, Kentucky

Echo Company, 160th Special Operations Aviation Regiment (Airborne) supported overseas operations throughout the past year with an overwhelming 1,190 missions, 12,527 flights hours and over 24,500 maintenance hours in support of Operation FREEDOM'S SENTINEL, Operation INHERENT RESOLVE and Special Operations Command Africa. The unit conducted these intelligence, surveillance, reconnaissance and close-air support missions in support of Special Operations Forces (SOF) and was directly responsible for the removal of key enemy personnel and equipment across the areas of operation. In addition to conducting precision flight/maintenance operations in support of SOF, Echo Company was able to complete their home station move across the country from Fort Huachuca, Arizona to Fort Campbell, KY while simultaneously supporting two combat locations. Finally, Echo Company also moved one of its locations overseas across two continents to support a dynamic re-tasking and was able to begin operations within 30 days of notification.

2016 Fixed Wing Unit of the Year Award

LTC Heather L. Maki

SGT Christopher L. Brown

United States Army Priority Air Transport
The Army Aviation Brigade
Joint Base Andrews, Maryland

As the Army's executive aircraft fleet and proponent for the C-37 and C-20 Gulfstream program, USAPAT sustained a 100% success rate in missions spanning 28 countries, operating in some the harshest environmental conditions in the world, to include combat theaters. This monumental accomplishment is attributed to an outstanding safety and standardization team comprised of the most technically savvy aviators in our Army today; sound leader development programs; first class technical training through corporate vendors along with an excellent, in-depth battalion training program; and two world-class contract maintenance programs. The efforts of this remarkable team of aviation professionals enabled the unit to flawlessly execute over 470 missions comprised of 2,200 sorties and 4,218 accident-free flying hours, including 130 combat hours, on six continents. The USAPAT team directly enabled senior leaders to execute operations supporting strategic, operational, and diplomatic goals vital to U.S. national interests around the world. The character, competence and commitment of USAPAT aircrews are unmatched in Army Aviation.

Historical Perspective

Reprinted from the March 1983 Issue of ARMY AVIATION Magazine

by Captain Walter R. Cook

"I am the aviator . . Above the best!"

FROM the beginning, many noble themes have been woven into the fabric of flying: man against gravity; man against distance; man against time. But the basic theme of the early years was as old as the oldest flying legend, and still remains so today: — "Man Against death!" — **I am the Aviator. Above the best!**

For 120 years I have served my country. I was there at the war that pitted brother against brother. I braved the elements in my frail cloth and wicker helium balloon. I surveyed the battlefield at Manassas, Bull Run, and Fair Oaks, too. I sent accurate information to our commanders on the ground. I kept watch on the enemy as he made his every move. **I am the aviator. Above the best!**

I was with **Teddy** and the Rough Riders as they charged up San Juan Hill, providing timely enemy intelligence from my balloon high over head. I was there in the perilous air decade before the First World War, always willing to leave the comfortable earth on fragile wings proving my blend of courage and curiousity, dedication and daring. When tension arose along the Mexican Border; I was there in Texas to help track down **Pancho Villa.** With my fragile covered wings, and my canvas stretched taught, I learned my lesson in the boiling sun, and the blowing sand. **I am the aviator. Above the best!**

Even though the airplane was still little more than a powered box-kite, when the great war in Europe began, I was there, willing to wear another struggling country's uniform. Such as the British Royal Flying Corps, and the French Escadrille. I was there with **Billy Mitchell** when America entered the war in Europe. I went over there, determined to darken the skies over Germany with my thundering wings. I met their best — **Baron von Richtofen** and his Flying Circus . . but, their best was not good enough. And I soon overwhelmed the **Kaiser** and earned my wings. **I am the aviator. Above the best!**

When it was finally over "over there", I did not rest. I flexed my canvas wings and they turned to steel. With the war clouds darkening over Europe, and the Far East, I was ready to help my brothers as we fought — the Luftwaffe, and the Rising Sun. I assaulted the African shore; and covered the infantry at Anzio. I bounced over Rome and Normandy, too. I swarmed over the Fatherland. It was I who set the Rising Sun! **I am the aviator. Above the best!**

In a few short years after "the big one," I became the first "autogiro" the first helicopter pilots in the world. I was split in two. A part of me provided strategic long range support, while the rest of me remained dedicated to my brother — the ground commander. So, we split, and we started Army Aviation anew. An arm also made up of dedicated men and women with the spirit of aviation running through their veins. On the way, we were able to properly divide our valuable time between long range support, and close support for my brothers on the ground.

In Korea, I carried the wounded but also, I proved to the ground commanders that I, the helicopter pilot, could perform many diversified jobs in the combat zone. I offered them airmobility and aerial medical evacuation. I proved that I did not need any roads, bridges, or airports! I could land and takeoff wherever there was clearance for my whirling blades; and also proved that my potential was unlimited.

In Vietnam, I performed my first mission with great speed and success. As the war dragged on and intensified, heavier and heavier demands were placed on me and I became more and more important; and I continued to perform with even greater speed and success. In fact, no major battle was fought without me. As the 1st Aviation Brigade, I flew countless successful missions, from the D.M.Z. to the Delta.

I helped the First Cav to become "**Sky Cav**" troopers. It was I who carried the "**Screeming Eagles**" into the A Shau Valley. Through bitter fighting, I proved how I earned my names of: "**Pink Team**"; "**Gun Slingers**"; "**Bounty Hunters**"; "**Widow Makers**"; and "**Thunder Daddy**". I showed how I received the names: "**Dustoff**"; "**Wings of Mercy**"; and "**Big Windy**", too.

We learned to skim the treetops, and bring forth fiery death with out sharp talons to the

(I AM THE AVIATOR/Cont. on Page 70)

I AM THE AVIATOR

(Continued from Page 66)

unsuspecting Viet Cong. I provided: transport, reconnaissance, surveillance, communications, and of course, firepower.

I carried the infantry on my broad shoulders. I transported the heavy artillery to our many fire bases. Through bitter fighting and superb airships, I gave military planners a peek at my unlimited potential. **I am the aviator.Above the best!**

I am the eyes of the ground commander. I — Army Aviation — have been tried in the unforgiving crucible of combat and emerged victorious! Around the world I continue to fly, always forward, with my cannon or TOWS steady aimed, and with a calm resolve. My whirling blade is my bayonet.

I am now a full fledged member of the combined arms team. I can add a force multiplier to any battlefield, employing my greater range, greater lift, and my greater firepower. I continue to keep the peace worldwide in freedom's cause.

I am there with the "**Screaming Eagles**" in the hot blowing sands of Egypt. I stand ready at the Fulda Gap, ready to hold the first line. I am in Korea, lifting troops, and guarding freedom's most perilous frontier. I am always ready to go where I'm needed when I'm needed.

"**I am the aviator. Above the best!**"

ABOUT THE ARTICLE

THIS WORK WAS WRITTEN BY CPT WALTER R. COOK, S-2, HHD, 17TH AVN GP, FOR THE AAAA MORNING CALM CHAPTER'S CHRISTMAS FORMAL HELD IN YONGSAN, KOREA, ON 18 DEC. IT WAS PRESENTED WITH A BACKGROUND MUSICAL MEDLEY OF THE POPULAR MUSIC MADE FAMOUS DURING THE ERA BEING TALKED ABOUT WHILE AVIATOR/ACTORS APPEARED WEARING FLIGHT CLOTHING OF THE PERIOD CITED.

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Finding Solutions is Key

at 12th Luther G. Jones Sustainment Forum

By Brigitte Rox

U.S. ARMY PHOTO BY ERNEY MARTINEZ, CORPUS CHRISTI ARMY DEPOT

Aviation Maintenance Officer CW4 Jonathan P. Craig engages with aviation program managers on his experience in the 82nd Combat Aviation Brigade.

In its 12th year, the Army Aviation Association of America (AAAA) Luther G. Jones Sustainment Forum attracted its largest and most diverse audience ever. Soldiers, innovators, aviators, and industry representatives flew in to learn about the Army's organic industrial base for helicopter sustainment at the Corpus Christi Army Depot (CCAD), Texas, October 18-20, 2016.

More than 400 people registered for the three-day event at downtown Corpus Christi's American Bank Center. This year's theme, "Finding Solutions for Readiness Cost Drivers," came to life as these collaborators channeled their vision and expertise to make Army Aviation better than it has ever been.

Keynote speaker, MG Douglas M. Gabram, Commanding General of U.S. Army Aviation and Missile Command (AMCOM), defined readiness as a team sport in its overall support to the Joint Force: "If we're not there at the point of need, we're not there. The bottom line is, are we there at the point of need when the soldiers are on the ground?"

MG William F. Gayler, Commanding General of U.S. Army Aviation Center of Excellence, reiterated MG Gabram: "We have got to come together, figure it out, shorten timelines, and develop the capability to support the commander on the ground."

For AMCOM, materiel readiness takes unified action from multiplayer players, but it all leads to one objective: increasing strategic and unit readiness for the soldier. People, parts and process are the core of Aviation maintenance readiness, MG Gabram said. As the enterprise goes forward, it must exercise effective mission commands, redefine its goals, embrace change, and hold itself accountable.

Depot Maintenance Artisan Award

MG Gabram assisted in presenting the 2016 Donald F. Luce Depot Maintenance Artisan Award to SGT Craig S. Dorton of Company B, 209th Aviation Support Battalion, 25th Combat Aviation Brigade, Wheeler Army Airfield, Hawaii. This award is presented to one outstanding contributor in Army Aviation Depot Maintenance. Last year, SGT Dorton saved millions of dollars and countless labor hours conducting depot-level repairs on Army airframes.

CCAD Commander, COL Allan H. Lanceta, reported continuous improvements at the helicopter repair and maintenance depot. "It's a continuous process and it's getting better every day and it will get better with the Art of the Possible (AoP)," he said. The CCAD Commander discovered AoP when he visited the Air Force Sustainment Center (AFSC) and learned how the better business strategy transformed their facility into a successful production machine. Now AoP is at CCAD, having made its first appearance in the UH-60 Black Hawk recapitalization program on October 1st. By closing the gap between aircraft arrivals and completion dates, CCAD plans to modernize UH-60 aircraft to the UH-60L configuration.

With no word yet on what the Future Vertical Lift system will look like, the Aviation Modernization Strategy continues its plan to divest its UH-60A and CH-47D; reset and sustain its AH-64D, UH-60L, UH-72; and modify and modernize the AH-64E, UH-60M, UH-60V (L-digital), and CH-47F (Block II).

Still, Army leaders made it clear that original equipment manufacturers would have an enormous impact on the future of sustainment. BG (Ret.) Howard W. Yellen said it's time to get comfortable with out-of-the-box solutions.

Aviation maintenance training was another hot topic. "Aviation is the one entity that assesses new soldiers based on how much money we have," MG Gayler said. While soldiers seek the best training the Army can afford, more and more units are sending their aircraft maintenance soldiers to CCAD

U.S. ARMY PHOTO BY KIANA ALLEN, CORPUS CHRISTI ARMY DEPOT

Commanding General of U.S. Army Aviation and Missile Command, MG Gabram, with Corpus Christi Army Depot Commander COL Lanceta at the 12th Luther G. Jones Army Aviation Sustainment Forum

U.S. ARMY PHOTO BY ERVEY MARTINEZ, CORPUS CHRISTI ARMY DEPOT

Army Sergeant Craig S. Dorton wins the AAAA 2016 Donald F. Luce Depot Maintenance Artisan Award.

for their immersive hands-on training.

An addition to this year's forum was a barbeque held in one of CCAD's hangars on the closing day. Depot artisans were able to ask questions about the helicopters they work on every day. Utility, Cargo, Apache, and UAS Project Managers (PM) received feedback from depot artisans, and a few new ideas that could be viable cost-saving solutions.

"What I saw today was very encouraging," said Bill Harris, AAAA Executive Director. "I liked that [the CCAD artisans] had the tenacity to come up here and challenge leadership. [They] have to keep doing that because it's a whole team effort."

In the end, the 12th Luther G. Jones Aviation Sustainment Forum served as an innovative and collaborative launching point to redefine Army Aviation maintenance readiness.

Brigitte Rox is a journalist with the Public Affairs Office, Corpus Christi Army Depot, Corpus Christi, TX.

AAAA **Scholarship** Foundation

Oh, The Wonderful Ways One Can Give

By BG Thomas J. Konitzer, U.S. Army Retired

TN VALLEY CHAPTER COURTESY PHOTO

Tennessee Valley Chapter scholarship winners are recognized at a Sept. 22 luncheon. (left to right) LTC Jeff Johnson, COL Jerry Davis, Mr. Clint and Gina Gilbertson, Ms. Haley Gilbertson, COL Mike Cavalier, Ms. Diane Urban, LTC Richard and Nancy Bratt, COL Mike and Shannon Blaine, CW4 Todd Buller, COL Gary Stephens, Mr. Tanner Huff, Mr. Joseph Matis and LTC Huff.

There are over 1.5 million charitable organizations in the U.S. and the AAAA Scholarship Foundation, Incorporated is one of them. It is the one that is of significant benefit to all AAAA members and families.

Donations are essential to SFI's viability and therefore the ability to meet its mission. The largest source of all charitable giving comes from individuals (71% average). It is recognized that donating is a very personable decision. There is no right or wrong amount. Any amount above zero is good and very much appreciated.

What follows are several ways various groups (individuals, chapters, corporations, etc.) can help the AAAA SFI to sustain and grow:

Donating as an Individual

By credit card: Go to the AAAA website, quad-a.org and click on "Donate Today". Once there you can choose whether you want the money to go to the General Fund or the Families of the Fallen Fund. You can also specify if the donation is in honor of someone, an organization, or other special remembrance.

