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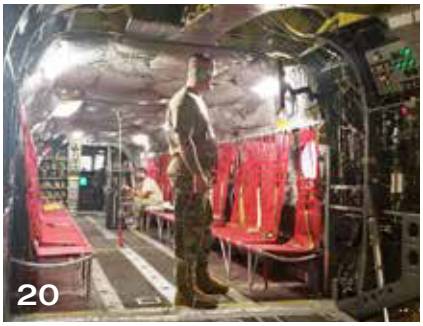
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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title Reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except May and September by AAPI, 593 Main Street, Monroe, CT 06468-2806. Tel: (203) 268-2450, FAX: (203) 268-5870, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: $30, one year; $58, two years; add $10 per year for foreign addresses other than military APOs. Single copy price: $4.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Monroe, CT and other offices. Send address changes to AAPI, 593 Main Street, Monroe, CT 06468-2806.



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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
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

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Briefings ▶ *Late Breaking News - Announcements*

USASOAC Welcomes New Commander



U.S. ARMY PHOTO BY MSG SHANNON BLACKWELL, USASOAC PUBLIC AFFAIRS

COL Allan M. Pepin, incoming commander, U.S. Army Special Operations Aviation Command (Airborne), receives the USASOAC colors from LTG Fran Beaudette, commanding general, U.S. Army Special Operations Command, during the USASOAC assumption of command ceremony at Fort Bragg, North Carolina, June 22; USASOAC CSM Billy D. Webb (right) stands by to receive the colors. Pepin is the fifth commander of the organization since its activation in October 2012. Previous commander, BG (P) John R. Evans, Jr. assumed command of U.S. Army Cadet Command at Fort Knox on May 11; deputy commander, COL J. Mike Morgan, was the acting commander in the interim.

CJFLCC Deactivates



U.S. ARMY PHOTO BY MSG HORACE MURRAY

Army MG Walter Piatt, right, commander of Combined Joint Forces Land Component Command, and his senior enlisted advisor, Army CSM Samuel Roark roll up the CJFLCC flag during a deactivation ceremony in Baghdad, Iraq, April 30, 2018. The deactivation signifies the end of major combat operations against ISIS in Iraq and acknowledges the changing composition and responsibilities of the Coalition and formally transferred CJFLCC's command authorities to Combined Joint Task Force Operation Inherent Resolve.

PEO Aviation Gets First SGM



U.S. ARMY PHOTO BY BRYAN BACON

SGM Roy Sullivan assumed responsibility as the sergeant major for the Program Executive Office for Aviation June 1. He is the command's first sergeant major since its founding in 1987. The new role will include a lot of travel and interacting with Soldiers in the field. A member of the South Carolina National Guard, he has spent his 30-plus year military career working in logistics and sustainment, and has a background in Apaches, Black Hawks, Chinooks and Lakotas.

Third Atlantic Resolve CAB Arrives in Europe



U.S. ARMY PHOTO BY SSG ADRIAN PATOKA

A 4th Combat Aviation Brigade, 4th Infantry Division CH-47 Chinook helicopter is offloaded from the American Roll-on, Roll-off Carrier Vessel Endurance at the Port of Rotterdam, Wednesday, June 20. The 4th CAB out of Ft. Carson, Colorado deploys for nine months to Europe in support of Atlantic Resolve with 52 UH-60 and HH-60 Black Hawks, 12 CH-47 Chinooks, 24 AH-64 Apaches and 1,500 pieces of equipment.

Ulchi-Freedom Guardian Cancelled

The Pentagon announced on June 19 that Ulchi-Freedom Guardian, an intensive military readiness exercise involving tens of thousands of U.S. and South Korean troops, would not take place this August. This confirmed one of the outcomes of the June 12 Trump-Kim Jong-un summit where President Trump announced at a news conference that the United States would suspend military exercises with South Korea.



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Summer – A Time for Change

Congratulations to the Army Warrant Officer Corps on turning 100 on 9 July and, on that same day in 2004 for branching warrant officers in Aviation. You truly make Army Aviation Above the Best!

Summer is here and while the weather patterns across the country may not reflect it, the kids are out of school and many military families are in transition to new assignments and opportunities. While many are planning summer vacations and many outdoor activities I ask everyone to please take a minute to think about safety. How many times have you heard someone say after the accident, "I knew that was going to happen?" If so, then why didn't you stop it or try to prevent it? We all have a part to play so please help us to have a zero accident summer!

I did want to take a minute on behalf of all the members of AAAA to call out CW5 (Ret.) Dave Cooper who is stepping down as your Vice President of Membership and a key member of the National Executive Group. Dave has been a cornerstone of our organization from the chapter level with the Air Assault Chapter all the way to the national level where he has been a consummate professional; Distinguished Service Cross decorated Warrior, Gold Order of Saint Michael and member of the Army Aviation Hall of Fame. Dave has made a huge impact on your association and we expect he will contribute even more in the future. Please join me in wishing Dave and Mary the very best in their future adventures.

Our new National VP Membership is CW4 Becki Chambers. Becki entered the Warrant Officer Flight Training Program in January of 1996 and has had assignments ranging from Korea and Fort Campbell to Washington State and Florida in the Army National Guard and Army Reserve. During a five-year break in service, she served as the first family readiness support assistant for the 160th Special Operations Aviation Regiment (Airborne) from 2004 to 2006. She relocated to Ft. Lewis in 2006 and joined the Washington Army National Guard. In 2009, she transferred to the Tennessee Army National Guard and in 2014 she switched to the Army Reserves and is now assigned to Co. G (MEDEVAC), 5-159th Aviation based in Clearwater, FL.

If her name sounds familiar, it appears that she is married to some guy named Greg… as in CSM Greg Chambers! So what we have here is another amazing Aviation professional who has done it all from spouse and mom with family readiness group experience to Active Duty, National Guard, and U.S. Army Reserve service. Welcome Becki as our new VP Membership!

It is amazing how time flies and once again people are on the move. While we do our best in the magazine to capture people moving and being reassigned it is tough and we could use your help. I wanted to take a minute and update you on Army Aviation key leadership changes that have/are taking place this summer.

Congratulations to BG Dave Francis who has assumed responsibilities in the Pentagon as Director of Army Aviation, a job I am somewhat familiar with. Dave is going to do a great job as he did at the Army Combat Readiness Center and as Director of Army Safety. His immediate predecessor, MG Frank Tate, is now Advisor to the Minister of Defense, United States Forces-Afghanistan, and OPERATION FREEDOM's SENTINEL.

In addition, MG Frank M. Muth has moved from program manager, Saudi Arabian National Guard Modernization Program, Saudi Arabia, to commanding general, U.S. Army Recruiting Command, Ft. Knox, KY.

BG Thomas R. Drew, deputy commanding general (support) of the 2nd Infantry Division (Combined), Eighth Army, Republic of Korea, has assumed responsibility as deputy commanding general, U.S. Army Special Operations Command, Ft. Bragg, NC.

COL Allan M. Pepin has assumed command of the US Army Special Operations Aviation Command from BG(P) John Evans who has moved to command U.S Army Cadet Command.

BG Scott R. Morcomb has relinquished command of Army Reserve Aviation Command to BG Jamelle (Jami) C. Shawley and CSM JamesPeter M. Matthews transferred responsibility to CSM Juddiah (Judd) Mooso during the same ceremony.

As you saw in last month's *ARMY AVIATION* Magazine, our Army Aviation Branch Command Sergeant Major Greg Chambers changed responsibility with CSM Brian Hauke.

We also welcome the first ever PEO Aviation sergeant major since the inception of the PEO in 1987, SGM Roy Sullivan.

Summer is a time of change to be sure, but one that continues to help us evolve as an Army, a Branch, and your association. As some of our members enjoy summer vacations, please keep in mind all those in harm's way around the world. Everyone please stay safe!

Above the Best!

BG Steve Mundt, Ret.
33rd President, AAAA

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Aviation Warfighting Initiative – Increasing Army Aviation Warfighting Skills

By MG William K. Gayler



U.S. ARMY PHOTO BY VISUAL INFORMATION SPECIALIST EUGEN WARKENTIN

Soldiers from the 1st Battalion, 214th Aviation Regiment, 12th Combat Aviation Brigade, "Big Windy," conduct operations with CH-47 Chinook helicopters at Inowroclaw, Poland during Saber Strike 18, June 6, 2018. Saber Strike 18 facilitates cooperation between U.S., Estonian, Latvian, Lithuanian, Polish and other allied and partner nations to improve joint operational capability in a variety of missions. This year's exercise anticipates participants from 19 different countries distributed across four nations.

Throughout its history, Army Aviation has faithfully provided sustained, dependable, and professional support to commanders and Soldiers on the ground.

The tremendous contributions and sacrifices of Army Aviation units and Soldiers over the past 17 years of counterinsurgency operations (COIN) in Iraq and Afghanistan have cemented our commitment to that purpose while further strengthening the bond between aviation and ground units. Given today's increasingly complex security environment and the increased threat posed by potential adversaries, we cannot rest on past accomplishments. Consequently, it is imperative that we increase the lethality and tactical competence of our Soldiers and units to best posture them for the fights of tomorrow.

In the April/May 2018 edition of *ARMY AVIATION* magazine, I discussed the need to shift our focus towards continuous competition among great powers. This compels our military to regain overmatch, underscoring the importance of readying units for large scale combat operations (LSCO) in far more lethal and contested domains. This represents a significant change to Army Aviation, and we must therefore adapt the capabilities that our branch provides to the Army and Joint Force to those appropriate for LSCO. Only then will we be postured to deliver on our enduring commitment to support Soldiers and commanders on the ground.

Finding the Balance

TRADOC published the new FM 3-0, Operations, in October 2017, describing how Army forces, as part of a joint/multi-national team, conduct LSCO against a peer threat. In a corresponding effort, USAACE's Directorate of Training and Doctrine is holistically reviewing our capstone field manual, FM 3-04, Army Aviation, to

ensure it nests with FM 3-0 and provides a refined direction for our branch. Substantive changes will also be made to ATP 3-04.1, Aviation Tactical Employment, and ATP 3-04.2, Aviation Combat Tactics and Survivability – with an increased focus on warfighting techniques optimized for peer and near-peer adversaries.

To ensure Army Aviation is postured to fight and win on future battlefields, we must also shift how we train – and that begins with optimizing what we teach and what we evaluate in order to increase tactical proficiency across both the institutional and operational force. Clearly, our branch is highly technical and requires mastery of certain technical information. Over time, however, technical knowledge largely took precedence over tactical knowledge in our training and evaluations. The complexities associated with LSCO demand a rebalance of our knowledge base to a more refined mixture of technical and tactical skills. This past spring, we introduced the Aviation Warfighting Initiative to implement solutions to increase the tactical focus and competency of our aviators. While this initiative is far-reaching, I will highlight several critical components of this effort.

Revising ATM ACATs

One of the most significant measures to optimize tactical proficiency in our formations is to ensure our trainers and evaluators are best postured to train and evaluate warfighting skills. As a result, we are updating Instructor Pilot and SI/ FI courses to increase focus on tactical tasks in instruction and evaluations. Instructors must be equally able to teach and evaluate the tactical employment of aircraft and aircraft systems as well as base tasks. Courses will begin to integrate updated content over the next six months. In a supporting effort, in conjunction with the publishing date of TC 3-04.11, Commander's Aircrew Training Program (expect mid-July), the Directorate of Training and Doctrine (DOTD) will publish updated Aircrew Catalogs of Academic Topics (ACAT) for each Aircrew Training Module (ATM). These revised ACATs will increase emphasis on tactical operations and tactical employment for use during crewmember evaluations. Our aviation instructors will play an absolutely critical role in helping lead the branch's focused shift to LSCO.

DOTD's Flight Training Branch is the proponent for all standard aircraft ATMs. This team, in concert with entities across Army Aviation is currently conducting tactical task reviews to ensure the appropriate information is contained within ATMs. The feedback provided by trainers and evaluators from the field will help shape the revision of tactical and mission tasks within the ATMs to ensure they are more instructive and better nested with emerging doctrine and the shift to LSCO.

To ensure that Army Aviation continues to provide an asymmetric advantage to commanders and Soldiers on the ground in the future, we must be experts in fighting, whether it be in COIN or LSCO environments. We all must pledge to improve our tactical proficiency to ensure that when a ground commander calls for Army Aviation, we continue to be there without fail. This is what we must expect of ourselves and it is surely what our ground brethren deserve and demand of us!

Above the Best!

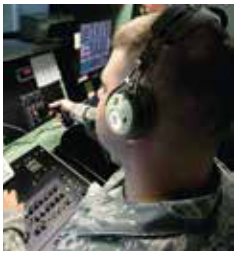
MG William K. Gayler is the Army Aviation branch chief and commander of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.



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The Shift In Aviation Training Focus

By CW5 Joseph B. Roland and MAJ Eric Megerdoomian



PERSONAL PHOTO BY MAJ ERIC MEGERDOOMIAN

An HH-60 Black Hawk MEDEVAC aircraft from 1st Air Cavalry Brigade executes a patient transfer from a Role I facility during NTC Rotation 17-01. Despite avoiding the risk of point of injury (POI) missions, MEDEVAC are required to utilize terrain to mask their movements in the DATE environment.

Over the last 19 years, we have seen Army Aviation focus on materiel, doctrinal, and training solutions to better support Wide Area Security (WAS) or the Counter Insurgency (COIN) operations in Iraq and Afghanistan.

The challenges of Iraq and Afghanistan required Army Aviation to adapt and we did so with tremendous success. Unfortunately, our ability to solely support WAS operations is not enough. Many of the skills and tactics we gained proficiency and competence in over the last 15 years will no longer be enough to defeat a near peer threat. We have atrophied our ability to execute combined arms maneuver (CAM) in support of brigade combat teams (BCTs) and divisions (DIVs) against a peer threat during large scale combat operations (LSCO). Our training strategy must focus on gaining and maintaining proficiency in our Aviation core competencies and the application of Army Warfighting doctrine.

This article will highlight just three of the initiatives USAACE is working on in an effort to increase the warfighting proficiency necessary in LSCO. These initiatives include: the Aviation War-Fighting Initiative (AWI), the Terrain Flight Training Support Package (TSP), and the refinements to Army Aviation doctrine.

Aviation War Fighting Initiative (AWI)

During our Directorate of Evaluation and Standardization (DES) unit assessments, we are finding that

rated and non-rated crewmembers are often more knowledgeable about trivial subjects than the application of war-fighting skills and doctrine. The ability to draw the inner workings of a night vision goggle (NVG) tube, the ability to recite the acronym NORMA, and the ability to write the lift equation are some notable examples of trivial information (particularly to the junior aviator). These examples do not directly correlate to increased lethality and survivability when fighting a peer threat. The recently published STACOM 18-03 provides greater fidelity on the upcoming changes to TC 3-04.11 and the Aircrew Catalogue of Academic Topics (ACAT) within the dATMs to be published soon. In essence, STACOM 18-03 provides the guidance necessary for units to start training and evaluating tasks in a tactical environment that are directly linked to increase lethality and survivability on the battlefield.

Terrain Flight Training Support Package

The advent of advanced aircraft survivability equipment (ASE) and the modernization of our sights and sensors have enabled our branch to mitigate enemy threats and terrain flight hazards with altitude for over a decade. As a result, we have mitigated risk successfully in the WAS fight, but have atrophied our ability to operate in terrain flight profiles necessary to survive in the DA environment. LSCO against a peer threat in a radar environment will force us to utilize terrain to mask our movements and in order to enable maneuver. Our ability to deliberately train our crews individually and collectively, utilizing a gated training strategy, is critical to increasing proficiency and mitigating risk. DES is currently developing a Terrain Flight Training Support Package (TSP) that will offer off-the-shelf assistance for war-fighting units to minimize the conceptual burden on units while we increase our proficiency at terrain flight altitudes.

Doctrinal Adjustments

Lastly, USAACE is in the process of adjusting, revising, and refining our doctrine in order to increase the lethality of our war-fighting units. TC 3-04.11 will support the AWI by focusing training and evaluations towards the tactical environment. TC 3-04.3 will replace the current Combat Aviation Gunnery manual, reduce restrictions, and provide greater flexibility for commanders to train their formations. While remaining nested under FM 3-0 and FM 3-04, ATP 3-04.1 will address core competencies of Army Aviation, but will be written primarily for our Platoon and Company level leaders. Key changes to ATP 3-04.1 will include greater use of processes to guide leaders through the operations process (Plan, Prepare, Execute, and Assess) methodology while reinvigorating the considerations of all the War Fighting Functions (Mission Command, Movement and Maneuver, Fires, Intelligence, Sustainment, and Protection). To supplement doctrine, USAACE has developed the Aviator Handbook and will soon publish an Army Aviation Standardization, Aviation Maintenance/ Sustainment, and Aviation Planning SOPs.

The FORSCOM CG recently stated during the senior leader's conference: "Commanders, it is in your laps to prepare and train your organizations. It's on you and you alone to ensure they are ready to fight tonight." It is imperative that units start to train purposefully for the next fight now. Combat training centers (CTC) today are similar in nature to the CTCs of the 90s. They provide the tough realistic training in austere environments that will challenge the systems we develop and employ in the DA fight. Units must establish and utilize a gated training strategy to increase complexity from the individual through collective training and leader validation prior to arriving at CTCs. Units must also train their staff to execute the operations and the military decision-making process to ensure all war-fighting functions (not just movement and maneuver) are addressed, incorporated and synchronized during the projection of aviation combat power. All of this must be done in austere environments in order to build the necessary field craft to remain agile and survivable during the next conflict.

"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; and MAJ Eric Megerdoomian is the operations officer for the USAACE Directorate of Evaluation and Standardization at Fort Rucker, AL.



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Branch Command Sergeant Major

Leveraging Simulations into Training

By CSM Brian N. Hauke



U.S. ARMY PHOTO BY ERICH BACKES

Armament and avionics maintainers with Task Force Viper, 1st Attack Reconnaissance Battalion, 12th Combat Aviation Brigade, prepare AH-64 Apache helicopters at the Baumholder Airfield, Baumholder Military Training Area, Germany, May 7-9, 2018.

I will begin my first contribution to *ARMYAVIATION* Magazine by acknowledging and thanking Command Sergeant Major Greg Chambers for his 30 months of service to our branch as the United States Army Aviation Center of Excellence and Aviation Branch Command Sergeant Major.

Greg's dedicated service has made and will continue to have lasting impacts across our branch for years and years to come. Rest assured you've played a pivotal role. So from every Army Aviation Professional, Thank You! Above the Best!

As I assume my responsibilities as your 16th Aviation Branch Command Sergeant Major, I am both professionally and personally humbled and honored to serve our branch and you, its professionals. I am your (officers, warrant officers, noncommissioned officers, Soldiers and Army professionals) command sergeant major, and as such my door is always open to each of you. The truly phenomenal Aviation team not only at Fort Rucker but across the entirety of our Aviation Enterprise continues to show me the "ropes" daily. Thank you for all you and your families do each and every day to make this branch the absolute highest caliber war fighting branch in our Army!

Since the overall theme for the month is simulations and training, I decided sharing some of my thoughts with our warfighters with regard to integrating simulations into and across our training environment in order to best maximize training for resources available seemed appropriate.

The Army trains to win in a complex world (FM 7-0). As we move away from the counterinsurgency (COIN) operating/training environment of the last 17 years, we work towards regaining atrophied skills required for large scale combat operations (LSCO) against what will be a near peer adversary. Training is the most important thing we will do to prepare our Soldiers and aircrews for the uncertainties they will face in combat. Realistic, relevant, standards-based training is all any of our Soldiers expect,

Enlisted Aviation Soldier Spotlight

Each month we will feature a past AAAA National or Functional Enlisted or NCO Award winner as part of our ongoing recognition of the Best of the Best in our Aviation Branch. The CY 2017 National winners were featured in the April/May AAAA Annual Summit issue.

SFC Theodore L. Sager

Company A, 160th Special Operations Training Battalion
Fort Campbell, Kentucky



AMPI FILE PHOTO

SFC Theodore Sager's resonating impact and performance is unparalleled within the United States Army Special Operations Aviation Command (Airborne). As the Green Platoon Senior Instructor in Alpha Company, SOATB, he single-handedly oversees Combat Skills, the initial entry training of all officer and enlisted Soldiers attempting to become 160th Special Operations Aviation Regiment (Airborne) (SOAR(A)) Night Stalkers. His position is reserved for the most competent NCOs who epitomize the inherent Night Stalker professionalism and mission dedication. SFC Sager oversees high risk and complex training to exacting standards that prepare the Soldiers, NCOs, and officers to serve the 160th SOAR(A) in its worldwide missions. This training challenges over 700 future Night Stalkers annually, and includes advanced weapons, Modern Army Combatives Level-I, land navigation, intense physical training, and special operations medical first responder. This past year, SFC Sager's commitment to the training mission, mentorship of the eighteen instructors who run Combat Skills, Regiment standards, and the role as senior training advisor to the Regiment have made unprecedented improvements to the quality of training.

and as a leader it's inherently our responsibility to provide that training. How can you as a leader leverage all available training resources in order to best maximize the realism and relevancy?

Maximizing Training Time and Resources

As the current and future operating environment (OE) evolves, the challenges of time and resources can prove difficult for even the most experienced leader to overcome in training. Leaders at all levels must, (and I especially want to emphasis the word "must"), maximize training time and the resources available. In order to help accomplish this I would share for us to take a hard look at better leveraging training aids, devices, simulators, and simulations (TADSS) with a special emphasis on the simulations. As leaders we've all had to overcome the lack of resources at home station, whether perceived or actual. In most cases over the course of my career the simulation resources at home station or elsewhere have been a vastly underutilized resource. I'll cite the Non-Rated Crew Member Manned Module (NCMIII) or the Engagement Skills Trainer (EST) as an example of these simulation resources on a home station that may be underutilized, and while not every combat aviation brigade (CAB)/ installation may have a NCMIII, most if not all installations have an EST at a unit's disposal. These are only two of the many simulation resources available to a leader. Trust me: in a LSCO with a near peer threat something as "simple" as basic rifle marksmanship will become extremely important very quickly.

It's All About The Reps!

It's really that simple – repetition and frequency build proficiency, competence, understanding and confidence of a required task. Regardless if that task is "engaging the enemy with your assigned weapon" or "conducting external loads in support of a ground force." Simulations are a cost effective solution to the varied resource constrained environment for our leaders allowing for maximum repetitions. For example, when every unit on an installation is competing for live fire ranges and we're unable for any number of reasons (weather, etc.) to conduct live external load training. Let's look to our simulation resources as a possible solution to better enable leveraging training to enhance building stronger proficiency.

Integration vs Replacement

Make no mistake about it – simulations are not a replacement for live training. There are some things that just can't be replicated in a simulated environment. That's a fact, or at least for now it's a fact. There's something to be said for actually putting bullets down range--the heat or cold, the stress, the control touch, etc. etc. Simulations are a phenomenal tool in a leader's kit bag and will continue to have a place in our training of Soldiers. By integrating simulations to provide the means to train, a leader can gain the repetitions needed to ensure we've optimized our team and individual performance that may just give us the advantage needed to fight and win on a future battlefield.

What requirements the future holds no one knows. With manned and unmanned teams and other revolutionary capabilities quickly becoming commonplace across the breadth and width of our maneuver space, there is one thing I am certain of, simulations will continue to play a pivotal role in how our Army trains Soldiers on an operational, institutional and self-development level. They replicate the operational environment while minimizing the use of finite resources, including aircraft, parts, fuel, ammunition, land, vehicles and time. This is critical to the continued success of Army Aviation in the future!

Thank you again for all each of you do every day for Army Aviation.

Above the Best!

CSM Hauke
brian.n.hauke.mil@mail.mil

CSM Brian N. Hauke is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.



