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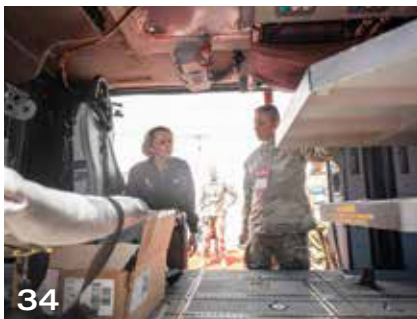
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As the battlefield evolves, the Army is shifting to faster, flexible operations that can maneuver across distances, increasing operational reach and reducing risk to forces. This agility allows forces to move, disperse from multiple locations and stay ahead of adversaries, giving commanders more options while keeping soldiers safe.

To maintain advantage and execute multi-domain missions in regions like the Pacific, the Army needs a runway independent, self-deployable aircraft capable of maneuvering ground forces at ranges and speeds missions require. The Army is getting this capability through the Future Long Range Assault Aircraft (FLRAA) program, a pathfinder program, by working directly with soldiers to understand challenges and by integrating industry partners to support solution development, testing and transition.

To address these capability gaps, the Army has found a solution in tiltrotor technology.

Tiltrotors combine the vertical lift and agility of a helicopter with airplane-speed flight. This unique combination greatly extends the Army's reach, enabling launches from advantageous positions and positioning forces for success in today's fight. With Bell's decades of proven experience in tiltrotor technology, they are partnering with the Army to develop the MV-75 Cheyenne, a next-generation tiltrotor.

"We are operating in a security environment defined by distance, speed, and complexity. The enduring fleet of traditional rotorcraft simply cannot provide the combination of speed, range, survivability, and endurance required for the next fight. FLRAA was conceived as a generational leap."

- COL Poquette, FLRAA Project Manager,
U.S. Army

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Born from a clean-sheet design, Bell and MV-75 teammates have made investments in design, facilities, people and technology to deliver this capability into the hands of the warfighter faster.

Bell and the Army are unified on how critical the MV-75 is to the Army's aviation modernization and today's battlefield. From Bell and the supplier base to the Army, everyone plays a role advancing through design into assembly and delivery of this revolutionary platform.

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"The fact that the platform requires less logistics and support to operate in a similar geographic area [than the current fleet] is incredibly advantageous to us."

- COL Partridge, 101st Combat Aviation Brigade Commander,
U.S. Army



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On The Cover

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Briefings

AVCOE and Fort Rucker Change of Command



AAFP PHOTO BY KEN HOLDER

MG Phillip C. "Cain" Baker assumed command of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL from MG Clair A. Gill during a change of command ceremony held at Fort Rucker, AL on August 26, 2026. He will also serve as the Portfolio Acquisition Executive for Maneuver Air. Baker most recently served as the director of the Aviation Future Capability Directorate, U.S. Army Futures and Concepts Command. Gill, who led the organization through a period of modernization, transformation and readiness focused on preparing Army Aviation for future operations, has been nominated for promotion to lieutenant general and assignment as the deputy commander of U.S. Southern Command overseeing military and security cooperation across Latin America and the Caribbean.

BG David C. Phillips Nominated for Promotion to Lieutenant General



U.S. ARMY PHOTO

BG David C. Phillips has been nominated for promotion to lieutenant general and assignment as military deputy and director of the Army Acquisition Corps within the Office of the Assistant Secretary of the Army for Acquisition, Logistics and Technology. Currently serving as deputy portfolio acquisition executive for Maneuver Air at Redstone Arsenal, AL, Phillips oversees aviation modernization programs supporting Army rotary-wing and unmanned aircraft. If confirmed by the Senate, he will assume a senior Pentagon leadership role responsible for helping guide acquisition strategy, modernization priorities and weapons programs that equip Soldiers with the next generation of combat capabilities.

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M1 Support Services Selected to Operate IERW Phase of Flight School Next Program



U.S. ARMY PHOTO COURTESY M1 SUPPORT LP/ROBINSON HELICOPTER COMPANY

The U.S. Army has selected M1 Support Services to operate the Initial Entry Rotary Wing portion of the Flight School Next Program at Fort Rucker, AL. Flight School Next shifts helicopter pilot training and equipment to a contractor-owned, contractor-operated model. The contract is valued at up to \$10 billion over 26 years. According to Army officials, Flight School Next will provide new military helicopter pilots with improved foundational skills while delivering significant long-term savings and called the program a critical improvement to the Army's initial entry rotary-wing training model.

Army Reintroduces Solo Cross-Country Flights for Student Aviators



U.S. ARMY PHOTO BY LESLIE HERLOCK

The U.S. Army has reintroduced solo cross-country flights to flight school for the first time in decades, giving student aviators greater responsibility early in their training. The updated curriculum at Fort Rucker, AL, includes two weeks of cross-country instruction before students fly 50 to 100 nautical miles without an instructor, navigating civilian airspace independently. Army leaders say the program strengthens confidence, aeronautical decision-making and mission readiness while better preparing pilots for tactical flight operations in contested environments. The first students to complete the training praised the experience for building confidence and reinforcing the skills needed for operational Army aviation.



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A Season for Change

Welcome to our annual ARMY AVIATION Magazine "Blue Book" issue – a truly in-depth snapshot of our Branch from multi-component battalions and combat aviation brigades to National Guard Bureau and Department of the Army (DA) level.

Our issue also includes contact information for Portfolio Acquisition Executives, as well as Project Managers and Assistant Project Managers.

Every year brings change to Army Aviation leadership, and this year is no exception. There have been a lot of changes, and it has been challenging to keep up with all the new structure and personnel changes.

By the time you read this, I (along with the other members of the AAAA National Executive Group (NEG)), will have attended the Army Aviation Center of Excellence Change of Command ceremony at Fort Rucker on August 26, 2026 from MG Clair Gill to MG Cain Baker.

AAAA and Army Aviation owes a huge debt of gratitude to our outgoing Branch Chief, and soon to be lieutenant general, Clair Gill for his leadership and unwavering support for our Aviation Soldiers and Families during his entire career, but especially during the last few years.

His leadership has been critical during a challenging period of Army Aviation Transformation, including the acceleration of FLRAA (MV-75), revamping flight training with Flight School Next, and the Branch's embrace of drone warfare, including seizing the initiative by executing the Army's first Best Drone Warfighter Competition this last February. Clair has been the steady hand on the controls, confidently guiding the Branch to success after success. We wish Clair and Fran all the best in their new assignment as the deputy commander, United States Southern Command.

AAAA and I are also very pleased that Aviation General Officer Steering Committee (AVGOSC) member, MG Cain Baker, who has most recently been the Director of the Future and Concepts Command Aviation Future Capability Directorate, is assuming command of the Branch from Clair. We could not be in more capable hands. We look forward to continuing to work with Cain and supporting his initiatives as he leads us into a future of increasing capabilities for our Branch and the Army.

I also would be remiss if I did not recognize the selection for promotion of several other Aviation general officers. Another member of the AVGOSC, BG David Phillips has been promoted to lieutenant general, with assignment as Military



MG (Ret.) Lori Robinson, former AMCOM commanding general, is inducted into the Gold Honorable Order of St. Michael by BG (Ret.) Tim Edens, Senior Vice President, AAAA, for her many contributions to Army Aviation.

Deputy/Director, Army Acquisition Corps, Office of the Assistant Secretary of the Army (Acquisition, Logistics, and Technology), Pentagon, Washington, DC. David most recently served as the Deputy Portfolio Acquisition Executive, Maneuver Air, Redstone Arsenal, AL.

MG Phil Ryan was also recently selected for promotion to lieutenant general and assignment as Deputy Commanding General, U.S. Army Western Hemisphere Command at Fort Bragg, NC. He most recently served as the Commanding General of United States Army South at Joint Base San Antonio.

We also congratulate MG Lori Robinson, Commanding General of Army Aviation and Missile Command, and another outstanding AVGOSC member, upon her retirement from Active Duty. Mr. Don Nitti, Deputy to the Commander AMCOM stepped up to become the acting commander on July 31, 2026.

Enjoy paging through our annual Army Aviation Magazine "Blue Book" issue and seeing who has moved where and who is responsible for what.

There is no doubt that Army Aviation continues to have the best and brightest leadership thanks to the dedication and determination of all our leaders from squad to division, as well as our newly promoted Army Aviators in Army and Joint major and combatant commands!

Above the Best!

MG Wally Golden, U.S. Army Retired
37th President, AAAA
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► Army Aviation Branch Chief Update

Honoring Our People, Embracing Innovation and the Future of Army Aviation: A Farewell Address

By MG (P) Clair Gill



U.S. ARMY PHOTO

No matter how many times I have passed the colors throughout my military career, the weight of a leadership transition remains.

MG Clair Gill runs through pre-flight procedures as he prepares for his final flight as the AVCOE CG.

Whether assuming command of a company or taking the helm of our branch, the privilege and weight of command still inspires deep commitment, reflection and immense gratitude. Now, as I step down as the Commanding General of the U.S. Army Aviation Center of Excellence and transfer the controls, I have a singular sentiment: pride in the extraordinary Soldiers, DA civilians, contractors, and industry partners who serve our country in our branch.

For the past 25 months, I have had the honor of wearing many hats—Installation Senior Commander, Flight School Commandant, Army Aviation Branch Chief, and most recently, Portfolio Acquisition Executive (PAE)—Maneuver Air. In these roles I have observed the simple truth of our branch: we access, train and cultivate truly impressive lead-

ers at every echelon. Every breakthrough we achieve is built entirely on the sweat, dedication, and ingenuity of our team.

Standing on the Shoulders of Giants

Students of our history, we know our progress is never born in a vacuum. To our legacy leaders—the giants upon whose shoulders we stand—simply, thanks. The work the enterprise accomplished over the past two years is a direct reflection and continuation of the Warfighter Culture you established and Army Aviation's vision you supported. Because of your foundational leadership, we were positioned to turn ambitious, transformational concepts into operational realities.

Together, the Aviation enterprise continues to execute a historic mod-

ernization agenda. We redesigned UAS training and developed the critical 15X MOS to support future operations. We successfully launched the Aviation Tactical Instructor Course (ATIC) and the Unmanned Advanced Lethality Course (UALC), ensuring our trainers remain at the cutting edge of modern combat. Additionally, standing up PAE-Maneuver Air with our acquisition teammates up in Huntsville, and executing the comprehensive Army Aviation Transformation Initiative (AATI), has fundamentally prepared our branch for the multi-domain fight of today and tomorrow.

With world-class industry teammates, we have also accelerated the fielding of the MV-75 Cheyenne and established fundamental conditions to produce more proficient and adapt-



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MG Clair Gill, state and local elected officials, and family members of PFC Garfield M. Langhorn cut the ribbon on the 76,000 square-foot PFC Garfield M. Langhorn Advanced Individual Training Complex on Fort Rucker, AL during a ribbon cutting and dedication ceremony July 9, 2026.

able first-term aviators through Flight School Next. These aren't merely administrative milestones; they are structural evolutions that will protect our Soldiers and keep Army Aviation safely, surely, decisively flying "Above the Best" for decades to come. As a commander, I take immense pride in these victories, which belong entirely to our formations.

Command Teams - In the Arena

To our command teams at every echelon across the force: thank you for being the driving force behind this transformation. Leadership in the arena is taxing, complex, and requires absolute devotion. Your tireless work in translating strategic vision into critical land-focused capabilities in the third dimension is the reason our units remain the most lethal and respected in the world. You have met every challenge with courage and distinction. Look no further than the daring mission into Venezuela or the rescue in Iran, both this calendar year – Army Aviation has been, and continues to be, decisive!

A New Chapter

Welcome to MG Cain Baker and his bride, Courtney. Transitions typically come with challenge. In our case, MG Baker has served in our GOSC for the past three years and knows the issues and opportunities well. We are in great shape as he takes command and drives us forward for the next several years.

I know the Army Aviation enterprise will embrace Cain, Courtney, and

their family with the same warmth, hospitality, and unwavering support you have shown Fran and me.

Pulling Pitch

Words will always fall short of expressing the debt of gratitude Fran and I owe our Aviation family/community. To the AAAA leadership and members, and the countless individuals who support the Army Aviation enterprise day in and day out: thank you for your resilience, your sacrifices, your tireless advocacy, and your enduring friendship.