By check: Make your check out to AAAA Scholarship Foundation and mail it to: 593 Main Street, Monroe, CT 06468

Through Amazon Smile: By signing up for Amazon Smile and choosing the AAAA Scholarship Foundation, .5% of every purchase made will be automatically donated to AAAA SFI. A person only needs to sign up once by going to smile.amazon.com or by clicking on the Amazon logo on the AAAA website.

Donating as a Government Employee

Government employees who participate in the Combined Federal Campaign (CFC) in the fall can find AAAA SFI under Military Family and Veterans Service Organizations of America. The AAAA SFI CFC number is 10516.

Donating as a AAAA Chapter Member

If your local chapter participates in the Chapter Matching Fund Program you can donate through it. The AAAA Scholarship Foundation will match all donations varying up to $5,000 annually, depending on the size of the Chapter. If your Chapter does not participate in the program, encourage them to do so.

Legacy Giving

Donating as an Individual: You can create a Perpetual Endowed Scholarship in your name or in honor of a loved one that would provide a scholarship in perpetuity. There would need to be at least $28,600 in an account, which will automatically result in a $1,000 scholarship every year in good times and bad for the foreseeable future. A matching program is based upon funds available. Contact Sue Stokes, *sue@quad-a.org* for more information.

Donating as a Corporate Member: Encourage your firm to establish a Corporate Matching Fund Program. Once established, a scholarship award will be given every year under the company's name. Eligible applicants affiliated with the corporation either individually or through their member relative will be given preference over other applicants.

Continued on page 59

AAAA **Chapter** Affairs

By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from CW5 (Ret) Brad Rinehart, the Old Tucson Chapter President and CW4 Latny Salt, Secretary, for authoring and sharing this chapter information.

Old Tucson Chapter

The Old Tucson Chapter was founded in May 1987 by members of the Western Army National Guard Aviation Training Site (WAATS). Its first president was LTC (Ret.) Bill McElwee. This was seven months after Federal Recognition was extended to the WAATS in October of 1986 by the National Guard Bureau (NGB).

30 years of WAATS

In September 2016, the WAATS celebrated its 30th anniversary with a golf tournament and dinner held at the JW Marriott Starr Pass Resort and Spa in Tucson, Arizona. The Old Tucson Chapter sponsored the golf tournament with assistance from AAAA National Office to help raise funds to support the celebration. Over 90 golfers consisting of local community civilians and various military personnel participated in the golf tournament. The dinner was a reunion of former and current WAATS employees that had served from when the doors first opened at Silver Bell Army Heliport. A special attendee was Mrs. Sallie Badger, wife of the late COL (Ret.) Bill Badger, who was both the first Eastern Army National Guard Aviation Training Site (EAATS) Commander and the first WAATS Commander. COL Badger was a founding member of the Old Tucson Chapter. The chapter President, CW5 (Ret.) Brad Rinehart, inducted retiring COL Douglas ("Doc") Little into the Bronze Order of Saint Michael at the WAATS 30 Year Celebration Dinner. With over 22 years of service, COL Little was recognized for his significant contribution to the promotion of Army Aviation.

Gunfighter's Annual Golf Tournament

LTC Bernard "Benny" A. Cobb, the WAATS Simulation Branch Chief, was a founding member and former president of the Old Tucson Chapter. He was the inventor of the Cobb Mount for the night vision goggles worn on Army aviator helmets. This invention was instrumental in reducing the weight off the helmet and easing the use of the goggles by incorporating a flip style feature. The WAATS Simulation Building was dedicated as Cobb Hall in his honor after his death in 1996.

In July 2000, the 1-285th Attack Helicopter Battalion, AZ ARNG, suffered the loss of 1LT Steve Jordon and CW3 Greg Clevenger who were crewing an AH-64A Attack Helicopter during an annual gunnery training accident at Gila Bend Auxiliary Airfield, Arizona. In honor of 1LT Jordon, CW3 Clevenger and LTC Cobb, the chapter holds a fundraiser golf tournament annually. The Gunfighter's Annual Golf Tournament is now in its 14th consecutive year. With an average of over 100 golfers each year, the proceeds benefit the AAAA Scholarship Foundation.

CHAPTER COURTESY PHOTO

Chapter President CW5 (Ret.) Brad Rinehart inducts COL Douglas ("Doc") Little into the Bronze Order of Saint Michael at the WAATS 30 Year Celebration Dinner.

Quality Members and Sponsors

Quality members are this chapter's forte. The AAAA National Office and local businesses enable the annual golf tournament each year. Locally the chapter has a proud sponsor and organizer in Mrs. Jackie Gordon, President, of Jackie's Aircraft Certification Specialist, LLC. As the mother and mother-in-law to three soldiers in Army Aviation, She also manages to make time for her role as the chapter VP for Membership Enrollment. The chapter has fostered relationships with several local businesses that frequently support their events. They also network in community outreach efforts with departments like the local law enforcement agency, Pima County Sheriff's Department (PCSD). One of the PCSD teams actually even took first place at the WAATS 30 Year Anniversary Golf Tournament.

Looking ahead, momentum has kicked in with a new brigade leadership fully supporting the fundamentals of AAAA. The Old Tucson Chapter will continue to support soldiers and their families!

Feel free to contact me if you need help for your chapter, Executive Board support, or to obtain clarification of National procedures. I look forward to working with you supporting AAAA.

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

AAAA Chapter News

Central Florida Chapter Welcomes WWII Vet

CHAPTER COURTESY PHOTO

World War II Vet and AAAA Life Member, **LTC (Ret.) Donald J. Lewis**, proudly displays his membership card during the Central Florida Chapter's monthly social on Sept. 9 at Froggers Grill and Bar in Oviedo, FL. Lewis, who recently moved from Dallas, Texas to Orlando, Florida to be with his daughter, has been a AAAA member since 1958.

Flint Hills Chapter Awards

CHAPTER COURTESY PHOTO

First Scholarship

The Flint Hills AAAA Chapter awarded its first Chapter-sponsored local scholarship for $1,000 to **Mr. Cole Gillman-Goss**, son of chapter member MAJ Patrik Goss, Kansas Army National Guard, at the AAAA Aviation Formal at the Hilton Garden Inn, Manhattan, Kansas on June 24, 2016. Cole is an athlete who maintained a 3.85 GPA while serving the community and will attend college in Salina, KS this fall. Pictured (l to r) are: MAJ John Brengle, VP Scholarships; COL John Cyrulik, President; Cole Gillman-Goss, awardee; CSM Roque Quichocho, 1st Inf. Div. CAB CSM, and CW5 Sam Baker, 1st ID CAB Chief Warrant Officer and chapter VP Programming.

Lindbergh Chapter Celebrates Fall

CHAPTER COURTESY PHOTO

Members of the Lindbergh Chapter gathered at the Agusta Brewery in Agusta, Missouri on September 24th to celebrate the arrival of Fall. The weather however was more summer-like but a good time was had and a few more war stories spun. Some members even rode their bikes 7 1/2 miles on the Katy Trail from Defiance, Missouri and even agreed to the return trip back to the starting point. The Chapter took advantage of the one-time AAAA reduced Lifetime Membership offer and had two people sign up. The next event will be the annual Christmas Party.

Mid-Atlantic Chapter Donates to Fisher House

CHAPTER COURTESY PHOTO

Mid-Atlantic Chapter Senior VP, **COL (Ret.) Dave Carey** (left) and **COL (Ret.) Charles Weaver,** chapter VP Maryland Region, accept a memento of the chapter's continuous sponsorship/donation to the Fisher House Foundation from Brian Gawne (center), the Foundation's VP for Community Relations. The presentation took place during the 12th Annual Fisher House Gala at the Water's Edge Events Center in Belcamp, Maryland, Saturday, Sept. 24, 2016. Faye Carey and Jennifer Weaver joined their husbands for the Kodak moment. Together with the AUSA MG Harry Greene, Aberdeen Chapter, the Mid-Atlantic Chapter raised over $125,000 for the Foundation from multiple events throughout 2016.

Mid-Atlantic Chapter Co-Sponsors NJ Run for the Fallen

Chapter Member and AAAA Scholarship Foundation Governor, **Ms. Kit Roache,** displayed the AAAA banner representing AAAA at two mile markers for the New Jersey Run for the Fallen on Sunday, Sept. 25th.

CHAPTER COURTESY PHOTO

Kit is shown here at the MG Harold Greene Mile Marker near the old Fort Monmouth in Oceanport and she also participated at the Mile Marker for SGT Coleman Bean in Tinton Falls. Family members of the fallen received embroidered Honor and Remember Flags and certificates at each marker location co-sponsored by AAAA, AFCEA, AOC, and AUSA.

North Star Chapter Sporting Clays Event

CHAPTER COURTESY PHOTO

North Star Chapter members participated in a Sporting Clays event at the Del-Tone/Luth Gun Club in St. Cloud, Minnesota July 25, 2016. Once of many events throughout the year, 9 chapter members enjoyed the day with food sponsored by the Chapter and look forward to the next one.

Southern California Chapter

CHAPTER PHOTO BY JOHN HENDRICKSON

Members Tour AV Plant

The Southern California Chapter held its 3d Quarter, 2016 meeting on Sept. 20, 2016, at the AeroVironment plant in Simi Valley, CA. AeroVironment manufactures the U.S. Army's Raven, Wasp and Puma unmanned aircraft systems (UAS). Hosted by Marshall Davidson, Vice President, Design & Development, and Errol Farr, Director, Business Development, Army SUAS Programs from AeroVironment's Huntsville office, the group received a briefing on the capabilities of the systems produced in Simi Valley as well as a plant tour.Pictured are:

Errol Farr (left), Mike Letson, VP Membership and LTC (Ret.) John Hendrickson, President, holding the banner; LTC (Ret.) Tom Lasser, Senior VP (2d from right) and other members of the Southern California Chapter.

Order Of St. Michael and Our Lady Of Loreto Inductees

Aviation Center Chapter

CHAPTER PHOTO BY JENNIFER PARIS

CW4 Shawn N. Paris, course chief for the Aviation Warrant Officer Advanced Course, A Company, 1st Bn., 145th Avn. Regt., 1st Avn. Bde., is inducted into the Bronze Honorable Order of St. Michael by battalion commander, LTC Joseph Hodgson, at Ft. Rucker, AL on July 27, 2016. Paris was recognized on the occasion of his change of duty for outstanding contributions to Army Aviation to include redesigning the AWOAC. He will next serve as the senior warrant officer advisor for 1-145th Avn. Regt.

Black Knights Chapter

CHAPTER COURTESY PHOTO

BG (Ret.) Bernard B. Banks (right) was inducted into the Silver Honorable Order of St. Michael on August 19, 2016 by Black Knights Chapter President BG (Ret.) Dennis Kerr for his contributions and impacts on Army Aviation spanning 29 years. BG Banks served with distinction in every assignment including his command of 3rd Squadron, 6th Cavalry Regiment at Camp Humphreys, Korea. He mentored hundreds of future Army Aviators during his final assignment as Professor, and Head, Department of Behavioral Sciences and Leadership, United States Military Academy. He will continue to pursue his passion for leadership as the Associate Dean for Leadership Development and Clinical Professor of Management at Northwestern University's Kellogg School of Management.

Corpus Christi Chapter

CHAPTER PHOTO BY BRIGITTE ROX, CCAD PAO

BG (Ret.) Steve Mundt (left), AAAA National Senior Vice President, inducts **COL Billingsley Garner Pogue III** (right) and **SGM Steven D. Odom**, commander and senior NCO of Corpus Christi Army Depot, respectively, into the Silver Honorable Order of St. Michael during a ceremony on July 21, 2016 at Corpus Christi, Texas. Additionally, Mundt inducted **Jennifer Pogue** and **Magalli Odom** (standing next to their husbands) into the Honorable Order of Our Lady of Loreto. Both couples were recognized for their continuous, long-standing support of Army Aviation throughout their career.

CHAPTER PHOTO BY BRIGITTE ROX, CCAD PAO

Mr. Jeffrey A. Fleugge, resource planning and execution division chief for CCAD, is inducted into the Bronze Honorable Order of St. Michael by depot commander, COL Billingsley Garner Pogue III, and senior NCO, SGM Steven Odom, on July 9, 2016 at CCAD in recognition of his dedication to the support and betterment of Army Aviation. The processes, products and policies of CCAD have been greatly improved by his devotion to excellence.

CHAPTER PHOTO BY TAMMY TUTTLE

CW4 (Ret.) Charles Mcglothin is inducted into the Bronze Honorable Order of St. Michael by depot commander, COL Billingsley Garner Pogue III, on June 22, 2016 at CCAD in recognition of his more than 25 years in Army Aviation, including 1,864 combat hours and a total of 3132 accident-free flight hours in the TH-67, OH-58A/C, OH-58D and the UH-60A/L aircraft.

Mr. Richard P. Stevenson, director of quality

CHAPTER PHOTO BY ERNY MARTINEZ, CCAD

management for CCAD, is inducted into the Bronze Honorable Order of St. Michael by depot commander, COL Billingsley Garner Pogue III, on July 14, 2016 at CCAD in recognition of his longstanding support of Army Aviation and CCAD's successful AS9110b certification, efficient corrective action reports, and manageable deficiency rates – all attesting to his high standards for Aviation quality.

CHAPTER PHOTO BY ERNY MARTINEZ, CCAD

Ms. Carrie Lynn Withers, with the Workforce Development Division of CCAD, is inducted into the Bronze Honorable Order of St. Michael by depot commander, COL Billingsley Garner Pogue III, on July 14, 2016 at CCAD in recognition of her dedicated support of Army Aviation including implementing the aviation training coordinator program, building specialized training packages, and sponsoring and hosting a variety of aviation training events to improve the quality of our product.