Training for Continued Success

By BG Scott R. Morcomb and LTC Clint S. Williams

Combat readiness in the form of decisive action proficiency and synchronized combined arms maneuverability remains a top priority for the Army Reserve Aviation Command (ARAC). Our capabilities, from both an individual and collective standpoint, continue to increase through tremendous growth in readiness, ultimately driving our mission success. ARAC soldiers and units are ready to conduct missions at any time or any place and adjust to whatever conditions and challenges they may face. Increased individual and collective training will continue to be the primary objective of every unit within the ARAC.

Simulations are a critical element to the training readiness of ARAC expeditionary combat aviation brigade (ECAB) headquarters. There are very limited opportunities to participate in brigade echelon maneuver exercises and generally they are unstructured from a decisive action scenario perspective. The ARAC sees the warfighter exercise (WFX) as the best opportunity for ECABs to exercise brigade-echelon mission command across their mission essential task lists in a constructive decisive action scenario. Furthermore, the WFX allows ECABs to perform theater aviation brigade missions or orient on the combat aviation brigade mission set by incorporating virtual attack reconnaissance battalions and attack reconnaissance squadrons into ECAB task organization. A WFX allows for complete integration and synchronization of fires, sustainment, intelligence, and protection in conjunction with typical staff operations. Army Reserve units are rarely presented with this comprehensive of a training opportunity during normal training year activities. From a reserve component progressive training viewpoint, executing Response Cell duties in Prepare Year 3 followed by Training Audience in Prepare Year 4 is the ideal model. This propels an ECAB headquarters into a mission cycle with maximized CONUS based training readiness and ultimately reduces operational risk from a mission command and span of control standpoint. In the future, the ARAC will be aggressively pursuing training audience opportunities for its two ECABs prior to their ready/available year.

The ARAC has successfully executed thousands of missions over the last three years, and never has there been a more proficient and lethal Federal Reserve aviation force for the nation. This successful track record is not due to some consistent stroke of luck or any amount of good fortune; it is, rather, because of the Warrior-Citizens that have dedicated their careers to fly, maintain and refuel our fleet of over 200 aircraft. These soldiers, coupled with a foundation of rigorous, realistic, and repetitious training strategy, are who the ARAC relies on to keep us ready to launch our aircraft whenever and wherever needed. The ARAC has embraced growth and new opportunity by completing the mass restructuring that is the Aviation Restructuring Initiative, all while revolutionizing the way we train our crews, battalions, and brigades using a robust training plan.



U.S. ARMY RESERVE PHOTO BY CW2 TIMOTHY WESTON

Soldiers from Headquarters and Headquarters Company, 244th Expeditionary Combat Aviation Brigade, Army Reserve Aviation Command, gather around a CH-47 Chinook helicopter during an aircraft familiarization period, as part of a recent Warfighter Exercise held at Camp Atterbury, IN.

This is my last AAAA article as commander of the Army Reserve Aviation Command (ARAC), as I depart in early July. It has been my highest honor to serve the incredible Soldiers and civilians of this great command and to work with everyone in the Army Aviation Total Force. BG Jami Shawley will be replacing me. I welcome Jami and her family; Army Reserve Aviation is truly in good hands. This is a team game and I wish to thank AAAA for all the support over these past three years. Army Aviation is, and will always be, "The Best" and "Above the Best" because of all of you.

Smooth skies and tail winds.

Editor's Note: We at ARMYAVIATION thank BG Morcomb for his support over the years and wish him and his wife, Janna, all the best in their next assignment at U.S. Army Central.

BG Scott R. Morcomb was the commanding general at the time this article was written and LTC Clint S. Williams the deputy G-3/5/7 of the U.S. Army Reserve Aviation Command located at Fort Knox, KY.

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Training for Contingencies at Terrain Flight Altitude – Retooling the Force for Large Scale Combat Operations

By COL Christopher W. Waters

Army Aviation must change its training approach to a terrain flight mindset to prepare for large scale combat operations (LSCO) against near-peer adversaries that pose complex and lethal multi-domain air and area denial threats.

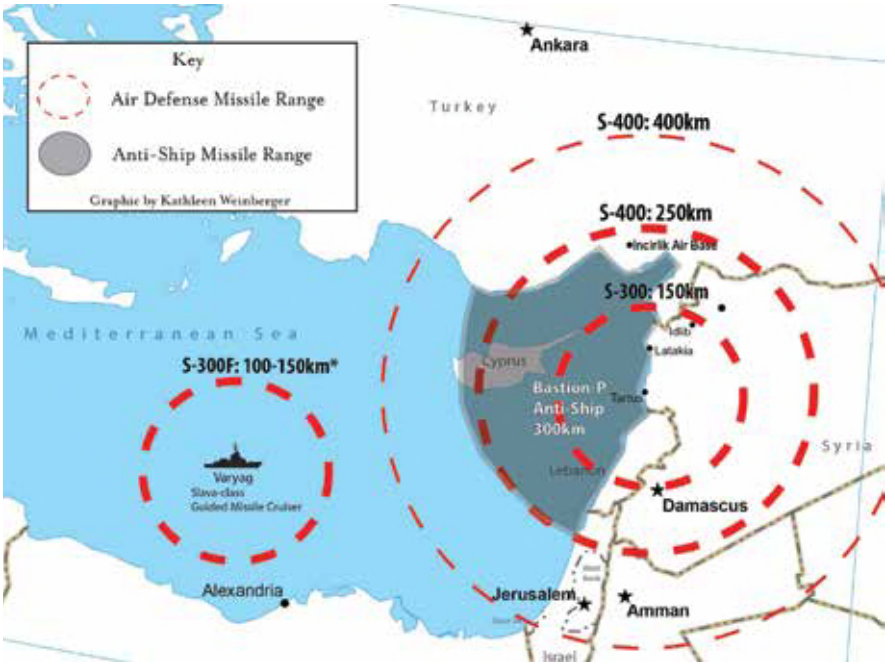


Figure 1. Source: ISW, Russia Advances its Integrated Air Defense System (IADS) in Syria, Chris Harmer and Kathleen Weinberg

Changing Operational Landscape

The Army is preparing for the most complex combat environment we may face across the range of military operations on the conflict continuum in the coming years, reflected in the newly revised Field Manual 3-0. All of these potential LSCO conflicts entail first world adversaries with near-peer or better threat capabilities. For Army Aviation, the anti-access, area denial (A2AD) capabilities that these near-peer threats pose – characterized by a multi-domain, contested environment consisting of early warning, cyber, space, electronic warfare, integrated air defense systems, and sophisticated reconnaissance and surveillance capability, tied to lethal and precision long range fires – will drive our rotary wing forces much closer to the ground. We must now train to operate at terrain flight mission profiles that we have predominantly eschewed during the limited contingency operations of the last 16 years. The prospect of LSCO against a peer competitive threat dictates that we retool our training approach. Foremost, we must focus our crew training on contingencies and emergencies that require immediate crew recognition and action because, at terrain flight profiles, there simply isn't the decision time or maneuver space to react like there is at permissive altitudes.

With this retooling, our aircrews must demonstrate in training scenarios the ability to operate proficiently in high-workload situations. Part of this training should be incorporating and rehearsing during the crew mission briefing the crew actions and crew coordination necessary during unplanned events (i.e., emergency procedures, contingencies) and during critical points of flight during the mission. Incorporation of contingencies and emergency procedures into training scenarios at the highest workload demands within the mission profile will inform aircrews on where they are proficient and where they require additional emphasis in training.

Old Ways Become New Again

The skill sets and operational environment in which Army Aviation has become proficient in the COIN fight now require the training paradigm to shift back to what some refer to as the Cold War scenario, except in the 21st Century, near-peer adversaries have taken a quantum leap forward in their ability to contest the environment and deny area access. Our desire to operate at altitude with air superiority and little fear of surface-to-air threats won't survive

reception, staging, onward-movement & integration (RSOI) at port in a contested LSCO fight. Likewise, the techniques we have trained and ingrained through rigorous situational and emergency procedures training for COIN operations must now transition to the doctrinal tactics and techniques necessary to survive in a high threat environment. And as seen over the last several months in recent mishaps that occurred while training in decisive action, near-peer scenarios, we must focus procedural response to emergencies and contingencies at terrain flight mission profiles.

The flight environment during operations at terrain flight altitudes is very unforgiving; there is little margin for error. Reaction time and maneuver space is severely limited when operating near the surface at slow airspeeds and at the high gross weights typically associated with combat operations. When tough environmental conditions, particularly degraded visual environments, are added to an already higher-risk profile, relatively benign emergencies can overwhelm an aircrew if they have not thought through and rehearsed those scenarios.

The following is a good example of a mishap that reinforces the need to increase our intensity, focus, and repetition of emergency procedures training. While transitioning into a battle position in the desert at night in difficult terrain at terrain flight altitude, the crew of an attack aircraft failed to respond correctly to a night vision sensor (NVS) failure. The pilot on the controls who experienced the NVS failure did not respond according to the procedure, and he transferred the controls to the co-pilot without announcing the emergency. The co-pilot gunner, whose attention was inside the cockpit during this critical portion of maneuver at the time of the transfer, was unaware of the emergency situation. The result was an aircraft impacting the ground and two fatalities.

Maximize Situational Training

We may enter LSCO at a position of disadvantage and geographical location not of our choosing, but we can train for known A2AD and integrated air defense system (IADS) threats in the contested environments and possible geographic locations and environmental conditions in which we expect to fight. Tough, realistic training tailored to these conditions and mission profiles, with progressive and iterative repetitions executed to standard, is the formula for success. Commanders and instructor pilots must focus on rigorous situational training, maximizing simulator use to gain valuable repetitions rehearsing emergency procedures and response to contingencies, and they must incorporate these actions into crew and mission briefings and rehearsals.

Situational training in the most demanding modes of flight and environmental conditions with repetitive emergency procedures and crew coordination rehearsals will provide the commander with the trained and ready aircrews necessary to deploy, fight, survive, and win against the peer or near-peer threat.

Readiness Through Safety!



U.S. AIR FORCE PHOTO BY SENIOR AIRMAN DEVIN M. RUMBAUGH

A U.S. Army AH-64 Apache tests to qualify as close air support during exercise Dynamic Front 18, at U.S. Army Garrison Bavaria in Grafenwohr, Germany, March 8, 2018.

COL Christopher W. Waters is the acting commander of the Combat Readiness Center at Fort Rucker, AL, and the Acting Director of Army Safety.



This month I have asked SSG Phipps to expand on how the 128th Aviation Brigade incorporates simulations in to daily training … "Above the Best!"
COL Smith, Commander

Simulations in Training

By SSG Dustin Phipps

As the modern day aviation warfighter prepares for Multi-Domain Battle and Future Vertical Lift, the training environment should evolve along with these advances.

Simulations are important tools in the modern learning environment. Whether using computers for scenario-based faults or utilizing actual aircraft to provide trainees hands-on experience, the use of simulations in training is a powerful teaching method for Army Aviation.

At the 128th Aviation Brigade, home of Advanced Individual Training (AIT) and Advanced Leader Course (ALC) for Army Aviation helicopter mechanics, we enhance training through simulation technology in our maintenance training devices. 128th AB training devices include Virtual Interactive Environment (VIE) trainers, the Maintenance Blended Reconfigurable Aviation Trainer (MBRAT), and Helicopter Maintenance Trainers (HMT) for the AH-64 Apache, UH-60 Black Hawk, and CH-47 Chinook.

Each trainer incorporates distinct features for training different maintenance skill levels. For example, the VIE trainer uses a smart screen for tactile reinforcement and simulated maintenance. The VIE trainer's primary focus is theory of operations and a systematic simulation of common maintenance tasks, including part identification and removal. The MBRAT, on the other hand, is a virtual trainer with touch computer screens that simulate the flight controls dashboards of a CH-47. The computer screens provide a virtual representation of the cockpit, allowing trainees to manipulate functions and troubleshoot errors. These simulators provide a unique ability for the instructor to incorporate scenario-based training that is relevant to the current fighting force.

HMTs allow instructors to train both AIT and ALC students on removal, reinstallation, and troubleshooting procedures. AIT Soldiers progress through the course starting with systematic interactive media instruction in the classroom before proceeding to practical exercises on removal and reinstallation of parts on retired aircraft. Once reinstallation is complete, maintenance operational checks and troubleshooting simulation demonstrate part failure or success after replacement. Students experience the full spectrum of maintenance actions to prepare them for work in the operational force.

NCOs use the trainers during ALC to increase technical expertise and prepare for duties as a Technical Inspector. ALC instructors use the VIE trainers to demonstrate theory of operations prior to practical exercises on aircraft. Instructors induce simulated faults on maintenance trainers for NCOs to conduct troubleshooting procedures. Simulations offer real-time, instant feedback for the student and instructor to establish best practice behavior. Each course culminates in a situational training exercise where each student works individually and as a team to solve a series of troubleshooting and diagnostic exercises. These exercises reinforce the importance of critical thinking in the aviation maintainer community and improve readiness for the future warfighter.



U.S. ARMY PHOTO BY SFC ERIC LONGO

One Advanced Leaders Course student observes a fault in a Chinook Helicopter Maintenance Trainer as another student follows the interactive technical manual while in training with Co. A, 2-210th Avn. Regt., at Joint Base Langley-Eustis, VA.

The use of simulations capitalizes on technological advances, provides real-time feedback for troubleshooting, and enables instructors and students to train on scenarios for the current operational environment. Simulators and maintenance trainers are a cost effective, multi-functional method to train, certify, and prepare maintainers for required tasks, and instructors at 128th Aviation Brigade have observed that maintainers progress though the rigors of understanding function and techniques more rapidly with interactive media and scenario-based diagnosis.

As the Army prioritizes readiness while posturing to support tomorrow's mission, Army Aviation's training strategies require a relevant, responsive, and cost effective approach to developing and sustaining a maintainer's technical skills. Simulators and training enablers offer a sound technological solution to enhance the future fighting force of Army Aviation maintainers.

SSG Dustin Phipps is a CH-47 Chinook instructor with Company A, 2nd Battalion, 210th Aviation Regiment, 128th Aviation Brigade at Joint Base Langley-Eustis, VA.

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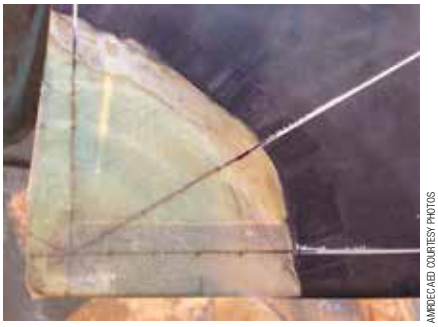
Composite Main Rotor Blade AH-64 Guardian

By Ms. Kristina Marshall and Mr. Roger Clark

The AH-64E Apache Guardian was fielded in 2012 and implemented several tactical improvements over the AH-64D Apache Longbow.



Aft Tip Damage



AMRDEC/AED COURTESY PHOTOS

Aft Tip Repair prior to painting

Aircraft performance was greatly improved by the addition of 701D engines, an improved rotor drive system with split face gear technology, and new composite main rotor blades (CMRB). While composite secondary structures are not new to the Apache, the introduction of a primarily composite main rotor blade was new to the AH-64 platform and its maintenance program.

The CMRB is primarily constructed of a glass/carbon hybrid laminate single spar with a fiberglass and honeycomb trailing edge. Other sub components include: metal root fittings, metal doublers, metallic leading edge abrasion strip, and a metallic swept tip. The blade span is approximately 6 inches longer than the legacy metal blade and provides increased lift capability.

Once fielded, the CMRB posed several maintenance challenges including the necessity for adequate training for the maintainers, provisioning of the necessary equipment and materials to the units, and development of damage limits and repair procedures for inclusion into the Interactive Electronic Technical Manual (IETM). Since fielding, the IETM allowed only minor damage to the CMRB metallic components; all other instances of damage require replacement of the blade. The aforementioned damage limits were inadequate and repairs in development needed to be fielded faster for units to repair blades. The Aviation Engineering Directorate (AED), through general field reporting and knowledge of typical blade damage, worked with the original equipment manufacturer (OEM) to develop periodic inspections and to identify areas that require increased damage limits. The OEM has analyzed and tested proposed repairs and the AED is currently reviewing the update to the IETM. Once complete, the IETM will include detailed repair procedures for fill and fair, skin patches, wet layup patches, and core plug patches.

Part of standardizing composite repair includes training of the maintainers. In composite repair, the skill of the technician performing the repair directly impacts the strength of the repair and airworthiness. The AED worked with the 128th Aviation Brigade, 2nd Battalion, 210th Aviation Regiment to expand the curriculum for advanced composite repair from 44 hours to 105 hours. In the interim, the Aviation and Missile Research, Development, and Engineering Center's (AMRDEC) Prototype Integration Facility (PIF) has trained over 700 soldiers and civilian technicians. With the assistance of the PIF, the Army developed and deployed composite shop sets that contain the required tools and materials to conduct advanced composite repair including hot bonders, heat blankets, carbide drill bits, plain weave carbon fiber, and bagging materials.

For damage that exceeds the IETM, a Maintenance Engineering Call (MEC) can be used. The MEC is an engineering disposition provided by the AED's local liaison engineer (LE). The MEC allows a one-time special repair authorization for damaged components otherwise deemed unserviceable. Since 2012, over 700 MECs have been created for the CMRB alone. Due to the volume of MECs, the AED Apache Division and AED Maintenance Engineering Division created a Maintenance Engineering Order (MEO) to allow the LEs to locally approve limited CMRB repairs. The MEO is based heavily on the IETM update currently in AED review and provides a brief overview of CMRB construction, inspection methods, and the information required to assess each MEC such as damage location and depth. Procedures in the MEO include repair of cracked sealant, paint touchup, fill and fair, and resin wash. The MEO is intended to be a living document that can be updated as necessary and has already been revised several times.

The AED is the delegated airworthiness authority for the U.S. Army and must ensure all repairs made to any composite structure meet the requirements of Army Regulation 70-62. The AED is continuously working a parallel effort with the U.S. Air Force, U.S. Navy, and Federal Aviation Administration (FAA) to standardize the repair materials, processes, tools, and update all training requirements to repair composite structures across all platforms.

Ms. Kristina Marshall and Mr. Roger Clark are aerospace engineers with the Apache Division of the Aviation Engineering Directorate of the U.S. Army Aviation and Missile Research, Development, and Engineering Center at Redstone Arsenal, AL.

Headaches

By CPT Laura S. Ball, D.O.

Q: Recently, I have been under a lot of stress and I have been getting more frequent headaches. I wasn't sure what I could take and keep flying. So, I haven't been taking anything. Is there something that I can try?

FS: Headaches are very common. According to the American Academy of Family Practice, about one half of adults worldwide are affected by headaches. The symptoms of a headache can be quite varied with pain located anywhere along the head and exhibiting sharp, dull, throbbing or squeezing sensations. Some headaches are also accompanied by nausea, vomiting, sensitivity to light or sound, watering of the eyes and restlessness or agitation. The concern in aviation is that these symptoms can be distracting or even disabling which can negatively impact safety of flight and successful mission accomplishment.

The accompanying symptoms and the location of the pain are used in the diagnosis of headaches and to determine if the pain is a sign of a more serious condition. When it comes to headaches, there are some concerning findings that are considered "red flags" and require a thorough assessment. These red flags may include recent trauma such as found in a motor vehicle accident, confusion or personality changes and new headaches that start after fifty years of age. Also of concern are headaches that have been increasing in frequency or severity, are accompanied by fever or stiff neck, difficulty speaking, limb weakness, numbness or tingling. Though relatively uncommon, some headaches can be the sign of a life threatening condition, such as when you have a sudden onset of a severe headache that is often described as the worst headache of one's life and hits like a "thunderclap."

In the absence of other underlying causes, headaches are considered "primary" and are typically classified as migraine, tension type or cluster headaches. Migraines are headaches that last for 4 to 72 hours with moderate to severe, one-sided pain made worse with activity and accompanied by nausea, vomiting, and/or sensitivity to light or sound. Some people who suffer with migraine headaches also experience "auras" that usually precede the headache and last less than one hour. Auras might be experienced as numbness or tingling in a body part (sensory), muscle weakness (motor), difficulty with speech (verbal), or visual. Visual auras are the most common type of auras and are often described as bright spots or flashes, sickle or C-shaped objects or zig zag lines in the field of vision or even temporary vision loss. These auras would also be considered red flags and should be fully evaluated by your flight surgeon. Some people are able to identify specific triggers that cause migraines. One of the most common migraine headache triggers is stress. There are medications available, both prescription and over the counter, to treat migraines, but the best treatment option is prevention of identified triggers.

Tension type headaches can last anywhere from 30 minutes to seven days. The typical pain from these headaches is mild to moderate in severity and is located on both sides of the head. It is described as tightening or a pressing pain. An important feature is that these headaches are not accompanied by nausea, vomiting, light sensitivity or sound sensitivity, and they are not made worse by physical activity. These headaches are thought to be caused by over sensitization of pain sensors in the head and neck, and stress may be a contributing factor. Treatment can include not only medications but also biofeedback therapy, cognitive behavioral therapy and relaxation techniques.

Cluster headaches are commonly located on one side of the head and often localize around the eye. They can last 15 to 180 minutes and are accompanied by watering and redness of the eye, swelling of the eye lid, runny nose or congestion, sweating of the face and changes in pupil size - all on the same side as the pain. Also, these headaches may be accompanied by restlessness and agitation. It can be difficult to treat this type of headache, though there are some treatments available, and the exact cause is not known.

However, most headaches have a known cause such as excessive alcohol consumption, dehydration, the common cold, sinus problems, flu, caffeine withdrawal and some medications. For these headaches, barring any of the aforementioned red flags, it is aeromedically permissible to take a dose of an over-the-counter medication such as acetaminophen (Tylenol), ibuprofen (Advil), naproxen (Aleve) or aspirin for adequate relief. Chronic or severe headaches such as migraine, tension-type and cluster headaches, in contrast, need to be evaluated by your flight surgeon to optimize treatment. Your flight surgeon can discuss several therapeutic approaches, including flight approved medications as well as non-medication options such as physical therapy, relaxation techniques, biofeedback and lifestyle changes. Although chronic headaches require a waiver, don't let that deter you from seeing your flight surgeon as most waivers for chronic waivers are approved when successfully treated.

Fly Safe!

Dr. Ball

Question for the Flight Surgeon?

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

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

Enabling the Path to Large Scale Combat Operations Readiness

By COL Joseph S. Degliuomini and COL Jimmy L. Meacham, U.S. Army Retired



A CH-47 Chinook lands to pick up U.S. Soldiers with Bandit Troop, 3rd Cavalry Regiment, during an ARF exercise at Camp Taij, Iraq, June 10, 2018.

Leaders have been told in multiple venues and directives that they need to shift their training and readiness goals from a Wide Area Security (WAS) focus to Combined Arms Maneuver (CAM), or more recently in accordance with the latest version of FM 3.0 from a counterinsurgency campaign focus to large scale combat operations (LSCO). That's a significant shift in focus for the Army and the Branch which is challenged by narrowly-focused doctrine (modified to a counterinsurgency focus of recent operations and tactics, techniques, and procedures), organizational inertia ("This is how we've done it for the last 15 years."), and limited training resources (scoped to support Army Force Generation (ARFORGEN) requirements). What is being done to help aviation commanders lead this change toward LSCO readiness?

Doctrine

To aid aviation leaders' ability to effectively train and employ their organizations in an LSCO environment, the U.S. Army Aviation Center of Excellence (USAACE) has focused on optimizing warfighting capabilities of our current organizations and equipment. The foundation for these efforts is our doctrine, which defines how we fight and establishes the benchmark for our collective training goals. Near-term efforts include updating FM 3-04 – Army Aviation, ATP 3-04.1 – Aviation Tactical Employment, 3-04.2 – Aviation Combat Tactics and Survivability, TC 3-04.11 – Commander's Aircrew Training Program, and the Army Aviation Training Strategy.