The future of Army Aviation is bright, and our horizon is filled with promise. As you continue to support, train, and equip our warfighters, I wish you all the best. To our warfighters, keep being the professional force, the difference-makers, the decisive element inspired by our Archangel Michael – courage and justice – striking from above!

Above the Best!

Fly Army!

Editor's Note: The ARMY AVIATION Magazine Team sincerely thanks MG(P) Gill and his wife, Fran, for their continuous support over the last two years and wishes them all good things in their follow-on assignment at U.S. Southern Command.

MG (P) Clair Gill is the outgoing commanding general of the United States Army Aviation Center of Excellence and Portfolio Acquisition Executive for Expanded Maneuver – Air at Fort Rucker, AL.

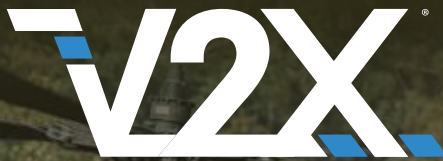


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► Director of Army Aviation Update

Forging the Next Era of Army Aviation: The Aviation Improvement Initiative

By COL Tim Jaeger



U.S. ARMY PHOTO

Greetings from the Pentagon. Army Aviation is mid-stride in one of the most consequential periods of transformation in decades.

Soldiers perform maintenance on an AH-64E Apache.

The Army Aviation Transformation Initiative continues to reshape our force structure, with four Combat Aviation Brigades already transformed and five more scheduled in the coming fiscal year. This modernization is occurring at a moment when the demands on Army Aviation, including operational, institutional, and industrial, have never been higher.

A Readiness Imperative

Addressing challenges with Fully Mission Capable (FMC) rates across the AH-64, UH-60, and CH-47 fleets requires action at all echelons. Elevated NonMission Capable Maintenance (NMCM) levels, supply chain friction, workforce experience gaps, and sustained OPTEMPO from Combat Training Centers and global sourcing requirements have created a cumula-

tive readiness challenge. Corps commanders consistently highlight the same pressures: misalignment between personnel, aircraft, and flying hour resourcing; reduced force structure depth during transformation; and operational demand that constrains regeneration and proficiency.

These trends are not isolated symptoms; they are systemic indicators of an enterprise under strain. Incremental adjustments will not reverse them. The Army must act decisively, coherently, and at scale.

The Aviation Improvement Initiative: A Unified Enterprise Effort

In response, Headquarters, Department of the Army has directed the establishment of the Aviation Improvement Initiative, a comprehensive, Doc-

trine, Organization, Training, Materiel, Leadership and Education, Personnel, Facilities, and Policy (DOTMLPFP) aligned reform effort designed to stabilize and restore aviation readiness across the Total Force. This initiative is not a single program or a narrow readiness drill. It is a synchronized campaign that aligns five major lines of effort: funding, experience, readiness, industry, and policy, all under a unified governance structure: the Aviation Improvement Committee (AIC).

Through recurring Department of the Army Aviation Readiness Reviews, the AIC will provide senior leaders with validated measures, actionable insights, and decision-quality recommendations. The initiative's end state is clear: reverse FMC decline, reduce NMCM drivers, restore predictability in aviation sustainment, strengthen the



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maintenance workforce, and increase aircrew experience levels by FY27.

The Army's directive establishing this initiative reinforces several strategic imperatives that shape the road ahead. It underscores the need for Total Force synchronization across personnel, aircraft, and sustainment as a decisive factor in restoring readiness. It highlights that maintenance proficiency, from institutional training to depot performance, must improve to reduce NMCM drivers. It emphasizes that aircrew experience must increase through targeted personnel management, leadership development, and training reforms. It reinforces that predictable sustainment depends on stable supply chains, modernized depots, and clear data governance. It also stresses that industry partnerships and access to data rights are essential to accelerating modernization and stabilizing fleet health, and that policy alignment must ensure commanders at echelon have the authorities and flexibility required to maintain readiness. Together, these themes reflect a recognition that aviation readiness challenges are interconnected and demand enterprise level solutions.

A Phased Path to FY27 and Beyond

The Aviation Improvement Initiative will unfold across multiple phases aligned to Army decision cycles. Initial efforts focus on standing up governance, synchronizing stakeholders, and establishing validated metrics. Subsequent phases will drive analysis, action, and implementation, ensuring that nearterm adjustments, multiyear reforms, and future Program Objective Memorandum (POM) decisions remain tightly connected.

Supporting efforts across the Army, ranging from personnel alignment to industrial base modernization, will reinforce the initiative's momentum. The redistribution of instructor pilot and maintenance test pilot experience, optimization of depot programs, modernization of sustainment processes, and refinement of aviation readiness measures all contribute to a more predictable, sustainable enterprise.

The Road Ahead

The Aviation Improvement Initiative represents a decisive step toward restoring readiness across the Total Force.

Our framework is supported by five core pillars: funding, experience, readiness, industry, and authorities and policies; all grounded on a foundation of time, with the goal of improving FMC rates. Together, they form the structure required to improve fleet health, optimize our Organic Industrial Base, and set conditions for the Cheyenne. These aims are reinforcing, improvements in one area drive improvements in others. Conversely, deterioration in one area is quickly felt across the board. Accountability at all echelons will underpin the ultimate success of the Aviation Improvement Initiative.

Army Aviation has always adapted, always innovated, and always delivered for the Combined Arms Team. With the Aviation Improvement Initiative, we are writing the next chapter of that legacy – a chapter defined by modernization, readiness, and a sustainable aviation force prepared for multidomain operations.

COL Tim Jaeger is the Director of Army Aviation at Headquarters, Department of the Army G-3/5/7 (DAMO-AV) Washington, D.C.

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► DAMO-AV Officer Update

Optimizing for the Future

CW5 Robert B. Phillips

The Army's continuous transformation has impacted various organizations in terms of manning and equipment, but it is also driving the need to re-evaluate how we execute training to create "war-ready" formations.

This fiscal year has seen flying hour funding reduced for many units due to prioritization of funding in other areas. This reduction in funding has produced significant frustration for commanders and their flight crews, along with a need to look at options we can consider to make training more efficient. One such approach would be to reduce program time and costs by merging some track-producing and training schools and removing others, to include the Aviation Tactics Instructor Course (ATIC), Aviation Mission Survivability Officer Course (AMSOC), Aviation Master Gunner Course (AMGC), and the Rotary Wing Instrument Flight Examiner's Course (RWIFEC).

Currently, Army Aviation relies on a fragmented approach to developing its most critical tactical experts. An AMSO is heavily focused on survivability equipment, threat integration, and tactical mission planning. The Master Gunner (MG) is deeply entrenched in aerial gunnery, weapon systems, and range operations. ATIC focuses on producing tactical instructors capable of executing and teaching advanced combat maneuvers. While each discipline is distinct, the goal of all three is identical: to maximize the lethality and survivability of the aviation warfighter.



U.S. ARMY PHOTO BY JAWN LAPENEMASSO

Soldiers with 5th Battalion, 158th Aviation Regiment, 12th Combat Aviation Brigade, conduct preflight operations training. The Soldiers used the CH-47 Chinook simulator to maintain aircrew operational proficiency and develop mission-readiness skills.

Transforming ATIC into an "Aviation Tactician" program acknowledges that the modern battlefield does not compartmentalize threats. A premier tactical instructor must possess an integrated understanding of weapon systems employment alongside electronic warfare, threat defeat, and aircraft survivability.

There are some philosophical overlaps between the academic phases of AMSOC and AMGC. Both require a deep understanding of enemy threat, aircraft capabilities, and tactical mission planning. By merging these into a unified Common Core Syllabus, the schoolhouse can eliminate redundancies and foster a more holistic understanding of tactical employment. Aviators would learn how to defeat an air defense system not just through survivability equipment (AMSO), but simultaneously through terrain flight and cooperative kinetic engagement (AMGC), before applying these lessons in the aircraft during the hands-on phase of ATIC.

Admittedly, combining these two disciplines into a single upfront aca-

ademic phase means that the initial time away from the unit will be longer. An aviator might spend a continuous, extended block of time at the Aviation Center of Excellence (AVCOE) rather than taking multiple shorter Temporary Duty (TDY) trips over several years. To execute this, funding must be reallocated and adjusted from the current Program of Instruction (POI) and Commander's Training Program (CMP) methodologies. The institutional footprint will change. The upfront costs of training these tacticians will be higher, but it will consolidate the overall expenditure dollars and time. Units will need to plan for a larger upfront absence, but the return on investment is a fully qualified, multi-dimensional instructor who returns to the unit ready to immediately impact unit readiness across the individual and collective spectrum.

While standardizing tactical instruction at the institutional level makes sense, the same cannot be said for instrument evaluations. Perhaps the most radical, yet necessary, component of this proposed transformation is the



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complete dissolution of the Rotary Wing Instrument Flight Examiner Course (RWIFEC) and the transition of Instrument Examiner (IE) production directly to the unit.

Under the current system, producing an IE requires sending an experienced Instructor Pilot (IP) back to the schoolhouse for a five-week TDY. This process is fraught with inefficiencies. First, it relies on centralized funding and limited class quotas. CABs frequently find themselves with a shortage of IEs simply because they cannot secure a school seat or lack centralized funding to send their candidates. Second, it removes a critical IP from the unit's flight line for over a month—a crippling loss for an assault or attack battalion struggling to meet its flight hour program requirements. Instrument flying is an objective, standardized discipline regulated by Federal Aviation Administration (FAA) guidelines and Army Regulation 95-1. A unit's Standardization Instructor Pilot (SP) and existing IEs are more than capable of training and evaluating an IP to become an IE.

In the proposed model, RWIFEC is dissolved entirely. The development

and production of an IE is completed exclusively at the unit level, woven organically into the unit's Aircrew Training Program. The methodology is simple and highly efficient: After an IP logs a minimum of "XX" hours of ground and air instruction (e.g., 80 or 100 hours of IP time), they are eligible to take an IE evaluation. The candidate IP is trained by the unit's current IEs or SPs. Once the candidate demonstrates proficiency in evaluating instrument flight, the IP takes a culminating IE evaluation with a designated evaluator. Upon successful completion, the IP is designated as an IE by the commander.

The decentralization of IE production yields profound strategic and financial benefits. By removing a five-week course, the Army eliminates millions of dollars annually in TDY costs, per diem, and schoolhouse overhead (including contractor instructors, aircraft flight hours, and maintenance at the training base). More importantly, it shifts the locus of control back to the aviation commander. Commanders are no longer beholden to the institutional training base's schedule. They are empowered to "pull the trigger" on IE production as their operational

readiness demands. If an assault battalion is deploying in six months and identifies a critical shortfall in IEs, the commander does not have to beg for a school seat; they can simply initiate an internal progression and generate an IE locally. This builds a resilient, self-sustaining unit capable of adapting to rapid personnel turnovers.

Critics of decentralization may point to a potential degradation of standard; "If everyone produces their own IEs, how do we ensure standardized evaluation across the branch?" The answer lies in the framework already provided by the Directorate of Evaluation and Standardization (DES). During standard DES inspections, some of the focus and mentorship would be placed on the unit's IE evaluation process, ensuring that the commanders are holding their locally produced IEs to the rigorous standards outlined in the Aircrew Training Manuals (ATM). Furthermore, leveraging modern flight data recording systems and simulators can ensure that unit-level IE rides are objectively measured and standardized across the enterprise.

The character of war is changing, and the administrative bureaucracy that supports Army Aviation must evolve with it. The current piecemeal approach to training advanced instructors and evaluators is a relic of a slower, more predictable era. By transforming ATIC into a total aviation trainer and evaluator program, merging the academic rigors of AMSO and AMGC, and returning the power of IE production to the unit commanders, Army Aviation can optimize two of its more critical resources: time and funding.

While the upfront time away for tactical instructors will increase, the long-term payoff is a unified, lethal tactical expert. Conversely, dissolving RWIFEC eliminates a costly administrative bottleneck, empowering units to generate their own instrument evaluators on demand. This balanced approach—centralizing complex tactical training while decentralizing standardized instrument evaluations—ensures that U.S. Army Aviation remains the most agile, lethal, and fiscally responsible vertical lift force in the world.