OSMs and OILLs Inductions Continued on page 5

AAAA Membership

By CW5 (Ret.) Dave Cooper

The Membership Corner –

Paraphrasing DA Pam 600-3… "Supervises the effective utilization of ATS equipment and ATS personnel at all categories of ATC facilities, supervises ATS training and certification programs and combat support procedures. "

CWO PINCKNEY PERSONAL PHOTO

CW3 Rebecca Pinckney poses with her husband, CSM Marvin A. Pinckney, in front of a legacy AN/TSQ-71B Landing Control Central.

Additionally, they supervise airspace management functions and airspace processing procedures into the National Airspace System (NAS).

Meet CWO3 Rebecca Pinckney. In addition to the DA Pam 600-3 definition she is also a model teacher, coach, and mentor. She entered service in 1997 as a 75H, Personnel Service Specialist in the U.S. Army Reserve. A short time later she entered Active Duty and changed her MOS to 15Q Air Traffic Control Operator. She loved ATC and made a career out of it. In 1997 as a sergeant first class she applied for Warrant Officer Candidate School and was selected. She went to school in 1998 and SFC Pinckney became WO1 Pinckney, 150A Air Traffic and Air Space Management (ATASM) technician.

She said there was a fairly steep learning curve. 15Q Soldiers have their FAA ratings and certificates as part of their MOS producing school. Much like a FAA pilot certificates these ATC certificates are held for life. WO1 Pinckley knew a lot about ATC but being a platoon leader was a very new experience!

CW3 Pinckney has had a well-rounded career. She is on her fourth tour at Ft. Rucker, AL, spent four years at Grafenwoehr, Germany, two years at Camp Humphries, Korea, two assigned to Ft. Hood, TX and a deployment to Udari Airfield, Kuwait. Her current duties at Ft. Rucker include teaching the 150A MOS producing course and the 150A portion of the Aviation Warrant Officer Advanced Course.

As the ATASM Course Chief, she teaches newly pinned WO1s their MOS. The course load is typically three per year with 5-6 students per course. Each course is 6 weeks long. CW3 Pinckney said the warrant officer candidates' packets are rigorously screened so she sees the best of the best coming through the school house doors. They have a high graduation rate.

In between ATASM courses, CW3 Pinckney teaches the 150A Advanced Course. The 150A Warrant Officers attend the Aviation Warrant Officer Advanced Course. During the course there are two weeks carved out for MOS specific training for 150As then they rejoin the class.

The 150A Warrant Officer is the platoon leader for 15Q ATS units. Each platoon services two ATC facilities. There are usually 20 Soldiers assigned to a platoon. The years spent as enlisted Soldiers enable the new warrant officers to be successful as platoon leaders.

During her deployment, CW3 Pinckney had nine Soldiers in her platoon. She described this, "as an exciting time and very satisfying." She got to watch Soldiers train up and mature in their Soldier and MOS skills, all the while grow in their life skills. "It was very satisfying," she said, "to witness this transformation."Three of those Soldiers are now warrant officers serving as 150As and demonstrating the leadership skills learned during the train up and deployment.

She loves her duty. She said the best thing about teaching "is seeing the light bulb coming on." She went on to say, "When the students actually understand the material and begin asking penetrating questions you know they understand the material." She said she also hears something like, "That would have been nice to know two years ago." And wonders how they missed that point.

She recently celebrated her ninth wedding anniversary. He husband is also a Soldier and stationed at Ft Rucker. They have four children between them ranging in age from 11 to 20 years old. In between her duties and raising four children she loves reading and going to the beach with the family. However, she and her husband are a motorcycle couple at heart. Hers is a Street Glide and his an Ultra Classic

Whether on an airfield or across the battlespace, the value of the Air Traffic and Air Space Management Soldiers to aviation cannot be over stated. They support the commander by planning, constructing, managing and enforcing an airspace environment that allows aviation forces to conduct operations safely and expeditiously.

CW3 Pinckney is a long time AAAA member.

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

New AAAA Lifetime Members

MAJ Ronald L. Allari, Ret.
CPT Shawn H. Baker
LTC Mark E. Ballew, Ret.
SFC Tracy A Banta
COL James Barker
MAJ Clifford A. Bassham
CW4 Johnny E. Belisle
MAJ Erika A. Besser
CW5 John J. Blank Jr.
CPT Billy D. Blue III
COL Anthony P. Bolante
MAJ Jordan A. Boyd
CW3 Brandon T. Briggs
Annie S. Brock
COL Timothy D. Brown
CW4 William J. Brown
CW5 Teresa M. Burgess
CPT Brian K. Burgi
1LT John L. Capotosti Jr.
Waldo Carmona
CSM Jose H. Cazares
CW2 Joshua M. Chason
WO1 Brett A. Christensen
CW4 Jonathan M. Clark
Gary Clinton
MAJ James A. Collins
CW4 Alexander J. Conde
SFC Raymond W. Conger
CW2 Christopher N. Cordero
LTC Brett D. Criqui
SGT Jose Cruz
MSG Billy D Davenport
COL Jakie R. Davis, Jr.
CW4 Douglas J. Denno
CW4 Rick E. Dillenbeck
CW2 Kevin M. Dishner
CW5 Travis S. Dixon
CSM Gregory Dorsey, Ret.
CW2 James P. Dorsey
LTC Christopher P. Downey
LTC Robert Driggers Jr. Ret.
COL Micheal E. Dye
Thomas R. Eldredge
CPT Patrick D Farrell
CW4 Douglas E. Finstad
MAJ Ryan H. Forshee
CW4 Craig P. Francis
1LT Keven M. Franks
CW2 Nicholas C. Gleim
CPT Jordan T. Glover
CPT Kyla G. Glover
MAJ Edward K. Greber
CPT Gregory S. Griffith
MAJ Robert Guevara
LTC Robert T. Gunning Jr. Ret.
MAJ Richard E. Hall
CPT Adam T. Hanisch
LTC Aaron P. Harding
CW4 Blake A. Hardison
MAJ Keith A. Haskin
CW3 William E. Hatley
CPT Brandon N. Hicks
CW4 Joshua B. Hilewitz
CSM Robert L. Hill
WO1 Daniel L. Hillner
SGM Gary W Hitch II
COL Dean M. Hoffman IV
1LT Hulon M. Holmes
CPT Terry A Horn
Kristin Houston
LTC Fred D. Hryhorchuk
COL William H. Huff IV
Nicholas R. Ingle
CW5 Albert B. Isennock
CW4 Thomas Jackson, Ret.
Joseph B. James III
CW5 Paul W. Jenschke
CW5 Michael R. Jewett
LTC Danny M. Kelley II Ret.
COL James T. Kenyon, Jr.
MAJ John R. King
CW3 Jason L. Kirby
John G. Klubnick Sr.
Mason R. Knisely
CW2 Jason A. Koffarnus
Jeffrey L. Langhout
William P. Leach
CPT Brian T. Lennon
Samuel L. Levine
CPT Gregory K. Lewis
Frank A. Lillo
BG Bruce C. R. Linton
MAJ John Lodes
MAJ Joseph A. Lonergan
LTC David L. Magness
CW5 Jamie L. Martin, Ret.
LTC Stephen T. Mauro, Ret.
LTC Phillip W. Mazingo
1LT Eric Q McClure
CW5 John S. McConnell
COL Mark J. McKearn, Ret.
CW2 Thomas J. McKnight
SGT Greg T. McLean
CW3 Robert W. Meischen
MAJ Brian M. Merkl
LTC Chris A Miletello
SFC L. Kay Miller, Sr.
LTC Glenn A. Monrad, Ret.
CPT Neal G. Murray
COL Ralph R. Myers Jr.
CW3 Peter J. Neveu
CPT Joshua O. Newbrough
1LT Hieu V. Nguyen
LTC Scott P. Nicholas
CW3 Shane Nicholson
CPT Robert J. Nicklaus-Ratliff
Deanna S. Ohwevwo
CW5 Thomas F. Oroho
LTC David M. Paolucci
Bharat Parikh
Rina Parikh
CW3 Matthew G. Pasco
Adam Patrick
CPT Jennifer R. Peebles
2LT Brandon C. Pendergrass
LTC Henry C. Perry Jr.
CW4 John J. Petraroi
SFC Adolph V. Pinlac
WO1 Joshua A. Pirman
Christopher S. Poisson
CW2 Justin Ray Powers
MAJ Terry L Pownall, Ret.
CW3 Ryan E. Pummill
MAJ Ronald A. Putnam, Ret.
MAJ Jose L. Reyes
CW5 Matthew B. Reynolds
COL D. Wil Riggins, Ret.
Brian S. Ritter
SGM Robert E. Roark
SFC Michael A. Roberts, Ret.
CPT Joshua E. Robertson
MAJ Hector Rodriguez
CPT Ryan L. Rooks
MAJ Stacy J. Rostorfer
LTC Jason D. Rowe
CW5 Jim M. Sandberg
CPT Kyle J. Sanderson
CW2 Steven Sandoval
MAJ Wayne L. Schaitel
MAJ Stephen T. Schmidt
Daniel P. Schwab
CW4 Drew F. Segraves
SFC Tara A. Signet
CW4 John D. Silva
SFC Edward L. Smith
Kimberly A. Smith
SPC Kristen D. Smith
CW5 Ronald C. Smith, Ret.
CW3 Luciana Spencer
CW5 Gino S. Spescia
William H. Squires Jr.
CW4 Stephen R. Stolarczyk
CPT David R Swan
1LT Joshua M. Tauer
MAJ Frank A. Tedeschi
WO1 Timothy A. Thorpe
CW2 John D. Thresher
MAJ Eric J. Tolska
1SG Dana Trakel
SSG Jarin S. Trakel
SFC Neil B. Ulsh
MAJ Jonathan A. Uran
CW3 Pedro J. Vargas-Lebron
CW3 Frank K. Veliz
CPT Alexander S. Vichinsky
WO1 William S. Wallace
CW2 Jonathan M. Weller
MAJ Jacob A. Whiteside
LTC Bryan J. Wiley
LTC Stephen W. Wilson
CPT Chase B. Yarbrough
SGT Colton J. Young

New AAAA Members

Air Assault Chapter
CW4 Roland Lewis
CW5 Dale Van Pacwa
Aloha Chapter
SGT Kyle J Dana
CW4 Scott A. Hyde
Arizona Chapter
CW2 Craig Bremer
Aviation Center Chapter
CW3 Marquis L. Devane
2LT Luke Grossmann
CW4 Tracy Hogan
MAJ Sonya Horwell
Oswald Ingraham
Dr. Joseph MacFadden
CW3 Rory H Millington
CW3 Anthony Ryan Minkler
CW4 Brian V. Parks
2LT Zachary James Yozamp
Bavarian Chapter
PFC Michael J. Umdhay
Cedar Rapids **Chapter**
Drew Dechant
Central Florida **Chapter**
Mr. Harold Huser
Colonial Virginia Chapter
LTC Justin Highley
Ms. Michelle M. Prouix
SSG Joshua C. Ramey
Connecticut Chapter
Quinlan C. Lyte
Corpus Christi Chapter
Donivan F Babcock
Terrance Evans
Tomas Olmo
Glenn Edward Rogers
Timothy J. Wooldridge
Cowboy Chapter
SGT Kristen N Graham
WO1 Gary Nicholas Webster
Delaware Valley Chapter
Raymond F. Behak
Bill Blowert
Joseph M. Borrelli
John J. Bucci
Kenneth L. Clark
Dave Deardorff
James B. Dryfoos
Kenneth S. Harris
2LT Tyler Knabb
Steven R Lamon
MSG Edward F. Lan, Ret.
John F. Mefford
Joshua M. Neidich
Michael R. Reising
Ralph R. Richetti
Thomas A. Siano

Order Of St. Michael Inductees

Continued from page 53

Mid-Atlantic Chapter

CHAPTER COURTESY PHOTO

Mid-Atlantic Chapter President COL (Ret.) John Gallagher inducts **CW5 David Eppler,** standardization officer for the 29th Combat Aviation Brigade, into the Bronze Honorable Order of St. Michael at the Fifth Annual Mid-Atlantic Chapter Army Aviation Night at the Ballpark, at Ripkin Stadium, Aberdeen, MD. Eppler was recognized for 24 years of outstanding support to Army Aviation. Celebrating with him are his wife, Jodi, son, Dave, Jr., and daughter, Emilynn.

Tennessee Valley Chapter

CHAPTER PHOTO BY COLLIN MAGONIGAL

MAJ Ryan B. Nelson, chief of flight test management, **CW4 Michael Kennedy** and **CW4 Jonathan Lawniczak** (r to l), both experimental test pilots, all assigned to the Redstone Test Center, are inducted into the Bronze Honorable Order of St. Michael by test center commander, COL Patrick Mason (not pictured) during a June 10, 2016 ceremony at Redstone Arsenal, AL. All three were recognized for their outstanding, continuing contributions to Army Aviation throughout their distinguished careers.

New AAAA Chapter Officers

Jack Dibrell/Alamo Chapter

President , COL Ronald Burkett
Senior Vice President, MAJ Edward Greber
Treasurer, CW5 Paul Jenschke
VP Awards, 1LT Joshua Tauer

North Country Chapter

Senior Vice President, CSM Steven DiGeorgio
VP Membership, MAJ Travis Rabb
VP Awards, SFC Christopher Cashell
VP Programs, CW5 Charles Jaszczak
VP Scholarship, SFC Christopher Cashell

Iron Mike Chapter

VP Programs, COL David Jernigan, Ret.
VP Scholarship, Jack Parkhurst

Congratulations!
Thank You Efren for participating in our Membership survey!

1SG Efren Alonso, Ret., from Clarksville TN is the winner of a $100 Visa Gift Card from AAAA. Efren's name was randomly chosen from the 543 respondents to the survey.