Another area of focus along this path is looking hard at how we sustain and maintain in an LSCO environment. Our major objectives are to validate ATP 3-04.7 – Aviation Maintenance and implement TC 3-04.21 – Aviation Maintenance Training Program (AMTP). We are currently developing a plan to wargame our sustainment and maintenance practices to validate our doctrine and ensure we are synchronized across doctrine, organization, training, materiel, leadership, personnel, facilities and policy (DOTMLPF-P) to address known and expected gaps that will be better illuminated as a result of these exercises. These efforts will inform the upcoming rewrite of the ATP 3-04.7 and inform several ongoing Aviation Enterprise staffing efforts. The AMTP will add rigor and objectivity to how we train and develop our maintenance professionals. This initiative will address the deficit in maintenance experience and opportunities available to our units as a result of contract maintenance activities and provides the foundational capability for our units to generate combat power in a tactical environment.

As we move to improve our doctrinal foundation, our efforts are also focused on off-burdening operational units by compiling best practices from across the Branch and publishing branch handbooks and standard operating procedures (SOPs) to provide a foundational start point across key functional pillars that support our unit's ability to build readiness. One noteworthy example of this initiative comes with the recent publication of the Aviation Handbook that codifies common Branch planning and execution practices and serves as a unifying resource across the institution and all compos of the operational force. Handbook objectives include reducing the burden of aircrew integration during unit transitions, enhancing interoperability within multi-compo Aviation Task Force operations, and presenting ourselves to ground forces with greater consistency and commonality. All future revisions of

our Aircrew Training Modules (ATMs), ATP 3-04.1, and the Handbook will be synchronized to ensure we are doctrinally consistent in our warfighting tasks. Other products supporting this effort either under development or consideration include a Maintenance SOP (MSOP), a Planning SOP (PSOP), and a Standardization SOP (STANDSOP).

Institutional Training

Per MG Gayler's introductory article, we're reviewing and adjusting all training materials under the Aviation Warfighting Initiative, prioritizing our efforts where they have the greatest potential to impact improvements in tactical proficiency. In general terms, the first category includes our leader and trainer courses. While we will ultimately inculcate the new focus on LSCO proficiency into all Soldiers who pass through our courses, indoctrinating the leaders who will immediately institute change in operational units will have the greatest near-term impact.

Adjustments within our Pre-Command Course, captain and warrant officer advanced courses, and instructor pilot courses are well on their way. Adjustments include orientation on new doctrine, increased focus on collective training requirements in support of LSCO, and the tradeoff of inane technical data for knowledge supporting tactical application. Where feasible, training will be reinforced through scenario-based LSCO exercises to stress execution level application oriented understanding rather than rote level knowledge.

Operational Training

As part of USAACE's proponent responsibility to provide organizational training support, we have recently published several significant training products designed to enable unit-based training that addresses identified proficiency and safety gaps. The Radio Frequency (RF) Threat Maneuver Training Support Package (TSP) provides unit capability to train effective employment of flight profiles and aircraft survivability equipment (ASE) to maximize survivability and mission effectiveness in the RF portion of today's high threat Integrated Air Defense System (IADS) environment.

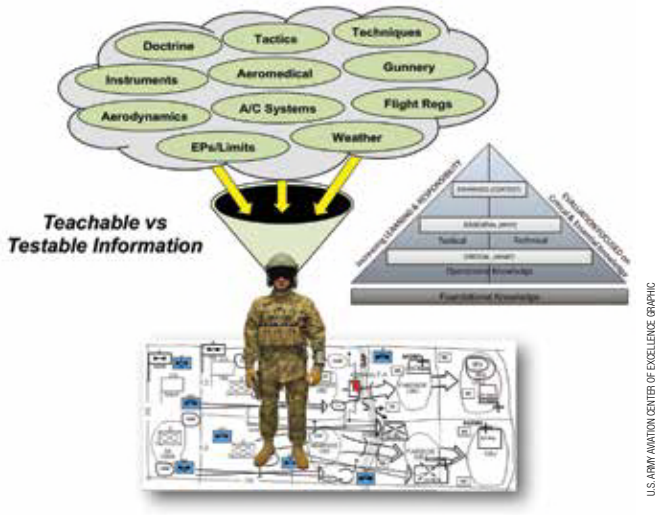
The Rescue Hoist Operations TSP was developed following a recent accident which identified the need for standardized training and operating procedures. The UH-60 version has been published and the CH-47 version will be posted in the next couple of months. This TSP will be followed up shortly with a recommended unit SOP insert addressing hoist operations planning and execution.

A direct result of the swing in focus to LSCO is the development of an Air Volcano TSP. The Air Volcano mine dispensing system has been in our quiver of available capabilities for many years, but our recent focus on counterinsurgency operations has encouraged us to take risks in maintaining training proficiency in the system. This TSP provides the instructions and training material that enable units to execute a standard, proven approach to regaining proficiency in the safe and effective employment of the Air Volcano system.

Other current ongoing efforts to enable units to help themselves include development of a Low-Altitude/Terrain Flight TSP, and a Maintenance Examiner (ME) TSP.

Resourcing Training

During a recent Aviation Training Summit hosted by TRADOC's Combined Arms Center (CAC), Aviation's current and required combat training center (CTC) and home station training aides, devices, simulators, and simulations (TADSS)



U.S. ARMY AVIATION CENTER OF EXCELLENCE GRAPHIC

capabilities were identified and discussed. The primary focus was providing optimum combined arms air-ground operations training opportunities which include CTC-like kill, be-killed, and be seen engagement and facilitated after action review support at home station. This included the ability to replicate a realistic integrated air defense system (IADS) threat environment that will challenge mission planning efforts and provide realistic feedback on the effect of employed tactics, techniques, and procedures (TTP). The summit outcomes included consensus on the path forward for addressing several needed capabilities and agreement on funding approaches for some of these.

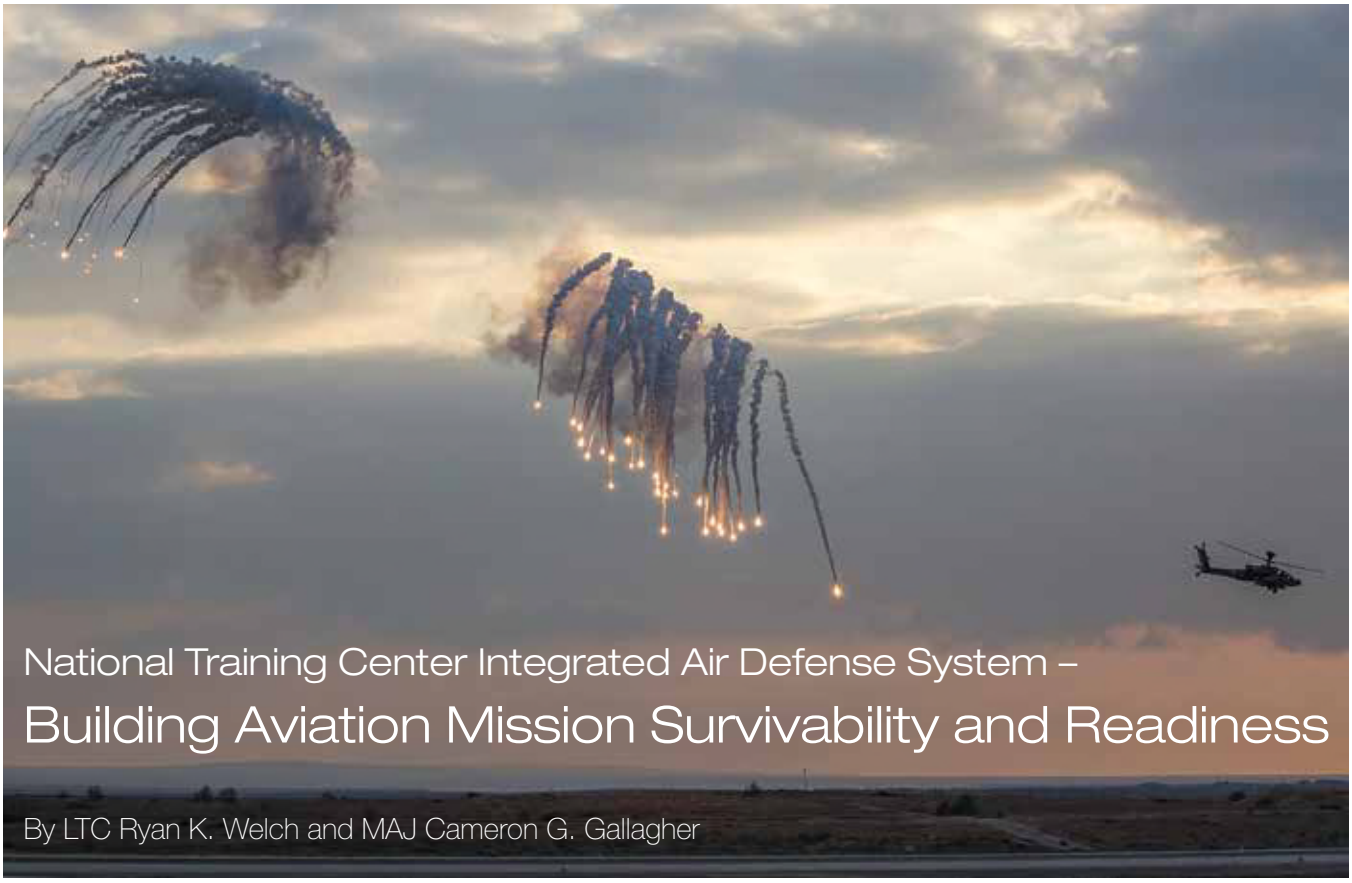
Though the summit primarily discussed force-on-force training requirements, several of the sought capabilities possess force-on-target applications. Threat capabilities could serve to provide increased focus on the timing and accuracy of gunnery engagements. The threat of getting shot down would serve as a much better source of simulating realistic stress than the fear a stop watch will hit some pre-designated mark at which time scoring ceases. Target presentations could also be synched with on-board threat indications to provide more realistic cueing toward the threat, in lieu of canned spot reports to orient you to the next target.

As always, limited resources require hard decisions on which investments provide the greatest return. The Branch focus regarding Live Force-on-Force and Force-on-Target training support is providing a realistic and challenging combined arms training environment that conforms to future training architecture specifications and at a reduced burden to the training audience.

Summary

Today's commanders' challenge of leading change away from a limited engagement focus and mentality toward LSCO proficiency is difficult enough without the additional burden of making do with suboptimal training support capability. The first screening criteria being applied to prioritization of efforts within the Aviation training enterprise, whether it be manpower or dollars, is, "What impact will this have on achieving unit proficiency?" The efforts highlighted above are just a few of many ongoing initiatives within the Branch that are focused on improving our ability to provide the best possible support to commanders and Soldiers on the ground.

COL Joseph S. Degliuomini is the director and COL (Ret.) Jimmy L. Meacham the deputy director of the U.S. Army Aviation Center of Excellence Directorate of Training and Doctrine, at Fort Rucker, AL.



National Training Center Integrated Air Defense System – Building Aviation Mission Survivability and Readiness

By LTC Ryan K. Welch and MAJ Cameron G. Gallagher

ALL PHOTOS: NTC ALPHA TEAM COURTESY PHOTO EXCEPT WHERE INDICATED

AH-64 fires flares in response to simulated threat.

"We must increase the tactical competence within our aviation warfighters to improve readiness for large scale combat operations (LSCO) while capitalizing on counterinsurgency (COIN) expertise resident across our branch. To do so, we must rebalance the tactical and technical knowledge we teach and evaluate in order to continue to provide an unparalleled advantage to the ground commander."

- MG William K. Gayler,
Commanding General, USAACE,
STACOM Message to TC 3-04.11

In preparing for large scale combat operations, U.S. Army aviation air crews and Soldiers must re-learn required skills necessary to fight, survive and win in a highly contested environment. During the last 17 years of supporting counter insurgency operations, the skills needed for Army air crews to account for a mix of radar, infrared (IR) and direct fire threats simultaneously has atrophied. The capability and knowledge gaps in regards to true capacity to deal with these threats has built to the point that many units lack the confidence to operate in high threat environments.

NTC Aviation Training

The nature of today's threats demands an approach to training that stresses survivability and maneuver tactics to avoid and defeat high-end peer or near-peer systems. Units at the National Training Center (NTC) at Ft. Irwin, CA, will enjoy neither maneuver nor air superiority over their opponent. Rotational units will fight in a contested and degraded electronic environment and have to rely on the weapons and aircraft survivability equipment (ASE) that they have – not what they want – to seize and retain initiative for ground force commanders.

Over the last year, NTC has expanded the air defense training environment. The 11th Armored Cavalry Regiment, the NTC's Opposing Force (OPFOR), has fielded multiple air defense capabilities, which include the Giraffe Radar, Aircraft Survivability Equipment Trainer (ASET IV), Radar Signal Emulator (RSE) and Man-Portable Aircraft Survivability Trainer (MAST). All of these systems work in concert to provide real-time analytical feedback on maneuver and tactical employment for air crews operating within NTC boundaries. These threat systems – replicating current air defense threats such as the 2S6, SA-15, SA-18, SA-24 – challenge aviation task forces and air crews when employed in the brigade combat team's (BCT) close area.

NTC China Lake Partnership

Since the fall of 2017, NTC has leveraged the facilities and training area of neighboring China Lake Naval Air Weapons Station to add to the complexity of the Decisive Action Training Environment (DATE) as a way to challenge aviation task forces that may be employed beyond the BCT's close area and in the division's deep area. The NTC's partnership with the China



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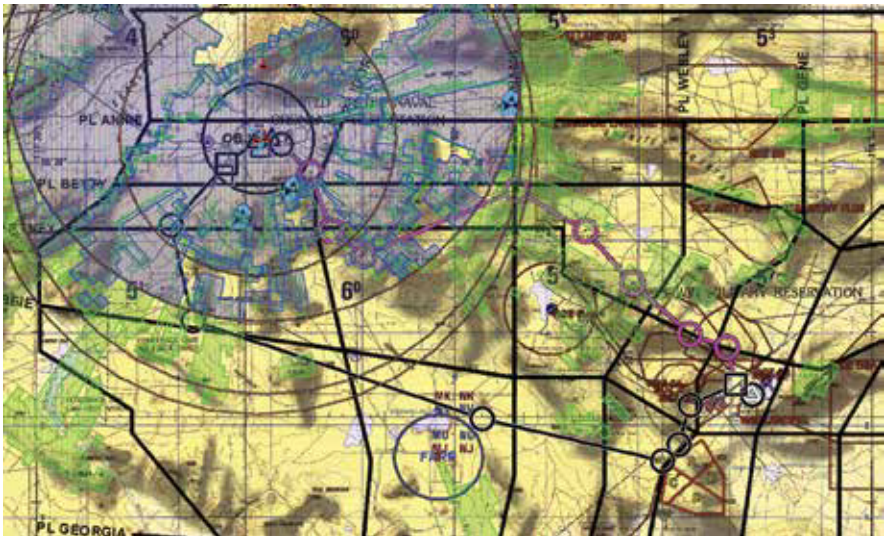
Task Force 3-6 CAV plans their China Lake mission during NTC Rotation 18-04.



Aircraft Survivability Equipment Trainer (ASET) paired with the Radar Signal Emulator (RSE) is capable of representing multiple realistic and evolving threats.

Lake Naval Weapons Station provides a unique opportunity for select aviation units to train against a truly integrated air defense system (IADS). Current threat capability is comprised of threat systems that rotary wing aviation would most likely encounter in the current enemy order of battle. Operations at China Lake are scheduled once per quarter and are executed from four mission capabilities or "set plays" that are scalable & tailorable based on the unit's composition and commander's training objectives. Units deliberately plan and prepare in a time constrained environment to execute deliberate attack, air assault, and strike coordination and reconnaissance (SCAR) missions with a multitude of enables to include electronic warfare, long range division fires, ISR, and the ability to integrate manned unmanned teaming (MUM-T).

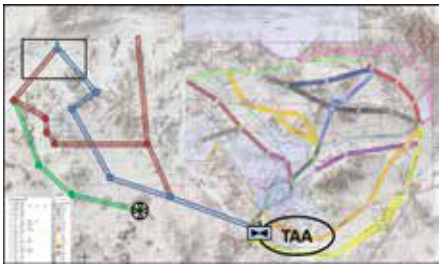
The China Lake scenario challenges an aviation task force staff to plan across warfighting functions and synchronize enablers both internal and external to their task force. The dense threat environment requires integrated reconnaissance and fires to set conditions for successful execution with suppression of enemy air defenses (SEAD), pre-planned, and on call fire missions. For intelligence, staff will plan for the employment of both division's Gray Eagle and internal Shadow unmanned aircraft systems (UAS), with a forward site ground control station to extend the reach and control of UAS. In addition, staff will request and plan for electronics and signals intelligence (ELINT/SIGINT) and full-motion video (FMV), using a number of external and internal assets to provide cueing, mixing and redundancy. Extended lines of communication require detailed sustainment planning to include potential Jump Forward Arming and Refuel Point (JFARP) and CH-47 fat cow operations along with planning for downed aircraft recovery operations (DART). Mission command planning stresses the staff for redundancy of nodes and employment of TAC, use of aerial command and control (C2) platforms, re-transmission and over the horizon communications. For movement and maneuver, staff will plan routes, attack by fire positions, movement techniques, and conduct thorough engagement area development to enable survivability while retaining lethality.



Threat Picture Overview

Building Readiness

In a live, contested environment, units will employ aircraft in teams, platoons, companies/troops to collectively test tactics, techniques and procedures (TTP) against modern Tier 1 threat systems. In



ALL GRAPHICS: NTC ALPHA TEAM COURTESY GRAPHIC



U.S. ARMY PHOTO BY CPT KATHERINE ZINS

AH-64 from Task Force Ragnar in flight at NTC, May 6, 2018.

addition to these benefits, aviators accomplish semi-annual Table III requirements IAW TC 3-04.11, Commander's Aviation Training and Standardization Program & TC 3-04.9, Commander's Aviation Mission Survivability Program outside of the simulator in a live and challenging environment.

After completion, the NTC Eagle team provides live feedback (audio and visual) and technical data from threat system operators to propagate lessons learned and observations that enable air crews to gain confidence in their planning and survivability systems and tactics to build lethality on the battlefield. Accurate OPFOR feedback gives commanders, staff and air crews a rigorous review on tactical planning, effectiveness of execution, and actions on contact.

Home Station Training is the Foundation

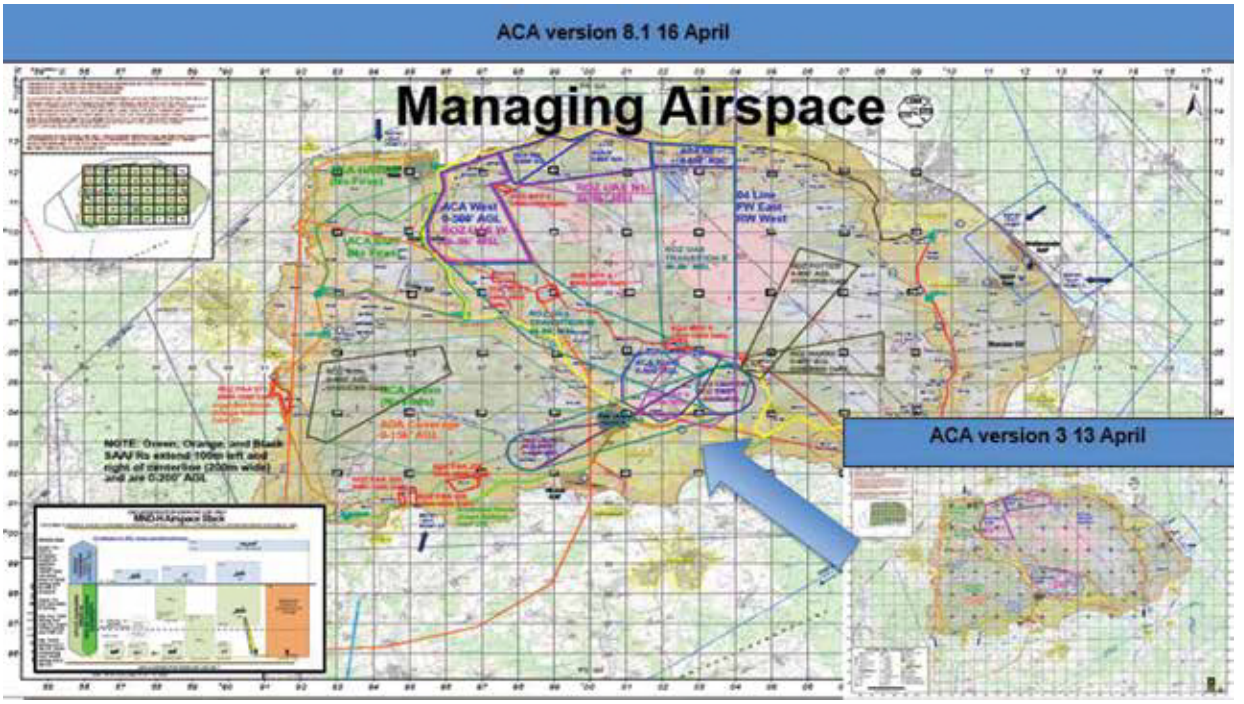
Whether your unit is going to execute a China Lake iteration as part of their NTC rotation or not, there are areas aviation task force staff and aviators should leverage at home station prior to deploying to NTC. The OPFOR is increasingly competent and capable in utilizing air defense to engage both manned and unmanned aircraft. Units should train "opposed" in all facets of training and conducting operations – from tactical road march to gunnery to simulated attacks against enemy forces out of friendly contact. By designating an internal or external OPFOR and leveraging the systems at the post's training support center (TSC), units can stress their aviators and Soldiers with additional rigor and realism, which will result in lethality and survivability not only at their NTC rotation but for potential future operations in a high-threat environment.

LTC Ryan K. Welch is the senior aviation trainer, and MAJ Cameron G. Gallagher is the senior aviation operations trainer for Eagle Team, National Training Center, Fort Irwin, CA.



Multinational Rotary Wing Operations at the Joint Multinational Readiness Center: Year in Review

By MAJ Patrick Taylor



U.S. ARMY GRAPHIC BY MAJ PEARL CHRISTENSEN, JMRC MUSTANG TEAM

This graphic depicts the evolution of the brigade combat team's unit airspace plan during the COMBINED RESOLVE X Live Fire Exercise at the Grafenwöhr Training Area, Grafenwöhr, Germany.

Over the past 12 months, the Joint Multinational Readiness Center has hosted U.S. aviation task forces from the 10th and 12th Combat Aviation Brigades (CAB) and the 1st Air Cavalry Brigade. Six multinational rotary wing aviation units have participated ranging in size from section to task force; in some cases U.S. aviation companies were subordinate to a multinational aviation task force (AVN TF) HQ. In most cases, each aviation element provided direct and general support to a multinational brigade headquarters with whom they had never worked or collaborated outside of the exercise planning conferences. This is the operational environment in Europe. Cohesive combat power is only generated through multinational integration. This article attempts to collate rotary wing aviation trends and lessons learned that have caused the most friction from June 2017 through June 2018 as observed by the Falcon Observer, Coach, Trainer team. For the purposes of this article, the term "BCT" is inclusive of U.S. and multinational brigades.

Throughout all rotations, ground maneuver brigades displayed conceptual awareness of how to appropriately employ attack and lift aviation. In practice, however, planning and execution faltered, usually due to an inexperienced brigade aviation element (BAE), or no BAE at all. Multinational maneuver brigades arrive with air cells prepared to plan for and integrate close air support, but not rotary wing aviation as a maneuver asset. With limited or degraded capacity to incorporate aviation into the ground force commander's scheme of maneuver, units default to employing attack aviation in a close combat attack (CCA) or close air support (CAS) role. Through much coaching, brigades were usually able to conduct a minimally integrated platoon level rotary wing deliberate attack. In the defense we have yet to observe a fully developed brigade level engagement area utilizing maneuver, counter mobility, air, aviation, and fires. How do we improve?