CW5 Robert B. Phillips is the Department of the Army G-3/5/7 (DAMO-AV) Army Aviation Standardization Officer, Washington, DC.

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► DAMO-AV Sergeant Major Update

From the Flight Line to the Strategic Level: A Personal Perspective on the Transition to DAMO-AV

By SGM Edgard Gonzalez



As an enlisted aviation professional, I have spent the bulk of my career at the operational level. Stepping into a strategic role at DAMO-AV has been one of the most significant professional shifts I have experienced.

SGT Madison Albers, a UH-60 Black Hawk helicopter crew chief, fires an M240H machine gun during an aerial gunnery qualification at Lielvārde Air Base, Latvia, July 15, 2026.

Leaders in tactical and operational units operate squarely in the execution domain. Moving to a strategic staff role at Headquarters, Department of the Army (HQDA) means adjusting how you think and what skills you lean on. In my experience, the operational level keeps you plugged in directly with the formation—managing flight line, maintenance, personnel challenges, and real-world operational issues. You get instant feedback through immediate outcomes. At the strategic level in DAMO-AV, things move more through reports, staff coordination, resourcing allocations, and shaping big-picture decisions, without that same hands-on feedback loop. There is a learning curve, but it is rewarding in ways I did not expect.

Understanding Responsibilities

To appreciate the transition, it is helpful to break down the responsibilities and where an operational leader fits versus a strategic staff officer or NCO. At the operational level, your world revolves around unit readiness, enforcing standards, and looking out for the welfare of every Soldier in the formation. It is about taking guidance from higher up and turning it into something the units can execute by managing training, resources, and that constant push to keep combat power strong. You are in the mix every day, troubleshooting problems and building trust.

During one of my operational assignments, our airfield was hit by a sudden microburst storm with wind gusts at 78

mph. It flipped several helicopters, including ones tied down. Immediately, I reached out to fellow leaders across the Brigade, leaning on the relationships we had built. Those connections were part of what helped us through the recovery and turned a bad situation into a story of resilience. It reenforced to me how operational leadership thrives on those tight, personal bonds.

Shifting to the strategic level at DAMO-AV means you are operating in the world of policy, resourcing, and force management, helping drive changes that ripple across the entire Army Aviation enterprise. Instead of focusing on the next deployment cycle or gunnery iteration, the emphasis is on building the force for tomorrow through



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▶ 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 2023 National winners were featured in the May/June 2024 AAAA Army Aviation Annual Summit issue.



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SGT Shelby M. Hinkens

**Company D, 2nd Battalion, 158th Aviation Regiment,
16th Combat Aviation Brigade
Joint Base Lewis-McChord, WA**

SGT Shelby Hinkens epitomizes what it means to be a consummate professional and technical expert in her field. Through her selfless dedication and demonstrated performance, it is evident that she has made vast individual contributions to Army Aviation as a maintainer and leader. SGT Hinkens has accumulated over 1500 maintenance hours and has participated in many Joint Multi-National Operations across multiple theaters.

She currently serves as the Delta Company Avionics Maintenance NCO, where she is responsible for the maintenance output and personnel allocation of the entire shop. Under her direction, the Battalion's Fully Mission Capable (FMC) rate has increased over the last two quarters. This is especially significant considering the 2nd Battalion, 158th Aviation Regiment, 16th Combat Aviation Brigade has one of the most aggressive Flying Hours Program (FHP) of any Assault Helicopter Battalion in the United States Army.

SGT Hinkens is a phenomenal maintainer, a well-rounded and transformational leader, one who always leads by example. It is through her character, work ethic, and individual contributions to Army Aviation as a junior leader that she demonstrates unwavering potential to lead; and embodies everything the AAAA Avionics Award represents.

advising on doctrine, modernization, and weighing in on decisions that affect the Aviation enterprise and billions of dollars in equipment.

Key Shifts in Competencies

The competencies that make you effective at the operational level naturally evolve when you move to the strategic level. At the unit, you are a master of training management and tactical execution through direct engagement. That foundation does not go away, but it expands to include things like analyzing policies, understanding the Planning, Programming, Budgeting, and Execution (PPBE) process, and thinking about global force posture.

For instance, during a past deployment preparation, we had to coordinate travel visas for our personnel. We needed to select the right Soldiers who would not leave mid-tour and create gaps because the processing time for getting those visas was six months. That kind of puzzle-solving at the unit level was tactical, but it planted seeds for the strategic thinking I use now at DAMO-AV, where you are helping shape those bigger, enterprise-wide systems.

Leadership style shifts too; face-to-face interactions on the line give way

to influencing through action officer coordination, clearly written messaging, and helping mold the culture across the enterprise. You start seeing Army Aviation not just as your battalion or brigade, but as part of a larger joint, interagency, intergovernmental, and multinational (JIIM) picture. It is about zooming out to consider how your input affects the whole force.

Challenges in the Transition

Every transition has its hurdles. The cultural shift from a tight-knit unit family to a wider strategic environment like the Pentagon can feel like a jarring change in pace. There are more layers to navigate. Information comes at you in waves—global implications, briefings, and the key is boiling it down into actionable advice that helps senior leaders make decisions.

One distinct challenge is the increased reliance on acronyms. Everyone at this level uses acronyms like a foreign language—often entirely different from the tactical acronyms we use in the flightline or the motor pool. I still find myself writing them down in a notebook during meetings and flipping back through my notes later to make sure I have it correct. It takes time to

become fluent, but once you are, it's like second nature.

Another adjustment is the tempo. Operational leaders are wired for quick wins and seeing results fast, but strategic work often plays out over months or years in POM (Program Objective Memorandum) cycles. And while the operational side keeps you immersed in the daily grind of Soldier and flight line stories, the strategic role trades some of that immediacy for a steadier, more deliberate routine. Knowing this has also given me a clearer view of how the systemic fixes we work on at DAMO-AV can prevent operational issues in the first place.

Strategies for Success

Making a position at DAMO-AV work comes down to a few practical steps. First, building and maintaining networks is key. I reach out to operational leaders and staffs across the force, setting up a regular battle rhythm of calls to hear their priorities and the pain points where we could make a difference. It has helped me stay grounded in the "truth" from the field and translate those needs upward. That constant touch keeps my recommendations relevant.

Investing in education pays off

too—taking the time to understand national security, defense strategy, and how HQDA agencies work together. Building your toolkit gives you the confidence to speak up in rooms full of senior decision-makers. Finally, honing how you communicate is huge. At this level, you are crafting messages that land with everyone from policymakers to field commanders. It is about clarity, especially when explaining complex resourcing or policy ideas.

The Enduring Role of the Strategic Professional

No matter your rank or background, the core of being assigned to DAMO-AV stays the same: you are the advocate for the operational aviation force. As a strategic action officer or NCO, your voice carries massive reach, influencing policies and budgets that touch careers, modernize the fleet, and ensure overall readiness. Looking ahead, I see Army Aviation evolving rapidly with new technology and modernized platforms. In that world, strategic leaders will hold as much sway as ever, ensuring that the force remains lethal, survivable, and properly resourced. We are the steady hands guiding the enterprise through the complexities of modernization and policy. That influence does not fade; it just scales up.

Conclusion

Transitioning from the operational force to DAMO-AV is a natural step in the growth of any aviation professional. It demands flexibility, a willingness to learn, and a commitment to seeing the bigger picture. By building on the mission-centered leadership that defines the operational level, while embracing the strategic demands of policy, budget, and foresight, you become that essential link between the flight line and the decision-makers at the top. My experiences—from storm recoveries and pre-deployment preparation, to navigating Pentagon acronyms and forging new networks—have reinforced that this path is about expansion. It has made me a better leader, and I believe it strengthens Army Aviation as a whole. For anyone eyeing a move to DAMO-AV, lean into the change: your operational perspective is exactly what the strategic level needs.

SGM Edgard Gonzalez is the Department of the Army G-3/5/7 Aviation Division Sergeant Major, Washington, D.C.



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From Orbit to the Objective: Space-Enabled Guard Aviation in Domestic Crisis

By MAJ Dan Roberts



The intersection of Army Space and Aviation isn't just about Multi-Domain Operations against adversaries; it is rapidly becoming the backbone of the Army National Guard (ARNG)'s homeland disaster response.

Space capability is critical to ARNG Aviation in supporting governors and EOCs by getting assets to critical mission zones faster.

When natural disasters strike the homeland, terrestrial infrastructure is often the first casualty. In these chaotic zero-communication environments, ARNG Aviation serves as the lifeline for affected communities. But as the scope and scale of domestic operations (DOMOPS) expand, rotors and fuel are no longer enough. The future of ARNG Defense Support of Civil Authorities (DSCA) relies directly on the invisible infrastructure above: Army Space.

In a Title 10 combat environment, ARNG aviators train extensively to operate in GPS-denied or degraded environments. However, in a Title 32 domestic response, the challenge isn't enemy jamming, it is the absolute destruction of local networks. When an aircraft launches into a hurricane-ravaged coastline, they are increasingly reliant on space-based Positioning, Navigation, and Timing (PNT) and Satellite Communications (SATCOM). By leveraging dual-use

commercial space architectures, such as proliferated Low Earth Orbit (pLEO) constellations, Guard aircrews can establish high-bandwidth, beyond-line-of-sight communications. This allows flight crews to bypass degraded ground relays and maintain continuous contact with state Emergency Operations Centers (EOCs) and interagency partners.

In domestic operations, space provides life-saving situational awareness before the first aircraft even launches.

Before an ARNG aviation task force deploys to a wildfire or flood zone, space-based Intelligence, Surveillance, and Reconnaissance (ISR) assets have already mapped the terrain. Overhead satellite imagery can identify shifting flood plains, track the thermal signatures of advancing wildfires, and pinpoint isolated population centers. They launch with a digital, real-time map of the disaster, optimizing fuel, time, and rescue efforts.

For the ARNG Aviation Enterprise, integrating space capabilities is not a luxury reserved for future combat deployments; it is a current necessity for saving lives at home. The first step is shifting the training paradigms. Guard aviators must practice integrating space-based ISR and commercial SATCOM during state-level exercises, ensuring that when the next domestic crisis occurs, the link between orbit and the objective is seamless.

Synthetic Training Environment

Before burning flight hours, air crews can practice space integration and space-degraded operations within the safety of flight simulators and synthetic networks. Aviation simulators can be

programmed to experience blackouts, effectively replicating satellite loss. This forces crews to transition from GPS and SATCOM reliance to degraded operations, such as dead reckoning, terrain association, and line-of-sight FM radios. Additionally, Command Post Exercises (CPX) allow TOCs to run disaster scenarios utilizing only space-based feeds. During these events, staff practice pulling overhead commercial satellite imagery, such as Maxar, to brief flight crews prior to a simulated launch.

Large-Scale Domestic Exercises

The ARNG already participates in multi-state disaster exercises, which serve as the premier venues to test commercial space integration alongside civilian agencies. During NGB-sponsored Vigilant Guard events, which simulate large-scale disasters like earthquakes or hurricanes, Aviation Task Forces can deploy using entirely commercial space assets, such as Starlink. By intentionally leaving military SATCOM turned off, units can practice coordinating flights directly with FEMA and local authorities using these unclassified dual-use systems. Furthermore, State Partnership Program (SPP) exchanges allow ARNG

units to practice sharing unclassified commercial satellite imagery and establishing joint communications over commercial networks alongside allied aviation units.

Tactical & Routine Drills

Units can seamlessly incorporate space integration into their standard training periods without requiring massive external support. During routine flights, units can conduct PACE plan stress tests by making a commercial space-based system the primary communication method, deliberately forcing crews to troubleshoot real-world latency or connection drops while airborne. Additionally, aviation battalions can conduct “blind” TOC jumps, relocating to a new field site where they are forbidden from using standard communication equipment. This scenario forces the TOC to re-establish communications with airborne aircraft solely using space assets within a strict time limit, ensuring the capability becomes muscle memory.

MAJ Dan Roberts is the Operations Officer for the ARNG, Air & Space Division, Arlington, VA.