New AAAA Members

continued

John D. Simmons
Brian J. Skiltow
Chris Wifford
John P. Zoccola

Desert Oasis Chapter
MAJ Curtis Armstrong

Flint Hills Chapter
SSG Warren T. Beeson
CW3 James C Johnson Jr.
CW2 Steven Niekamp
1LT Andrew E. Petefish
CSM Roque R. Quichocho Jr.
MAJ Cristian Robbins

Flying Gator Chapter
MSG David Backes
SPC Amanda Johnson

Flying Tigers Chapter
SGT Craig S. Dorton
1LT Timothy J. Williams

Greater Atlanta Chapter
SSG Schmacher A Blount
Joseph Brooks

Griffin Chapter
SPC Zachary T Abadie
SPC Tomas Acousta
CW2 Robert Adams
PFC Ilse Aguilar
SPC Faith F Akuma
SGT Bradley T Aldrich
CW3 Jonathan Aleshire
SPC Victor A Alexander
SPC Christian J Anderson
CW2 Andrew J Anderson
CW2 Braden Carl Andrews
SPC Edgyr Annilus
SPC Alexander Aperauch
PV2 Nathaniel Aponte
SPC Gregory Artsukevich
CW3 Brad Ash
SPC Kris Aspenson
SSG Kathryn D Asurmendi
SGT James Badgett
CW3 Bradley E Baerwaldt
SSG Michael A Baffa
SGT Kielyn S Bahadur
SSG DAVEY BAIK
SPC Stephan Baker
CW2 Joseph Eugene Baker
SPC Ethan C Baker
CW2 Craig A Bakies
SFC Christopher Ball
Adrian Barajas
SPC Deternte Barron
SGT Phillip James Barwick
CW3 Charles Basham
SPC Xavier Thomas Beach
SSG Ieshia Beaver
CPT Elizabeth M Bell
SGT Shayla J Bellamy
SSG Jacob A Belonga
CW2 Glen B Bemus
SGT Alyssa D Benford
CW2 Jacob Berner
SFC Joshua H Bernier
SPC Freddie A Berrios Ibarra
SGT Putu Berry
CW2 Donald B Bertsch
CPT Justin Beverly
SGT Perry Bishop
SPC Durango West Blackford
SGT Sidney Blake
SPC Daniel Boateng
1LT Matthew J Bochenek
SPC Victor Boswell
CW2 Jonathan Bourland
CW2 Benjamin B. Boyd
PV2 Christopher Boynton
SSG Bradford Brannon
CW2 Joseph Daniel Briggs
2LT Seth Brock
SPC Damion Brown
SSG Barrett Brown
PFC Jeremiah Russell Brown
SGT Kevin L Brown
1LT Joseph Brown
SGT Keisha Budgett
SPC Brandon Bund
PFC Jasmia Y Burks
CW3 Rollin C Burley
1LT Jacob P Burney
SSG Brent Burns
CW3 Adam P Busch
SPC Samuel D Byer
SPC Champ C Cain
CW3 Travis Gray Call
SGT Edison F Canizares
CW2 Stephen Cantrell
WO1 Anthony M Caravella
SPC Jonathan Cardecnegron
SSG Chad A Carmichael
CW3 William Carroll
CPT Nathaniel Carter
1LT Jacob Cavender
CW2 Michial J Cebe
SPC Nicholas Cecil
SPC Gilbert Cedillo
PFC Bryan Charles
SGT Michael L Charles
SSG Jason Christman
PFC Ethan Lee Clark
SPC Jordan Clark
SGT Nicholas Clark
SPC Zachary Allen Clark
PFC Victoria J. Clay
SPC Hunter F Clayton
CW4 Stephen A Clydesdale
SFC Jorge H. Cobo
CW2 Kirkland H Coffee
SPC Brandon M Coffman
CW2 Adam Cole
CW3 Brendan J Coleman
PFC Nikolas Gilbert Colon
SPC Jude A Connell-Williams
SGT Trever S Cooley
CW2 Kevin Stacy Coppins
CPT Eric Cornelius
SPC Nathan M Corpus
SGT Nicco Anthony Cousins
SPC Justin G Couvertier
1LT Alyssa N Crandall
SSG Ian Crockett
SPC David Cronce
1LT Aaron P Cruz
CPT Michael Cuddy
CW3 Daniel P Dahl
CW2 Zachary Damron
SPC Jonathan D Daniel
PVT Michael Levi Davis
SPC Derrick D Dean
PFC Nichole Defusco
PFC Rene Dejesusgarcia
PV2 Thomas Dellorso
SPC Cheylese Denhamlucero
SGT Sean S Devoy
SFC Michael Diehl
LTC Jacob Dlugosz
SGT Tatiana Y Dulmaine
SFC Alberto Duran
CW2 Timothy Martin Durant
CW2 Kelly J Edwards
CW2 Walter Nathan Eiman
SGT Jarrell Ennis
SGT Matthew V Erickson
SPC Tyler Eschete
SGT Maryann Espiritu
CSM Dwight N Evans
CPT Martin Evans
SPC Rashard Evans
CW2 Jeffery Ewell
SGT Gessem A Fadul
SGT Kyle L Fahrenholz
SPC Gus Falter
SPC Matthew D Farris
SGT Jason L Fenton
SFC Brendan Fergus
SPC Tiffani Ferro
CW2 Kyle Finley
SPC Trevor C Fitz
SSG Brandon Forrester
CW2 David Foust
PV2 Alyssa N Fox
CPT Bruce Fraser
1LT Lance C Freeberg
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for 2016 which awards $100 to the member who recruits the most new members in a given month
(minimum of 10 members to qualify).

AAAA congratulates the following Top Recruiter for **October 2016:**

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

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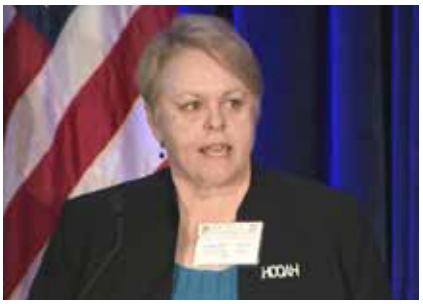
AAAA **Family Forum** By Judy Konitzer

Update on **Programs for Military Kids**

I enjoyed the opportunity to attend AUSA's Annual Meeting held on October 3-5 in Washington D.C. Not only was I able to network with many of the organizations that support our Soldiers and their families, but I also attended several of the Family Forums that were offered.



ASSOCIATION OF THE U.S. ARMY VIDEO CAPTURE

Cherri Verschraegen, Chief of Army Child and Youth Programs at Installation Management Command headquarters, addresses attendees at the AUSA Family Forum in Washington, DC on October 3, 2016.

One entitled "An Update on Military Kids: How Are They Doing? What Do They Need?" particularly captured my attention.

Being a military kid sometimes adds 6-9 moves before high school graduation, frequent deployments, encountering reintegration, and experiencing what other kids are dealing with these days is a part of their lives. Bullying, increased academic pressures, loss of childhood playtime, availability of alcohol and drugs, increased exposure to inappropriate content via the internet, and overuse of social media (kids tend to put their whole lives on this) all add up.

Findings from the RAND Deployment Life Study indicate the stressful impact that their wartime military life has had on them, but also points to their resilience. This type of survey gives credibility to establishing programs that will help kids not only survive, but thrive and excel in this environment, according to Cherri Verschraegen, Chief of Child, Youth & School Services (CYS) for Installation Management Command (IMCOM). "It has to be the basis for the programs we offer" and will help reduce the conflicts between the Army mission and parenting responsibilities.

Resilience

Resiliency involves skills that help in decision making, as well as planning and problem solving, and the Army Youth program is working to "identify, reinforce, and build on inherent strengths that can facilitate positive youth development."

Their training mentor, Dr. Kenneth Ginsburg's 7Cs of resilience provide a framework for their programs.

Competence: Having the ability or know-how to handle situations effectively, make responsible choices, and face difficult situations.

Confidence: Having a solid belief in one's own abilities, (because I am competent)!

Connection: A solid sense of security that comes from close ties to family, friends, school, and community that produces strong values and helps avoid destructive alternatives.

Character: A fundamental sense of right and wrong that can lead to making wise choices, and a desire to contribute to the world.

Contribution: When children realize that the world is a better place because they are in it, they understand the importance of personal contribution. They gain a sense of purpose that can motivate them.

Coping: Healthy alternatives and resources to deal with stress.

Control: When children realize that they can control the outcomes of their decisions and actions, then they're more likely to know how to bounce back.

CYS Programs

The CYS programs begin with the Child Development Center (CDC), where child care and preschool programs are based on social/emotional development, life skills, good nutrition habits, and healthy active play which are built into everyday routines. Availability as well as affordability for quality care for single and dual military parent households is critical here. For Active, Guard, and Reserve families who do not live near installations or where post centers are full, CYS is working with community-based programs who provide these goals and offer financial assistance if needed.

Building resiliency continues through school age programs, because coming home after school to an empty house is "not cool." Fitness initiatives, sports, cooking classes, homework assistance, science, technology, engineering, mathematics (STEM) projects, as well as fun is offered through CYS.

For families living off-post, Ms. Verschraegen relies on community-based partners to provide similar, as

well as affordable programs. Based on the success of the Master Resiliency Program, efforts are now being made to offer Resiliency Training for Youth with pilot programs offered at 18 different sites and the hope to offer it worldwide soon.

Army Fee Assistance (AFA) helps to find affordable childcare needs unique to the military. Through this program, families are eligible to receive monthly fee assistance to help offset the cost of childcare in their communities. Applications for AFA should be submitted to Child Care Aware of America® *www.usa.childcareaware.org/military-programs/military-families/army/*.

When DoD approved sites etc. are not available due to distance or waiting lists etc., waivers to find caregivers can sometimes be allowed on a case-by-case basis. Families requesting care in a DoD Child Development Center, school age program, or Family Child Care Development home should visit *militarychildcare.com*.

Full access to this AUSA Forum, as well as others offered, is available on-line at *www.ausa.org/military-families/family-readiness-annual-meeting-activities.*

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

Scholarship Foundation

Oh, the Wonderful Ways One Can Give

Continued from page 50

Annuity Giving Program: The rate of return that you receive is dependent on your date of birth and is locked in for life. Details of this program can be found on our website, *quad-a.org,* under "Scholarship."

Bequest Options: A major benefit of making a Charitable Bequest can not only enable you to contribute to AAAA SFI after you pass on, but also to save estate taxes by providing your estate with a charitable deduction for the value of the gift. Several options exist: you can gift a dollar amount; gift a percentage of your estate; gift a specific asset such as an insurance policy; gift the residual of your estate; or gift a retirement asset like an IRA or 401(k). Any of these gifts can be donated to any of the Funds (General, Families of the Fallen, Chapters, Perpetual), designated in your name, or in honor of a loved one.

Regardless of the method you use to contribute to the AAAA SFI, it will provide a dual benefit: one is private whereby you can feel good knowing your treasure is going to a worthwhile cause and the other is public where the recipients of these scholarships will greatly appreciate the financial assistance.

BG (Ret.) Thomas (Tom) J. Konitzer is a former AAAA National President and currently serves as the vice president of the AAAA Scholarship Foundation, Inc.

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AAAA **Legislative** Report

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

Lame Duck Session to Commence

At the time of this writing there are twelve days remaining until one of the most historic national elections in our history on November 8th. Notwithstanding the results, the lame duck 114th Congress will return to session on November 14th with the task of negotiating an additional continuing resolution (CR) which will be required prior to December 9th when the current CR expires. Most believe there will be a negotiated settlement that continues government operations through at least the end of January 2017 after the newly elected President and the 115th Congress are in position. Additionally, House Leader Paul Ryan (R-WI) and Senator Majority Leader Mitch McConnell (R-KY) both appear to be looking to begin budget negotiations and pass small batches of legislation known as "minibuses" rather than the sweeping Omnibus which was negotiated late in calendar year 2015 for the Fiscal Year 2016 budget.

Congress will have four weeks remaining in the session when they return and it will be very sporting to imagine that many of these budget packages will be negotiated prior to the end of the session. Of particular note concerning the 2017 National Defense Authorization Act, the $600-plus billion dollar bill should complete all of their committee caucusing during the lame duck session with all of the current ongoing military operations and needed modernization and readiness efforts across all of the services.

A remaining issue still lingering is the $18 billion overseas contingency operations (OCO) provision in the House version of the NDAA which would fund items in the base budget which some say artificially works around the mandated defense spending cap of sequestration. House and Senate staff members had worked to a consensus on a $9 billion increase in the base budget as long as the House kept the $18 billion OCO funding off the table and continued to fund overseas operations through the end of the fiscal year rather than ending in April 2017 as their version is currently written. Of course it is highly probable that President Obama will again veto either version of the final approved NDAA. It will become even more interesting. Since the budget was submitted, President Obama has decided to keep Afghanistan troop levels at 8,400 vice the 5,500 stated earlier in the year, as well as recently adding a supplementary 615 personnel in Iraq for the current offensive operations in Mosul. Additionally, Secretary of Defense Ashton Carter will present a request to the lame duck session for supplemental funding based on current operations. Of course the Obama administration will direct a corresponding increase in domestic programs in keeping with their established policy of military and domestic spending parity.

Guard Enlistment Bonuses

In a swirl of controversy the Pentagon halted its decision to try to collect almost 10,000 National Guard reenlistment bonuses that may have been illegally issued by recruiting officials throughout the country but largely in California. Most of the payments came at the high tide of U.S. deployments in Iraq and Afghanistan from 2006 to 2008. Although efforts have been ongoing to try to get a reprieve from the over $70 million in bonus payments that first came to light in 2014, a Los Angeles Times report from October 22nd featured the hardship many of the Guardsman faced in repaying bonuses and thus stirred an immediate controversy in the heat of the election season.