Lesson Learned #1

The AVN TF commander is the #1 advocate for employment of aviation. No one else in the BCT will know more about aviation lift, attack, and cargo operations. The BCT staff



U.S. ARMY PHOTO BY MAJ PATRICK TAYLOR, JMRC FALCON TEAM

Soldiers from Co. D, 2nd Bn., 227th Avn. Regt. defend their tactical assembly area during a night OPFOR raid at the JMRC, Hohenfels, Germany; Exercise COMBINED RESOLVE X.

will certainly know and understand concepts, but key informing concepts such as fighter management, weather, massing fires and weapon effects, and tactical and accidental risk, should be discussed commander to commander. It's a very real probability that the BCT does not have a staffed BAE. If the BAE does not have the experience or staff to integrate aviation, the AVN TF CDR must decide if they are willing to send their aviation liaison team to the BCT instead of adjacent organizations in order to integrate into the brigade's plan. When appropriate, CABs should consider sending a slice of their aviation liaison team to combat training center (CTC) rotations when a subordinate aviation task force will participate. Otherwise, BCT staffs will likely not succeed when integrating aviation.

Lesson Learned # 2

Aviation units who send liaison officers to live and work with supported headquarters are more successful than those who do not. Aviation operations are complicated enough without adding distance and language barriers into the mix. BCT headquarters from NATO nations will expect liaison officer (LNO) or liaison packages to closely resemble those outlined in NATO ATP 3.2.2. Unfortunately, it is very tempting for a supported BCT headquarters to utilize the aviation task force's liaison package as a brigade aviation element; especially if they do not have one organically. Logistics interoperability can sometimes impede an LNO's effectiveness, so sending a complete package (vehicle, communications, sleep system) both increases the effectiveness of the LNO and reduces the burden on the supported HQ. Communications interoperability is also problematic. Sending mission planning products is difficult when working within national communications systems, so adding a layer of multinational communications adds a new problem to overcome. When able, units should resource their LNOs with a communications suite capable of both voice and data transmission.

Lesson Learned #3:

Operating from field sites significantly slows speed of assembly and multinational interoperability. Over the course of CY 2017 aviation units have transitioned from operating at an intermediate staging base (ISB) to operating in field sites. All warfighting function aspects of the AVN TF's operations now occur in austere living conditions at JMRC. Units performing tactical assembly area (TAA) occupation have not been prepared to conduct in-depth mission planning





U.S. ARMY PHOTO BY SFC FRANCIS DONNELLY, JMRC FALCON TEAM

A Royal Netherlands Air Force Puma Helicopter refuels at a U.K. Joint Helicopter Force FARP during Exercise SWIFT RESPONSE 17; Vilseck Army Airfield.

(read MDMP) simultaneously with a unit move. Phased movements have not been possible due to the small size of aviation task forces, with TAA security and command post survivability a growing skill set within aviation units who are realizing that the BCT cannot afford the combat power to provide a dedicated security element. Units have brought between 35-74 percent of their units to DATE rotations, affecting both TAA security and the ability to perform unit moves and TAA security. Units in a task force configuration fare better since they are larger, but are usually task organized very close to mission execution leaving little time to develop relationships and a battle rhythm

Lesson Learned #4:

Airspace planning by AVN TFs and BCTs remains a significant challenge. Doctrinal knowledge of airspace control techniques and airspace planning is below standard, largely the result of 15 years of COIN operations in a highly permissive air environment. Recognizing that airspace control is a function of the Joint Force Air Component Commander and airspace control is not normally delegated to a BCT, units should still realize that airspace below the coordinating altitude will almost always be delegated to the division level airspace support operations center or JAGIC. As an aviation task force under operational control of a maneuver brigade, with or without a BAE, the aviation task force staff must be prepared to integrate their unit airspace plan (UAP) with the BCT's UAP which will likely be focused on unmanned aerial systems, air defense, and indirect fires. Has the task force executive officer discussed with the staff their own readiness to develop airspace coordination measures? Integrate airspace control areas for close air support during deliberate attacks? Discuss high density airspace

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control zones? Has the Jump FARP supporting the attack on enemy not in close contact with friendly forces been protected with a no-fire-area (NFA)? Is the staff's (and aircrews') understanding of the coordination level the same as NATO rotary wing assets operating in the same area?

Lesson Learned #5:

Units that utilize sensor-shooter techniques suffer far fewer casualties in a DATE scenario than those who do not. Closing to within 1-3km of an enemy force is a great way to get shot down by enemy man-portable air defense system (MANPADS). While manned-unmanned teaming in a decisive action training environment is always a training objective, units seem to forget that there are many sensor/designator combinations suitable for Hellfire missile engagements. Bradley and Stryker Forward Support Vehicles equipped with Lightweight Laser Designator Rangefinders are an excellent way for AH-64s to conduct remote shots without unmasking when an enemy with a robust integrated air defense threat exists. Special Operations Teams are also capable designators.



U.S. ARMY, JMRC COURTESY PHOTO

An AH-64 from 1-501st Attack Reconnaissance Battalion provides overwatch to a Romanian armored personnel carrier during Exercise COMBINED RESOLVE VIII at the JMRC, Hohenfels, Germany.

These lessons learned occur during every DATE rotation at JMRC and have become trends. AVN TF S3s should identify their training objectives early, expose their junior staff officers and NCOs to the Army's combined arms training strategies for their mission essential tasks, and to the extent possible, allocate time and resources to their team's training.

Train to Win!

MAJ Patrick Taylor is the Aviation Task Force S3 Observer, Coach, Trainer (OC/T) at the Joint Multinational Readiness Center (JMRC), Hohenfels, Germany.



Simulator Accreditation – AVCATT Update

By COL John M. Ferrell





U.S. ARMY PEO STR COURTESY PHOTO

Above left: Flight testing of a UH-60 high fidelity, individual/crew flight simulator.

Above right: New UH-60M collective training capability being assessed within the Aviation Combined Arms Tactical Trainer (AVCATT)

In September 2017, the Directorate of Simulation (DOS) at Fort Rucker conducted an accreditation for the software version 17 of the Aviation Combined Arms Tactical Trainer (AVCATT), which indicated a marked improvement in performance over previous versions. The subsequent accreditation report explained how well the AVCATT can help a commander achieve his/her collective training objectives. While AVCATT is far from perfect, it is a highly capable system that provides commanders a unique tool to train and evaluate units in performance of their mission essential tasks in a high intensity operational environment at home station.

So what is Accreditation?

Accreditation is the final step to ensure that a simulation or simulator meets Army needs and usually follows the steps of verification and validation. Often referred to as VV&A, the three steps mandated by AR 5-11, Management of Army Models and Simulation, are distinctly different and are often performed by different organizations. Verification addresses the design and engineering of a simulation, while validation determines how accurately a model or simulation reflects the real world. Once a simulation has been validated, accreditation certifies that a simulation is suitable for its intended purpose. In the case of training simulators, accreditation determines whether or not the simulator can support a training need by allowing Soldiers and teams to practice individual, crew and collective tasks.

DOS has the world-wide mission to accredit all aviation simulators across the active, reserve and guard forces. According to the March 2018 AR-95-1, para. 4-11a., "Training, evaluations, and flying hour credit will only be conducted on simulator devices accredited (in accordance with AR 5-11) by the Director, Directorate of Simulation (DOS), USAACE." Currently, there are over 400 simulators world-wide that require accreditation each time a major new software load is developed or every 3 years. For system simulators, such as the Transportable Blackhawk Operational Simulator (TBOS), Longbow Combat Trainer (LCT), Transportable Flight Proficiency Simulator (TFPS) or the operational flight trainers at Fort Rucker, DOS subject matter experts (SME), all standardization pilots, perform all aircrew training manual (ATM) tasks and evaluate the simulators' performance based on several factors including:

Concurrency – Does the device represent the performance and capabilities of the current version of aircraft?

Replication – How well does the device replicate physical and functional fidelity of the aircraft's key attributes (form, fit, function)?

Motion Cueing – Does the device provide the pilot with appropriate vestibular (visual) and proprioceptive (feel) of aircraft movement?

Aural Cueing – Are the sounds in the headset and system speakers correct for normal and emergency situations (electronic warnings, engine RPM, etc.)?

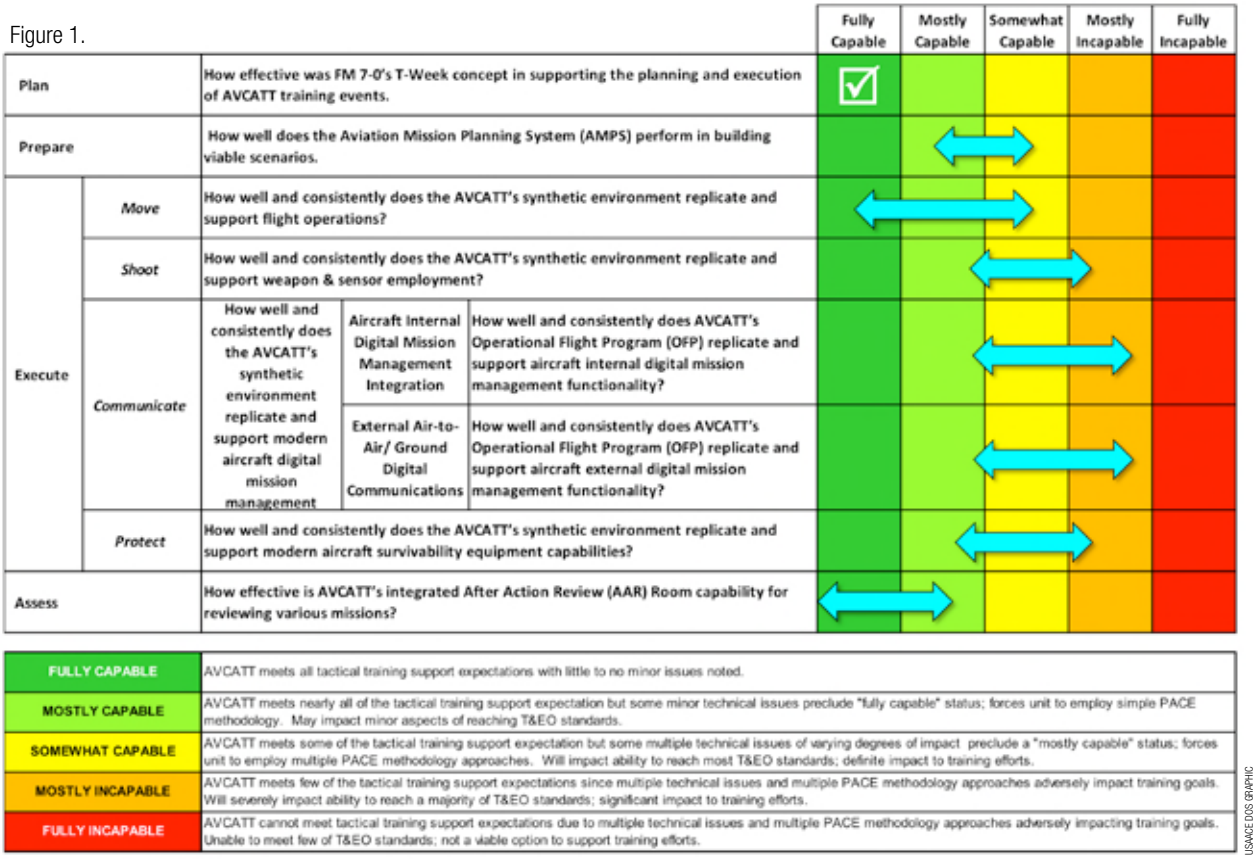
Vibration – Do the proprioceptive vibrations (high, med, low) accurately represent the aircraft -condition under normal or emergency operation?

Visuals – Do the visuals allow the aviator to train to standard in regards to motions cueing, day/night/NVD conditions, sensor displays, accurate depictions of terrain, infrastructure, threat systems, etc.?

Instructor Operator Station – Does the IOS allow the I/O to easily program the training and conditions and provide an after action review (AAR) capability?

This proven methodology holds vendors to high performance standards and ensures that any simulated tasks with potential negative habit transfer are not accredited. It is critically important for units in the field to review these reports, which are available at each site, to ensure they are only training those tasks in the simulator that have been accredited. The above listed performance factors are derived from decades of experience at the Aviation Center and provide DOS SMEs a framework for evaluating individual aircraft simulators, but do not

Figure 1.



fully represent the key attributes that must be evaluated when looking at collective training capabilities.

A Different Methodology

In the spring of 2017, DOS was tasked to develop a new accreditation methodology to determine how well AVCATT meets commanders' collective training needs. In the past, the approach for accreditation of AVCATT utilized DOS SMEs to perform missions in the AVCATT to determine the level of fidelity met by the AVCATT in the performance of the collective tasks. Due to the low number of available SMEs, the results tended to focus on an individual cockpit's ability to execute certain tasks and how closely that mirrored the functionality and performance of the replicated aircraft. While this approach provided useful data on AVCATT's performance, it did not fully capture the AVCATT's ability to support collective training, its intended purpose.

The DOS deputy director, Wade Becnel, looked to Army doctrine, namely the FM 7-0 "Train to Win in a Complex World," and developed a methodology that assessed AVCATT against our training doctrine. Starting with the Army Operations Process as applied to training in the FM 7-0, an evaluation strategy was built around plan, prepare, execute and assess. The execute phase was further broken down to evaluate how well AVCATT allowed units to move, shoot, communicate and protect. As outlined in the graphic at Figure 1, this methodology asked different questions than those posed when evaluating individual aircraft simulators and they are focused on how units fight, not how single aircraft perform. The blue arrows represent AVCATT's range of capabilities across the standard. The previous software version was mostly red and did not receive accreditation. The primary goal of the software 18 effort is to slide those arrows to the left into the green.

Layered upon this approach was an evaluation on AVCATT's ability to replicate a Decisive Action Threat Environment (DATE). Using a Russian new generation warfare model, the DOS team successfully developed and executed a scenario that put crews into a large scale combat operation accentuated with a networked integrated air defense system (IADS).

In the end, the new methodology demonstrated AVCATT's usefulness in achieving its purpose as a collective training device. Understanding that AVCATT is not a flight task trainer but a mission trainer enables commanders to leverage AVCATT's robust capability to train units under high-intensity conditions at home station and move their unit closer to the 'T' objective.

Future Considerations

As we look to the future synthetic training environment (STE) capabilities, DOS will continue to evaluate and accredit aviation collective training capabilities based on the execution of mission essential tasks and subtasks as applied against Army training doctrinal principles. Our platforms are becoming more complex and offer robust capabilities with more computing power in a single cockpit than existed in an entire brigade 25 years ago. Simulating that environment remains a difficult task that only gets more difficult as our capabilities evolve. The complexities of large scale combat operations as laid out and described in the new FM 3-0, along with the digital communication architectures required for collective mission training magnify this difficulty and drive the need for better simulation capabilities to meet our Army's training requirements.

COL John M. Ferrell is the director of the U.S. Army Aviation Center of Excellence Directorate of Simulation at Fort Rucker, AL.

Setting Conditions for Future Success:
The Synthetic Training Environment

By Mr. Wade Becnel



USAACE DIRECTORATE OF SIMULATION PHOTO

Aviation Combined Arms Tactical Trainer.

The Army is once again in the midst of mission change and focus. For the past 17 years, we have been generally involved in counter-insurgency (COIN) operations based on a relatively predictable deployment timeline, and conducted operations primarily from static operating bases. Currently, a significant portion of our Army has endured multiple COIN deployments while also remaining engaged in other operational areas. Even with the current high OPTEMPO, senior Army leaders continue to emphasize the need to build increased readiness. FM 3-0, Operations, outlines the significant challenges of a peer-to-peer (P2P) engagement vis-à-vis large scale combat operations (LSCO). Additionally, senior Army leaders continue to stress the need to be ready to "fight tonight." The challenge of building this level of readiness lies with executing sufficient training repetitions to standard in the requisite conditions against a wide array of threats. While our combat training centers (CTCs) are evolving to provide sufficient training repetitions within the fidelity of an LSCO environment, most training iterations take place at homestation, and our existing home station training (HST) capabilities and infrastructure require significant upgrades. Fundamental to the revitalization of our HST efforts is the Army's envisioned Synthetic Training Environment (STE).

STE represents a major Army transformation initiative to maintain training overmatch and dominance (see Figure 1). As one of the recently established cross functional teams (CFT), STE is envisioned as a way for units at home station to be immersed in a diverse complex operational environment, while replicating conditions in which we can expect to fight, and the types of units and organizations they will be expected to fight with. The Army intends to rapidly divest itself, in a coordinated manner, of current dated and costly training capabilities and infrastructure by exploiting available agile acquisition tools and procedures as well as collaborative engagements with the operational force, industry, and academic partners.

The Challenges

The Army's legacy training capabilities and infrastructure served us well in the past but cannot keep pace with current training and readiness requirements (see Figure 2). Unfortunately, our training devices are based upon 1980s & 1990s technologies that were developed frequently as stove-piped efforts. Exacerbating this challenge is the requirement for extensive integration, along with costly contractor help, to support collective training across the live and synthetic stove-piped domains. Such integration efforts often led to extended exercise planning times and higher overhead. Digital terrain was not developed as a common commodity that could be easily exploited across different platforms and most of our training infrastructure was, and still is, facilities-based. As our Army modernized equipment over the past few years in response to lessons learned from combat operations or cyber compliance requirements, the incorporation of these new capabilities into existing training devices

has proven to present a major challenge with disappointing response timelines. We are at a crossroads in terms of meeting readiness requirements. We cannot afford to sustain these legacy capabilities that have reached their culminating point for technical improvements.

STE will be developed and fielded within the innovative environment offered by newer synthetic training technologies and capabilities. Key STE objectives: being able to adapt rapid technology development, build a common synthetic environment, use one-world terrain, decrease reliance on fixed facilities and supporting contract workforce, foster software enabled updates, allow rapid exercise design, and produce less costly virtual training devices. Probably the most dramatic change is not with technology but with process. The Army's new STE CFT approach is designed to streamline the acquisition process by engaging industry and users early and often. Once the STE CFT was officially chartered in January 2018, they rapidly built and executed a plan that brought TRADOC, FORSCOM, and NGB subject matter experts together in March 2018 to participate in the first STE user assessment (UA). During the UA, users were able to operate initial technology prototypes and offer feedback to industry, which will help better define and document requirements. The envisioned endstate is the potential fielding of initial STE capabilities in the early FY20 timeframe, almost a decade earlier than previous plans.



Figure 1.



Figure 2.

What does this mean for Army Aviation?

In my ARMY AVIATION Magazine article last year, "AVCATT: Understanding the Challenge of Unintended Consequences," I highlighted the history of difficulties in trying to build a virtual collective trainer. As I emphasized in this article, these challenges are not unique to Army Aviation. In the near term, STE is being developed to replace collective virtual training devices like the AVCATT (Aviation Combined Arms Tactical Trainer). USAACE has been engaged with STE capability development efforts for the past two years and continues to collaborate with the STE CFT for critical Aviation collective training requirements. As a bridge to STE, AVCATT will undergo a major modernization effort this year, which should be the last significant effort to fix chronic AVCATT issues. Depending upon the results of STE user engagements and program progress, there is the potential that AVCATT could enter into sustainment in the next few years. Much work remains but the future is promising.

FM 3-0 succinctly points out that, "training is the most important thing the Army does to prepare for operations and it is the cornerstone of combat readiness. Effective training and unit leader development must be commander driven, rigorous, realistic, and to the standard and under the conditions that units are expected to have to fight in, which includes joint and multinational operations." Our existing training capabilities cannot meet these goals. STE presents an opportunity to learn from the past and to set conditions for future success, which will help our units build and maintain readiness.

Mr. Wade Becnel is the deputy director of the U.S. Army Aviation Center of Excellence Directorate of Simulation at Fort Rucker, AL.

The Future of AVCATT and NCM3

By MAJ Ricky A. Grant



U.S. ARMY PHOTO BY FRANK CHANG

NCM3 gunnery testing

In the past few years, much has been said about the collective training capabilities and technical reliability of the Aviation Combined Arms Tactical Trainer (AVCATT). Previously in this publication, Mr. Wade Becnel, Deputy Director of Simulations (DOS) at the U.S. Army Aviation Center of Excellence (USAACE), identified the complexity and challenges associated with simulating eight different aircraft variants consisting of the AH-64A and D, OH-58D, UH-60A, A/L, M, and the CH-47D and F, separated into six reconfigurable simulator modules in two mobile trailers, seamlessly interoperating to achieve desired collective training effects. CW5 Michael S. Kelley [then chief of the USAACE Survivability Branch] subsequently wrote about how the AVCATT has transformed from a difficult to fly, glitchy, and unstable system to a functional and relevant collective trainer that now has become an essential enabler for the commander to plan and conduct low risk aviation collective training. The goal of this article is to inform the aviation community about where the AVCATT is today, where it will be in the near future, and the projected aircraft specific baselines the AVCATT is projected to achieve prior to transitioning to operations and sustainment (O&S) in FY20. After 15 years of service contributing to aviation warfighter readiness the AVCATT is postured to transition the aviation virtual collective training mission to the emerging Synthetic Training Environment (STE) capability estimated to begin fielding in FY21. The Nonrated Crew Member Manned Module (NCM3), the AVCATT companion collective training simulator for non-pilot crewmembers such as crew chiefs and door gunners, is projected to transition to O&S in the first quarter of FY22.



U.S. ARMY PHOTO BY CANDI NEUWEILER

AVCATT positioned at Ft Carson, Colorado.

V18.0 Priorities

After over a year in development AVCATT Version 18.0 (v18.0) is the next major software improvement release scheduled for accreditation in November 2018 with fielding beginning in second quarter FY19. The v18.0 accreditation event will be developed, evaluated, and executed by the USAACE DOS and will be flown by pilots from the 16th Combat Aviation Brigade (CAB), Joint Base Lewis-McCord, WA. The v18.0 software release will provide significantly



U.S. ARMY PHOTO BY FRANK CHING

AVCATT in the UH-60 configuration.

increased capability than the currently fielded 17.1 version and it satisfies the critical priority areas identified by the DOS, USAACE following the v17.0 Accreditation Event. These priorities included in v18.0 are: 1. Field a new Improved Data Modem Simulation (IDMSim); 2. Improve the Head Mounted Displays (HMD); 3. Improve cockpit stability; 4. Improve aircraft survivability equipment (ASE) capabilities; 5. Increase interoperability with the Shadow/Gray Eagle Universal Mission Simulator (UMS); 6. Simplify the Aviation Mission Planning Station (AMPS) data loading process; and 7. Fix weapon and sensor shortfalls.

Status Updates

The development and fielding of the new IDMSim will correct latency issues in digital message management as well as increase the system stability. Plans to field a new AVCATT HMD were halted based on the Army's decision to transition AVCATT into O&S in FY20. However, development is ongoing to improve the reliability, durability, and Apache Integrated Helmet and Display Sight System (IHADSS) symbology readability of the current HMD. The AVCATT Product Development Office (PMO) has invested considerable effort to improve the cockpit stability, flight dynamics, and handling characteristics with an emphasis on developing a more realistic flight model, which is most noticeable in the Apache configuration.

ASE improvements are one of the major highlights of this software build and will include a brand new Integrated Air Defense System (IADS) architecture; featuring a modernized threat system update and more accurate and realistic cockpit warning indications. Streamlined import of mission planning data files from the latest AMPS releases and the improvement of weapons and sensor accuracy are additional major updates in the upcoming v18.0 release. Weapons will have improved impact and flight characteristics and sensors will provide enhanced realism while remaining in an unclassified state. V18.0 will also include major improvements in non-cockpit display screens to include: 4k resolution in the After Action Review (AAR) and Battle Master Control (BMC) station displays, new maintenance and AMPS laptops, single ear audio headsets for the BMC operators, and much more.

V18.0 will introduce an initial AH-64E capability to AVCATT and will include the first of two delivery phases for AH-64E v4.0 concurrency. The first phase included with software version 18.0, will contain AH-64E v4.0 aircraft Operational Flight Program (OFP) along with weapons, engine, and flight modeling capabilities. The second phase will be fielded with AVCATT software version 19.0, planned for accreditation and fielding approximately one year after v18.0. V19.0 is also the last planned version of AVCATT to provide capability improvements prior to transitioning to O&S. It will complete the second phase of AH-64E v4.0 concurrency and will include Link 16, Fire Control Radar (FCR) 4.01, and Modernized Target Acquisition and Designation Site (MTADS) v8.0.