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Air Data Problems: Part 1 - Airspeed

By Dr. Thomas L. Thompson

On December 1, 1974, Northwest Airlines Flight 6231, a Boeing 727-251, departed John F. Kennedy International Airport on Long Island, NY at 7:14 p.m. on a ferry to Buffalo, NY.

Temperature was 34 degrees Fahrenheit, estimated ceiling was 5000 feet overcast, and light ice pellets were falling. The three crew members were the only people aboard the aircraft.

The flight proceeded normally until 7:24 p.m., when a crewmember transmitted, “Mayday, Mayday, we’re out of control descending through 20,000 feet.” When an air traffic controller on Long Island asked what the problem was, the crew member replied, “We’re in a stall.” Soon after, at 7:26 p.m., the aircraft crashed in a NY state park. The three crew members died in the crash and the aircraft was destroyed.

The National Transportation Safety Board (NTSB) concluded that “the probable cause of the accident was the loss of control of the aircraft because the flight crew failed to recognize and correct the aircraft’s high-angle-of-attack, low-speed stall and descending spiral. The stall was precipitated by the flight crew’s improper reaction to erroneous airspeed and Mach indications that had resulted from a blockage of the Pitot heads by atmospheric icing.” The NTSB’s report stated that “contrary to standard operational procedures, the flight crew had not activated the Pitot head heaters.”

An iced-over, blocked, or partially blocked Pitot probe often results in erroneous airspeed data presented to the pilot, and in modern aircraft, to the flight management computers that assist the pilot in flying the aircraft. Since accurate airspeed measurement is needed to fly an aircraft safely, whether manually or by computer, it can be very challenging to maintain control when airspeed data are biased or trending abnormally. Although loss of reliable airspeed data usually does not cause an immediate loss of control, it often triggers a chain of events that expose shortcomings in aircraft design and pilot training.

Air France 447, a transatlantic flight that departed from Rio De Janeiro, Brazil to Paris, France on May 31, 2009, at 7:29 p.m., proceeded normally for about the first two hours, until the Airbus A330 encountered turbulence and icing conditions about 35,000 feet above the Atlantic Ocean. Sounds of hail or pellets of snow could be heard on the outside of the aircraft and ice crystals began to collect in the Pitot tubes. Shortly after, the autopilot disconnected and the aircraft’s fly-by-wire control laws transitioned to a degraded mode due to



Figure 1. A wasp alights on a replica of a Pitot tube.

COURTESY PHOTO: HOUSE (2020), PLUS ONE

inconsistent airspeed readings from the left and right-hand side probes. The pilot in command, unaccustomed to flying in turbulence in a degraded control mode, suddenly pulled aft on his side-stick controller, raising the aircraft nose and triggering a stall warning in the cockpit. The aircraft began descending rapidly and continued in a sustained stall, which was not recognized by the flight crew, for the duration of the flight. The aircraft struck the ocean belly-first with a vertical speed of over 100 knots. All 228 onboard died on impact and the aircraft was destroyed.

A blocked Pitot tube was cited as the trigger of a series of events that caused the crash of Birgenair Flight 301, a Boeing 757-200, shortly after takeoff from Puerto Plata, Dominican Republic at midnight on February 2, 1996. Takeoff was normal, however about two minutes into the flight confusion ensued in the cockpit due to large differences between the captain’s and first officer’s airspeed indicators. The captain, thinking the aircraft was flying much faster than it was, reduced engine thrust and increased pitch attitude, which placed the aircraft in a stall that pilots failed to recognize soon enough to recover. The aircraft crashed into the ocean and all 189 onboard died on impact. Investigators concluded that the inconsistent airspeed information was due to blockage of one of the Pitot tubes by a mud dauber wasp nest built inside the tube while it was uncovered prior to flight (Figure 1).

In Part 2, we will discuss problems with angle of attack data.

Dr. Thomas L. Thompson is the Chief Engineer, Aeromechanics for the Systems Readiness Directorate of the U.S. Army Combat Capabilities Development Command Aviation & Missile Center, Redstone Arsenal, AL.

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Color Vision Deficits

By CPT (Dr.) Jesse Britt

Q: I was told by my eye doctor that I have a color vision deficit. Will I still qualify for a waiver/exception to policy (ETP)?

FS: Color vision is important for aviators as it allows for precise distinction and interpretation of visual displays, warning lights, and potential hazards. Waiver consideration is often determined by type of deficit, severity of the deficit, and flight physical class. In many cases, an aviator is tested via an in-cockpit evaluation (ICE) to assess the potential impacts of the color vision deficit on mission capability.

Rods and Cones

First, let's talk about rods and cones. Rods and cones are two types of receptor cells in the retina, the back part of the eye, that help you see and distinguish a variety of colors. You can think of rods as "night vision" receptors and cones as "color and detail" receptors. Rods enable us to see in dark or dim light, but the image appears in black, white, or gray.

Conversely, cones work best in bright light and allow us to see colors and fine details. Cones are categorized into three types: L-cones, M-cones, and S-cones. Each cone is responsible for detecting a different color of light. L-cones are red-sensitive, M-cones are green-sensitive, and S-cones are blue-sensitive.

Types of Color Vision Deficits

Type and severity of color vision deficits depend on which receptors are affected.

-Night blindness (Nyctalopia) occurs from loss of rod function. This loss of function can be partial or complete and can vary from mild to severe. Common causes of night blindness include inherited or acquired disorders of the eye, nutritional deficiencies (Vitamin

A), and rarely medications.

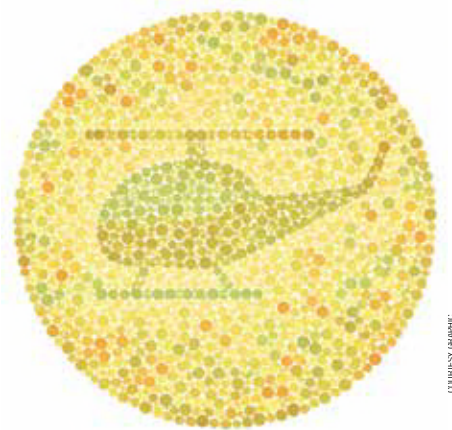
-Trichromatic color vision deficits occur when all three cones (L, M, and S) are present, but one or more may not be functioning properly. Abnormal L-cone function (Protanomaly) leads to difficulty recognizing red colors. Dysfunction of M-cones (Deuteranomaly) causes difficulty distinguishing red from green. Degraded S-cone function (Tritanomaly) leads to blue-yellow confusion.

-Dichromatic color vision deficits happen with complete loss of function of one cone type. Thus, the effect on color vision is more debilitating than those listed above.

-Monochromatic color vision deficits arise when only one or no functional cone types are present. Vision is heavily impaired, and individuals with this deficiency would struggle to meet accession/retention standards for military service.

Testing

There are a variety of testing methods for color vision. The most common being Pseudoisochromatic Plate (PIP) testing. PIP testing uses numbers or shapes embedded in a field of colored dots. Individuals with normal color vision can distinguish the figure, while those with a color deficiency cannot. PIP testing is used as a screening tool, and the results are verified using Computerized Color Vision Testing (CCVT). CCVT uses calibrated displays to present images with specific color thresholds, allowing it to grade the type and severity of the color deficit. Additionally, the Army offers testing in the form of an ICE. This is a



functional test in the aircraft that determines whether the participant can carry out required tasks of aviation.

Waiver Requirements

Initial applicants have their color vision screened with PIP testing. If a passing score is achieved, a waiver is not required. If a passing score is not achieved, the applicant is assessed using CCVT. Passing scores for CCVT are often recommended for waiver, but borderline scores for CCVT are challenged via ICE. ICE testing is graded in "GO" or "NO-GO" fashion based on ability to complete tasks. Annual waiver requirements include evaluation by your Flight Surgeon, eye doctor, and CCVT to monitor for changes.

Fly Safe!

Questions for the Flight Surgeon?

If you have a question that you would like addressed, email it to AskFS@quad-a.org. We will 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 authors and should not be construed as an official Department of the Army position unless otherwise stated.

CPT Jesse Britt, D.O., is a Flight Surgeon with 1st Aviation Brigade, Ft. Rucker, AL.

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Cheyenne MEDEVAC: Modular Innovation Revolutionizing Battlefield Medical Evacuation

By LTC Nicholas Toney



U.S. ARMY PHOTO BY SGT LILIANA WAGGON

The Future Long Range Assault Aircraft (FLRAA), now commonly known by its MV-75 Cheyenne designation, is the tilt-rotor aircraft transforming the Army's vision of troop and equipment movement on future battlefields. The MV-75 Cheyenne platform, expected to fly "twice as far, twice as fast" as current rotary-wing platforms, offers significant updates to the way Army leaders envision the landscape of future fights. Alongside the visions of MV-75s unloading assault forces, carrying launched-effects and other offensive and logistical demands, are the images of Cheyennes emblazoned with red crosses transporting critical medical supplies forward and injured patients rearward. The significantly increased range and speed of these MEDEVAC platforms over the current fleet is staging to transform the arrangement of medical forces across combat theaters of future fights.

Unlike the venerable HH-60M Black Hawk MEDEVAC platforms, Cheyenne MEDEVAC aircraft will not be a "purpose built" aircraft, meaning they will not be equipped as MEDEVAC platforms from the factory. Instead, all MV-75s, regardless of their destiny to become a MEDEVAC, SOCOM, or remain in baseline "Assault" configurations, will roll off the assembly line identical to one another. Even though MEDEVAC kits will only be installed in about one quarter of all Cheyenne, every aircraft will leave the factory with MEDEVAC provisions. These provisions add marginal weight (less than one-half pound) and take up no space. Provisions consist of items such as pilot holes, unoccupied wiring ports, fastener locations, space reservations and structure for equipment mounting, all designed to enable the installation of MEDEVAC kits after production.

A Cheyenne in MEDEVAC con-

A Critical Care Flight Paramedic assigned to Company C, 3rd General Support Aviation Battalion, 82nd Combat Aviation Brigade, provides patient care inside the Future MEDEVAC Cabin – Technology Demonstrator at Fort Bragg, NC.

figuration will feature a nose-mounted MEDEVAC mission sensor (MMS), an external hoist, an internal patient handling system (PHS) and red crosses on its sides, top and belly. The MMS adds situational awareness through an infrared camera which MEDEVAC crews will employ to aid situational awareness and to locate personnel on the ground. The hoist will add the capability to safely lift live loads from areas where the aircraft cannot land, while the PHS will accommodate secure transport and en-route care of critically wounded patients.

Transforming a baseline Cheyenne to a MEDEVAC configured aircraft

first requires the installation of the MEDEVAC A-kit via depot-level maintenance that installs all the structural modifications, hardware and electrical items required for MEDEVAC. The provisions mentioned earlier provide the space and interface necessary to allow the A-kit installation. Once installed, the A-kit will remain aboard that aircraft indefinitely, regardless of its configuration. The primary function of the A-kit is to serve as the interface between the airframe and the MEDEVAC B-kit.

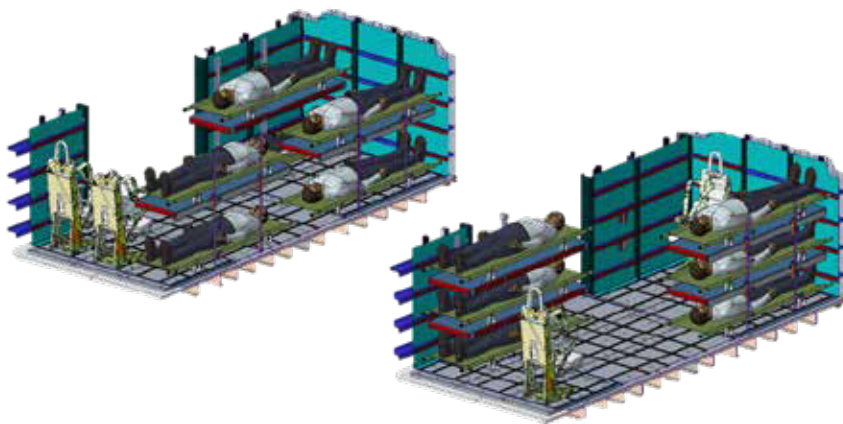
The B-kit's major components include the PHS, red crosses, external rescue hoist and MMS. Designed to be modular, the B-kit allows for rapid installation and removal in a matter of hours at the unit level, without special tools. The ability to rapidly install and remove the MEDEVAC B-kit permits a degree of modularity not found on the current MEDEVAC fleet. The installation of the MEDEVAC A and B kits is enabled by the provisions discussed earlier. At present, approximately one quarter of Cheyennes are slated to receive the MEDEVAC A and B kit modifications. While the B-kit enables rapid aircraft re-configuration opportunities, MEDEVAC mission effectiveness ultimately relies upon battlefield commanders' strategic posturing of aircraft, crews and medical capabilities relative to mission needs and required timelines.