The scope of the investigation has been raised all the way to the Executive Branch level as President Obama has called for a review of all of the questionable bonuses which were granted over a decade ago. On October 28th, Secretary of Defense Ashton Carter, while traveling throughout many areas where U.S. Forces are currently engaged with supporting efforts against ISIS, issued a statement that said all repayment efforts would be temporarily suspended while a review takes place to satisfactorily examine all of the facts surrounding the bonus payments.

Secretary Carter has established a board that will set up a full complement of conditions to expedite the process for seeking relief by January 1st, 2017 and mandated that the process be codified by July 1st, 2017. The Pentagon does not intend to grant a blanket waiver for the bonuses at this time even though many members of Congress have urged them to do so.

VA to Hire Clinical Pharmacists

In an effort to curb delays in medical service to thousands of veterans, the Veterans Administration has emphasized the hiring of clinical pharmacists to help enable same day appointments and prescription of medication to enable Veteran health care across the board. These changes were implemented by the VA last year and granted them the ability to provide primary care at VA Hospitals. Clinical pharmacists received additional training as part of their education and are able to prescribe medical treatment, medication and physical therapy as part of their qualification. Many of the VA Hospitals to include El Paso, TX, Madison, WI and Kansas City, MO have increased the number of these medical health professionals as a result of the findings from the VA Inspector General in 2014. Since the report the VA has increased the number of clinical pharmacists by over 50% to 3,100 nationwide. The move to clinical pharmacists has cut wait times and streamlined what had become a crisis with Veterans waiting months for health care appointments.

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.

GE & ATEC Awarded Engine Preliminary Design Contracts

U.S. ARMY PHOTO BY SSG CHRISTOPHER FREEMAN, 82ND CAB PAO

GE Aviation Honeywell Pratt & Whitney

GE Aviation and Advanced Turbine Engine Company (ATEC), a Honeywell/Pratt & Whitney joint venture, were awarded contracts to deliver preliminary designs of a 3,000shp-class turboshaft engine to power a broad range of military rotorcraft. GE received a $102 million contract and ATEC a $154 million contract on 22 August from the Army Contracting Command at Redstone Arsenal, Alabama. The Army's Improved Turbine Engine Program (ITEP) plans to deliver an engine early in the next decade that will replace the T700 with a new design that delivers more power and consumes less fuel, yet fits into the same space reserved for engines in the Boeing AH-64 Apache and Lockheed Martin/Sikorsky UH-60. The ITEP engine will also be a candidate to power smaller versions of the high-speed Future Vertical Lift (FVL) family. Both companies will submit competing preliminary engine designs within two years, allowing the Army to down-select to a single bidder for launching full-scale development.

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

BAE Systems, Nashua, NH, was awarded a $249,401,819 modification to contract W58RGZ-13-D-0245 for the purchase of Common Missile Warning Systems and associated spare parts; and systems engineering, technical, and logistics support services; funding and work location will be determined with each order, with an estimated completion date of Sept. 30, 2018.

DRS Training and Control Systems, LLC, Fort Walton Beach, FL, was awarded a $9,757,139 firm-fixed-price contract to procure overhaul/upgrade of the AH-64 digital captive boresight harmonization kit for a minimum quantity of 25, maximum of 200; work locations and funding will be determined with each order, with an estimated completion date of August 29, 2021.

General Atomics Aeronautical Systems, Poway, CA was awarded a $310,000,000 cost-plus-incentive-fee contract for logistics support of MQ-1C Gray Eagle unmanned aircraft system sustainment operations; work will be performed in Poway with an estimated completion date of Oct. 23, 2017; and a $17,334,054 modification to contract W58RGZ-13-C-0110 for Software 4.3.4 and final operational test and evaluation maintenance build; work will be performed in Poway with an estimated completion date of Aug. 25, 2017.

General Electric Aviation, Lynn, MA, was awarded a $45,837,517 cost-plus-fixed-fee contract for a five-year indefinite delivery/indefinite-quantity requirement to provide support services for various General Electric T700 engines; work locations and funding will be determined with each order, with an estimated completion date of Sept. 24, 2021.

Kearfott Corp.,* Black Mountain, NC, was awarded a $7,709,471 firm-fixed-price contract for procuring overhaul and repair of the UH-60 servo, roll trim for a minimum quantity of 150 each and a maximum quantity of 1,140 each; work locations and funding will be determined with each order, with an estimated completion date of Aug. 15, 2021.

Sikorsky Aircraft Corporation, Stratford, CT, was awarded a $158,431,341 modification to contract W58RGZ-12-C-0008 to exercise an option for 14 UH-60 aircraft; work will be performed in Stratford with an estimated completion date of June 30, 2017.

Advertisers Index

AAAA **Awards**

Order of St. Michael Recipients

Gold
COL Robert D. Carter, Ret.

Silver
COL Adam R. Hinsdale
SGM Antoine Duchatelier, Jr.
COL Vernon C. Atkinson II
Patrick J. Sheahan
Jason L. Galindo
CW5 Douglas M. Englen
CW5 Sean C. Magonigal
William May
CW4 Robert A. Price, Ret.
CW4 David L. Van Conant, Ret.
COL Matthew R. Lewis
COL Mark A. Moser
Kresten L. Cook
SGM Matthew T. Shoemake
LTC Darryl L. Gerow
CW5 Matthew B. Reynolds
CW5 Kurt M. Gruner
COL James T. Kenyon, Jr.
CW4 Richard Crabtree
CW5 Robert Purdy

Bronze
LTC Michael J. Goudeau
CW5 Robert E. Gordon
MAJ Edward B. Sauter
CW3 John D. Martin
SFC Jason Daniel
MAJ David F. Roman
CW4 Darren Strock
CW4 Tracy D. Hogan
SFC Christopher R. Mackenzie
SFC Joshua Matlock
CW4 Kevin Marks
CPT Justin T. Archer
SFC Carlos Murray
SFC Andrew D. Chiu
SFC Dustin A. Campbell
Allen L. Aber
CW4 Michael H. Beaudoin
CW4 Jason Boren
SFC Jose Bonet
SFC Joseph T. Sharpe
MSG Andre D. Wren
CW4 Steven C. Maddux
MAJ Matthew S. Jackson
LTC Thomas E. Lasser, Ret.
CPT Clark V. Theodore
CW4 Robert P. Wilson
CW2 Kendrick D. Averette
CPT Colin M. Sattler
MAJ C. Holten
MAJ James Campbell
CW4 Robert Macy
CW4 David P. Thoresen
CW4 Charles M. Day
CW4 Eric W. Petricka
SFC William Sowers
SGM Gregory Clancy
LTC Hannon Didier
CW3 Eric M. Boyer
CW3 Dustin R. Ramsey

Knight Recipients

LTC Joseph R. Blanton
LTC Bill Venable
John S. Crowley
COL Gregg B. Monk
CW2 Felicia C. Smith
MG Kwang Hyun Chang
MSG Todd A. McKenzie, Ret.
Gunter Rossnagel-Steinstucken
CPT Rebecca Blood
RDML Dong-Seon Park

Our Lady of Loreto Recipients

Emily Leathead
Christie Hurst
Kelly Hill

Soldier of the Month

SGT Randall Ryan McMinn
September 2016
Ragin Cajun

In Memoriam

James A. Kagdis
CW4 Will Swank, Ret.

National Awards are Open...

Recognize Our Soldiers !

Awards To Be Presented at the Annual Army Aviation Mission Solutions Summit:

- Joseph P. Cribbins Department of the Army Civilian of the Year
- James H. McClellan Aviation Safety
- 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 Senior Chapter of the Year
- Top Master Chapter of the Year
- Top Super Chapter of the Year
- ASE Award
- Avionics Award
- Donald F. Luce Depot Maintenance Artisan Award

Remember to Send in Your Nominations Today!

People On The Move

Aviation General Officer Promotions/ Assignments

The chief of staff, Army, announced the following aviation general officer assignments on 28 Oct:

U.S. ARMY PHOTO

BG (Promotable) **Robert L. Marion**, program executive officer, aviation, Redstone Arsenal, AL, to deputy for acquisition and systems management, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology), Washington, DC.

U.S. ARMY PHOTO

BG Paul Bontrager, deputy commanding general, 10th Mountain Division (Light), Fort Drum, NY, to deputy director for operations, U.S. Central Command, MacDill Air Force Base, FL.

U.S. ARMY PHOTO

COL (Promotable) **Anthony W. Potts** to deputy commander, U.S. Army Research, Development and Engineering Command; and senior commander, Natick Soldier Systems Center, Natick, MA.

Changes of Command/Responsibility

244th CAB Change of Responsibility

U.S. ARMY PHOTO BY: JONATHAN PETKAU

CSM Rogelio A. James Jr. accepts a sword from COL William James Clark, commander of the 244th Expeditionary Combat Aviation Brigade (ECAB), symbolic of his assuming the responsibilities of the 244th ECAB's command sergeant major position. The event took place at the 2-228th Theater Aviation Battalion hangar at Joint Base McGuire-Dix-Lakehurst, New Jersey on October 16th. James took over from CSM Robert N. McGee, who served as the 244th's command sergeant major since October 2015.

WIARNG Crew Supports EAA

Soldiers assigned to 1st Bn., 147th Avn. Regt., Madison, Wisconsin, flew a UH-60M up to Oshkosh to support a historical open air interview of CW4 (Ret.) Mike Durant with Mr. David Hartman, former host of Good Morning America at the 2016 Experimental Aircraft Association (EAA) AirVenture Oshkosh, July 29, 2016. Pictured from left to right: **CW2 Craig Hatfield** and daughter **Charlee, SGT Matt McCutchin, CW2 Jesse Green**, and **SPC Max Cooper.**

People On The Move

Promotions

FY 2016 Active Component Chief Warrant Officer Promotion Selection Board Results

The FY16 active component chief warrant officer promotion selection board results were announced on October 12, 2016.

Congratulations to the following 597 Aviation warrant officers on their selection to the rank indicated.

To CW5 (48)

Seq #
2 Anderson Joel Euge *
3 Bentley Brian Kevi
14 Boehm Steven E
33 Brissette Steven G
15 Byus Edward Daniel *
22 Cottrill Chris And *
32 Deboer Douglas All +
24 Dulfer Paul Alexan
38 Dupree Devin Chris *
42 Edwards Brian Mich
43 Fields David Aaron
1 Fisher Andy Glen
41 Forbes Scott Howar +
44 French William Gre *
13 Friel Ronald Jason
47 Frobenius John Chr
30 Goode Joseph Allen
18 Goodwin William El
26 Grajales Fernando *
10 Gray Bret Christop
6 Gutierrez Pedro Jr
4 Hill Joshua Steven
29 Huitron Steven Kin
12 Hummingbird Brandon *
16 Juul Chuck Christi
5 Kimm Jeffrey Timot
49 Knieriemen Eric Le *
*50 Lynn Daniel George
36 Madden Matthew Ear
11 Martin Virgil Gene *
25 McDaniel Michael J
46 McGlone Brian Matt +
9 McKinney Michael T *
23 Nelsonbradley Jam
27 Nowlin Thomas Edwa *
37 Palumbo Elvia Feli
35 Pletcher Benjamin
34 Privette David Sco *
48 Rich Devin Edward *
17 Rose Stephanie Raq
20 Sims Forrest Payne
21 Slider Robert Scot +
*51 Slifko Timothy Mic *
7 Snyder Bryan Scott
8 Stewart Nathan Jon
45 Trenary Martin Cha *
40 Watson Jason Chris
39 Ziegler Wade Chris *

To CW5 AvnTech (4)

Seq #
15 Joy Earl Kenneth I
21 Muhlbaier Jonathan
32 Sanchez Walter Ear
48 Volpe Frank George

To CW4 (138)