Delivery of the second phase of AH-64E v4.0 in v19.0 is AVCATT's final planned concurrency upgrade and will join the AH-64D v13.1, CH-47F v9.2, UH-60M v2.0, and UH-72A as the final platform baselines. V19.0 will be Windows 10 compliant and provides the framework to maintain the AVCATT's cyber security posture in accordance with Information Assurance (IA) Risk Management Framework (RMF) prior to being replaced by the STE's Reconfigurable Virtual Collective Trainer-Air (RVCT-A).

STE RVCT-A

The STE is currently in the rapid prototype development phase and is showing measurable progress as one of the Army's Cross Functional Teams (CFTs). The RVCT-A, the planned AVCATT replacement, is scheduled for Initial Operational Capability (IOC) in FY21 after the AVCATT has entered sustainment. AVCATT and NCM3 transition to the RVCT-A will be contingent upon industry's ability to deliver capability equal or greater to the current capabilities as defined by the CFT. As a result, planned timelines could vary accordingly.

The current planned enhancements to the AVCATT and the NCM3 discussed in this article and the exciting introduction of the RVCT-A, the next generation aviation collective training capability, ensure that U.S. Army aviators will continue to train utilizing the most innovative virtual collective training solutions that technology can offer.

MAJ Rick Grant is the assistant product manager for the Aviation Combined Arms Tactical Trainer (AVCATT), Program Executive Office for Simulation, Training, and Instrumentation (PEO STRI) in Orlando, FL.

No Time to Lose –
Air Cavalry Leaders Course

By LTC Clifton Causey and MAJ Michael Gourgues



U.S. ARMY PHOTO BY CW2 STEPHEN LOWE, ADLC UAS SME

In the past, we assumed risk in training for combined arms maneuver against a near-peer threat. I am not willing to accept that risk anymore.

– GEN Robert B. Abrams, 2018
FORSOM Command Training Guidance

After 16 years of fighting in a counter insurgency (COIN) environment, Aviation leaders planning against our near peer threats are inexperienced in the critical skills required to win. Our nation will call upon us to fight a near peer threat and we must therefore immediately shift our focus to the difficult task of warfighting in the decisive action environment. Essential to this fight are the reconnaissance and security operations that must occur to gain and maintain the initiative.

Three specific circumstances exacerbate this issue.

- Our UAS capability is not yet fully integrated as a combined arms element to offset the capability gap caused by the divestiture of the OH-58Ds
- Battalion level staffs are inexperienced in using the military decision making process (MDMP) to produce a practical centralized plan to combat a near peer threat in the direct action environment
- Junior aviation leaders do not appreciate the difficulty of warfighting against a near peer threat

The **Air Cavalry Leaders Course (ACLC)** is extremely effective in addressing these issues. This course teaches how to apply abbreviated MDMP using limited information from higher to develop a plan which will get reconnaissance and security assets "out front" as soon as possible to develop the situation and gain the initiative. The course uses the following techniques to develop practical skills:

- Tailored academic discussions teaching recon and security doctrine
- Tactical discussions highlighting vulnerabilities of current tactics, techniques, and procedures (TTPs)
- Squadron level planning using abbreviated MDMP resulting in a practical OPORD
- Troop level planning with that OPORD that culminates with a mission in the Aviation Combined Arms Tactical Trainer (AVCATT)

ACLC enhances Cavalry leaders' ability to conduct MDMP and troop leadership procedures (TLPs) with a focus on parallel planning to meet desired reconnaissance and security objectives. This course pushes the class through multiple iterations of planning in a short period of time. They develop an advanced understanding of reconnaissance and security operations through academics, practical exercise and simulation resulting in a leader that can effectively plan and employ Cavalry assets in the decisive action environment.

Week One

Day one begins with a diagnostic reconnaissance and security doctrine exam. The results of this exam inform the instructors on how to specifically

tailor the course to the needs of each class. Additionally, feedback derived from exam trends is given to AVCCC and AWOAC instructors to ensure courses are nested across the Aviation Enterprise. COL (Ret.) Joe Eszes, a AAAA Hall of Fame member and honorary Colonel of the 16th Cavalry Regiment, delivers a frank discussion about the expectations of a Cavalry leader. His insight provides needed historical context for our current issues.

During the first week, students plan reconnaissance and security missions as a heavy attack reconnaissance squadron (HARS) staff aligned with a brigade combat team (BCT) fighting a realistic peer threat utilizing the cavalry planning principles and an abbreviated MDMP. Students are given minimal guidance from their higher command and are forced to complete a thorough intelligence preparation of the battlefield (IPB) analysis in order to reach the situational understanding required for mission success.

Once complete with their squadron level plan, students are assigned to the troop level to further refine and execute their plan. In this phase, students gain an appreciation for the nuances of mission command by identifying gaps in their squadron plan as well as areas where their order was too rigid.

Real learning comes with execution. Students use TLPs to develop all of the necessary knee board and mission packets for a full execution. ACLC uses simulation technology in the AVCATT to evaluate the plan and develop a robust after action review (AAR) to drive home lessons learned.

Week one culminates with a one-on-one verbal evaluation with an instructor on the concepts covered in the class during the first week. This identifies weak areas that require focus in week two so students are successful during their final examination.

Week Two

The intensity is elevated when students must complete four planning iterations in four days. This often results in long days as students are held to the training standard. The added pressure along with the reduction in available time forces the class to abbreviate MDMP without decreasing performance.

There are two peer evaluations in ACLC worth 10% of the student's final grade. For many students, these peer evaluations are the first time they have



U.S. ARMY PHOTO BY CW4 SHAUN BRETH, ACLC COURSE SP

ACLC students conducting fires planning during the course of action (COA) Development phase of MDMP.

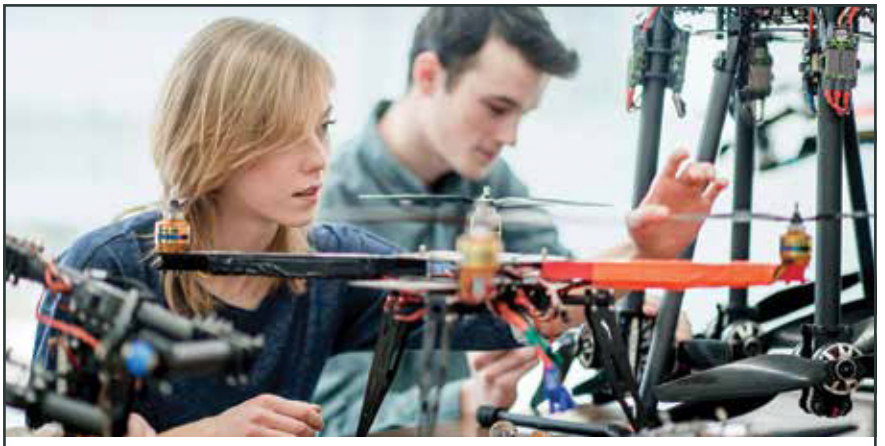
received candid 360 degree feedback from superiors, peers, and subordinates in their military career. Feedback from end of course critiques confirm this is a highlight for young officers, warrant officers and senior enlisted personnel eager for self-improvement.

Is it worth the investment?

When your unit receives an ACLC graduate, you can expect to lean heavily on them to train your staff and assist with the training plan to ensure that you are employing Cavalry assets to their full potential. A graduate of the ACLC has advanced knowledge of reconnaissance and security operations. These leaders develop, refine and correlate intelligence requirements and are proficient in doctrinally applying MDMP and TLPs in Cavalry missions.

Our nation is counting on our officers to be professional warfighters, not just COIN experts. The Air Cavalry Leaders Course is an essential tool to educate aviation leaders, enabling them to harness the talent and ingenuity that reside in our formations to fight a smart and agile near peer threat. Personally, I can attest that this is one of the most professional warfighting courses I've attended in 17 years of service. It is well worth the time.

LTC Clifton Causey has been selected to command 3rd Squadron, 17 Cavalry and is currently attending the AH-64 aircraft transition; and MAJ Michael Gourgues is the director of the Air Cavalry Leaders Course; both are assigned to Ft. Rucker, AL.



Since 1963, the Army Aviation Association of America Scholarship Foundation has played an important role in supporting the education of Army Aviation Soldiers and their families. This would not have been possible without constant and generous support from Army Aviation Industry and Private Donors.

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MEDEVAC Proponency Update

By COL Michael F. Breslin



PHOTOS U.S. ARMY PHOTO BY CPL ALEXANDER STUBBMAN

A U.S. Marine is hoisted during medical evacuation (MEDEVAC) drills while conducting a joint training exercise with the U.S. Army's 2nd Platoon, Charlie Company "Witchdoctors" 2-227th Aviation Regiment at Mihail Kogalniceanu Air Base, Romania, May 01, 2018.

Over the past 17 years, Army Medicine has achieved unmatched survivability rates for Soldiers wounded on the battlefield. Army aeromedical evacuation has been an essential element of this success – speeding our wounded to medical treatment facilities and providing essential, lifesaving care enroute. The aeromedical evacuation force tailored itself to the operational environments of Afghanistan, Iraq, and elsewhere; evolving doctrine (tactics, techniques, and procedures), organizations, training, materiel, leader development, personnel, and even policy (the 1-Hour Standard) to provide optimum results under the existing battlefield conditions. As we look to the projected future operating environment (OE) and focus on large-scale combat operations (LSCO) against peer/near-peer adversaries as the 'design point' for the force, we must remember the lessons of the last 17 years, but we must not be locked into them. We must recognize that the conditions in an LSCO contingency will likely be distinctly different than those of recent experience.

LSCO Unique Challenges

Unquestionably, the scope, scale, and tempo of casualties will be significantly greater than what were experienced in Afghanistan and Iraq. Threat targeting and long-range fires capabilities will likely preclude the use of fixed bases (i.e., forward operating bases (FOBs)), limit forward positioning of aircraft, and even necessitate frequent survivability moves. Advanced and integrated air defenses will limit (but not eliminate) the 'freedom of action' of the aeromedical evacuation force, particularly early in a campaign. Under emerging multi-domain operations concepts, operational distances will increase and units will have greater potential for isolated, semi-independent operations. All of these factors will bring unique challenges to the Army's aeromedical evacuation force, and the Medical Evacuation Proponency Division – in coordination with agencies across the Aviation and Medical Evacuation 'Enterprises' – is focused on addressing them.

Critical Care Flight Paramedic

As we look out over the next few decades, it is clear that the Army's aeromedical evacuation force will be a blend of the current force augmented with a selection of modernized capabilities. One of the adaptations to current operations that is unquestionably worthy of carrying on into the future is the Critical Care Flight Paramedic (CCFP), MOS 68WF2. These highly skilled medical professionals bring a vastly improved dimension of enroute care capability to the air ambulance which has already had demonstrated effect on reducing mortality and morbidity in evacuating our wounded Soldiers. While the Army is still building the 68WF2 population (currently about 62% in aggregate), this spring the active duty component achieved its critical population target and the Army National Guard and U.S. Army Reserve remain on track for completing their population builds by FY24. To ensure we get the most out of the CCFP's expanded skillset, MEPD and the Aeromedical Evacuation Enterprise

are pursuing two complementary efforts. The first is a 'task saturation' study to determine the 'capacity' of the CCFP in terms of the number of patients that can be treated simultaneously. It will also provide insight into which medical tasks may provide a 'high payoff' for technology investment to augment CCFP treatment capacity. Led by the United States Army Aeromedical Research Lab (USAARL), this study is in its final stage and will be completed before the end of FY18. In parallel, we are conducting a study to optimize the composition and configuration/storage of the air ambulance medical equipment set (MES) to better leverage CCFP capabilities. This effort will culminate with the Health Readiness Center of Excellence's triennial review and update of the air ambulance MES in SEP 18.

Capability Enhancements

The UH/HH-60 Black Hawk is a combat-proven aircraft with an unprecedented record for the safe evacuation of thousands of Soldiers over the last 17 years of war. With the ongoing fielding of the HH-60M and conversion of UH-60Ls to UH-60Vs, the Black Hawk will remain an essential component of the aeromedical evacuation fleets for decades to come. To remain relevant as a premier MEDEVAC platform, it is imperative that we continue to upgrade the platform and its MEDEVAC mission equipment. One notable effort in this arena is an upgrade of the HH-60M's Medical Interior, which will make it more flexible and modular and give the commander options to best balance weight savings, patient handling capacity, and the space required to effectively treat patients. The team at PD MEDEVAC is leading this effort and is working closely with industry to produce this upgrade. The goal is to have prototypes fielded for assessment by the end of FY20, with full production to follow.

One of the most challenging aspects of the Army aeromedical evacuation mission is operating in degraded visual environments (DVE). Routinely crews operate in low-illumination, low-visibility conditions and land to expedient LZs where the potential for blowing dust, sand, or snow is high. Every second is crucial to the patient's survival and any misstep can prove fatal to the crew and patient. To enhance our ability to operate in DVE, PD MEDEVAC has teamed up with the PM Aviation Systems (PM AS), AMRDEC and TRADOC Capability Manager-Lift to field a system that will provide 'see through' imagery on the pilot's Multi-Function Display (MFD) to provide increased situational awareness during DVE. Non-recurring engineering (NRE) is ongoing. The decision to proceed to production and fielding is scheduled in 3rd QTR FY19. Assuming the system performs well and the Army decides to procure it, 15 systems will be fielded to a unit by the end of FY20.



PHOTOS: U.S. ARMY PHOTO BY CPL. ALEXANDER STURDIVANT

U.S. Army HH-60M MEDEVAC Black Hawk helicopter pilots perform medical evacuation (MEDEVAC) drills during a joint training exercise.

Despite the resounding success of the Black Hawk, the battlefields of the future will, at times, require a platform that can cover greater distances between combat formations and medical treatment facilities and still meet the 1-hour evacuation standard. There is a clear case for a Future Vertical Lift (FVL) aircraft with a MEDEVAC MEP to meet these challenges in the future OE. The Army Medical Department has been engaged with the FVL effort since its inception, and MEPD will work closely with the FVL Cross Functional Team (CFT) to get this capability to the force.

While materiel improvements are important, it is essential that we have leaders that understand the dynamics of LSCO in the future OE and can plan and synchronize operations accordingly. Trends reported from the combat training centers indicate that the ability to plan and synchronize air and ground evacuation (both MEDEVAC and CASEVAC) – and to integrate evacuation effectively with the rest of the scheme of health support on a fluid and mobile battlefield – has atrophied. We have grown too accustomed to relatively static operations supported from fixed bases and have become overly dependent upon evacuation by air ambulance. At the tactical unit level, this means re-emphasizing the full range of medical evacuation doctrine to our junior leaders in professional military education courses and unit training. At the operational and strategic levels, 17 positions have been identified where Aeromedical Evacuation Officers (67Js) can best serve to train, plan, synchronize, and resource medical evacuation operations. These positions have been validated and are awaiting resourcing decisions prior to being filled.

As with the rest of the Army and Army Aviation, this is a critical juncture for Army MEDEVAC. I am certain, however, that the passion, competence and dedication of our Soldiers together with the support from both Aviation and Medical senior leaders will continue to ensure success in the years to come.

DUSTOFF!
"Dedicated Unhesitating Support To Our Fighting Forces"

COL Michael F. Breslin is the chief of the Medical Evacuation Proponency Division (MEPD), Capabilities Development and Integration Division, Health Readiness Center of Excellence located at Fort Rucker, AL.

Army Aviation Participates in Rolling Thunder 2018

Members of the AAAA Washington Potomac and Mohawk Chapters capture a moment during the Rolling Thunder Run, May 27, 2018 in Washington, D.C. Pictured are (l to r): COL (Ret.) Jim Viola, former 160th Special Operations Aviation Regiment (Airborne); Spiro Karadimas (a friend of Viola's); BG (Ret.) Mike Bobeck who also served with the 160th; LTC Kevin Ferreira, Command LNO with the 42nd Infantry Division; his daughter, Shea Ferreira; BG (Ret.) Joe Ferreira, former 1-9 CAV in Vietnam and Army National Guard Director of Aviation and Safety; and John Filmonchik.



PERSONAL PHOTO FROM CSM (RET.) ED IANNONE

Rolling Thunder is an organization that seeks to bring full accountability for prisoners of war (POWs) and missing in action (MIA) service members of all U.S. wars; 86,754 remain unaccounted for as of this writing.

Rolling Thunder's first demonstration was in 1988; it was incorporated in 1995, and has more than 90 chapters throughout the U.S., as well as overseas. The main annual event occurs on the Sunday before Memorial Day, in which thousands of members on motorcycles make a slow ride, called the "First Amendment Demonstration Run" or "Ride for Freedom," on a dedicated, closed-off, pre-set route through Washington D.C., leaving the Pentagon parking lot at noon, crossing the Memorial Bridge, and ending at the Vietnam Veterans Memorial ("the Wall").

For more information on Rolling Thunder, go to *www.rollingthunder1.com.*



PERSONAL PHOTO FROM BG (RET.) JOE FERREIRA

Former Army Aviation Branch Command Sergeant Major, CSM (Ret.) Ed Iannone (right) and his step-son, CW3 Jason Tyger, U.S. Coast Guard, get ready to mount up in the Pentagon parking lot for the Rolling Thunder Run, May 27, 2018.

The Gathering of the Clan—Fifteen Years Later



FIFTEEN RETURN—(Above)—Attending the "informal" 15th Anniversary Celebration held recently at Fort Rucker were fifteen of the original Grasshoppers of early '42 vintage. FRONT ROW (L-R): Lloyd Bornstein, Bob Leich, Bob Williams, Jake Fortner, Wally Ford, Joe McDonald, Gordon Wolf, and Randy Mathews. BACK ROW: Jimmy Hill, Al Hackbarth, Tony Piper, Del Bristol, Butch Kerr, Bryce Wilson, and Chuck Lefever.

Unlike most "Reunions" wherein the Bosses are left at homes to keep the lawns damp, the *Old Timers* brought their better halves with them to Fort Rucker, if only to moderate their very obvious *TALL* tales and to substantiate their medium-sized ones.

The separate program arranged for the *Class of* '42 was administered by the personnel of the US Army Aviation Board who threw open their homes to welcome the parched travelers completing the pilgrimage. (*Ed. A post-Anniversary letter from Alabama confirms our use of the word, "parched".*)

As an opener, an early evening Aquatic Air Show, staged by the pilots and crews of the Board at nearby Lake Tholocco, provided the staid members of the Class with several new concepts in the utilitarian use of Army aircraft (and gave the chefs ample opportunity to get the charcoal white.)

Suffice it to say that everything was airlifted or airtowed on or over the lake, to include surfboard riders (type, female, VERY); a HOUSE and an accompanying doghouse (the thought of which curtailed highball consumption momentarily), Commander Whitehead, aerial fisherman, a garbage scow (that remained two lengths ahead of the Post Provost Marshal's motor launch), aerial duck hunters, and an outhouse, mistakenly snagged by an H-37's grappling hooks in a low pass and containing one frantic and completely flustered female. Perhaps the word should be "frustrated."

Gala Premiere

Darkness brought on the premiere of the new sound movie, *"The History of Army Aviation,"* a low-budget offering with a DeMille-size cast. This film was shot entirely in Alabama to take advantage of the many sun-lit locations available there *after* duty hours.

Prefacing the film (possibly in an attempt to secure more favorable reviews) the wives of those in attendance were presented with Hawaiian leis that had been aircargoed to the affair by Bob Donovan, one of the "Originals" who left Army aviation to slave for Aloha Airline. This flabbergasted the wives to the extent that photographic evidence was obtained to prove *"that someone gives me flowers once in awhile."*

After a lavish layout of hors d'oeuvres (hungry men do not good critics make) "Curtain Call" was sounded (yelled) and the color movie began.

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AAAA **Chapter** Affairs

By LTC (Ret.) Jan Drabczuk

I greatly appreciate the support from COL (Ret.) Randy Rotte, Delaware Valley Chapter President, for co- authoring and sharing this information with our membership.

The Delaware Valley Chapter

Philadelphia is well-known as the place that the Declaration of Independence was signed, making the city the birthplace of our nation. However, few may know that it is also the birthplace of the tandem-rotor helicopter that has been a part of Army Aviation for over 65 years as Frank Piasecki first developed and flew tandem helicopters in nearby Morton, PA.

Diverse Chapter Membership

Because of the Chapter's location in the vicinity of Philadelphia, it is somewhat atypical as it is not centered upon an Army Aviation unit or activity. While they do have a small number of uniformed aviation folks among their ranks, their membership consists primarily of individuals who are most definitely "Lifelong Partners to Army Aviation." Their membership rolls are filled with patriots who are military retirees and/or people who make up the Delaware Valley Aerospace / Defense Industry organizations such as helicopter manufacturers Boeing, Leonardo, and Piasecki and many of their first- and second-tier aviation suppliers. While few of these members actively serve in Army Aviation units today, they pride themselves on providing our aviation heroes the primary tools of their trade – the most visible of which is the CH-47 Chinooks that fly off of the Boeing production line in Ridley Park, PA.

Singular Focus

The Delaware Valley Chapter is determined to assist in developing the next generation of Army Aviators as well as growing those who will design and build the helicopters and aircraft that these future patriots will use in defense of our country. To that end, the primary focus of the chapter is to raise funds in order to provide scholarships to the deserving sons and daughters of those in the area who are part of the Army Aviation community. In this regard, the chapter continually punches above their weight class and has been able to consistently provide eight to ten $1,000 scholarships each year for the past several years.

While they do raise some money by holding bi-monthly meetings throughout the year, their major fundraising activity is their annual Frank N. Piasecki Memorial Golf Tournament. Executing such a large event requires the dedication of several, selfless members as well as the financial support of many Army Aviation linked corporations.

Recognition, Meetings, and Joint Events

While the Chapter is not co-located with a large aviation formation, they still advocate and support those who demonstrate significant contributions to Army Aviation by inducting deserving individuals into the Order of St. Michael. Because of the mission, these are most likely to go to active aviation personnel who serve in the Defense Contract Management Agency (DCMA) office at the Boeing site. These skilled aviators, flight engineers, and contracts representatives accept Chinook helicopters on behalf of the U.S. Army and their international partners who procure these aircraft. The chapter also supports their nearby National Guard units in Delaware with Orders of St. Michael as well.

To keep the Chapter running smoothly and simultaneously informed, the chapter holds several meetings. Attendance is predominantly made up of board members; however, each year they conduct a joint meeting/ dinner with the local AHS Chapter. This partner organization has a similar mission in the Delaware Valley and the chapter enjoys locking arms with them once a year for a common purpose. The event is typically onsite of some type of landmark and has a uniformed keynote speaker. This year the chapter will hold their annual joint event at the Boeing final assembly line of the Chinook helicopter and hear from the U.S. Army Cargo Program Manager.

Flying Proudly

As a testament to the focus, structure, and energy of the chapter leadership, the Delaware Valley Chapter has seen a steady growth in membership and ability to donate scholarships. They recognize significant contributions and continue to preach the good word of Army Aviation. Great role model chapter. They definitely embrace the four pillars of AAAA – Network, Recognition, Voice, and Support.

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

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

AAAA Chapter News

Corpus Christi Chapter Army Birthday Ball



CHAPTER COURTESY PHOTO

Chapter president and Corpus Christi Army Depot Commander, COL Allan H. Lanceta prepares to cut the cake with the assistance of keynote speaker, LTG (Ret.) John Riggs and CCAD senior NCO, SGM Louis C. Selicioni at the Army Birthday Ball, June 15, at the Omni Bayfront Hotel, Corpus Christi, TX.