FMC-TD

The MV-75 Cheyenne MEDEVAC kit development effort began in mid-2026. This endeavor will determine the exact specifications, hardware, size and weight of the MEDEVAC A and B kits. To prepare for this design effort, the MEDEVAC Product Office, based at Redstone Arsenal, AL conducted a year-long study to collect end-user feedback aboard a device titled the "Future MEDEVAC Cabin – Technology Demonstrator", or FMC-TD. The FMC-TD is an Army Medicine funded model of Cheyenne cabin dimensions, built within a 20-foot shipping container. The interior of the FMC-TD features a rail system that permits rapid reconfiguration of the treatment space, allowing providers to treat patients in various configurations and provide feedback on the pros and cons of each as it relates to patient care. The FMC-TD gathered feedback



LTG Mary Izaguirre, Army Surgeon General, is briefed on the Medical Interior Upgrade (MIU) aboard an HH-60M at the 2024 Army Aviation Association of America Mission Solutions Summit.



These diagrams illustrate the flexibility of the FMC-TD and how its modularity made rapid reconfiguration between several patient configurations possible. This allowed participating medical providers to perform patient care in different configurations and give detailed feedback on the pros and cons of each while participating in two-day special user evaluations.

from 75 Critical Care Flight Paramedics at five locations across the Army as they treated patients inside this mock Cheyenne cabin in two different patient layouts. The cabin area within the Cheyenne is considerably longer than an HH-60, allowing a variety of ways to configure patients within the space. The FMC-TD efforts tested different configurations and identified how each contributed towards patient care aboard the aircraft. This valuable feedback will inform the design of the Cheyenne MEDEVAC kit.

HH-60M Modernization

While the Cheyenne is the MEDEVAC platform of the future, the HH-60M Black Hawk is the tried and trusted aircraft saving lives around the world today. Expected to be in the

Army's inventory well into the future, the Black Hawk continues to prove itself as an extremely capable platform for the expeditious movement of casualties on the battlefield and between treatment facilities. In fact, the HH-60M is currently the *only* intra-theater patient movement platform, on the ground or in the air, designed for moving post-surgical, critical care patients. Although the Cheyenne will eventually replace the HH-60M, that day is a long way off. As a result, the HH-60M must continue to modernize to keep up with rapidly advancing technologies, evolving threats and new opportunities to improve patient care aboard the platform.

In addition to its outstanding role as a vessel for expedient patient transport, the HH-60M also serves



An artistic rendering of the MV-75 MEDEVAC

as a platform for maturing technology that is destined for the Cheyenne. Serving as a surrogate, the Black Hawk offers unique opportunities to mount and test various systems and hardware to employ in the field and gather user feedback for further modernization. One example of this is the Medical

Interior Upgrade (MIU), a system that seeks to transform the relatively rigid Basic Medical Interior (BMI) found on the HH-60M and turn it into a modular patient handling system capable of rapid reconfigurability and provide weight savings. Presently, there are 15 MIU prototypes fielded and flying aboard HH-60Ms with Army MEDEVAC units. The MEDEVAC Product Office uses these items and others, to gather user feedback and refine the equipment fielded to Army MEDEVAC units around the world.

Through continued modernization efforts of the HH-60M, the MEDEVAC Product Office will continue to leverage the Black Hawk to address capability gaps and refine the MEDEVAC platforms of the future. As the design of the Cheyenne MEDEVAC platform matures, PD MEDEVAC will rely heavily upon end-user feedback to influence design efforts: working closely with Bell and other industry partners to incorporate the features that support the highest levels of patient care into the Cheyenne MEDEVAC configuration.

Army Medicine's role

The Cheyenne MEDEVAC is poised to be the world's premier vertical take-off and landing medical platform. With the ability to rapidly move critically injured patients twice as far and twice as fast as its predecessors, the Cheyenne will offer unparalleled options for patient movement and en route care. Since the Vietnam War, the Army has maintained the responsibility for intra-theater evacuation for the joint force, ensuring that wounded Soldiers, Sailors, Marines and Airmen receive timely medical transport to higher levels of care. On future battlefields, the MV-75 will continue this legacy, providing life-saving evacuation capabilities in the most challenging environments. Its advanced design, modularity and speed will enable the Army to respond rapidly to medical emergencies, ensuring the wounded are transported aboard the most capable medical platform in the world. The Cheyenne MEDEVAC represents a critical evolution in battlefield medicine, reinforcing the Army's standing commitment to support the joint force and save lives.

Conclusion

The Cheyenne MEDEVAC platform represents a pivotal advancement in battlefield medical evacuation, poised to redefine how the Army moves patients on the battlefield. With its modular design and enhanced capabilities, the Cheyenne will facilitate rapid patient transport and improve en route care, ensuring that wounded servicemembers receive timely medical attention in the most challenging environments. As the Army continues to leverage the proven capabilities of the HH-60M while transitioning to the next generation of MEDEVAC, the insights gained from user feedback and technological innovations will be critical in shaping the future of military medicine. The commitment to delivering life-saving care remains steadfast and the Cheyenne MEDEVAC stands ready to support the joint force in preserving the lives of our nation's greatest assets, its service members. As we move forward, collaboration and engagement with all stakeholders is essential to ensuring we maximize the potential of this transformative platform.

LTC Nicholas Toney is the MEDEVAC Product Manager with Capability Program Executive Aviation, Huntsville, AL.

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ARMY AVIATION

2026 Blue Book Directory

Thanks to the hundreds of units and offices that responded to this year's request for information and to each activity listed. This directory of Army aviation units, organizations, offices and key personnel includes information from both the Active and Reserve components, principally at the battalion level and above, and by key supporting organizations. All information is presented in alphabetical state order by city and installations, then by U.S. territories, followed by overseas regions and countries.

Organizations that did not provide input in 2026 or who did not follow published requirements are noted as "Update Not Provided This Year." Additionally, for units and organizations that have not updated their data since 2022, key personnel names, personal email listings and photos may have been deleted due to likelihood of personnel turnover.

For future updates, instructions and forms are available throughout the year on the website homepage under the "Magazine" tab, on the drop down menu. Please contact bluebook@quad-a.org or call (203) 268-2450 with any questions.

PLEASE NOTE: As a result of transformation efforts there are significant changes still being developed that will affect some Army Aviation organizations. We will publish an addendum to the Blue Book if necessary in a future issue.

Joe Pisano/Managing Editor

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MISSION

An AH-64Ev6 evaluates the upgraded Training Aircraft Survivability Equipment Stimulation Suite Virtual (TASS-V) NLOS software at Home Station.

KEY ATTRIBUTES EMULATED

- APR-39 (Radar) AVR-2 (Laser)
- CMWS (IR) Countermeasures
- Effective Terrain Masking, credit for proper TTPs
- Hostile Fire Indicator
- Multi-ship collaboration

KEY TASKS

- Validate NLOS operation-DTED
- Validate Training Area Viability
- Validate Software Ease of Use
- Download Player/Event List for AAR Playback

OVERVIEW: The purpose of the mission was to install and validate new TASS-V software uploaded into the current TASS-V LRU (ASMODIM) authorized by the recently released AH-64 AWR dated 28 April 2025. This software update allows crews to train against peer/near peer IADS threats ANYTIME ANYWHERE without requiring a Line of Sight (LOS) networked environment (outside a CTC), and allows Integrated Air Defense System (IADS) Threats to be positioned anywhere in the world. Ground testing concluded the aircraft could receive ASE indications with only the TASS-V LRU (ASMODIM) and no actual ASE B-Kit hardware installed. During both test flights, all ASE Audio and Visual indications were received while operating Beyond LOS from the base station. The LRU takes into account terrain and the configuration of ASE capabilities by the crews, allowing for masking and credit for executing proper TTPs. The crews were able to train against InfraRed (IR), Radar, and Laser-guided threats, and revived by the auto-revive feature for continued training. Onboard recording enables crews to conduct thorough After Action Reviews.

END STATE: Testing confirmed that the TASS-V Software update to the ASMODIM operates as intended outside of a networked environment (CTC). New ASE scenarios developed will support AAR and training of crews and teams on critical tasks necessary to build muscle memory and survivable instincts.



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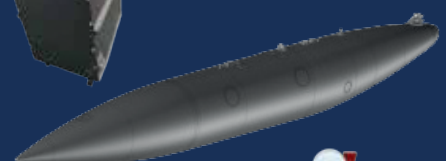
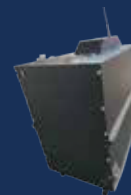
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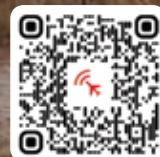
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\$688,500 Awarded by the AAAA Scholarship Foundation – Giving to the Soldiers and Families Who Give So Much

By COL (Ret.) Michelle F. Yarborough



Don and Ruth Luce Memorial Perpetual Scholarship
\$20,000 - \$ 5,000 for 4 years - Grace P. Woolsey - Daughter of LTC Matthew Woolsey, Owens Cross Roads, AL - Vanderbilt University



Helen Cribbins Memorial Perpetual Scholarship
\$11,000 - \$2,750 for 4 years - Wendy L. Gluski - Grandchild of COL George Gluski, Phoenix AZ - Johns Hopkins University



Joseph P. Cribbins Memorial Perpetual Scholarship
\$11,000 - \$2,750 for 4 years - Madeline K. Gamelin - Daughter of CW4 Peter Gamelin, Plympton MA - University of North Carolina-Chapel Hill



AIRBUS Group Corporate Perpetual Matching Scholarship
\$7,000 - \$1,750 for 4 years - Kyra Johnson - Daughter of Ms. Jennifer Johnson, North Richland Hills TX - The University of Alabama - Tuscaloosa



CW4 Richard E. Campbell Memorial Scholarship
\$5,000 for 1 year - Thomas Murphy, Durham, NC - Duke University, Johns Hopkins University (Dual Enrollment)



LTC Gus Cianciolo Memorial Scholarship
\$5,000 for 1 year - Leah H. Lang - Daughter of LTC Jarred Lang, Fairfax VA - The Pennsylvania State University



AAAA BG O. Glenn Goodhand Memorial Scholarship
\$5,000 - \$1,250 for 4 years - Alexander J. Widish, San Antonio, TX - University of Texas-San Antonio



AAAA BG Robert M. Leich Memorial Scholarship
\$5,000 - \$1,250 for 4 years - Natalie K. Talmadge - Daughter of Capt Lee Talmadge, Harvest AL - University of Alabama-Huntsville

The Army Aviation Association of America Scholarship Foundation, Inc. (AAAASFI) is proud to announce the selection of 389 deserving Army Aviation Association of America (AAAA) family members to receive \$688,500 in scholarship grants.

The Scholarship Foundation has come a long way since its inception in 1963. We are deeply grateful for the continued support of AAAA National and for all those who dedicate their time to applying, evaluating, and sustaining this important program. These scholarships remain one of the most valuable benefits of AAAA membership. To date, AAAASFI has awarded more than \$12.4 million to over 7,500 recipients.

Since transitioning to a fully electronic evaluation process in 2015, application reviews can now be conducted from anywhere, greatly expanding accessibility and participation. We extend our sincere thanks to everyone who contributed to this year's selection process, especially our evaluators, whose time and thoughtful assessments help ensure that the most deserving students are selected. If you are

not currently supporting an applicant, we encourage you to consider serving as an evaluator and playing a direct role in shaping the future of these students.

Throughout the selection process, applicants are evaluated based solely on their merit. Evaluators are asked to exercise the highest level of professionalism and care to remain fair, objective, and impartial in their assessments.