Seq #
88 Adams Aaron Eric
47 Anderson Tavis Dev
9 Argumaniz Charles
36 Arney Reuben Andre
91 Ash Brad Brian *
85 Atterberry Earl Eu
18 Baise Jesse D
44 Ballew Joshua Kyle
130 Barrett Heath Ryan
19 Bellotte Michael C *
74 Bergmark Nels Thom
21 Black Brian Alexan
140 Bollom Kevin Wayne
82 Braman Patrick Dav *
124 Bray Dustin Steven *
16 Brink Jack Richard
119 Brisco James Lloyd
54 Bryan Shawn Dylan
96 Bundrick Brady Gab
24 Burke Jason Lee
100 Caballero Adan Flo
8 Caetano Richard Ja
63 Call Jason Christo
49 Campbell Kerrymic
48 Carson Christopher
135 Chain Eric Jason
81 Chamberlin Mark St
75 Collard Francois P
98 Crow Justin Neil
120 Dennis Stephen Ala
12 Dickerson Christop
108 Doyal Layron Faine
30 Dykes Landon Juliu
97 Eastman Charles Wi
105 Ecker Gregory Matt
60 English Marcus Dwa
46 Ervin Ryan Lee
89 Failes Lamarius Ja
87 Fara Steven David
94 Fay Joseph Bernard
134 Fitzpatrick James
27 Galloni Anthony Ed *
17 Gardner Andrew Llo
31 Gressard John P *
58 Griffel Brandon Ty *
41 Griger John Michae
111 Hall Clark Amando
138 Hankemeier Adam Da
68 Hansen Daniel Stev
90 Harris Jason Melvi
131 Hayes Maurice Lura
71 Herrera Terrill Wi
139 Hoflund Christophe *
2 Howell Micah James
107 Hren Eric M
13 Inbody Ryan Albert
38 Jacoby Nicholas Do
20 Jacquot Abraham
40 Jay Mark Ellis *
112 Johnson Christophe
80 Johnson Thomas Bor
5 Johnston Shawn Pat
4 Jones Shawn Carl
35 Kelly Patrick Cona +
93 Kohrs Chad Edward *
59 Langa Alejandro Ma
113 Lanious Aaron John
132 Lanter Jeffery Sco
64 Laurence Gregory A
70 Leach Mark Anthony *
1 Leggett Brandon Le
127 Leibach Blake Josh *
117 Letterman Louis Ma *
53 Lewis David Stacy
62 Lindgren Justin Sc
84 Lopez Robert Les
52 Maust Marty Ray
102 McClain William Jo
3 McCurry Joshua Sha
129 McDowell Zachary L
77 McHugh Donald Fran
136 Middleton Brent La
51 Miller Joshua Rand
99 Mix Justin Mathew
34 Moore Bradley Euge
23 Moseley Joseph
76 Muecke Christopher
11 Muehlendorf Michae
67 Murray Patrick Jer
78 Narhi Monica K
125 Nazarenko Jason Pa
43 Nix John Paul *
110 O'Mara Sean Patrick
45 Pae Sang Pom
55 Palm Bradley Evan *
22 Pardue Brian Lane
79 Pariona Kenneth Ge
118 Parreco Michael Eu
86 Petersen Scott Wil *
137 Petty James Thomas
104 Phillips Kristophe
126 Pike Jason Lee
50 Popp Justin Adam
14 Pritchard Robert G
61 Rakes Clifford All
114 Ramos Kelvi *
33 Rankin Zachary Log
32 Reed Andre Norvell
6 Reichbaum Lee Dono *
7 Rodriguez Trinidad *
65 Ronald Christopher *
42 Rood Matthew Paul
116 Ryan Christopher A *
95 Sadeghian Justin A
128 Sandler Ronald Ste
72 Schreurs Keith Rod
106 Seibert Gregory Ro
133 Serranogonzalez Mi *
37 Shafer Scott Brian *
92 Shaw Anthony Sherm
83 Simpson Mark Earl
123 Snow Joshua Elliot
39 Snyder Dennis Char
115 Sorenson Andrew Ja
101 Sorgenfrei Mark Sc
25 Spielman David Ric *
57 Sprabary Sidney Ed
121 Steck Carson Scott
26 Sternberg Daniel N
10 Tatum Tobie Lloyd
29 Ternstrom Jon Eric
103 Trail Kenneth Bria
73 Walker Michael Edw
109 Ward Scott Jay
15 Weinrich Matthew N
28 Williams Jason Mat
122 Wolff Jason Scott
66 Zimprich Christoph

To CW4 Avn Tech (37)

Seq #
119 Baxter Travis Jame
30 Bolden Eric John
286 Curnutte Michael J *
296 Cyrus Chivon Marie
541 Felton Glenn Allen
26 Ferguson Michael S
74 French Robert Euge
514 Gochenauer Kurt Al
287 Hall Clinton Jay
512 Hennessy Sean Patr *
343 Holland Derrick Ma *
458 Iglesias Luis Ramo *
158 Illman Raymond Joh
372 Keown Jeffrey Shaw
31 Kim Chong Il
71 Kitselman Khristia *
53 Kuschel David John
200 Langdon Joshua Ger
373 Liljenquist Michae
22 Lopez Carlos Rafae
161 Maez Benjamin Evar
551 Maldonado Jose L *
250 Meyers Joseph Glen
389 Morton Adam Donald
121 Parker Thomas Haro *
79 Pope Joseph H Jr
463 Rickert Adam W *
336 Runckel Jason Just
73 Schuld Matthew Mar
35 Schuler Ryan Patri
462 Silano Yossarian
307 Simpkins Darrel
461 Vanloan Paul Alan
323 Westbrook Temeko
231 Williams Catherine
69 Williams Giles Bar
29 Yearwood Grenville *

To CW3 (315)

Seq #
133 Abbott Keith Willi
253 Adams Robert Stanl *
11 Addison Herbert De
155 Alexander Jason Wa
31 Alicie Nathan Eldr
111 Anderson Benjamin *
197 Anderson Christoph
44 Anderson Nicholas
188 Atkins Jon Christo *
71 Baker Andrea Olivi
293 Baker Conrad Lewis
104 Barrett Caleb Eban
307 Bautzmann Hermann
270 Bear Jeffery Jay
273 Bender Allen Ardel
73 Bernard Cyrus Jose
5 Berry Duke Blu
12 Beuckman Bruce Rob *
113 Bilafer George Mar
251 Bischof Cory Miche
99 Black Donald Micha
184 Black Pieter Neil
199 Blaustein Jacob Sa
232 Blumberg Kristin S
174 Bostic Jason Owen *
98 Boswell Joshua Ada
67 Bourland Jonathan *
154 Boyd Matt Jr
121 Boyles Whitney Sco
301 Brandenburg Nicola
46 Brenay Jesse Carlo
131 Brooks Jaren Walte
194 Brown Alexander Cr
296 Brown Eric Alexand
172 Brown Joshua Allen
213 Brum Patrick Sean
63 Buckles David Scot
231 Buford Troy Anthon
277 Burklow Nathaniel
112 Butcher Benjamin J
35 Cahill Todd Wilner *
289 Cain Ryan Edward
27 Calise Jonathan Ni
234 Campbell Craig Jam
7 Campbell Edward J
147 Caspersen Kyle Rod
13 Caveness Michael W
80 Charron Jennifer C
312 Chelf Scott Simeon
256 Chu Yon Chol
157 Ciszczon Joshua Da
304 Clagg Michael Duan
219 Clark Christopher
302 Cloninger Orin Lee
183 Coleman Pamela Joy *
138 Copenhaver Nichola
241 Coreil John Michae
160 Cormack Patrick Gr
226 Courneya Jonas Geo
218 Coussens Christoph
10 Cox Nicholas Lance
156 Crowley Matthew Jo
170 Cumens Brandon Mic
237 Cunningham Ryan La
41 Curtis Brian James
255 Daigle Dennis Warr *
258 Damico James Antho
53 Dastrup Justis Max
252 Davis Wesley Louis *
129 Deczynski James Mi
280 Delong Nathan Jere
21 Denoncour Jacob Ro
97 Desserich Gary Ala
214 Dibble Seth Earle
77 Dodson Trent Marti
266 Dower Matthew Juds
114 Drouin Ryan Joseph *
40 Dubois Matthew Rob
238 Echeverria Eric Ja *
271 Edens Ryan Alan
58 Edkin Tyson August
61 Edwards Kenneth Da
70 Egbert Nicholas Mi

Continued on next page

People On The Move

FY 2016 Active Component Chief Warrant Officer Promotion Selection Board Results *Continued*

90 Ellison Jacob Jame
108 Erb Peter Bradford
52 Ewers Anthony Fran
233 Ewers Sarah Elizab
239 Ewers Thomas Steph
180 Farrell Thomas Bra
185 Favre Joelcliffor
92 Fell Peter Carpent
42 Feltner Bert IV
148 Franklin Demetrius
204 Freeman Brady Mich
306 Fritz Jakob Traugo
65 Gannon Robert Sean
243 Garcia Jose Carlos
169 Garner Brandon Ste *
250 Gasser Christopher
299 Gaunt Christopher
285 Gelhaus Aaron Todd
287 Georgia Zachary Ke *
146 Gilmour Brian D
137 Goldsberry Matthew *
263 Gorski Steven Mich
118 Gregory Brent Winf
167 Haberkorn Louis Ge
163 Hammond Jeremy Jay
274 Hanna Steven James
25 Harrigan Daniel Jo
101 Harris Joshua Mark
305 Harris Patrick Lew
297 Hart Joshua Carrol
286 Haury Garrett Robe
82 Hawbaker Ryan Wade
127 Haynes Corey Alan *
105 Hazlett Andrew Aus
132 Heckathorn Greg Ro
72 Heise Dustin Le
212 Henderson Thomas K
18 Hernandez Elias Ma
257 Hibbs Eric Benjami
38 Hickman Benjamin K
56 Hightower Colin Pa *
162 Hill Stephen Kenne
19 Hodge Kurtis Marsh
282 Holcombe Brian Kei
309 Holland Michael An
143 Holz Ryan Marc
283 Houston Jimmy Edwa
288 Houston Shaylen R
60 Huber Michael Wayn
64 Hughes Justin Robe
187 Hutton Ira Joseph
36 Iniguez Philip Ant
62 Ives Hunter Edwin *
100 Jackson Benjamin C
203 James Luke
20 James Michael Wade
139 Jensen Jeffrey Sco
14 Jervis Jonathon Ga
57 Johnson Brent Mart
190 Johnson Christophe
125 Johnson Henry Iii
248 Johnson Mark Phili
1 Jones Tyler Allen
240 Jordan Mark Presto
268 Joslin Cory Dougla
275 Kay Steven James
315 Keen Scott Alan *
2 Kelley Clayton Emm
209 Kellum Aaron Josep
24 Kinchen Travis Gar
37 King Reginald Bazi
43 King Robert Lester
215 Kliewer Jason Scot
69 Koenne Chad Edward
3 Krahmer Brandon Pa
153 Kravulski Matthew
247 Lancaster Gregory
201 Landowski Krzyszto
51 Larmay Steven Jame
95 Laser Paul Stenqui
9 Lau Andrew Joseph *
206 Laven Daniel James
310 Leach David M
135 Leason Jereme Jame
236 Lee Christopher Mi
173 Leggat Douglas Jor
50 Lesondak Reuben Jo
202 Lester Scott Mitch
291 Lewis Richard Edga
116 Lietz Adam Christo
123 Lindgren Bradley D
290 Livingston Kyle Ra
216 Lockwood Rian Alex
136 Long Paige Steven
246 Magill Shawn Ryan
221 Maquet Michael Sco
171 Marsh Jared Wayne
228 Martin Jeremy Aaro
300 McClain Davion Dan
179 McCormick Brian Ch
198 McFarland Aaron Mi
229 McGinley Jacob Ran
208 McIlwain John Char
85 McKay Sean Hugh
96 McLaughlin Benny B
47 McNutt William Cha
196 McSwain Joshua Ray *
17 Medeiros Marc Edwa
164 Metzler Brian Lawr
145 Meyers Paul Lee
308 Miller David Jonat
182 Miranda Miguel Teo
224 Montalto Michael B
68 Montgomery Charles *
126 Montoy Guillermo
140 Moore Trailson Nel
181 Morris Jared Patri
15 Mouton Brooks Land
74 Muffoletto Fernand
33 Mullett Steven Ale *
260 Mundo Lance Alika *
175 Munger Daniel Lee
83 Myers Charles Anth
159 Myers Paul Michael *
88 Nakamura Marcus Ta
124 Nettleingham Micha *
122 Niekamp Steven Ree *
152 Niu Dustin Peauafi
117 Nordberg Thomas Cr
110 Noxon Gabriel Alle
39 O'Connor Kevin Mich
91 Orr Richard Lee
311 Pakizer Phillip Fr
314 Parker Joshua Davi
261 Parker Scott Wesle
150 Parks Nathan Paul *
178 Parry David Anthon
189 Patterson Cameron
78 Patterson Douglas
26 Perez Corey Hector
151 Peterson Daniel Je
211 Peterson Randall D
115 Petik Dustin Matth
22 Pfluger Mark Allen
144 Pinnegar Devon And
49 Pittman Patrick Wi
195 Rabe Daniel Scott
165 Reborchick Joshua
134 Redfield Roland Pe
142 Redley Andrew Scot
87 Reed Jon Allen
267 Reibly Anthony Eug
186 Reid Ian David
259 Renner Robert Phil
292 Reuter Josiah Jame
276 Rhein Scott Anthon
313 Rich Andrew Scott
141 Rimmer Stephen Bro
222 Rivas Sebastian *
16 Roberts Eric Craig
192 Roberts Rawle Marv
262 Robertson Charles
34 Rojas Stephen Anto
278 Rooks Ryan Charles
205 Roundtree Kourtney
230 Rowden Allison Whi
227 Russell Jeremiah W
149 Ruud Jonathan Doug
30 Sandefur Stephen A
220 Sargent Jason Jame
223 Schaefer Charles A *
303 Scharff Christophe
217 Schaures Travis Wa
281 Scheid John Samuel
245 Schnaible Dustin H
298 Schneiderveale Luc
45 Schuster Erik Char
158 Scott Joshua Quint
269 Seaman Carl Richar
130 Shallow Kristopher
200 Siegfried Levi Zeu
242 Sims John Andrew
161 Slusher Chad Camer
128 Smith Brody Wayne
54 Smith David James
29 Smith Matthew Jere
59 Smith Thomas Danie
32 Solervictor Anton
119 Spence Matthew Dav
89 Spencer Charles Ed *
191 Stalvey Adam Keith
48 Stewart David Paul
294 Strojny David Will
8 Suarezalicea Jorge
168 Sutherland Dominic
81 Tait Jesse Lynn
93 Tanski Laura Alice
295 Tatro Dominic Fran
265 Temple Chad Michae
254 Tetreault Joseph P *
75 Thomas Kyron Rasho
103 Tice Bryan Michael
225 Tippie Charles Dwa
55 Tumblin Shawn Mich
94 Turner Aaron Lee
6 Turner Randall Way
23 Tyler Jared Alexan
284 Tynes Jared Daniel *
28 Vincent Jared Harv
264 Wade Thomas Freder
235 Wagley Kyle Edward
249 Walters Isaiah Nol
177 Wannelius Maximill
79 Ward Lawrence Wend *
109 Webb Christopher A
272 Weipert James Thom *
193 Wekkin Joseph Robe
210 Weston Joshua Davi
279 White Robert Madis
102 Whitten Andrew Lor
166 Williams Eric John
4 Williams Joe Kirk
207 Williams Travis Le
86 Wilson Case Mcfarl
106 Woerheide Jon Thom
176 Woodward David Rob *
107 Wright Steven Ches
120 Young Bradley Chri
244 Young Clint Brando
66 Young Robert James
76 Zary Kevin Patrick
84 Ziarkowski Jonatha