Northern Lights Chapter Sponsors 1-25th ARB Ball



CHAPTER COURTESY PHOTO

Bravo Company "Nagata" 1st Battalion (Attack/Reconnaissance), 25 Aviation regiment gathers outside the Westmark hotel, Fairbanks, Alaska, prior to the 1-25 ARB Spring formal on May 12, 2018. Over 300 Arctic Attack Soldiers, friends, and family members gathered to commemorate the achievements of the past year and to enjoy an evening of celebration together with friends and families just weeks prior to departing to the Republic of Korea for a nine month rotational tour.

AAAA SCHOLARSHIP FOUNDATION

Thank You to Our Donors!



AAAA recognizes the generosity of individuals, chapters and organizations that have donated to the Scholarship Foundation throughout the calendar year. Since 1963, the AAAA Scholarship Foundation has played an important role in supporting the education of Army Aviation Soldiers and their families. This would not have been possible without generous support from the Army Aviation Industry, Private Donors and AAAA Chapters. Thank You!

A choice to donate to the AAAA Scholarship Foundation, is a choice to support an Army Aviation family.

100% of every donation made to the AAAA Scholarship Foundation goes directly towards scholarships.

SUPPORTING AAAA SCHOLARSHIP FOUNDATION AAAA FAMILIES

For more information about the Foundation or to make a contribution, go to

quad-a.org/scholarship

AAAA News - Order of St. Michael and Our Lady of Loreto Inductees

Air Assault Chapter



CHAPTER COURTESY PHOTO

COL Craig J. Alia, commander of the 101st Combat Aviation Brigade, is inducted into the Silver Honorable Order of St. Michael by chapter president, COL (Ret.) Henry "Hawk" Ruth, and BG K. Todd Royar, deputy commanding general of the 101st Airborne Division (Air Assault), on June 22 at Fort Campbell, KY, just two hours prior to the CAB's deployment to Afghanistan in support of Operation Freedom's Sentinel.

Black Knight Chapter



CHAPTER PHOTOS BY LTC ERIK KOBER

MAJ Kevin Britt, Department of Behavior Science, U.S. Military Academy, West Point, NY, is inducted into the Bronze Honorable Order of St. Michael by chapter president COL Richard Melnyk, during an Aviation Cadet Sendoff at the West Point Ski Lodge on April 20, 2018. Britt, who was recognized for his leadership in attack helicopter units, cadet mentorship and service as the chapter treasurer for three years, will be moving to ILE at Ft. Leavenworth, KS.



CHAPTER PHOTO BY JENNIFER FITZGERALD

At the same event, **MAJ Lukasz Derda**, West Point Admissions Office, was also inducted into the Bronze Honorable order of St. Michael in recognition of his leadership in assault helicopter units, cadet mentorship and three years of service as the chapter secretary. Derda will be moving to Redstone Arsenal in Huntsville, AL.

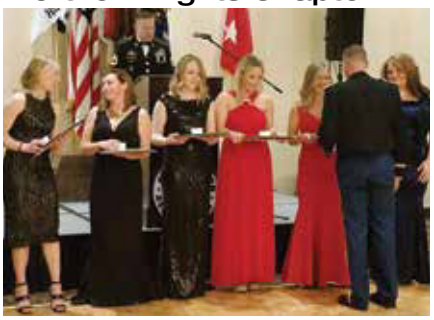
Mid-Atlantic Chapter



CHAPTER PHOTO BY CPT STEPHEN JAMES

CW5 Gino S. Spescia (pictured here being congratulated by LTG (Ret.) Raymond P. Palumbo, former Deputy Under Secretary of Defense (Intelligence) for Warfighter Support. was inducted into the Silver Honorable Order of St. Michael on May 6, 2018 at 29th Combat Aviation Brigade headquarters, Weide Army Heliport, Edgewood, MD by chapter president COL (Ret.) John Gallagher and 29th CAB commander, COL Mark Beckler. Spescia was recognized for 41 years of Army Aviation service culminating as the command chief warrant officer of the widely-dispersed brigade in support of Operations Inherent Resolve and Spartan Shield.

Northern Lights Chapter



LTC Matthew A. Landrum, 1st Battalion, 25th Aviation Regiment commander, inducts (l to r) **Danielle Boozer, Ashley McGraw, Beckie Rood, Ambre Hayes, Jourdan Long**, and **Rebekah Whittaker** into the Honorable Order of Our Lady of Loreto during the 1-25th ARB Spring Formal on May 12, 2018 at the Westmark hotel in Fairbanks, AK. These women were recognized for their outstanding continuing support of the Arctic Attack family and the Fort Wainwright Aviation Community as the battalion prepares to deploy to the Republic of Korea for a nine month rotation.

Tennessee Valley Chapter



CHAPTER PHOTO BY JASON DULON, HUNTINGTON INGALLS INDUSTRIES

Chapter VP for Cribbins Aviation Product Sustainment Symposium, COL (Ret.) Matthew Hannah, inducts **CW4 (Ret.) Joseph A. Carpenter Jr.,** Huntington Ingalls Industries, into the Bronze Honorable Order of St. Michael on May 31, 2018 at the HII Research Park facility in Huntsville, AL. Carpenter was recognized for his career long support of Army Aviation on active duty and subsequent work on a myriad of Apache helicopter projects including the Longbow Crew Trainer (LCT), MUMT solutions for training and MOS qualifications, and Apache Version 6 software development systems.

Want to change your AAAA Chapter Affiliation? No Problem — Call 203-268-2450

UPCOMING EVENTS

AUGUST 2018

24-27 NGAUS 140th General Conference & Exhibition, New Orleans, LA

SEPTEMBER 2018

28 National Aviation Hall of Fame Enshrinement – Washington, DC

2018 AAAA Functional Awards
OPEN FOR NOMINATIONS



Reward Hard Work!
Submit An Award Nomination Today!

With 17 awards currently open, this is a great opportunity to recognize all of your outstanding Army Aviation individuals and Units.

Criteria sheets and nomination forms are posted on each award type. You may view past award winner's nominations to assist you with creating your own nomination. You may submit more than one person/unit for each award. Many deserving people are never cited because they are never nominated, so please take the time to submit nominations to recognize outstanding efforts!



AAAA Functional Awards

Deadline: August 1

- Logistics Unit of the Year Award
- Materiel Readiness Award for a Contribution by a Small Business or Organization
- Materiel Readiness Award for a Contribution by an Individual Member of Industry
- Materiel Readiness Award for a Contribution by a Major Contractor
- Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit
- UAS Soldier of the Year
- UAS Unit of the Year
- Fixed Wing Unit of the Year

Deadline September 1

- Air/Sea Rescue
- ATC Facility of the Year
- ATC Unit of the Year
- ATC Technician of the Year
- ATC Controller of the Year
- ATC Manager of the Year
- DUSTOFF Medic of the Year
- Medicine Award
- Trainer of the Year

Please email all completed nomination packets to:
awards@quad-a.org



AAAA **Membership** By CW5 (Ret.) Dave Cooper

The Membership Corner



AAPI PHOTO BY RENE BOEZ

Army Aviation Association of America's day-to-day operation happens in no small part to the dedicated employees at the national office. Each day they typify AAAA's motto, "Supporting the U.S. Army Aviation Soldier and Family."

Membership

Did you know AAAA has several different membership programs? Each of these programs targets a specific demographic. These programs include Life Time Memberships, Deployed Memberships, as well as special memberships for Enlisted Soldiers, Students, and new members. We also have memberships for industry, civilians, community members, foreign military, retirees and veterans of Korea and Vietnam.

For those not keeping track, that's eleven separate membership programs each with its own requirements. The care and feeding of each falls squarely on the shoulders of Deb Cavallaro (*deb@quad-a.org*). She keeps these programs running smoothly. She answers questions from chapters and individual members on all things AAAA. In her spare time Deb assists with the award programs. Her terrific "Can Do" attitude is without equal. Thank You, Deb.

Awards

Have you ever received an award from AAAA? Between the Order of Saint Michael Bronze award and the Hall of Fame induction there are more than 60 other national, functional, chapter and special awards presented each year. AAAA's Janis Arena (*Janis@quad-a.org*) is our awards administrator at the national office. She manages the submissions, voting, notifications, award presentations and so much more. Janis would be the first to say that she gets first class help, but it is her determination and attention to detail that makes the AAAA award program the premier recognition program. Thank You, Janis.

Chapter Support/Website

By now you've noticed our new website design, on line magazine and features on quad-a.org. Changing from the old computer system to the new interactive computer program was no small task. Mary Seymour (mary@quad-a.org) made this happen. The new system came with a few bugs. Surprising, isn't it? Do you know a new computer program that doesn't come with its own hiccups? She worked through these while at the same time educated the NEG on how to login and use the Dashboard. The new system is intuitive and powerful. While working the integration Mary took on the task of chapter support. She is the point of contact for a chapter's interfacing with national. With more than 75 chapters worldwide this is no small task. In her spare time, Mary also manages AAAA's Post Career Employment Program. Thank You, Mary.

Communications

At your chapter's last event you probably received marketing materials from AAAA. The banner, shirts, mugs, golf balls, towels and all manner of tchotchkes come from our marketing department. But AAAA's marketing staff is responsible for a lot more than that. They ensure AAAA branding is correct and at the right place at the right time. Do you remember the Army's ad line, "An Army of One?" That describes AAAA's marketing department and Jenn Chittem (*jenn@quad-a.org*). She is the sole marketing professional at AAAA. During the Summit she can be seen ensuring AAAA logos, banners, and articles are perfectly placed and highlighted ensuring continuity between messaging and branding. Jenn's sunny disposition puts everyone around her in a good mood. Thank You, Jenn.

Magazine

AAAA's magazine is the envy of the industry. It features articles about members, chapters and Families. It also includes informative articles to and from the field, a special focus each month as well as departments and community news. Most importantly, our magazine includes the thoughts of Aviation Branch leadership. Other branches of the Army wish they had such a forum! Keeping the magazine relevant and the articles readable is the job of our editor, Joe Pisano (*Joe@quad-a.org*). His leadership can be described

as a "consistent gentle nudge" that keeps the authors moving in the right direction and mostly staying on time. Joe is a Vietnam veteran and retired CW4 Chinook driver. He is also the Voice at AAAA functions. If you have an idea for an article, please let him know.

My favorite section of the AAAA magazine is near the back and called Art's Attic. This is the page that shows what went on in Army Aviation 25 and 50 years ago. It's amazing to see how far we've come and how far we have to go! Thank You, Joe.

Should you or your chapter need a question answered or require help with an event the people in this article are your points of contact. I promise you will be pleasantly surprised with their quick and thorough response! Your AAAA staff at national always "has your 6" and they enjoy supporting Army Aviation Soldiers and Families!

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

AAAA TOP RECRUITERS

AAAA congratulates the following Top Recuiters!

March 2018
CSM Mark B. Baker
Recruited 76 members!
Air Assault Chapter
160th SOAR (A)

April 2018
Ingrid Strange
Recruited 16 members!
Aviation Center Chapter

May 2018
CW2 Brian K. Gage
Recruited 17 members!
Thunderbird Chapter

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

New AAAA Lifetime Members

North Texas Chapter
CW5 Wayne Keeton, Ret.
Thunder Mountain Chapter
COL Charles Atkins
Thunderbird Chapter
Mr. Michael E. Sloniker
Voodoo Chapter
SSG Douglas Hill, Ret.
Washington-Potomac Chapter
COL Julius Rigole

New AAAA Members

Air Assault Chapter
PFC Ramon Diaz-Hernandez
PFC Quade A. Tate
PV2 Brock M. Bates
Aloha Chapter
PFC Kaleohano K. Casteneda
Arizona Chapter
PV2 Jonathan A. Wilson
Aviation Center Chapter
CW4 Shaun Steines
Badger Chapter
SPC Eric D. Lebarron
Battle Born Chapter
PV2 Joseph Pena
Cedar Rapids Chapter
PV2 Aaron D. Michel
Central Florida Chapter
PV2 Kody A. Brinkman
Colonial Virginia Chapter
PV2 Nathaniel J. Webb, IV
Connecticut Chapter
SPC Jonathan E. Gudjohnsen
Delaware Valley Chapter
PFC Timothy P. Earls
PFC Paul M. Kooro
PV2 Ryan D. Youse
Frontier Army Chapter
PV2 Deandre A. White
Great Lakes Chapter
PFC Eric B. Parrish
Greater Atlanta Chapter
PV2 Michelle R. Battle
Grizzly Chapter
SGT Rochelle Bujwid
SPC Anthony R. Mez
Idaho Snake River Chapter
PV2 Tanner L. Brown
PV2 Luis A. Fernandezgomez
PFC Jack R. Knutson
Iron Mike Chapter
SPC Aphinon Niamnate
Jack H. Dibrell/Alamo Chapter
PFC Lindsey B. Keller
WOC Zakkery Ceballos
PV2 Edward R. Gonzales
Jimmy Doolittle Chapter
SSG Joshua Polson
Lindbergh Chapter
PV2 Thorsun E. Kilgore
Lonestar Chapter
CW2 Lance Skinner
PV2 Jacob L. Merry
SGT Christian Prado
MacArthur Chapter
PFC Leonardo Cabrera-Martinez
Magnolia Chapter
PFC Michael S. Harding
Morning Calm Chapter
1LT Turner Lee Blake
Mount Rainier Chapter
SPC Marc Echalas
SGT Christopher Livermore
SGT Ryan J. McKee
SPC Phipps A. Tyler
CPL Larry K. Urioste
Narragansett Bay Chapter
PV2 Cory J. Amaral
North Texas Chapter
CW3 Rafael Jose Cordoves
Northern Lights Chapter
SPC Latoya J. Boyce
SPC Derrell L. Coats
SFC Efrain Cuebas
SSG Robert N. Cuellar
SPC Daren T. Hamilton
PFC Jasmin I. Harper
SSG Garrett V. Hockney
CPT Travis E. Newman
1SG Alex Richardson
1LT William A. Rowland
SSG Andrew D. Tallman
SPC Christopher A. Trobaugh
Old Tucson Chapter
PV2 Elias A. Montano
Pikes Peak Chapter
PV2 Benton L. Murray
Rio Grande Chapter
SFC Kurt Edusada
Savannah Chapter
SSG Robert M. Baker
SGT Stephen E. Griffin
CW3 Jake R. Hammersley
CW2 William G. Klinger
SGT Carter Langlo
CW4 Robert J. McCurdy
CW3 Scott W. Parker
CW3 Travis L. Williams
CPT Bryant K. Salomon
ShowMe Chapter
SPC Mitchell A. Myers
Southern California Chapter
PV2 Joseph E. Melgar
SPC Christian T. Nixon
PVT Loghin J. Livingston
PV2 James R. McNamara
Tennessee Valley Chapter
PFC John H.. Johnson
Thunderbird Chapter
PV2 Wyatt D. Warfe
Voodoo Chapter
SSG GREGORY CORE
SGT Matthew Denoux
SGT JONATHAN DUNAWAY
SGT Xander Miller
PV2 Anthony Garcia
Washington-Potomac Chapter
1LT Matthew L. Manning
Winged Warriors Chapter
SSG Adam Escott
SSG Jose Plascencia
SPC Lily Saephan
SGT Lasean Colon
SSG Tyrone Hamilton
SGT Joseph Price
CPT Daniel Bloomer

Lost Members

Help us locate a lost member on this list and receive a free one month extension to your AAAA membership!
LTC Aaron Angell
PFC Travis C. Raymond
Mr. Tom Ryan
1LT Melissa Taylor
SPC Tadas Alasevicius
PV2 Dominic J. Wilson
PV2 Christian N. Nelson
SGM Jose L. Bermudez
COL Mathew J. Brady
SPC Edward Lazard
SPC Ronald C. Roebuck
SSG Tomasz Szymkiewicz
SFC Andy E. Goforth
Mr. James Myrick
PFC Lani D. Suther
2LT Jacob S. Tappe
CW2 Robert D. Frey
SFC James Joseph Tombrello
CW2 Mark E. Herd
SPC Taylor W. Thomas
SSG Christopher Lee Peche
SSG Joshua Linn
Mr. Russ Moore
Mr. Jon Leombrone
PFC Jayrald Tanicala-Bercasio
CW2 Eugene D. Bequette, II
SSG James Thomas Young
SPC Rex Frame
SGM Sammy Burns, Jr.
MAJ Bryan Martyn, Ret.
CPT Nick Onyango
1LT Karl A. Krauklis
MAJ Ross Ridge
Mrs. Cathy Knipe
CPT Kevin M. Murphy
COL Leslie H. Gilbert, Ret.
CW3 Samuel Rodriguez
1SG Omar Rodriguez
CPT Keith Kraker
LTC James Steven Cary
LTC Matthew Scher
MAJ Lukasz Derda
WO1 Cody A. Winclechter
CPT Robb D. Craddock
COL Donald G. Lisenbee, Jr. Ret.
Mr. Brent G. Ingraham
CPT Mitchell C. Daily
LTC Stephen Schmidt
Sonny Moore, Ret.
SGT Nicholas August
SPC Nicklaus A. Black
CPT Brian A. Harris
MAJ Jason Mangiaracina
SPC Jeremy L. Sharkey
LTC Jonathan Shaffner
Mr. Josh Segal
SFC Joshua E. Ricketts
COL Nancy J. Currie-Gregg, Ret.
CW5 CLIFF EVANS, RET.
SFC Joseph Garcia
CW4 Angela J. Barros
SGT Xavier Mojica
1SG Matthew H. Dire
MAJ Eric Edward Artemis, Sr.
SFC Brittany Anne Barfield
Mr. Doug Hansen
CW2 Mark E. Ellefsen, Ret.
CW5 William R. Halevy, Ret.
CPT Christopher M. Daily
Mr. William P. Mitchell
SPC Nicholas T. Petch
Mr. Michael Allen
SPC andrew briggs
COL Tom Gainey
CW5 Franz Carbonneau
Mr. Richard A. Ballard
CPT Toner Kelly
CPT Ariol Bonasse
Mr. Adam Hyland
SFC Brandon B. Vilt
CDT Dominique Munn
Mr. Greg P. Markow
CSM Jason Johnson
MAJ Jason M. Kowrach
1LT Jonathan Taylor
SGT Jack L. Cook
SPC Jacob M. Ramsey
SSG Angel A. Melendezcruz
Mr. Christian B. Holderith
Mr. Richard William Dyer
1LT Timoth M. Ruiz
CW3 Manuel Rene Tezanos Matos, Ret.
SFC Christopher J. Givens
PV2 Kaleb M. Jesse
CW2 Matthew P. Simms
2LT Alexandra Lycan
Mr. Mike Crow
PFC Tristen M. Fenlason
SSG Cole Shore
CW2 Rafael D. Sifuentes
CPT Michael T. McCullough
CW2 Dusty Miller
CPT Kristi Erickson
MAJ Kyle A. Kivioja



AAAA **Family Forum**

I love each day of being the Family Forum Editor, especially when I get to meet and interact with so many wonderful family members around the world. Thank you to Dailah for the following, as I feel I have gained a new friend with whom I have shared happy memories.

My Dream of a Lifetime

By Dailah Cole

"Mein Frau im Würzburg geboren" is often one of the first things my husband shares when we meet local nationals (Germans). It is one of the few phrases he knows – it means, "My wife was born in Würzburg."



TAPS COURTESY PHOTO

Senior level 12th CAB Family Readiness Group leaders met for a road trip "in the middle" in Würzburg, Germany. L to R: Evelyn Smith (12th CAB), Tia Morris (1-3 ARB), author Dailah Cole (12th CAB), Suzanne Scherrer (12th CAB), Evelyn Santos (12th CAB), and Kristen Fair (1-214 GSAB).

I was born in the 1970's, while my father was stationed here, but we left for the U.S. shortly afterwards. I was just two years old and didn't return to Germany until I was in college, which involved a month-long German language study. It was my last time in Germany, and so, my husband and I share with the locals that it has been a dream of a lifetime to return and be stationed here.

Being a family stationed in Germany is often different from what one would expect and getting this overseas assignment will conjure many different feelings for families. Amazing opportunities and unexpected challenges are part of the package. We want this short story to be a personal and funny review of what our family has experienced here.

Any Army family knows the drill. An RFO (Request for Orders) arrives and planning begins. The family is heading to Europe! For some it is a dream of a lifetime; for others, it can be unfamiliar and intimidating, maybe scary. The language barrier, being far away from family, and the expense of an overseas move are some of the known challenges, but the thrill of being able to explore Europe and enjoy the varied cultures provides additional excitement to it all.

The Army has dramatically downsized in Europe, which affords many opportunities to meet new challenges for families. It means traveling for sports an hour or two every weekend for younger kids, and upwards of 5 hours for the older kids. It means maybe no piano or dance lessons offered in the area. But, the children often have the opportunity to play in sports competitions with locals, and gain exposure to German traditional dances and music at local festivals.

With many Army units being spread across different bases hours apart, in order to create a cohesive family readiness group (FRG) means emails, phone calls, and often more road trips! Travel is part of the family and work routines. So, interestingly, Würzburg comes back into play – our senior level FRG leaders did a "meet-in-the middle" road trip to get to know one another. We went to Würzburg!

Lucky for us, the town is about half way between the two senior command posts. It is a beautiful old German city on the River Mainz. (For some of our more senior readers, they might remember that the U.S. military had a large base in the area. It was closed in 2009 as part of the downsizing in Europe.) We picked a day that worked for all of us and, with travel coffee mugs and water bottles in hand, we left our respective garrisons early in the morning and headed to Würzburg. We met at Würzburg's historic bridge, toured the "Altstadt" (Old town), ate a traditional lunch of schnitzel and pommes (french fries!) and made it back just in time to pick up the kids from school.

On other occasions, we make use of video teleconferencing (VTC), or use group chats on our phones. Though our different units cannot meet regularly, we can honestly make the most out of our dislocation and have great FRGs days.

Did I mention the grocery shopping? What an experience. There are several German grocery chains, some of which are in America: Aldi and Lidl. The stores here are not just viewed as discount chains. The produce is fresh, warm baguettes can be purchased out of a "bakery vending machine" and new seasonal items and goodies change out weekly. The only drawback is in checking out. There are no free bags, no baggers and no area to bag and no time to waste. Often there is a line of customers watching and impatiently waiting. All the groceries go straight into personal totes or back into the cart. It feels like a silly kitchen game show, but I enjoy the challenge every single time!

The amazing opportunities to be so close to historic, world famous cities, and all that they have to offer cannot be ignored. Local morale, welfare, and recreation offices (MWRs) always have trips planned, and exposing families to different cultures has positive lasting impacts.

This quote from Mark Twain struck a special chord for me: "Travel is fatal to prejudice, bigotry, and narrow-mindedness, … Broad, wholesome, charitable views of men and things cannot be acquired by vegetating in one little corner of the earth all one's lifetime."

It is an honor to be stationed in Germany. We get to serve as American ambassadors every day in our own way. "Mein Frau im Würzburg geboren" has become something of a refrain around here, and our German friends and colleagues always smile and often laugh when they hear my husband say it.

We learn how to navigate new situations. We gain insights to new cultures, learn different perspectives, try new foods, and I even get to visit my birthplace! Whether it is a dream or a challenge, and probably a combination of both, a tour overseas will not be exactly what one expects, but can be so much more.

Dailah Cole is the FRG Advisor and spouse of COL Ken Cole, commander of 12th Combat Aviation Brigade, Katterbach Germany. The Coles have four children.

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

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Stock up for Summer! Go to Quad-a.org

Future AAAA Members



"Russ Hagan flew Black Hawks in the Army before he and I became coworkers at NASA. Sadly he died recently. For his would-be birthday in May, I flew his twins, Robert and Isabella, in my AH-6 Little Bird for their first helicopter ride. It was a nice way to celebrate their father and experience his legacy."

Justin Wehring

Thank You to Our Scholarship Fund Donors

*AAAA recognizes the generosity of the following individuals, chapters and organizations that have donated to the Scholarship Foundation in calendar year 2018 through June 30. The list includes donations received for all scholarships, as well as the General Fund which provides funding to enable the chapter, corporate, heritage and individual matching fund programs as well as national grants and loans. Donors marked with an * are partially or totally donating to the newly established Families of the Fallen Scholarship.* ***Every penny donated to the Scholarship Foundation goes directly to a grant or loan as a result of the Army Aviation Association of America subsidizing ALL administrative costs!***

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For more information about the Foundation or to make a contribution, go online to www.quad-a.org; Contributions can also be mailed to: AAAA Scholarship Foundation, Inc., 593 Main Street, Monroe, CT 06468-2806.