This year, 627 applicants completed the process, resulting in a selection rate of approximately 62 percent. Success rates by academic level were as follows:

- 75% of freshman applicants received awards
- 56% of upperclassmen applicants received awards
- 53% of graduate applicants received awards

We also saw strong participation in the Chapter Matching Program, with

34 AAAA chapters contributing this year. This program enables chapters to raise scholarship funds that are matched by the Foundation based on chapter size: up to \$5,000 for AAAA and Senior chapters, \$4,000 for Master chapters, and \$3,000 for Super chapters.

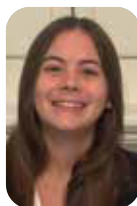
One of the most important aspects of the Scholarship Foundation is that 100 percent of donations go directly toward scholarships, less investment fees. AAAA covers all administrative overhead. We encourage members to speak with their chapter officers to learn more and to advocate for establishing a chapter-sponsored scholarship where one does not yet exist. Together, we can expand participation and bring the remaining chapters into this impactful program.

Take a few moments to look through the following pages and join us in congratulating our 2026 awardees. If you have any questions about the program, please contact us at (800) 722-ARMY or scholarship@quad-a.org.

*COL Michelle "Shelley" Yarborough,
U.S. Army Retired
President,
AAAA Scholarship Foundation, Inc.*



AAAA Bryce Wilson Memorial Scholarship
\$5,000 - \$1,250 for 4 years - Madeline R. O'Neill - Daughter of Mr. R. O'Neill, Fort Worth TX - University of North Carolina-Chapel Hill



LTG William B. Bunker Memorial Perpetual Scholarship
\$4,000 - \$2,000 for 2 years - Hannah G. James - Daughter of COL Jeremy James, Evans GA - Brigham Young University



Tennessee Valley Chapter (COL Joseph A. Hoecherl Memorial) Perpetual Matching Scholarship
\$4,000 for 1 year - Zoey K. Jones - Daughter of COL John Jones, Madison AL - Samford University



Tennessee Valley Chapter (Colleen Hipp Memorial) Perpetual Matching Scholarship
\$4,000 for 1 year - Tyler B. Claunch - Son of Ms. Sandra Claunch, Hazel Green AL - University of Alabama



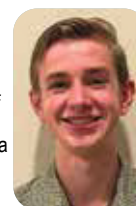
Tennessee Valley Chapter President's Award Perpetual Matching Scholarship
\$4,000 for 1 year - Kira Chojnacki - Daughter of LTC Kip Chojnacki, Owens Cross Roads AL - The University of Alabama-Tuscaloosa



Bell Textron Corporate Perpetual Matching Scholarship
\$4,000 - \$2,000 for 2 years - Kyle T. Hoistad - Son of MAJ Michael Goodwin, Owens Cross Roads AL - University of Alabama-Huntsville



BG James and Joyce Hesson Scholarship
\$4,000 - \$2,000 for 2 years - Savannah L. Robertson - Daughter of MAJ Joshua Robertson, Greenbrier TN - Montana State University



SGT Dan E Hackney Scholarship
\$4,000 for 1 year - Ethan A. Stern - Grandchild of LTC Richard Peters, Orlando FL - University of Florida



Connecticut Chapter (LTC William J. May Memorial) Scholarship
\$4,000 - \$4,000 for 1 year - Katrina B. Tozier - Daughter of CW4 David Tozier, East Haddam CT - Merrimack College



AAAA National Aeronautical Sciences Scholarship
\$4,000 - \$1,000 for 4 years - Griffin C. Galloway - Grandchild of Mr. Chester Galloway, Keyport NJ - Pennsylvania State University



GEN Frank S. Besson, Jr. Memorial Perpetual Scholarship
\$3,500 - \$1,750 for 2 years - Kelly A. Horky - Daughter of Mr. Robert Horky, Dayton OH - University of Pittsburgh



MG and Mrs. Carl H. McNair, Jr. Ret. Perpetual Scholarship
\$3,500 for 1 year - Nathaniel J. Bowen - Son of Mr. Jerome Bowen, Suffolk VA - University of Virginia



Robertson Fuel Systems, LLC (John R. Rawling) Corporate Perpetual Matching Scholarship
\$3,500 for 1 year - Brian A. Hansen - Grandchild of Capt Michael Law, New Braunfels TX - Brigham Young University



Morgan Rae Kurowsky Memorial Scholarship
\$3,500 for 1 year - Evan Olson, Plano, TX - Samford University



Mid-Atlantic/Monmouth Chapter Perpetual Matching Scholarship
\$3,000 for 1 year - Sarah Kilby - Daughter of MAJ John Kilby, Rising Sun MD - University of Delaware



Washington-Potomac Chap. (SPC Jeremy D. Tomlin) Perpetual Matching Scholarship
\$3,000 for 1 year - Ruby Bentz, Fairfax, VA - West Virginia University



Washington-Potomac Chapter (COL Harry W. Townsend) Perpetual Matching Scholarship
\$3,000 for 1 year - Zoe M. Peters - Daughter of LTC Derrick Peters, Round Hill VA - Auburn University



Washington-Potomac Chapter (COL Paul Kelly) Perpetual Matching Scholarship
\$3,000 for 1 year - Kathryn C. Lang - Daughter of LTC Jarred Lang, Fairfax VA - Florida State University



Washington-Potomac Chapter (LTG Harry Kinnard) Perpetual Matching Scholarship
\$3,000 for 1 year - Charlotte M. DeForest - Daughter of COL Andrew DeForest, Crofton MD - Lehigh University



Washington-Potomac Chapter (LTG Lavern E. Weber & LTC Donald L. Weller) Perpetual Matching Scholarship
\$3,000 for 1 year - Alexandra M. Dickens - Daughter of CW4 Douglas Dickens, Leonardtown MD - University of Maryland- College Park



Washington-Potomac Chapter (MG Carl McNair) Perpetual Matching Scholarship
\$3,000 for 1 year - Adelaide Pucci - Grandchild of Capt Charles Pucci, Bethesda MD - University of Vermont



Washington-Potomac Chapter (MG Robert F. Molinelli) Perpetual Matching Scholarship
\$3,000 for 1 year - Parker F. Wilkinson - Daughter of BG Scott Wilkinson, Washington DC - Vanderbilt University



Air Assault Chapter Matching Scholarship
\$3,000 for 1 year - Mackenzie E. Prather - Daughter of CW4 Joel Prather, Clarksville TN - Auburn University



Voodoo Chapter (Kevin F. McDermott) Matching Scholarship
\$3,000 for 1 year - Elise S. Allen - Daughter of Capt John Allen, Mandeville LA - Villanova University



Voodoo Chapter (Kevin F. McDermott) Matching Scholarship
\$3,000 for 1 year - Caroline C. Lagarde - Daughter of LTC Brian Lagarde, Madisonville LA - The University of Southern Mississippi



Voodoo Chapter Matching Scholarship
\$3,000 for 1 year - Brielle N. Jeansonne - Daughter of LTC Andre Jeansonne, Madisonville LA - University of Louisiana at Lafayette



Voodoo Chapter Matching Scholarship
\$3,000 for 1 year - Adan J. Parra - Son of CWO Elida Baehr, Austin TX - Texas A&M University



Voodoo Chapter Matching Scholarship
\$3,000 for 1 year - Tristan B. Williams - Son of CW3 Reginald Williams, Denham Springs LA - Southeastern Louisiana University



COL (Ret.) Paul B. and Jenny L. Gale Memorial Perpetual Scholarship
\$2,500 for 1 year - Isabel Faith Brown - Grandchild of COL Robert Brown, San Antonio TX - Virginia Commonwealth University



Connecticut Chapter I Perpetual Matching Scholarship
\$2,500 for 1 year - Michael J. Fiatarone - Son of Mr. Dana Fiatarone, Stratford CT - Bryant University



Connecticut Chapter II Perpetual Matching Scholarship
\$2,500 for 1 year - Chrissy Chow - Daughter of Mr. James Chow, Wallingford CT - New York Institute of Technology College of Osteopathic Medicine



Boeing Corporate Perpetual Matching Scholarship
\$2,500 for 1 year - Katie E. Gilbertson - Daughter of LTC Stephen Gilbertson, Glen Carbon IL - Southern Illinois University Edwardsville

AAAA Scholarship Foundation Inc. 2026 Awardees



Sikorsky (Igor Sikorsky) Corporate Perpetual Matching Scholarship
\$2,500 for 1 year - Julia A. Kaye - Daughter of Mr. Tom Kaye, Milford CT - American University



Sikorsky II (Igor Sikorsky) Corporate Perpetual Matching Scholarship
\$2,500 for 1 year - Ava M. Lewellyn - Daughter of Mr. Ben Lewellyn, Glastonbury CT - Central Connecticut State University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Thomas Morgan - Grandchild of CPT Wayne Hofmann, Cornville AZ - University of Illinois at Urbana-Champaign



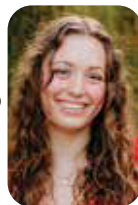
Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Judith A. Hughes - Grandchild of LTC Edmund Hughes, New Bern NC - University of North Carolina - Wilmington



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Elizabeth A. Bratt - Grandchild of COL Donald Nelson, New Albany OH - Point Park University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Jacob R. Zuniga - Grandchild of CW2 Robert Denney, Bradley CA - University of California Davis-Extension



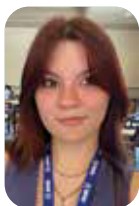
Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Eliza G. Russell - Grandchild of COL Douglas Warne, Nashville TN - University of South Carolina



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Solomon J. Mrochek - Grandchild of COL John Marcy, South Pasadena FL - Ohio University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Eve S. Heslin - Daughter of Mr. James Heslin, Middle River MD - University of Tennessee-Knoxville



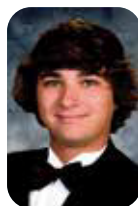
Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Kira Wicker - Grandchild of CW4 Stephen Poppe, Spring TX - Bellarmine University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Ashlyn R. Graves - Grandchild of CW4 David Messa, Gulfport MS - Louisiana State University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Katherine A. Sanders - Grandchild of CW2 Clifford Hyatt, New Braunfels TX - Baylor University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Joel L. Beauregard - Grandchild of Mr. Joel Beauregard, Weatherford TX - University of Texas-Arlington



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Rowyn R. Wharton - Grandchild of Mrs. Linda Connolly, Vienna WV - Lipscomb University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Reagan E. Lord - Grandchild of CAPT James Newman, Clinton MS - Mississippi State University



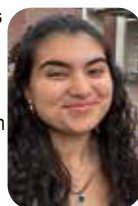
Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Kayla Coonfare - Grandchild of Capt Leonard Whiteing, Omaha NE - Appalachian State University



Vietnam Helicopter Pilots Association (VHPA) Heritage Matching Scholarship
\$2,500 for 1 year - Simon Toennies - Grandchild of COL Galen Rosher, Hampton Cove AL - Columbia University



Vietnam Helicopter Pilots Association (VHPA-361st AVN Co 'Pink Panthers') Heritage Matching Scholarship
\$2,500 for 1 year - Madelyn L. Swartz - Grandchild of CW5 Richard Crosley, Pottstown PA - Virginia Tech



Vietnam Helicopter Pilots Association (VHPA-Anonymous Donor) Heritage Matching Scholarship
\$2,500 for 1 year - Esperanza Lemon - Grandchild of MAJ Sidney Beedow, Street MD - University of Maryland



Vietnam Helicopter Pilots Association (VHPA-Helene Westreich Memorial) Heritage Matching Scholarship
\$2,500 for 1 year - June Heslin - Daughter of Mr. James Heslin, Middle River MD - The University of Texas - Austin



Vietnam Helicopter Pilots Association (VHPA-IMO UPI Reporter Joe Galloway) Heritage Matching Scholarship
\$2,500 for 1 year - Kalen K. Moe, Cicero, IN - Purdue University



Vietnam Helicopter Pilots Association (VHPA-MG Carl H. McNair Jr., Ret) Heritage Matching Scholarship
\$2,500 for 1 year - Ethan J. Crofts, Weatherford, TX - Texas Tech University



COL James W. Lloyd, Ret. Memorial Scholarship
\$2,500 for 1 year - Luke C. Jones - Son of COL Darrell Jones, Fayetteville NC - Clemson University