To CW3, Avn Tech (55)

Seq #
456 Aguirre Randy
700 Alexander Joe Arth
726 Atkinson Torrance
498 Aus Trever Michael
454 Averettkindrick D
543 Ball Steven Lucas
705 Barnard Nathaniel
493 Barrier Charles Al
100 Blodgett Jason Owe
485 Brisco Xavier Euge
126 Caicedomarmolejo J
54 Caputo Francis Ray
586 Carr Elvin Ralanso
534 Chadwick David Dan
110 Creighton Corey Ha
302 Crowell Reginald D
443 Culp Judson Doyle
57 Dejesusbenitez Jos
390 Dodson Jonathan Wa
3 Flores Jason Kiyos *
442 Garcia Abraham
334 Gonzalez Rudolfo V
658 Green Seth Otley
595 Hatfield Robert Al
512 Hewitt Brandon Jam
10 Kemp John David
620 Kramer Kevin Chris
140 Lee Joshua
20 Marquis Benjamin A
642 McCauley Timothy B
614 McCleave Tom Jr
37 Mitchell Joseph Al
699 Morton Brian Edwar
698 Niederriter Kevin
508 Nobles William Dou
8 O'Farrell Paul Jame *
616 Oliphant Daniel Ra
490 Opperman Jason Dea *
704 Owen Robert S
279 Parrarios Jorge Re
587 Passie Roger Harol *
73 Peterson James Lee
112 Rinehart Wesley Br
739 Ruizdevane Lorena
15 Saikemal Chestlee *
142 Salmon Matthew Kyl
458 Sanchez Domingo An
330 Shontofski Daniel
2 Siech John Thomas
4 Stange Timothy Jus
11 Sutton Brandon Jam
590 Vickers Ty Stuart
592 Walthall Robert Ja
591 Washburn Diane Eli
629 Wessel Sarah Eliza

Below the zone selection
* = AAAA Member
\+ = Life Member

UPCOMING EVENTS

DECEMBER 2016

29 Nov-1 Dec – Association of Old Crows, Annual Intnl Symposium & Convention, Washington, DC

JANUARY 2017

12 Jan – AUSA Army Aviation Hot Topics Prof. Dev. Forum, Arlington, VA
20-21 Jan – AAAA National Awards Committee Selection Meeting, Arlington, VA
31 Jan-2 Feb – Aviation Senior Leaders Conference, Fort Rucker, AL

People On The Move

Flight School Graduates

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

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) Aviation Basic Officer Leadership Course (ABOLC) and Aviation Warrant Officer Basic Course (AWOBC) at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

39 Officers, Sep 29

ABOLC 16-24
LT Kelsey Evans **– DG**
LT Christopher Kealty * **– HG**
LT Corbin McKeon **– HG**
LT Claire Horn **– HG**
LT Nathan Ackerson
LT Clayton Broom
LT Collin DAntonio
LT John Egan *
LT Matthew Hall
LT Mitchell McKearn *
LT Michael Nelson
LT Peter Noreen *
LT Jimmy Owenby
LT Andrew Pfeiffer
LT James Scroggin
LT Cody Spiker
LT Tyler Strohecker
LT Romano Wilson *

AWOBC 16-24
WO1 Sheldon Cannon **– DG**
WO1 Joseph Geib * **– HG**
WO1 Eric Hommel **– HG**
WO1 William Niemann **– HG**
WO1 Timothy Sears * **– HG**
WO1 Nicholas Bentley
CW2 Corey Billizone
WO1 Carole Dawson
WO1 Kevin Feely
WO1 Jose Hernandez
WO1 Zachary Hook
WO1 Jeremy Jones
WO1 Jacob Kohlman
WO1 Justin Lister
WO1 Christopher Lockhart
WO1 Jessica McCormick
WO1 Christopher Nolan
WO1 Ryan Rennecker
WO1 Bryan Spradlin *
WO1 Joseph VanDyne
WO1 Bruce Wise

25 Officers, October 13

ABOLC 16-25
LT Tyler Knabb * **– DG**
LT Timothy Boharsik **– HG**
LT Martin Bateman
LT Victoria Bonelli
CPT Alexander Eadie
LT Timothy Mathisen
LT Nicholas Palka
LT Ricardo Reyes
LT Richard Suarez
LT Brian White

AWOBC 16-25
WO1 Tad Hill **– DG**
WO1 Ian Mally **– HG**
WO1 Timothy Thorpe +**–HG**
WO1 Edgar Baeza
WO1 Matthew Chovan
CW2 Christopher Deffenbaugh
CW2 Stephen Goodman
WO1 Robert Jeffery
WO1 Jason Kim *
WO1 David Ogden
WO1 Jessica Prostack *
WO1 Dietrich Riniker
WO1 Andrew Thomas
WO1 Ryan Tyler
WO1 Helen Washburn

DG = Distinguished Graduate
HG = Honor Graduate
* = AAAA Member
+ = Life Member

IERW Class 16-24

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People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

AAAA congratulates the following Army graduates of the indicated Advanced Individual Training (AIT) courses at the 128th Aviation Brigade, Joint Base Langley-Eustis, VA and the U.S. Army Aviation Center of Excellence, Ft. Rucker, AL in August, 2016.

AH-64 Attack Helicopter Repairer (15R)

Class 028-16
SPC Rajesh Lamichhane**– DG**
PFC Nicholas Tricanico**– HG**
PV2 Quinten Taylor Boyd
PVT John Conde Combs
PV2 Gabrielle A.Danforth
PFC Marissa A. Hahn
PV2 Juan Daniel Herrera
PV2 Dina Marie Kellum
PFC Juan C. Ortiz Sierra
PFC Jason Alan Williamson

UH-60 Helicopter Repairer (15T)

Class 049-16
SPC Nabin Shrestha **– DG**
PV2 Bryce H. Spaulding **– HG**
PV2 Christopher Dale Paul
PFC Prabal Poudel
PV2 Brian P. Ruddy
PV2 Alfredo Sandoval
SPC Ryan Patrick Thornton

Class 050-16
PFC Shane W. Barrows**– DG**
SPC Abhijeet Cholkar **– HG**
PVT Jesse R. Lambert **– HG**
SPC Rakan A. M. Al Mutairi
MSG Moataz N. H. A. Slayem
SPC Xavier M. Bennett
PV2 Zackary M. Decker
PV2 Sawyer Ashley Dickey
PV2 David R. Hernandez Jr.
2LT Hossam Al H.Mazari
PV2 Corey James Mines
PV2 Paijon Calheem Murray

Class 051-16
PV2 Kyle M. Roberson **– DG**
PFC Chris L. Mckenzie **– HG**
PV2 Jared Stephen Lynch
PV2 Jethro Badillo Pestano
SPC Benjamin Ryan Scott
PV2 Ryan Anthony Smith
SPC Kevin Michael Taylor
PFC Bertram E. Vassell II
SGT Steven Eric Wilk

Class 052-16
PV2 Tristan S.Mummel **– DG**
CPT Hasan Suleiman Mugheer Al Ayesh
CPL Awadh Muqbil A. Harbi
WO1 Abedalrazzaq Al Jammal
PFC Stephanie L.Dampney
SPC Brody Mark Gregory
PFC Bryan Davidkloote

Class 053-16
SPC Jacob A. Lamkins **– DG**
PV2 Mark A. P. Quint **– HG**
PV2 Timothy A. Barthelemy
PV2 Garrett Riley Lassiter
PFC Robert Terry Lentini
SPC Kenneth John Morales
PV2 Michael Joseph Pierucci
PV2 Adam C. Lee Rogers
PV2 Kirk Patrick Royston
Pv1 Damon Ty Schiele

Class 054-16
PFC Calvin Blake Geer **– DG**
PFC Rangi Alan Fenton **– HG**
PVT Kiana J.Alcantara
SPC Andres Felipe Avella
SPC Colton Dewey Bird
PFC Emmanuel N. Bynum
PV2 Tyler M. N. Carney
SGT Caleb Bryant Huff
PFC Jack Laing-Taylor
SSG Wael Nasser A. Olwani

Class 055-16
PFC Branden Vanderbur**– HG**
PV2 Christopher A.Meyer
PFC Athena Susana Tafur
PV2 Cyrus J. Thomson
SSGT Levi William Tressel
SSGT Nathan Weiss
PV2 Marshall Cody Winn

Class 056-16
PV2 Keith J. Kalinowski **– DG**
PV2 Eli Talon Farmer **– HG**
PV2 Aspen Tyler Beach
PV2 Noah Lee Blair
PFC Craig K. Browning II
SPC Muhamadou B. Ceesay
SPC Fredie C. Cohen II
PV2 Johnny J. Cottoalmedina
PV2 Cody Nicholas Davis
PFC Justin William Dorseh
SPC Terry Don Ryals Jr.

CH-47 Medium Helicopter Repairer (15U)

Class 020-16
PV2 Victor Argote
PFC Nicholas M.Andersen
SGT Michael Andrew Arnett
PFC Gavin Scott Cadieux
PV2 Deandre M. Coleman
PV2 Michael James Delaney
PV2 Taylor Ann Entze
SPC Lucas Freeman Forrest
SGT James Earl Gravley
PV2 Derrick Craig Morris Jr
SPC Kristen D Rector
SPC Ryan M. Thompson

Class 021-16
PV2 Kenneth C. Sato **– DG**
PV2 Ryan J. Perkins **– HG**
PV2 Victor Argote
PV2 Luke Hughes Holmes
PFC Kyungtae Park
SPC Jamar T. Penn
PV2 Joseph Kevin Peterson
PV2 Charles Tyler Solomon
PV2 Lawton Alistair Warr

Class 022-16
SPC Raphael Opida Jr.**– DG**
PV2 Brian E. Robinson**– HG**
SPC Jason Warren Allen
PV2 Kevin Israel Burgos
PV2 Zachary Leon Duncan
PVT Anthony Laiz
PV2 Nathan Taylor Legg
PV2 Terrance D. Nicolellis
PV2 Alberto Pedraza Jr.
PV2 Steven M. Perrin
PV2 Zachary D. E. Phillips
PV2 Jared Dalton Stewart

Class 023-16
SPC David M. Hopkins **– DG**
PV2 Reynaldo A. Lopez**– HG**
PV2 Owen Thime Atkisson
PFC Cecil Alex Boykin
PV2 Alexander Jay Castillo
PV2 Nicholas Drake Couch
PV2 Ryan Daniel Mcginnis
PV2 Seth Gregory Paio, Jr.
PV2 Dominic Joseph Wilson
PV2 Clayton Michael Wolf

Class 024-16
PVT Enoka J. K. Lee **– DG**
PFC Andrea L. Ehinger **– HG**
PV2 Matthew J. Dorfman
PFC Derek Andrew Johnson
PV2 Gabriel Krautz
PV2 Troy C. Manthei
PVT Vic Matthew Pasaylo
PV2 James Carl Somerlot

Aircraft Powerplant Repairer (15B)

Class 010-16
PVT Kenneth L. Maddox**– DG**
PFC Robert E. Brewer
PV2 Fernando R. Fernandez

Aircraft Powertrain Repairer (15D)

Class 008-16
PVT Benjamin M. Cooper**– DG**
PFC Oceana Chamberlin
PVT Raylyn T. Hunter
PV2 Joseph V. Lagesse
SGT Ryan D. Sieverding
SPC Dennis J. Swanson

Aircraft Electrician (15F)

Class 507-16
PFC Adolfo Calderon Jr.**–DG**
PFC Carl J. Federcraney
PV2 Jared V. Helms
SPC Joshua A. Hernandez
PVT Isaiah C. Peterson
SPC Indra Poudel

Aircraft Structural Repairer (15G)

Class 010-16
PV2 Sean A. Dransfield
SPC Carl J. Eberly
SPC Ramir J. Garrick
VT Genevieve P. Godgow
SPC Chanyoung Jung
PV2 Joshua S. Tuck
PFC Jacob T. Ward
PV2 Thomas J. Ziegler

Class 011-16
SPC Jonathan Lecount **– DG**
PVT Zachary Colton
PFC Russell W. Costa
SPC Autumn M. Crooks *
PFC Jason K. Santos
PVT Matthew J. Seibel
PVT Marcos I. Villa

Aircraft Pneudraulics Repairer (15H)

Class 09-16
PFC Mackenzie Korbus **– DG**
SPC Anthony L. Eckman
PVT Alan E. Jordan
PV2 Patrick C. Kidson
SPC Corey B. Overall

Avionics Mechanic (15N)

Class 506-16
PFC John B. Endris **– DG**
PV2 Isaac T. Baker **– HG**
PV2 Kleinn B. Chavez
SGT Norman A. Gaubert III
SPC Somer K. Struhar
PVT Taylor E. Ward

Class 507-16
PV2 Layton P. Smith **– DG**
PFC Charles R. Tarbox **– HG**
SPC Andrew R. Griffin
PVT Joshua P. Lahamouth
SPC Nicholas J. Loder
PVT Ethan T. Phillips
PFC Ray R. Rabena Jr.