AAAA **Legislative** Report

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

Status of the FY19 Budget Cycle and Why It Matters to Army Aviation

We are happy to report that the FY19 budget cycle is progressing efficiently and more importantly, to the benefit of the DoD and our Army Aviation Enterprise. Before providing an FY19 budget update, here is a bit on why it is so important. Arguably the past several years have been difficult for our national defense and security programs thus resulting in an atrophied military, deteriorated readiness, and reductions in modernization programs. The current Administration is intent on rebuilding our military, but clearly doing so takes time and several years of healthy defense budgets. The FY17 budget passed with a significant increase in DoD funding and when the FY18 budget passed a few months ago, it provided another increase. For many years now, the Continuing Resolution (CR) has been the "go-to" Congressional solution to their failure to pass the annual National Defense Authorization Act (NDAA) and Defense Appropriations Bills by the end of the fiscal year on Sept. 30. It remains unclear if Congress is on course to pass the FY19 DoD budget appropriations bills on time this year, but it is probable we will see another CR period begin on Oct. 1.

The FY19 budget is critical to Army Aviation because it provides a third year of robust funding for readiness and modernization. As expounded upon in more detail below, a short-term CR may be inevitable. Nonetheless, it is expected that the GOP will prioritize its passage before the end of this Congressional term due to their potential loss of control of the House and/or Senate and as mentioned last month, the upcoming November mid-term elections are significant because shifts in power in the House and/or Senate will likely result in DoD funding disputes.

So what is the current FY19 budget status? The White House (Executive Branch) and Congress (Legislative Branch) appear to be on the same page and the outlook for FY19 and Army Aviation is good. As you may recall, on behalf of the DoD, the White House requested a total of $689B for defense spending. The House authorized $717B for defense spending while the Senate authorized $708B, and they are now "conferencing" regarding minor differences to reach a final agreement on the FY19 NDAA. It is expected that the House Armed Services Committee (HASC) and the Senate Armed Services Committee (SASC) will authorize an amount above the $689B that was requested by the DoD, but it is up to the House and Senate Appropriators to decide if such funding can fit into the overall federal government budget.

Recently, the House Appropriations Committee for Defense (HAC-D) passed their FY19 defense spending bill which allocates $675B for DoD funding. The HAC-D's appropriations bill is set to go to the full House floor for passage in late June or early July. The Senate Appropriations Committee for Defense (SAC-D) is lagging behind the HAC-D and the committee has yet to pass their FY19 defense appropriations bill so at this point DoD funding numbers are not known.

What does this all mean? Well… first, note that the funding proposed by the House appropriators is lower than that authorized by both the House's and Senate's NDAA. This means that while the DoD may be "authorized" to spend approximately $700B, they will be given only approximately $675B to actually spend. Clearly, even $675B is a robust budget, but as you can see although the authorization bill is important in terms of spending parameters, ultimately the DoD will only be given the money allocated to them by the appropriators. The second thing to note is that we are on the cusp of July and the SAC-D has yet to finalize their DoD funding appropriations numbers. To avoid a CR situation, the Senate appropriators will have to work quickly to meet the Sept. 30 deadline and, considering the current political climate and this being a mid-term election year, that may be a tall order. If Oct. 1 arrives and we are in another CR situation that means that the DoD cannot spend any more funds on existing programs than the funding levels set for those programs in the FY18 legislation. Also, any "new start" programs authorized for FY19 will not be able to commence until the CR period is over. As mentioned earlier, passage of the FY19 budget is a GOP priority so hopefully any CR will be short lived but as always it is critical that we continue to help our politicians understand what issues and resources are critical to our Army Aviation Enterprise.

"Calling on all Aviation Captains and Command Sergeants Major"

Did you know you can serve on Capitol Hill as a fellow to a Member of Congress? We've discussed our presence on Capitol Hill in the past but wanted to underscore the importance of having a strong pool of Aviation Officers and NCOs apply to the Congressional Fellowship program. While it may take you off the flight line for a couple years, the program is incredibly career broadening and adding your voice to the education of our political decision makers is essential to securing success for Army Aviation at the strategic level. For more information, contact your branch manager or feel free to email me directly.

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Aviation Sustainment

CONTACT:
Bob Lachowski bob@quad-a.org
or
Erika Burgess erika@quad-a.org
203. 268.2450

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.

Raider Cleared for Full Flight Test Program



SIKORSKY COURTESY PHOTO

Sikorsky's experimental coaxial helicopter, the S-97 Raider, met the required objectives to move forward into its full flight test program with its second prototype after the first aircraft was sidelined following a hard landing last year, according to the company's vice president for future vertical lift, Dan Spoor. The second aircraft began ground testing on April 25 at the company's West Palm Beach, Florida, facility. Test pilots completed the flight-test card for the Raider during a 90-minute flight on June 19, which will allow Sikorsky to proceed with its full flight test program.

Bell's V-280 Makes First Public Flight Demo



BELL COURTESY PHOTO

Bell's V-280 Valor tiltrotor prototype, built for a U.S. Army capability demonstration, flew for a small group of reporters in its first public demonstration June 18 at Bell's Amarillo, Texas production facility. The company has logged nearly 40 flight hours in the test program. In the demonstration, the pilots hand-flew the aircraft with very limited augmentation to show that they are able to fly in the most degraded capability while maintaining good handling qualities. The V-280 took off in a hover during the demonstration and rapidly climbed to 500 feet above ground level and made several passes over the crowd, reaching 175 knots; the goal speed is 280 knots which Bell fully expects will be realized by the end of the test program.

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

The Boeing Co.-Philadelphia, Ridley Township, PA, was awarded a $25,747,525 modification to Foreign Military Sales (Saudi Arabia) contract W58RGZ-13-C-0002 for eight CH-47F new-build helicopters for the Royal Saudi Land Forces Aviation Command; work will be performed in Ridley Township, with an estimated completion date of July 31, 2021.

DynCorp International LLC, Fort Worth, TX, was awarded a $62,441,808 modification to domestic and foreign military sales (Croatia) contract W58RGZ-13-C-0040 for aviation field maintenance services; work will be performed in Afghanistan and Iraq, with an estimated completion date of Dec. 31, 2018.

HHI Corp.,* Ogden, UT, was awarded a $12,214,241 firm-fixed-price contract for design and construction of the Air Support Operations Center expansion; work will be performed in Fort Carson, Colorado, with an estimated completion date of Dec. 20, 2019.

Lockheed Martin Corp., Orlando, FL, was awarded a $14,158,360 modification to foreign military sales (United Kingdom) contract W52P1J-17-D-0043 for AH-64 Apache refurbishment items; work will be performed in Orlando, with an estimated completion date of March 31, 2021.

MD Helicopter Inc., Mesa, AZ, was awarded a $38,431,373 modification to foreign military sales (Afghanistan) contract W58RGZ-17-C-0038 to performance based, contractor-managed operations to support system readiness, material management, technical data management, repair, total asset visibility, engineering support, spares procurement, repair parts management, failure reporting and maintenance support; work will be performed in Mesa, with an estimated completion date of Nov. 30, 2018.

Sikorsky Aircraft Corp., Stratford, CT, was awarded a $38,388,000 modification (P00005) to contract W911W6-14-D-0002 for engineering, analysis, test and technical services. Work locations and funding will be determined with each order, with an estimated completion date of Sept. 29, 2019.

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AAAA **Awards**



Order of St. Michael Recipients

Bronze

LTC Jeffrey E. Long
MAJ Carisa A. Kimbro
MAJ Craig D. Neeley
CW4 Trenton D. Lewis
CPT Baron C. Martin
CPT Chad J. Dieter
CPT Peter G. Smith
CW4 Joseph Lynch
SFC Joshua L. Bain
1SG Thomas E. Winter
SFC Matthew Stohrer
CW4 Earnest Cisneros
CW3 Ryan S. Ladd
1SG Kelly S. Ray
COL Herbert J. Simms, Ret.
CW2 Richard Budniewski
CW3 Joe A. Alexander III
CW5 Joseph A. Sharp
CW5 Edwin B. Morris
MAJ Ashley C. Sullivan
CSM Teddy L. James
LTC James A. Birmingham
1SG James C. Dunavant
SFC Cathrine A. Bell
LTC Bryan Jones
SGM Danny J. Davis
CW4 William C. Purser
MSG Michael R. Teague
Brian R. Hite
MAJ Michael B. Hultquist
MAJ Scott A. Baker
CW4 Brian E. Andermann
CW3 Antonio Meyreles
CW4 Jerry W. Spears
CW4 Mordicah J. Thomas
CW4 Jeffry Epperson
SGM Lawrence M. Milano
SFC Donald V. Leach
MSG Derek M. Smith
MAJ Adam Lulay
SFC Sean M. Bailey
CW5 Carlos Garza, Jr.
LTC Timothy J. Catalano
MAJ Lev L. Mazeres
CPT Christopher D. Landers
CPT Brian N. Thielmann
Lisa E. Eichhorn
COL John J. Maher
CW4 Scott A. Tucker
CW3 Patrick C. Reape
SFC Kenneth R. Williams
CPT Daniel R. Bloomer
CPT Zachary R. Mitchell
CPT Christopher M. Daily
CPT Jennifer L. West
MSG William J. Baker
1SG Matthew B. Meyers
SFC Mark L. Cooley
1SG Timothy W. Stevenson, Jr.
MSG Johnathan York
MAJ Comador M. Ferguson III
CW4 Shamus J. Gorsuch
CW5 Edward D. Henderscheid
CW4 Jeff R. Wellington
CW3 William Copeland
CW4 Brian J. McUmber
CW4 Michael J. Siler
SSG Brian J. Herriman
MAJ Glenn Anderson
CW4 Christopher Green
CDR Ronald Dennis
MAJ Jeremy Gibbs
CPT Sean J. Eskew
CPT Michael T. McCullough
MSG Branden Coughlin
SFC Quentin J. Sheley
CPT Cody L. Killmer
CW4 Michael J. Becker
CW4 Casey W. Peterson
CW4 Edward B. Aycock, Ret.
SFC Kenneth W. Villagomez
CW5 Scott J. VanHoveln
CW3 Samuel D. Slate



Honorable Knight

SFC Earny D. Wilson
SFC Mark A. Pierce
MAJ Christopher A. Brown
CPT James R. Gruenewald
SFC Pierre Warner
LTC Jay C. Sawyer
CW3 Ellen L. Smith
MAJ Alberto Cordova
COL Brian A. Payne
Capt Benjamin Mackey
CPT Thomas H. Bloomer
CPT Jeffrey P. Kelly
MSG Jimmy J. Lancaster
LTC Curt Kuetemeyer
Lawrence Hadsell



Our Lady of Loreto Recipients

So-Young Lee
Shauna Johnson
Kelly L. Hoecherl
Kay Jones
Rie Davis
Lesley S. Cravey
Jennifer Awai
Keeley Garcia
Shanell Dawson

Soldier of the Month

SPC Anthony R. Meza
Grizzly Chapter
May 2018

SPC March Echalas
Mount Rainier Chapter
February 2018

SPC Tyler J. Phipps
Mount Rainier Chapter
March 2018

CPL Larry K. Urioste
Mount Rainier CHapter
June 2018

NCO of the Month

SGT Rochelle Bujwid
Grizzly Chapter
May 2018

SGT Ryan J. McKee
Mount Rainier Chapter
March 2018

SGT Christopher R. Livermore
Mount Rainier Chapter
June 2018

In Memoriam

COL Robert Lavern Head

Happy
100th
Birthday
Army Warrant Officer Corps!



9 July 1918 – 2018

&

Happy
14th
Anniversary
Warrant Officers Branching Aviation!



9 July 2004

People On The Move

Changes of Command/ Responsibility

Fighting Sixth Welcomes Angell



U.S. ARMY PHOTO BY CAB, 1ST ID, PAO

Combat Aviation Brigade, 1st Infantry Division commander, COL R. Chris Black, passes the colors of the 1st Squadron, 6th Cavalry Regiment to incoming commander, LTC Brian C. Angell while outgoing commander, LTC Clinton R. Cody (right) and squadron command sergeant major, CSM Joshua M. Bryan look on, during a change of command ceremony at Cavalry Parade Field, Fort Riley, KS, June 21, 2018. Angell comes to the unit from Ft. Rucker, AL; Cody moves to the National Training Center at Ft. Irwin, CA.

Awards



BLACK KNIGHT CHAPTER COURTESY PHOTO

USMA Aviation Cadet of the Year

Cadet (now 2LT) Kevin D. Sullivan is congratulated by AAAA National Secretary, MG (Ret.) William T. "Tim" Crosby on his selection as the U.S. Military Academy Cadet of the Year for 2017 at the West Point Ski Lodge, NY, April 20, 2018.

ROTC Aviation Cadet of the Year



COURTESY PHOTO

MG (Ret.) William T. "Tim" Crosby, AAAA National Secretary, congratulates **Cadet Michael J. Orgeron** on his selection as the Reserve Officer Training Corps Cadet of Year for 2017 during the seventh annual ROTC Joint Awards Ceremony at Louisiana State University, April 19, 2018.

Night Stalker Selected by Gathering of Eagles Foundation



The Gathering of Eagles Foundation announced former Night Stalker, **CW5 (Ret.) Donald F. Tabron**, as one of their selectees for the 2018 Annual Gathering of Eagles. The Gathering of Eagles Foundation mission is honoring airpower heritage to inspire military and community leaders of the future. GOE is the capstone event in the Air Command and Staff College (ACSC) curriculum at Maxwell Air Force Base, AL. The program traces its roots to 1980, when ACSC invited retired Brigadier General Paul W. Tibbets to visit Maxwell to share his flying experiences with ACSC students.

Command Selections

FY 2018 Colonel Army Competitive Category Selection Board Results

The fiscal year 2018 colonel army competitive category selection board results were released June 5, 2018. AAAA congratulates the following 31 Aviation/Acquisition lieutenant colonels on their selection.

Seq #	
0081	Angell, Aaron *
0088	Ashburn, James M. *
0181	Beyer, Andrew M. +
0160	Bragg, Jeffery J. +
0170	Bryant, Robert K. *
0176	Bunker, David R. *
0164	Dis, Jason S.
0062	Finison, Derek S. +
0082	Graham, Andrew R. +
0146	Habhab, Travis M. +
0052	Harper, Reginald R. *
0053	Heidel, Ralph R.
0004	Hummel, Timothy D.
0006	Isaacson, Matthew L.
0073	Johnson, Michael S. *
0044	Karnes, Louis J,
0081	Maher, John J.
0168	Martin, Aaron M. +
0006	McDonald, Timothy D. *
0058	McHugh, Kevin E. *
0174	McIntosh, Travis L. +
0024	Niles, Altheria M. +
0042	Owen, Stephen W. +
0091	Parker, Joseph H. +
0179	Reynolds, Jennifer +
0191	Stull, Michael C.
0043	Taylor, Mark R.
0084	Vanek, Eric A. *
0097	Verenna, Tony K. *
0131	Welch, Ryan K. *
0095	Yastrzemsky, James +

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

People On The Move

FY 2018 Lieutenant Colonel Army Competitive Category Selection Board Results

The fiscal year 2018 lieutenant colonel army competitive category selection board results were released June 5, 2018. AAAA congratulates the following 81 Aviation/Acquisition majors on their selection.

Seq #
0257 Adams, Jerrod C. *
0086 Aldrich, Matt M.
0168 Andringa, Brett E.
0143 Ashley, Beau J.
0159 Atkins, Ryan S. *
0259 Beale, Robert K.
0289 Bell, Joseph C. +
0065 Bock, Adam R. *
0189 Brant, James E. *
0169 Cain, Phillip B. *
0183 Calvert, Damion M. +
0462 Carlsen, Matthew C.
0276 Cleary, Mark J.
0300 Colvin, Nathan M. +
0320 Cryer, Ryan A. +
0229 Dalziel, Bridget E.
0045 Dean, Nicole E.
0180 DeForest, Patrick M. +
0331 Dominguez, Gerardo
0038 Dunkle, Scott W. *
0071 Easter, Kevin M. +
0145 Eisenhauer, Ryan L.
0113 Ferris, Scott M.
0173 Fugere, Paul M. *
0439 Gallagher, Cameron *
0243 Gourgues, Michael H.
0292 Greenwood, Richard *
0349 Hadlock, Erin D. *
0061 Hanrahan, Ryan P.
*0468 Harless, Robert B.
0041 Hartfelder, Richard
0267 Heppe, Adam D. +
0311 Hill, Grant H.
0314 Holden, Darrell P. *
0246 Holland, Joseph P.
0308 Holten, Nicholas C.
0294 Hull, Richard E. +
0322 Johnson, Kimberly D. *
0131 Kelly, Ryan G.
0290 Kim, Simon Y.
0012 Lugo, Reverol A. *
0301 Magennis, Matthew D.
0312 Marchetti, Michael
0401 McCarthy, Joseph A. +
0146 McMannes, Matthew T. *
0081 Megerdoomian, E.
0042 Mercier, Luke E.
0205 Milas, Michael J. +
0279 Minear, Matthew R.
0324 Morris, Daniel C. +
0003 Osmon, Michael L.
0382 Paulus, Jeffrey L. *
0193 Peters, Derrick A.
0307 Powers, Joshua S. *
0283 Ryan, Nicholas D. +
0395 Sauter, Edward B. *
0152 Schmitt, Peter V. *
0232 Scott, Ryan J.
0166 Seitz, John D.
0461 Server, Michael W.
0438 Shubin, Leah C. +
0350 Sims, Joseph E. *
0073 Smith, Archie L. *
0228 Smith, Matthew J. *
0321 Snowden, James M.
0253 Spitzack, Cole A. *
0165 Steadman, Benjamin A.
0285 Stewart, Christopher R. +
0424 Swinney, Joseph D.
0058 Teitge, Joshua D. *
0268 Thomas, Hans J. +
0303 Unger, Curtis J.
0225 Villa, Adrian *
0015 Wagner, Damon T.
0122 Walters, Olin L.
0212 Weaver, Elizabeth A.
0281 White, William G. *
0456 Whittier, Bryan S.
0341 Witty, Erica J.
0269 Wolfe, Gabriel M.
0016 Yandell, Scott R.

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

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 Flight School XXI at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

44 Officers, May 24

Commissioned Officers
2LT Sonderegger, Jeffery C. **– DG**
2LT O'Neal, Rye M. **– HG**
1LT Owen, Jason R. **– HG**
2LT Arevalo Ramos, Brian J.
2LT Connolly, Shane W.
2LT Correa, Armando
1LT Day, Rachel A.
2LT Leonard, Charles G.
2LT Lucas, Samantha W.
2LT McAfee, Robert W.
1LT Miller, Chase A.
2LT Serrano, Austin J.
2LT Singletary, Michael J.

Warrant Officers
WO1 Williamson, Andrew C. **– DG**
WO1 Humphreys, Thomas L. **– HG**
WO1 Minter, Daniel P. **– HG**
WO1 Rufli, Jacob W. **– HG**
WO1 Widdicombe, Nicholas J. **– HG**
WO1 Blackshear, Brian T.
WO1 Carrell, Ethan S.
WO1 Clarke, Trey N.
WO1 Coyle, Matthew P.
WO1 DiazDuchesne, Luis A.
WO1 Frank, Stephanie L.
WO1 Frimpong, George C.
WO1 Gatechair, Michael J.
WO1 Hedges, Benjamin D.
WO1 Horne, James P.
WO1 Hovland, Jeremy C. *
WO1 Johnson, Ronald K.
WO1 McIntyre, Daniel L.
WO1 McKee, Caleb S.
WO1 Meyers, Kevin T.
WO1 O'Brien, Joshua J.
WO1 Sandberg, Scott J.
WO1 Seeley, Daniel C.
CW2 Speak, Mason C.
WO1 Stalsby, Christopher P.
WO1 Stewartson, Cameron K. *
WO1 Tong, Jonathan D.
WO1 Vasloban, Tiberiu
WO1 Wunderlin, Aaron J. *

24 Officers, June 7

Commissioned Officers
2LT Bean, Ethan W. +
2LT Bickmeyer, Brian A.
1LT Debord, Jerome T.
2LT Hodsdon, Alex D.
2LT Lough, Sean M. **– DG**
2LT Mazzone, Jonathan H.
1LT Medick, Charles M.
2LT Scheler, Jared M. **– HG**
2LT Springer, Kyle J. **– HG**
2LT Thurston, Jermaine X.
2LT Tyra, Kacey M. *
2LT Weidow, Nicholas L.
2LT Wingerter, Nickolas J.

Warrant Officers
WO1 Brown, Nicholas M.
WO1 Gore, Jeffrey B.
WO1 Johnson, Nathan A.
WO1 Jones, Christopher D.
WO1 Katkus, Kevan J.
WO1 Leduc, Eric L. *
WO1 Ogando-Vazquez, Ramon A.
WO1 Richards, Brandon M. * **– DG**
WO1 Sarmiento, Ricky Q. * **– HG**
WO1 Skinner, Douglas E.
WO1 Temple, Isaac G.

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


FSXXI-24 MAY.


FSXXI-12OCT.