Connecticut Chapter Matching Scholarship
\$2,500 for 1 year - Ashley R. Nowakowski - Daughter of COL Stephan Nowakowski, Moodus CT - University of New Hampshire



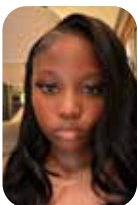
Connecticut Chapter Matching Scholarship
\$2,500 for 1 year - Liam L. Macal - Son of CW4 William Long, Temple TX - Texas A&M University



Connecticut Chapter Matching Scholarship
\$2,500 for 1 year - Kayla Y. Kim - Daughter of LTC Simon Kim, Lithia FL - Florida State University



MSG Gary I. Gordon and SFC Randall D. Shughart Memorial Perpetual Scholarship
\$2,000 for 1 year - Pierce C. Jordan - Son of COL Mark Jordan, Beech Bluff TN - University of Tennessee-Knoxville



100 Black Men-VA Peninsula Chapter Founder's (Washington Potomac Chapter) Perpetual Matching Scholarship
\$2,000 for 1 year - Jasmine N. Bowen - Daughter of Mr. Jerome Bowen, Suffolk VA - Norfolk State University



Air Assault Chapter (COL Henry 'Hawk' Ruth, Ret.) Perpetual Matching Scholarship
\$2,000 for 1 year - Brooke E. Waleski - Daughter of COL Roger Waleski, Southern Pines NC - University of North Carolina-Chapel Hill



Air Assault Chapter (COL Ted Crozier) Perpetual Matching Scholarship
\$2,000 for 1 year - Aven B. Calvert - Daughter of LTC Damion Calvert, Brentwood TN - The University of Michigan



Mid-Atlantic/Monmouth Chapter (Dean/Kelly) Perpetual Matching Scholarship
\$2,000 for 1 year - John A. Kilby - Son of MAJ John Kilby, Rising Sun MD - University of Delaware



Tennessee Valley Chapter (Christopher and William 'Bill' Gavora Memorial) Perpetual Matching Scholarship
\$2,000 for 1 year - Spencer M. Bowden - Son of Mr. Perry Bowden, Huntsville AL - The University of Alabama-Tuscaloosa

AAAA Scholarship Foundation Inc. 2026 Awardees



Tennessee Valley Chapter (COL Bill Powell Memorial) Perpetual Matching Scholarship
\$2,000 for 1 year - Emma F. Donahue - Daughter of LTC Daniel Donahue, Madison AL - University of South Alabama



Tennessee Valley Chapter (CSM Isaac B. Sheffield Memorial) Perpetual Matching Scholarship
\$2,000 for 1 year - Jorja E. Thompson - Daughter of CW5 Jared Thompson, Durango CO - University of Utah



Tennessee Valley Chapter (CW4 James V. Torney Memorial) Matching Scholarship
\$2,000 for 1 year - Ethan J. Lawniczak - Son of CW4 Jon Lawniczak, Athens AL - Samford University



Tennessee Valley Chapter (Dianne Stephenson Memorial) Matching Scholarship
\$2,000 for 1 year - Jackson C. Sheppard - Son of COL Talmadge Sheppard, Hampton Cove AL - Auburn University



Tennessee Valley Chapter (Isenberg Family) Perpetual Matching Scholarship
\$2,000 for 1 year - Grace E. Fortier - Daughter of COL Gregory Fortier, Alexandria VA - Wheaton College



Tennessee Valley Chapter (John K. Jolly Memorial) Matching Scholarship
\$2,000 for 1 year - Erin E. Duus - Daughter of COL Andrew Duus, Huntsville AL - Texas State



Tennessee Valley Chapter (LTC Robert F. Vlasic Memorial) Perpetual Matching Scholarship
\$2,000 for 1 year - Alice R. Pickett - Daughter of SGM Jeffrey Pickett, Westfield IN - Purdue University



Tennessee Valley Chapter (LTC Steven D. Moore) Perpetual Matching Scholarship
\$2,000 for 1 year - Logan J. Moore - Son of Mrs. Andrea Moore, Hartselle AL - University of Alabama-Huntsville



Tennessee Valley Chapter (MAJ Jeffrey DeCarlo Memorial) Matching Scholarship
\$2,000 for 1 year - Clayton Sketo - Son of Mrs. Katherine Sketo, Huntsville AL - Auburn University



Tennessee Valley Chapter (Mary and John Burke: Excellence in Engineering) Perpetual Matching Scholarship
\$2,000 for 1 year - Jason Davies - Son of Mr. Jeff Davies, Madison AL - Auburn University



Tennessee Valley Chapter (Maxwell Harris Guida Memorial) Perpetual Matching Scholarship
\$2,000 for 1 year - Stella E. Stephens - Daughter of COL Gary Stephens, Brownsboro AL - University of Georgia



Tennessee Valley Chapter (Paul Bogosian) Matching Scholarship
\$2,000 for 1 year - Andrew L. Crittenden - Son of Mrs. Emily Crittenden, Tusculum AL - University of Alabama



Tennessee Valley Chapter (Stan Cagle Memorial) Perpetual Matching Scholarship
\$2,000 for 1 year - Lillian L. Sketo - Daughter of Mrs. Katherine Sketo, Huntsville AL - Auburn University



S3 Inc-System Studies and Simulation, Inc. Corporate Perpetual Matching Scholarship
\$2,000 for 1 year - Xavier A. Soto - Son of CW5 Guillermo Soto, Huntsville AL - The University of Alabama - Birmingham



Sikorsky III (Igor Sikorsky) Corporate Perpetual Matching Scholarship
\$2,000 for 1 year - Joseph M. Lilly - Son of MAJ Joseph Lilly, Sewell NJ - Virginia Polytechnic Institute and State University



Vertol Systems Company Corporate Perpetual Matching Scholarship
\$2,000 for 1 year - Sophie L. Scherbring - Daughter of LTC Mark Scherbring, Cherokee IA - Northwestern College



114th Aviation Company Heritage Matching Scholarship
\$2,000 for 1 year - Blake T. Turner - Son of COL Joel Turner, Fayetteville GA - Georgia Institute of Technology



Otter-Caribou Heritage Matching Scholarship
\$2,000 for 1 year - Warner S. Phillips, Granbury, TX - The University of Texas - Austin



'The Originals' Cub Club Heritage Matching Scholarship
\$2,000 for 1 year - Zachary B. Motley - Son of CW5 Christopher Motley, Enterprise AL - Auburn University



The OV-1 Mohawk Association Heritage Matching Scholarship
\$2,000 for 1 year - Caroline L. Keutzer - Grandchild of SPC Kendall Keutzer, Arlington IL - University of South Carolina



Utility Helicopter Heritage Matching Scholarship
\$2,000 for 1 year - Skylar L. Ferguson - Daughter of CW4 Dylan Ferguson, Concord NC - University of North Carolina-Chapel Hill



1LT Kathryn M. Bailey Memorial Scholarship
\$2,000 for 1 year - Lola R. Drinkwater, Troy, AL - University of Alabama



1LT Kathryn M. Bailey Memorial Scholarship
\$2,000 for 1 year - Ethan G. Serna - Son of CW4 Brian Serna, Enterprise AL - The University of Alabama - Birmingham



COL Charles L. Anderson, Ret. Scholarship
\$2,000 for 1 year - Kaylee A. Fisbeck - Daughter of CW5 Derek Fisbeck, Cheyenne WY - University of North Dakota



MG Ostovich and Lucky Wright Scholarship
\$2,000 for 1 year - Jahleel McCallum - Son of Ms. Kathy Parker, Newport News VA - James Madison University



Air Assault Chapter Matching Scholarship
\$2,000 for 1 year - Madeline E. Cole - Daughter of LTC Matt Cole, Clarksville TN - Baylor University



Air Assault Chapter Matching Scholarship
\$2,000 for 1 year - Alaina I. Wilson - Daughter of CPT John Wilson, Statesville NC - Chowan University



Air Assault Chapter Matching Scholarship
\$2,000 for 1 year - Krista A. Haake - Daughter of LTC Karsten Haake, Clarksville TN - University of New Hampshire



Air Assault Chapter Matching Scholarship
\$2,000 for 1 year - Alina M. Dziembowski - Daughter of CW5 Filip Dziembowski, Clarksville TN - Purdue University



Aloha Chapter Matching Scholarship
\$2,000 for 1 year - Calissa G. Keslar - Daughter of CW4 Daniel Keslar, Ewa Beach HI - Liberty University



Arizona Chapter Dimmery-Koch Memorial Matching Scholarship
\$2,000 for 1 year - Thomas D. Sparks, Lake Havasu City, AZ - University of Maryland Global Campus



Arizona Chapter Dimmery-Koch Memorial Matching Scholarship
\$2,000 for 1 year - Joshua A. Webster - Son of LtCol John Webster, Gilbert AZ - Northern Arizona University

AAAA Scholarship Foundation Inc. 2026 Awardees



Arizona Chapter Dimmery-Koch Memorial Matching Scholarship
\$2,000 for 1 year - Lukas M. Lefavre - Son of Mr. Randy LeFavre, Mesa AZ - Gateway Community College



Arizona Chapter Dimmery-Koch Memorial Matching Scholarship
\$2,000 for 1 year - Samuel Webster - Son of LtCol John Webster, Gilbert AZ - Quinnipiac University



Arizona Chapter Dimmery-Koch Memorial Matching Scholarship
\$2,000 for 1 year - Reagan Covington - Daughter of Mr. Ben Covington, Mesa AZ - Arizona State University



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Owen A. Leahy - Grandchild of GEN Bryan Brown, Dade City FL - Florida State University



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Grace W. Hanke - Daughter of Mr. Jeff Hanke, Merritt Island FL - University of Maine



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Luke McCloud - Son of Mr. Terrell McCloud, Orlando FL - University of Florida



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Willem A. Nordhus - Grandchild of CW4 Doughton Bare, The Villages FL - University of South Carolina



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Logan V. Colbert - Grandchild of CW4 Robert Jones, Bradenton FL - University of Central Florida



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Tyler J. Wyks - Grandchild of LTC Edward Wyks, Ormond Beach FL - Virginia Tech



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Savannah K. Moore - Daughter of MAJ Matthew Moore, Kissimmee FL - University of North Florida



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Ryan J. Leahy - Grandchild of GEN Bryan Brown, Dade City FL - University of Tennessee



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Avery J. Lowe - Grandchild of Mr. John Lowe, Homosassa FL - Anderson University



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Sophia G. Gallardo - Grandchild of Ms. Cynthia Gallardo, Winter Park FL - College of Charleston



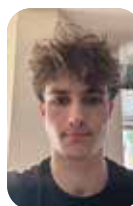
Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Crispin G. Lovelace - Grandchild of Mr. John Lowe, Homosassa FL - University of Arkansas



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Aiden Santos - Grandchild of Mrs. Miriam Santos, Oviedo FL - Johnson & Wales University



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Ilana C. Klein - Grandchild of CW2 Paul Henderson, Leesburg FL - Seminole State College



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - David M. Comer - Son of Mr. Brian Comer, Oviedo FL - J Sargeant Reynolds Community College



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Nicholas O. Gallardo - Grandchild of Ms. Cynthia Gallardo, Winter Park FL - Appalachian State University



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Kaylin R. Morelle - Daughter of LTC Dylan Morelle, Orlando FL - University of Central Florida



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Madison Osmond - Daughter of MSgt Sean Osmond, Orlando FL - Florida State University



Central Florida Chapter Matching Scholarship
\$2,000 for 1 year - Steven Alvarez, Winter Springs, FL - University of Central Florida



Free Dominion Chapter (SSG Darryl D. Booker) Matching Scholarship
\$2,000 for 1 year - Emily C. Crumpler - Daughter of CW3 Vernon Crumpler, Henrico VA - The University of Tulsa



Free Dominion Chapter (SSG Darryl D. Booker) Matching Scholarship
\$2,000 for 1 year - Kathryn A. Woodward - Grandchild of COL James Holden, Richmond VA - College of William and Mary



Free Dominion Chapter (SSG Darryl D. Booker) Matching Scholarship
\$2,000 for 1 year - Elizabeth H. Woodward - Grandchild of COL James Holden, Richmond VA - Virginia Tech