Aviation Operations Specialist (15P)

Class 16-030
SPCBroadyCasona **– DHG**
SPCSmith Travis
PV2 Hibbs Brian
PV2 Cofer Octavius
PFC Sanchez Elizabeth
PV2 Ward Tyler
PFC AbukalamAkram
PFCDunlap Tiffany
PV2Bennett Isaiah
PVTCanning Anthony
PV2Berg Mitchell
PVTReed Terry
PVTLee Quintavias
PFCCummings Andre
PFCDarko Eric

Class 16-031
PV2 Wood Slaton **– DHG**
PFC De La Torre Jorge **– HG**
PVT Weir James
PVT BrumaginDakota
PV2 Magana Diego
PV2 Ott Gage
PVT Jackson Rachel
PFC Penalber Jessica
PVT Jefferson Malyk
PV2 Anaruk Lucille
PVT Barragan Mario

Air Traffic Control Operators (15Q)

Class 16-022
SPC Brunson Asher **– DHG**
PVTRiveraperezAlexi
PFC Tipler Cole
PVT Taylor Regan
PFC Merritt Emily
PV2 Paul Tanaya
PVT Fountain Trevor
PV2 Renfro Isaiah

Class 16-023
PVTSuperneauXavier
PV2 Cordray Ernesto
PVT Ray Ricky
PVT Stratton Cody
PVT Petite Lakayla
PVT Ortiz Michelle
SPC Fuller Nicolas

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

TUAS OPERATIONS TECHNICIAN

AAAA congratulates the following Army graduates of the Tactical Unmanned Aircraft Systems Operations Technician Course, MOS 150U, at Fort Huachuca, AZ.

12 Graduates, September 1
CW3 Mark A. Leach *
CW3 Daniel L. Waldroup
CW2 Evelyn C. Ervin
CW2 Richard M. Lalane
CW2 Derek D. Reynolds *
CW2 Robert L. Robertson *
CW2 David D. Robinson

People On The Move

CW2 Matthew A. Thomas *
CW2 Seth M. Wietig
CW2 Devan G. Williams
WO1 Joel D. Amert
WO1 Jonathan A. Slothower

8 Graduates, September 30
CW3 Jared M. Zornes
WO1 William A. Domanowski
WO1 Jose F. Herrera
WO1 Thomas C. Martinez
WO1 Conrad N. Minter *
WO1 Jeremy S. Stone
WO1 Eric C. Strehlke
WO1 Galvez Yoandy

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

Shadow UAS Operator Course

13 Graduates, September 19
SSG Victor M Gonzalez
SGT Joseph J. Herr
PFC Aaron J Bistran
PFC Ryan W. Chavis
LCPL Eric P. Cornejo
LCPL Steven A. Cortez
PFC Bryan K. Harmon
PFC Victor Iraheta
PFC David M. Perry
PFC Kyle D. Pruismann
PFC Jacob V. Tyler
PFC Jacob A. Vukabrat
PV2 Jacob D Greene

Gray Eagle UAS Operator Course

17 Graduates, September 14
SSG Joshua B. Johnston
SGT Messanh Adjangba
SGT Eric K. Blanton
SGT Corey T. Dodds
SGT Bryant G. Dooley
SGT Anton A. Giese
SGT Daine R. Kvasager
SGT Christopher W. Magnusson
SGT Gregory J. Schoning
SPC Markees H. Butler
SPC Brandon R. Ford
SPC Kyle Hedden
SPC Michael W. Kinsley
SPC Gary R. Moken
SPC Joshua A. Rhoda
SPC Camden N. Schwartz
SPC Tyler L. Sharp

31 Graduates, September 21
SGT Corey G. Dodds
SPC Lindsey N. Brewster
SPC Brock R. Dean
SPC Joshua N. Rhoda
PFC Cole M. Bailly
PFC Ryan P. Beaulieu
PFC Aaliyah T. Brooks
PFC Alan B. Campeau
PFC Jordan G. Corolla
PFC Justin T. Dupree
PFC Michael P. Estrada
PFC Elijah P. Galvin
PFC Dominique D. Henderson
PFC Nicole A. Keough
PFC Isaac H. Patton
PFC Rene Ruiz
PFC Paul M. Shepherd
PFC Robert W. Walck
PV2 Rodney E. Alfaro
PV2 James G. Ballard
PV2 David N. Campbell
PV2 Wynn D. Johnson
PV2 Jun Y. Li
PVT Hanna L. Forrester
PVT Ka V. Lao

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

15 Graduates, September 14
SSG Oscar O. Diaz
SGT Mark A. Garvin
SPC Caleb A. Sikes
LCPL Adam Deatrick
PFC Kencarrington Hayes
PFC Matthew W. Mcguire
PFC David A. Padilla
PV2 Bradley W. Benson
PV2 Jesse A. Crosby
PV2 Carson E. Griffis
PV2 Elijah S. Miller
PV2 Omar J. Velasquez
PVT Zachary D. Longnecker
PVT Sam E. Smith
PVT John K. Wylley

Gray Eagle UAS Repairer Course

18 Graduates, September 2
SSG William J. Dorsey
SSG Jason S. Perry
SSG Henry L. Robinson
SSG David M. Shafer
SGT Corey A. Manning
SGT Matthew E. Schram
SGT Joshua A. Silvas
SPC Cody Chavez
SPC Julie R. Rahr
SPC Reginald S. Thompson
PFC Dalton R. Robbins
PV2 Austen Harralston
PV2 Blake A. Meling
PV2 James H. Morgan
PVT Alexus G. Alejo
PVT Brandon Bliss
PVT Jakob A. Coulbern
PVT Ryan E. Webb

DHG – Distinguished Honor Graduate
DG – Distinguished Graduate
HG – Honor Graduate
* = AAAA Member
+ = Life Member

Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten was our founder and first publisher from 1953 to 1987. He was also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson selects a few key items from each historic issue. The cartoon, right, was done back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.

25 Years Ago
November 30, 1991

From the Past. . .

The TH-55 Osage (photo below) was the Army's last initial training-dedicated helicopter. It was retired from the Army Inventory in June 1988.

Briefings

Empire State veterans of Operation: DESERT STORM are being asked to fill out a questionnaire pertaining to their role in the Persian Gulf War. This effort is part of the project offered by the New York State Military Heritage Museum to organize and preserve the military records and artifacts of New York State veterans. For more information, write to: New York State Military Heritage Museum, Ft. Orange Station, P.O. Box 6900, Albany, NY., 12206-0900

Briefings, continued

Elbit Ltd. of Haifa, Israel, has established a counterpart stateside. Elbit Systems, Inc., will offer a complete line of vision products in America: such as Combat Vehicle Vetronics Technology; Advanced Avionics Systems; Night Vision Goggles, Heads-Up Displays and Thermal Imaging Products.

Award

Colonel John C. Maher (left), Commander Aviation Brigade, 25th Infantry (Light) receives the Order of St. Michael Bronze Award from Brigadier General (P) Marvin L. Covault (right), Assistant Division Commander for Support, 25th Infantry (Light).

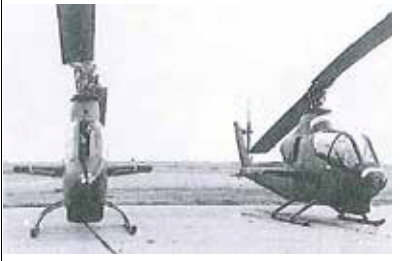
50 years Ago
November 20, 1966

"Assignment" Rotation

A reader of Army Aviation offered a variety of tips on how to solve the Aviator shortage for Vietnam. One such remedy, mid-tour leaves. As the writer notes: "The present system of authorizing two seven-day leaves – with the states excluded as a destination – cannot be understood. Three of my personal friends found that a year was more than their wives were willing to wait. Perhaps a five to seven month wait would not be too long."

Production Model

The first of two pre-production models of the Huey Cobra is shown at the left, with Bell's prototype at the right. Curved landing gear, wider turret, slight larger wings, and fixed steps for the pilot and gunner are noticeable changes. Bell has an Army production order for 110 Huey Cobras, with the first deliveries of the world's first fully-integrated weapons helicopter next spring.



The Navy has Landed. . .

Corpus Christi, Texas. October 6, "Army Aviation Week." AAAA guests were from the Navy, Rear Admiral Robert A. MacPherson (center), chief of naval advanced training, and Captain F.C. Auman (2nd from right), receive honorary member certificates from LTC Don Luce, the Bitter Chapter president and ARADMAC [Army Aeronautical Depot Maintenance Center] Director of Maintenance. This ARADMAC Open House hosted some 10,000 visitors, with the accompanying AAAA barbecue generating $5,000 for local charities.

Army Aviation Hall of Fame

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

Colonel Frank Henry

Army Aviation Hall of Fame 1992 Induction

Colonel Frank Henry made Air Assault happen. He converted the promise and theory of Air Assault into suitable tactics, workable procedures, trained aviation units, and motivated aviators.

His work in demonstrating the potential of Air Assault at Fort Campbell, Kentucky, led to Lieutenant General (then Brigadier General) Kinnard transferring him to Ft. Benning as a member of the 11th Air Assault Division Cadre. Henry was given command of the first Huey Gun Company formed in the 11th AAD – Company A, 227th Assault Helicopter Battalion. In that role, he was the lead assault helicopter company commander of the Air Assault Tests and a developer of airmobile procedures later standardized within the test division and used widely by units in Vietnam. His call sign, "Happy Tiger," describes perfectly his personality and warrior spirit.

General Kinnard selected Henry as his aide and took him to Vietnam when the test division was redesignated the 1st Cavalry Division (Airmobile). Three months later he was assigned as the executive officer of the 2nd Battalion, 7th Cavalry where his strong leadership was demonstrated in infantry combat. He returned to the 1st Cav in Vietnam in 1968-1969, distinguishing himself as the Assistant Division Aviation officer and commander, 2nd Bn., 8th Cavalry. The Army wisely took advantage of his unique expertise by sending him to the Infantry School from 1969-1972 as a tactics instructor and Chairman of the Aerial Employment Committee.

When the 1st Cavalry Division was tested in the TRICAP configuration in 1972-1974 at Ft. Hood, Texas, the Division and III Corps commanders insisted that the Army make Lieutenant Colonel Henry available to command the division's assault helicopter battalion. After the Army War College, Colonel Henry returned to the troops he loved as Commander, 3rd Brigade, 101st AD (AASLT). When his command tour was completed, the division commander selected him to remain as Chief of Staff, a position he held until his untimely death in August 1977.

Colonel Henry was a truly heroic aviation figure who rose through the ranks; Officer Candidate School (OCS) and flight school, and earned a master's degree. He did many things well, but was a master at troop command and tactical innovation – precisely the attributes needed in his pioneer air assault assignments.

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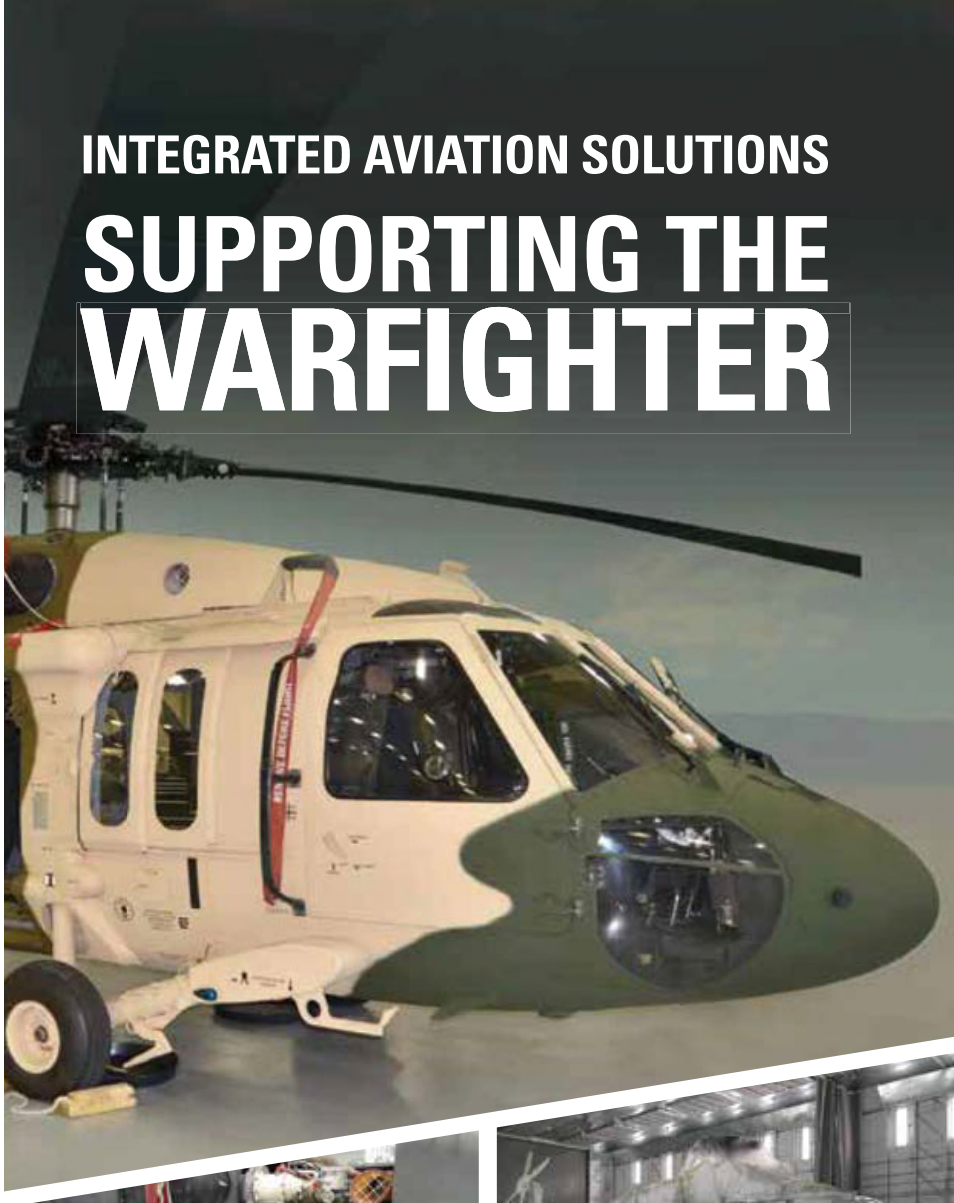

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