People On The Move

ADVANCED INDIVIDUAL TRAINING (AIT) GRADUATIONS

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

AH-64 Attack Helicopter Repairer (15R)

Class 008-18
PV2 Ryan Daniel Youse * **– DG**
SPC Stephen John Arahovites
PFC David Brost
CPL Michael Stephen Clonts
PV2 Austin Bailey Francis
PV2 Andrew Harris Hessler
PV2 Donovyn Donald Johnson
PV2 Christian Mark Narine
PFC Chad Alan Pendleberry
SPC Curtis Jarle Randall
PV2 Christopher Jordan Smith
Class 009-18
PV2 Brock Morgan Bates * **– DG**
PV2 Dylan Allen Dortch
SPC John Christopher Dunker
PV2 Joshua Micheal Grissom
PV2 Avery Dakota Higdon
PV2 Stephano Ricardo Hynes
PV2 Derrick Edward Lewanddowski
PV2 Dakotah Austin Parrish
PV2 Marcus Wyain Pierce
PV2 Javier Manuel Ponce
PV2 Bennie Lee Ray II
PV2 Abdiel Aldair Sandoval
Class 010-18
PV2 Daryl Lynn Good * **– DG**
PV2 Austin Taylor Barlow
PV2 Ladoine Raphael Gosha
SPC Aaron Little
PV2 Abner David Medinabenitez
PV2 Jeriah Daniel Neel
PV2 Jordan Taylor Rodriguez
PV2 Thomas Michael Rudzinski
PV2 Zachary Taylor Sharpe
PV2 Zachary Scott Thompson
PV2 Alec Joseph Vansickle
Class 011-18
PV2 Charles Ababio Asare
SPC Brandon Michael Baugh
PV2 Dustin Charles Boucher
PV2 Dustin James Branham
SPC Blake Anthony Marsh
PFC Gerardo Ruiz
PV2 Shelbylin Grace Springall
PV2 Richard Alan Thorp III
PV2 Nicholas Jay Vann
PV2 Ethan Kemper Wogoman
Class 504-18
PV2 Anthony Garcia * **– DG**
SPC Damorian Devon Benton
PV2 Cole Martin Braasch
PV2 Jorge Alfredo Cota
PV2 Justin Dakota Ferguson
SPC Charles Eslie Gray
PV2 Aerek Carl Horton
SPC Jimmy Steven Jimenez
SPC Nicholas Michael Lewis
SPC Gage Austin Morgan
SPC Nathan James Mulkey
SPC Tecumeseh Tre Oliver
Class 012-18
PFC Jack R.Knutson * **– DG**
SPC Chauncey Ikaika Akau
SPC Bryden Robert Antonich
PFC John Louis Bryant, Jr
SGT Tyson Ray Byrd
PV1 Michael Avery Chappel, Jr
SGT Joshua John Halacy
PV2 Corey Evan Hornak
PV1 Caleb Christian Ling
PV1 River Dean Litten
PV2 Charlesadrian Vicente Mitre
PV2 Austin Lee Todd

UH-60 Helicopter Repairer (15T)

Class 021-18
PV1 Hollis C. Cagle * **– DG**
PV1 Edward James Barker, Jr
PV1 Zachary Andrew Carter
SPC Alexander Joseph Cottrell
PV2 Mitchell Phillip Dees III
SSG Pavel Hanko
SSG Matthew Lewis Lamb
SPC Josephdevere Rhoades
SPC Nicholas Rhodes
SPC Matthew Joseph Sahagian
SPC Cory Michael Smiley
SPC John Ryan Smith
Class 022-18
PV2 Joseph James Pena * **– DG**
PV2 Jorge Luis Lisaolajimenez
PV2 Andrew Alexander Lopez
SPC Phillip Nathaniel Mesiner
PV2 Jacob Riley Newton
PFC Richard Allen Tyler Peirce
PV2 Nathan Michael Perez
PFC Timothy Rivers Robinson
PV2 Joseph Lewis Simmons
PV2 Justin Dima Simshauser
PV2 Parker Jameson Taylor
Class 023-18
PFC Shawn M.Harding * **– DG**
PV2 Adam Edward Alexandersen
SPC Denzel A. Bissellyoung
PV2 Christopher Gene Brewer
PV2 Brady Cole Caspari
PV2 George Vincent Coker
PFC Chase Allen Edwards
PV2 Nicholas Ryan Felty
PV2 David Christ Jeffries-Smith
PV2 Craig Mathew Kurtsman
PV2 Carter Stowe Winters
Class 024-18
PV2 Wade Allen Lockhart * **– DG**
PFC Jessica Jordan Belanger
SGT Charles Everett Blake
SPC Kyle Anthony Bonner
PV2 Alexander Grant Clingerman
SPC Samara Ivory Duman
PV2 William Stanley Lafleur
PV2 Jerod Samuel Lopez
PV2 Douglas James Mischler
PV2 Keeney Morales
PV2 Dondre K.Nagasarsingh
PV2 Dane Gregory Northcutt
Class 025-18
PFC Eric B. D. Parrish * **– DG**
PV2 Michael Scott Alexander
PV1 Stephen Elbert Austin
PV2 Dane Gregory Northcutt
PV1 Jared Michael Pawling
PV1 Alexander Stone Philip
PV1 William Tyler Shaw
PV2 Noah Kullen Shook
PV1 Elijah Thomas Steiner
PV2 Tyler James Syvertson
PV2 Craig Andrew Thatcher Jr
Class 026-18
PV1 Loghin J.Livingston * **– DG**
SPC Tyler Aaron Brooker
SPC Christian Barton Clark
PV1 David Joshua Garland
PV1 Erik Tomas Gonzalez
PV2 Ryan Philip Holcombe
PV2 Nickolas Adam Howell
SGT Kyle Kristopher Hutton
PV1 Justin Roger Lange
PFC Christopher Brian Medina
PV2 Dane Gregory Northcutt
Class 027-18
SPC Jonathan.Gudjohnsen* **– DG**
SPC Joseph Jacob Gruber
PFC Justin Nicholas Hagele
PFC Arie Michael Lacroix
PFC Andrew Blake Llewellyn
SPC Anthony Maddox
PV2 John Douglas Maloney
PV2 Brandon Anthony Nazzaro
PV2 Justin Mitchell Norell
PV2 Jesus Pacheco, Jr
PV2 James William Smith, Jr
Class 028-18
SPC Mitchell A. Myers * **– DG**
SPC Shane Matthew Coleman
SPC Mark Flores

CH-47 Medium Helicopter Repairer (15U)

Class 007-18
PFC Billy Ray White * **– DG**
PV2 Jason Neal Carrico II
PV2 Aaron Dominic Faulkner
PV2 Christian Paul Fausett
PV2 Aaron Joseph Ferrell
PV2 Marcus Aaron David Gabriel
PV2 Randell Ravida Metters
PV2 Colin James Pauley
PV2 Enrique Maiasse Perez
PV2 Dakota Thomas Persails
SPC Jeremy Martin Thompson
PV2 Elijah Myles Wergin
Class 008-18
PV2 Mark Anthony Batchelor
SPC Mandy Manuela Eppig-Oler
PFC Joshua Allen Mayerle
PFC Rachel McFadden
PV2 Austin Gregory Smith
PV2 Kull Charles Stalder
PV2 Ty Daniel Stall
SSG William Dale Waugh
PFC Caleb Paul Weeks
PV2 Katelynn Marie Welch
PV2 Deandre Allen White *

Aircraft Powerplant Repairer (15B)

Class 004-18
PFC Leonardo A. Cabrera * **– DG**
PV2 Horacio Almendariz Jr.
PFC Alex Antonio Alvarado
PFC Vincent Xavier Gusman
PV2 Larry Blake Harris
PV2 Richard Lynn Hopkins
PV2 Martin Infante
PV2 Quy Van Le
PV2 Alec Jeffrey Mabe
PV2 Caleb Alexander Poteat
PV2 Noah Matthew Shaneyfelt
PV2 Alexander Paul Sharp
PV2 Casey Patrick Victorino

Aircraft Powertrain Repairer (15D)

Class 003-18
PV2 James Zachary Allen
PV2 Jason Delgado
SGT Cory Wesley Fish
PFC Michael Ezra Howard
PV2 Arthur Yeong-Tsair Lin
PV2 Killian Thomas Mailander
PV2 Benjamin David Michaliszyn
PV2 Brian Peter Page
PV2 Nathan Greggory Robbins
PV2 William Robert Simpson
PV2 Ryan Kyle Stephens
PV2 Francisco Javier Velazquez

Aircraft Electrician (15F)

Class 005-18
PFC Paul Mbira Kooro * **– DG**
PFC Yasr Assisou
PV2 Dakota Morgan Brundige
PV2 Gage Richard Harmon
SPC Jonathan Orie Moyers
SPC Alec Christopher Robbins
SGT Allen Lanckton Roberts
Class 006-18
PV2 George F. Scott III * **– DG**
PV2 Michael Andrew Milazzo
PV2 Patrick C. Ricard
PV2 James Earl Tubb IV
PV2 Ernest Wayne Ulrich

Aircraft Structural Repairer (15G)

Class 003-18
PV2 Edward R. Gonzales * **– DG**
PV2 Jason Lane Bayless
PV2 Jarod Michael Bonnel
PV2 Adam Daniel Gomez
PV2 Cristion Gonzalez
PV2 Matthew Ryan Gray
PV2 Frank Harmon IV
PFC John Francis Hughes III
PV2 Nicholas James Inman
SPC Morgan Paige Jones
PV2 Anthony Glenn Kennedy
PV2 Axston Blake Lemaster
SGT Steven Jeffrey Lusk
PV2 Brandon A. Mckellop Jr.
PV2 Joshua Scott David Stelling
SGT Christopher Michael Todd
Class 203-18
PV2 James R.McNamara * **– DG**
PV2 Leonell Joy O. Casimero
PV2 Joshua Ozias Coates
SGT Gabriel Nagueira Costa
PV2 Tristen Joseph Cooper
PV2 Nathaniel Gage Eubanks
PFC Stephen Anthony Geisel
CPL Ose Raul Ibarraserrano
PV2 Ebon Scott Jones
PV2 Matthew Girard Lacelle
PV2 Blake Logan Lawhorn
PV2 Robert Lee Lumanlian Lui
PV2 Steven Sablan Mendiola Jr.
PV2 Jorge Rivero
PV2 James Austin Short
PV2 Zachary David Stevens
PV2 Blaine Aaron Walker

Aircraft Pneudraulics Repairer (15H)

Class 004-18
PV2 Eliaas Al.Montano * **– DG**
PV2 Dale Justin Brown
PFC Ivan Diaz
PV2 Jerry Edward Jackson
PV2 John Wesley Matthews Jr,
PV2 Chase Keller Sneath
PV2 Seth Everette Weaver
SPC Yousif Clausell Yassin

Avionics Mechanic (15N) Class 001-18

SSG Jonathon A.Arkenberg
PFC Luis Shaquile Carrasquillo
PV2 Daniel William Castillo
SGT Cody Lee Cosner
PV2 Shelbey Raye Eadens
PV2 Dina Maria Poole
Class 002-18
PV2 Nathaniel J. Webb IV * **– DG**
PV2 Ezekiel Deaton Bolden III
SGT Michael E. McGee
PV2 Christopher Edward Rogers
PV2 Logan Thomas Sellers
PV2 Corey Demetrius Spees
PV2 Xavier D'Andre Wilson
PV2 Matthew Connor Word
Class 501-18
PV2 Terry David Marsh * - **DG**
PV2 Corey Scott Fletcher
PV2 Akeli Kaseon Graham
PV2 Eric Estevon Hernandez
PV2 Ken Anthony Hill Jr.
PV2 Tristan Nathaniel Hobbs
PV2 Robert Kendric Phillips
Class 003-18
PV2 Samuel H. Bartlett * **– DG**
SPC Joseph Karem Adkins
PFC Burt Dulay Cabezas
PV2 Daniel Rene Castaneda
PV2 Mikayla Lee Condrey
PV2 Rebecca Mae Parker
Class 004-18
PV2 Adrian Mykole Cuevas
PV2 Gunnar Michael Denney
PV2 Troy Edward Meshaw
SPC Jeffrey Alan Michener
PFC Chibuike Destiny Obinnah
PV1 Eric Michael Ralph
PFC Edward Marcelino Ramirez

Aviation Operations Specialist (15P)

Class 18-023P
PVT Josephine Lowden **– DHG**
PFC Stacie Ortizkuilan **– HG**
PV2 Mickey Giltamag
PV2 Dalton Griffin
PV2 Natahlie Hall
PVT Dante Johns

People On The Move

PVT Melvin Perry
PVT Justin Strickland
Class 18-024P
PFC Christopher L. Guerrero
PV2 Shana Gooding
PVT Austin Lane
PVT Paola Olmeda
PV2 Victor Olvera
PV2 Kyle Van Meter
PVT Kendarius Wheat
Class 18-025P
PVT Alexia Smith **– DHG**
PVT Logan Anderson
PFC Coleman Carraway
PV2 Austin Lykins
PV2 Victor Navarrete
PFC Oscar Quinones
PVT Nicholas Reiser
PVT Arturo Serrano, Jr
SPC Edgardo Souffront
PVT Zachary Travis
Class 18-027P
PV2 Kelly Glovich **– DHG**
PFC Khari Bonelli
PVT Nathan Bushey
SPC Joseph Enriquez
PV2 Loghan Eschenbrenner
PVT Aaron Guseman
PV2 Cameron Key
PV2 Destin Lawrence
PVT Dakota Meador
PV2 Emily Milosevic
PFC Brandon Otey
PVT Allison Pearman
PV2 Katherine Sander
PV2 Jesse Sheets
PFC Ryan Wetherbee

Air Traffic Control Operators (15Q)

Class 18-009Q
PVT Nadine Alba
PVT Samuel Evans
PVT Hunter Harris
PVT Kenneth Knight
PV2 Reece Lambert
PVT Adam McGinnis
PVT Dorian Moore
PVT Jordan Persano
SPC Richard Quiggle
SPC Pablo Rodriguez
PV2 Tyrone Simpson
PV2 Andrew Trahan
Class 18-010Q
PV2 Thomas Nunez **– DHG**
PV2 Jordan Bond **– HG**
SSG Richard Carey
SPC Michael Dalke
PFC Dillon Holder
PVT Darnell McMillian
SPC Jeong Park
PFC Mack Riley
PV2 William Rorabaugh
PV2 Rebecca Sarmiento
PV2 Zachary Thomas
PFC Amanda Volpe
Class 18-011Q
SPC Mark Alberts **– DHG**
SPC Dalton Boyd **– HG**
PV2 Raquel Bennett
PVT Rose Brutout
SGT Patrick Claggett
PVT Elijah Farmer
PVT Alan Hall
PV2 Tony Kilbourn
SPC Christian Smith
PFC Austin Weber
Class 18-012Q
PFC Tailor Anderson
PV2 John Balilla
PV2 Corey Hurston
SPC Bryce Manker
PV2 Francis Mazzola
PVT Alston Plummer
PVT Noah Smith

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

Class 003-18
SPC Leandria D. Ates * **– DG**
PV2 Matthew David Barnett
PV2 Tobias Anthony Brennan
PV2 Brayden James Brown
SPC Dalton Chase Bunce
PV2 Parker Barrett Eissler
SPC Norman A.Everhart Jr.
SPC Joshua Ryan Flores
PV2 Mason Jace Gaskin
PV2 Alan Guzman Cardosa
PV2 Jason R.Woodward Jr.
Class 004-18
PV2 Thorsun E. Kilgore * **– DG**
PV2 Joshua Adam Hairston
PV2 Jesse Ray Harris
PV2 Caleb J.W.Holloway
PV2 Jerry W. Hudspeth III
PV2 Adam Donavan Hunt
PV2 Garret Michael Knight
PFC Andreu C. Bryan Mazins
PV2 Patrick J. McCutcheon
PV2 Daniel C. McPherson
PFC John Walter Presswood
Class 502-18
PV2 Jonathan A. Wilson * **– DG**
PV2 Christopher T. Mooney
PV2 Steven D. P.Muswah
PV2 Caleb West Podolski
PV2 Jahdiel Eliezer Rivera
PV2 Jerry Tyrel Robinson
PFC Joshua Eli Robson
PV2 Rogelio Rodney Rojas
PV2 Daniel Rafael Sainz
PV2 Kyle Louis Swartz
PV2 James Trey Thomas
SPC Rocco Hugo Vaglica

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

UNMANNED AIRCRAFT SYSTEMS (UAS) GRADUATIONS

UAS REPAIRER

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

Shadow UAS Repairer Course

30 Graduates, May 24
SGT Daniel R. Walters * **– DHG**
PFC Travis P. Genaway **– HG**
SGT Madeliene R. Biltz
SGT Christopher R. Schneider
SPC Tucker J. Bornyk
SPC Ian K. Deans
SPC Nicholas Gladd
SPC Sage L. Hensley
SPC Austin L. Hine
SPC Michael B. Keller
SPC Joshua T. Kelly
SPC Richard M. Littell
SPC Gabriel G. Noakes
SPC Hossany Noda
SPC Duayne R. Peters JR
SPC Coty R. Yeager
PFC Nicholas J. Trobaugh
PV2 David A. Bagby
PV2 Garrett J. Chong
PV2 Austin T. Dvorak
PV2 Steven J. Jimenez
PVT Trayor G. Boyle
PVT Jacob P. Brush
PVT Christian A. Cardenas
PVT Reagan B. Liddon
PVT Castulo Molina JR
PVT Ryan M. Peart
PVT Julian A. Perez
PVT Mark A. Sampayo JR
PVT Dawlton W. Young

Shadow UAS Repairer Course

31 Graduates, June 11
PFC Marcus B. Todd **– DHG**
PV2 Amilcar M. Osorio-Orta **–HG**
PFC Alexander C. Dahl
SFC Richard Rodriguez
SGT Brennen T. Stephens
SPC Arthur T. Barlow
SPC Steven L. Trevino-Gutierrez
PFC David A. Castillo
PFC Conrad Nuanes
PFC Jose J. Padro-Gonzalez
PFC Dallas C. Roberts
PV2 Christopher C. Bradshaw
PV2 Devon L. Cemer
PV2 Hunter D. Cruz
PV2 Bradley L. Cupp
PV2 Jacob R. Elmore
PV2 Dallas C. Ferguson
PV2 Michael L. Guerra
PV2 Gerrin M. Kinsey
PV2 Clayton R. Mahoney
PV2 Kenneth J. Nelson
PV2 Colyn A. Northcutt
PV2 Eric Sanchez
PV2 Hunter L. Sibille
PV2 Wesley G. Steadham
PV2 Wolfgang X. Watkins
PVT Graham M. Burson
PVT Waylon D. Lengacher
PVT Jonathon T. Lewton
PVT Elijah T. Minor
PVT Cauy O. Wright

UAS OPERATOR

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

Shadow UAS Operator Course

33 Graduates, Jun 13
SSG Richard K. Shepan **– DHG**
SPC Jeffrey D. English **– HG**
SGT Clayton K. Kaneakulau
SGT Donald A. Morse
SGT Jameson K. Price
SGT James T. Raines
SPC Brian A. Anderson
SPC Rashad D. Blake
SPC Micheal R. Bryant
SPC Jeremy P. Fogle
SPC Paden C. Gillispie
SPC Rafael S. Nopo
SPC Kaysone Outhayvong
SPC Devonte C. Phillips
SPC William D. Pruitt
SPC Samuel J. Stump-Lente
SPC Damian L. Taylor
SPC Reese S. Thompson
SPC Marc A. Venegas
SPC Christopher R. Williams
PFC Cecil O. Byrnside
PFC Hidalgo Salazar
PV2 Eddie Martinez
PV2 Marcos D. Miranda
PV2 Ethan J. Rock
PV2 Jack T. Rooyakkers
PV2 Maxwell C. Rydquist
PV2 Emanuel A. Secundino
PV2 Tanner B. Shultz
PV2 Cameron A. Spurlin
PV2 Brennan S. Thompson
PV2 Matthew A. Tipton
PVT William J. Seward

Gray Eagle UAS Operator Course

41 Graduates, June 8
PV2 Edward J. Ludwigsen **– DHG**
SPC Zachary T. Dell
SPC Agnieszka M. Geishaker
SPC Jordan C. Goforthkozlowski
SPC Timothy K. Kelly
SPC Cameron J. Lum
SPC Christopher A. Radtke
PFC Zachary W. Ashurst
PFC Adrian L. Cortez
PFC Tao M. Leyden
PFC Nana K. Mensah
PFC Andrew N. Patterson
PFC Gloriann Soto
PFC David L. Trippet
PFC Robert A. Tubbs
PV2 Sachin Abraham
PV2 Andra M. Cabrera
PV2 Hunter L. Cooper
PV2 Brandon S. Cortisse
PV2 Jonah L. Denton
PV2 Janiece N. Elliott
PV2 Stuart C. Faught
PV2 Charles W. Fortner
PV2 Victoria L. Garcia
PV2 Joshua O. Gilliam
PV2 Trevor D. Huffman
PV2 Christian D. Johnson
PV2 Alexander P. Mckinsey
PV2 Christian P. Moore
PV2 Brittany R. Murphy
PV2 Lemeul E. Perez-Pena
PV2 Joshua N. Portschi
PV2 William E. Roberson
PV2 Devin M. Schmidgall
PV2 Richard C. Solomon
PV2 Gregory E. Sorensen
PV2 John K. Thomas
PV2 Stephen G. Upchurch
PV2 Thomas H. Willoughby
PVT Kyle H. Bailey
PVT Randall J. Stewart

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

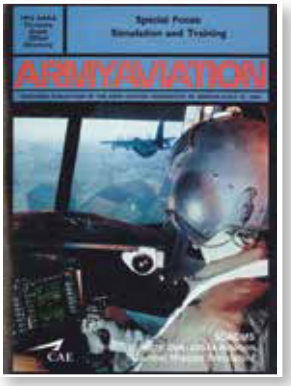


Art's Attic

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
July 31, 1993

Briefings

The first of three female aviators engaged in Attack Helicopter Qualification Courses has graduated. 2LT Charlene Wagner graduated from the AH-1 AHQ, June 17, 1993. 1LT(P) Angie Norman and CW2 Cathy Jerrell are expected to graduate from the AH-64 AQC in late summer.

Hardhat

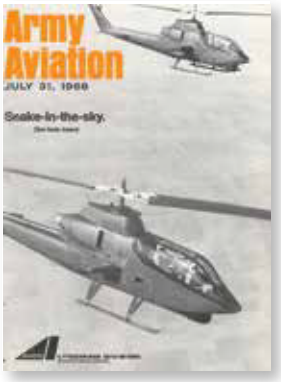


General Gordon R. Sullivan, Chief of Staff, U.S. Army, is shown wearing an integrated helmet system being designed for the RAH-66 Comanche during his May 17, 1993 visit to the Sikorsky facility in Stratford, Connecticut. Later he addressed a joint audience from the Constitution State chapters of AAAA and AUSA.

Falcon versus Famine

Public Affairs Officer for the Aviation Brigade of the 10th Mountain Division, Captain Thomas M. McCann, relayed experiences of the 10th Mountain Division as part of OPERATION RESTORE HOPE in Somalia. The object of the exercise was for an international coalition to stabilize a situation of famine caused by turmoil and civil war. Missions included aerial reconnaissance and air assault security. On January 26, seven "technicals" in an armored car were destroyed, as was a multiple rocket launcher and several artillery pieces. Such missions are conducted from an old Soviet-constructed airfield, some 65 miles northwest of Mogadishu at Baledogle. OPERATION RESTORE HOPE is an example of the many missions Army Aviation is capable of performing in the post-Soviet era.





50 Years Ago
July 31, 1968

Piggyback

The production crew of a new Army film readies a shoot of UH-1 helicopters, newly arrived at the U.S. Army Aeronautical Depot Maintenance Center (ARADMAC), Corpus Christi, Texas. The film will showcase the "piggyback" method of transporting helicopters, as suggested by a pair of Army personnel attached to ARADMAC. Thus far, "piggyback" has saved the taxpayer some $1,690,894.



Army Aviation Ring

In an attempt to keep alive the history and tradition of Army Aviation, a ring has been designed to capture the past and the present. On one side history is captured with an L-4 atop the year 1942, which is etched in Roman numerals; while the opposite side has captured the present with a UH-1 crowning the motto, "Above the Best." This handsome emblem of Army Aviation is, perhaps, a way of passing on the service's heritage and tradition from veterans to aspiring aviators; or, as an enduring family keepsake.



Morton, PA

Several helicopter offerings are being developed by Boeing Vertol. One such is a three-engine, tandem-rotor heavy lift helicopter (HLH) able to cruise at 130 knots. The HLH will be able to haul 20 to 30 ton payloads and be able to handle all operational requirements for U.S. military services. Boeing HLH designs range from 72,500 to 117,000 pounds versus the gross design weight of today's Chinook at 45,700 pounds.



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 2020 induction is June 1, 2019

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



Major Charles L. Kelly

Army Aviation Hall of Fame 1975 Induction
(Inducted to represent the 1960-1969 period)

Major Charles L. Kelly, Medical Service Corps, was DUSTOFF and DUSTOFF was "Combat Kelly." The two became synonymous in Vietnam in 1964 when the most effective of all emergency evacuation systems emerged to full maturity in the mountains and paddies around the world.

As commander of the 57th Medical Detachment (Helicopter Ambulance), Kelly assumed the call sign "DUSTOFF 11." His skill, aplomb, dedication, and daring soon made both famous throughout the Delta. The lonely silence of many a distant outpost was broken by his radio drawl, "...this is DUSTOFF. Just checking in to see if everything is okay." And when there were wounded, in came Kelly "hell bent for leather!"

On such a mission on July 1, 1964, Kelly approached a hot area to pick up wounded only to find the enemy waiting with a withering barrage of fire. Advised repeatedly to withdraw, he calmly replied to the ground element's advisor, "When I have your wounded." Moments later, he was killed with a single bullet.

Kelly was dead but air evacuation was only beginning. His "DUSTOFF" became the callsign for all aeromedical missions in Vietnam, and "When I have your wounded" became the personal and collective credo of the many gallant MEDEVAC pilots who followed him.

An exceptionally capable instructor in medical subjects as a captain, Kelly demonstrated a high degree of positive leadership early in his career, an asset that became fully evident later in combat in Vietnam.



Readiness is the metric that matters.

Always ready.
Never stop improving.

We know what it takes to fly hot and high because we've powered the U.S. Army's Apache and Black Hawk missions since 1979. Experience has inspired our future.

We are ready.

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