Gold Standard Chapter (The Extortion 17 Aircrew Memorial) Matching Scholarship
\$2,000 for 1 year - Haley M. Gates - Daughter of COL Bradley Gates, Louisville KY - College of William and Mary



Griffin Chapter (John 'Jay' Brainard III Memorial) Matching Scholarship
\$2,000 for 1 year - Sylvia R. Arriaga - Daughter of COL Jason Arriaga, APO AE - Texas A&M University



Griffin Chapter (John C. Pratt Memorial) Matching Scholarship
\$2,000 for 1 year - Cora S. Anderson - Daughter of CSM Njikoka Anderson, APO AE - University of Central Florida



Idaho Snake River Chapter (CPT Ed W. Freeman Memorial) Matching Scholarship
\$2,000 for 1 year - Mackenzi M. Stecher-Reed - Grandchild of CW2 William Reed, Nampa ID - Boise State University



Idaho Snake River Chapter (CW2 Jesse D. Phelps Memorial) Matching Scholarship
\$2,000 for 1 year - Annabelle F. Goodale - Grandchild of BG John Goodale, Boise ID - Idaho State University College of Technology



Idaho Snake River Chapter (Guardian Medevac Flight Memorial) Matching Scholarship
\$2,000 for 1 year - Katie M. Amthor - Daughter of COL Granger Amthor, Meridian ID - Western Governors University



Idaho Snake River Chapter (Talon Flight Memorial) Matching Scholarship
\$2,000 for 1 year - Shaleen Bennett - Grandchild of SFC Kermit Morrison, Pocatello ID - Salt Lake Community College



Minuteman Chapter (CW3 Scotty Landis Memorial) Matching Scholarship
\$2,000 for 1 year - Mary A. Freeman - Grandchild of 1LT Thomas Damson, Mobile AL - Auburn University

AAAA Scholarship Foundation Inc. 2026 Awardees



Minuteman Chapter (CW3 Terry Knight Memorial) Matching Scholarship
\$2,000 for 1 year - Erin E. Garrison - Daughter of SFC Brian Garrison, Fairhaven MA - Bridgewater State University



Minuteman Chapter (CW5 Phil Reeves Memorial) Matching Scholarship
\$2,000 for 1 year - Kaighdyne A. Garlisi - Daughter of SSG Chad Garlisi, Westminster MA - Purdue University
Old Tucson Chapter



(1LT Steven J. Jordon Memorial) Matching Scholarship
\$2,000 for 1 year - Anna E. Davis - Daughter of COL Tom Davis, Tucson AZ - Arizona State University



Old Tucson Chapter (CW3 Gregory A. Clevenger Memorial) Matching Scholarship
\$2,000 for 1 year - Ansley J. Snyder - Daughter of LTC Brett Snyder, Marana AZ - Pima Community College



Old Tucson Chapter (LTC Benny Cobb Memorial) Matching Scholarship
\$2,000 for 1 year - Kendall J. Snyder - Daughter of LTC Brett Snyder, Marana AZ - The University of Arizona-Tucson



Oregon Trail Chapter (Raymond F. Rees Leadership) Matching Scholarship
\$2,000 for 1 year - Violet Meyers - Daughter of Ms. Virginia Meyers, Portland OR - University of Kansas



Southern California Chapter (COL Jake Benjamin Memorial) Matching Scholarship
\$2,000 for 1 year - Natalia E. Garza - Daughter of Mr. Manuel Garza, San Diego CA - Franklin and Marshall



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Reagan L. Burgess - Daughter of LTC Tory Burgess, Madison AL - Mississippi State University



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Gabriel Murdzek - Son of Mr. Michael Murdzek, Harvest AL - The University of Alabama - Birmingham



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Matthew C. Mings, Madison, AL - Carnegie Mellon University



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Hallie R. Logan - Daughter of Mr. Brent Logan, Owens Cross Roads AL - Auburn University



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Tara Flynn - Daughter of SPC Tim Flynn, Madison AL - Auburn University



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Benjamin S. Rosengren - Son of Mr. Scott Rosengren, Huntsville AL - University of Alabama-Huntsville



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Briley M. Zimmerman - Daughter of Ms. Amanda Zimmerman, Meridianville AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$2,000 for 1 year - Samuel M. Magonigal - Son of Mr. Collin Magonigal, Huntsville AL - Brigham Young University-Idaho



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - James L. Mazel, Arlington, VA - George Mason University



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Olivia R. Clary - Daughter of 1SG Christopher Brown, Stafford VA - University of Tennessee-Martin



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Avi D. Telesco - Daughter of SGM Michael Telesco, Dothan AL - The University of Alabama - Birmingham



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Dylan Formby, Alexandria, VA - Colorado State University Global



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Lillian G. Baldwin - Daughter of LTC Regan Baldwin, Springfield VA - Virginia Polytechnic Institute and State University



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Ryan C. Peduzzi - Grandchild of LTC Lawrence Peduzzi, Arlington VA - The Catholic University of America



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - John W. Dzieciolowski - Son of COL John Dzieciolowski, Draper UT - Montana State University



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Abigail H. Hill - Daughter of COL Matthew Hill, Leesburg VA - Vanderbilt University



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Zachary W. Clary - Son of 1SG Christopher Brown, Stafford VA - Clemson University



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Bailey C. Gowen - Daughter of MG Timothy Gowen, Leonardtown MD - University of Florida



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Emily Burns - Daughter of COL Stephen Burns, Fairfax Station VA - Capella University



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Mia I. Telesco - Daughter of SGM Michael Telesco, Dothan AL - Cumberland School of Law



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - William E. Stratton - Son of CWO-3 William Stratton, Troy TX - Texas State Technical College



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Ana M. Schilleci - Daughter of COL Aaron Schilleci, Bethesda MD - Bryn Mawr College



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Sarah Garcia Galvis - Daughter of CW3 Mauricio Garcia, Lorton VA - University Europea de Madrid



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Addison L. Patrick - Daughter of LTC Nathan Patrick, West Jordan UT - Randolph-Macon College



Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Lyna M. Hines - Grandchild of Ms. Imogene Williams, Hampton VA - Virginia State University

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Washington-Potomac Chapter Matching Scholarship
\$2,000 for 1 year - Lachlan Black - Grandchild of COL Richard Black, Ashburn VA - Duke University



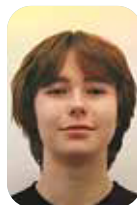
AAAA Lee and Odette Hand Memorial Scholarship
\$2,000 for 1 year - Kaiser R. Clark - Son of LTC Joseph Clark, Spring Lake NC - Appalachian State University



90th Anniversary of Fort Monmouth Perpetual Matching Scholarship
\$1,500 for 1 year - Hannah F. Mains - Grandchild of SPC Fredric Robins, Tenafly NJ - Fairleigh Dickinson University



Air Assault Chapter (CW5 George Arzente, Ret.) Perpetual Matching Scholarship
\$1,500 for 1 year - Jacklyn M. Shires - Spouse of MSG Stephen Shires, Clarksville TN - Austin Peay State University



Air Assault Chapter (CW5 Robert L. Huffman, Ret.) Perpetual Matching Scholarship
\$1,500 for 1 year - Avery L. Morrow - Daughter of CW4 James Morrow, Clarksville TN - Middle Tennessee State University



Air Assault Chapter (Ms. Tamela McCurdy-Talento) Perpetual Matching Scholarship
\$1,500 for 1 year - Kevin N. Brandt, Woodlawn, TN - Embury-Riddle Aeronautical University



Air Assault Chapter (SFC Andrew McClure) Perpetual Matching Scholarship
\$1,500 for 1 year - Trenten J. Evick - Son of MAJ Kurtis Evick, Adams TN - Austin Peay State University



Lindbergh Chapter (Past Presidents) Perpetual Matching Scholarship
\$1,500 for 1 year - Lex O. White - Grandchild of COL Owen Ratcliff, O Fallon IL - Southern Illinois University-Carbondale



Lindbergh Chapter Perpetual Matching Scholarship
\$1,500 for 1 year - Maggie G. Ratcliff - Grandchild of COL Owen Ratcliff, O Fallon IL - Missouri State University



Lindbergh Chapter Perpetual Matching Scholarship
\$1,500 for 1 year - Alana R. Connor - Grandchild of COL Robert Cummings, O Fallon IL - George Mason University



Lindbergh Chapter Perpetual Matching Scholarship
\$1,500 for 1 year - Lillian G. Gilbertson - Daughter of LTC Stephen Gilbertson, Glen Carbon IL - Indiana State University



Mid-Atlantic Chapter (29th Combat Aviation Brigade) Perpetual Matching Scholarship
\$1,500 for 1 year - Landon K. Hermann - Grandchild of CW5 Keith Harris, Bel Air MD - Drexel University



Mid-Atlantic/Monmouth Chapter (Apblett/Gobel Memorial) Perpetual Matching Scholarship
\$1,500 for 1 year - Hailey M. Stelker - Daughter of LTC Raymond Stelker, APO AE - Saint Johns University



Mid-Atlantic/Monmouth Chapter (COL James E. Young) Perpetual Matching Scholarship
\$1,500 for 1 year - Cole A. Rautenberg - Son of COL Erik Rautenberg, Phillipsburg NJ - Indiana University



Mid-Atlantic/Monmouth Chapter (Hogelin/O'Donnell) Perpetual Matching Scholarship
\$1,500 for 1 year - Kristi R. Gallagher - Grandchild of COL John Gallagher, Havre De Grace MD - Piedmont University



Volunteer Chapter (1LT Thomas Williams, Jr.) Perpetual Matching Scholarship
\$1,500 for 1 year - Charlotte M. Kirby - Spouse of CW4 Jason Kirby, Huntingdon TN - Union University



Volunteer Chapter (CPT Marcus Alford Memorial) Perpetual Matching Scholarship
\$1,500 for 1 year - Andrew D. Page - Son of CW2 Timothy Page, Mount Juliet TN - Tennessee Tech University



Volunteer Chapter (CW4 Dan Cole Memorial) Perpetual Matching Scholarship
\$1,500 for 1 year - Carter J. Graupman - Son of MAJ Jeremiah Graupman, Humboldt TN - University of Tennessee-Martin



Bannister Enterprises Corporate Perpetual Matching Scholarship
\$1,500 for 1 year - Madelynn B. Flint - Daughter of CSM Christopher Flint, Fort Johnson LA - West Virginia University



Peduzzi Associates Limited Perpetual Matching Scholarship
\$1,500 for 1 year - Riley J. Taylor - Daughter of 1SG Donnie Taylor, Enterprise AL - Auburn University



7/17th Cavalry Association (Ruthless Riders) Heritage Matching Scholarship
\$1,500 for 1 year - Winter R. Hansen - Grandchild of Capt Michael Law, New Braunfels TX - Brigham Young University



TCAA (Transportation Corps Aviation Association) Heritage Matching Scholarship
\$1,500 for 1 year - Samir E. Hagelaagib, Newport News, VA - University of Maryland Global Campus



COL Harry W. Townsend, Ret. Memorial Scholarship
\$1,500 for 1 year - Madelyn E. Minchhoff - Daughter of CPT Benjamin Minchhoff, Henryville PA - Pennsylvania State University



Davis Aircraft (Pamela Dukas Memorial) Scholarship
\$1,500 for 1 year - Addyson M. Moore - Daughter of CW5 Marcus Moore, Springfield MO - Drury University



Frank H. Radspinner Scholarship
\$1,500 for 1 year - Silvia A. Bonilla - Daughter of MSG Neftali Bonilla, Krum TX - Texas A&M University



Sandra Ann Emerson Memorial Scholarship
\$1,500 for 1 year - Arabelle O. McDonald - Grandchild of LTC James (Joe) Emerson, Harpers Ferry IA - Cottey College



Sandra Ann Emerson Memorial Scholarship
\$1,500 for 1 year - Ashton R. Worley - Daughter of LTC J B Worley, Crane Hill AL - The University of Alabama-Tuscaloosa



Sendak Family Scholarship
\$1,500 for 1 year - Gavin K. Whiteside - Son of COL Jacob Whiteside, New Brockton AL - Ole Miss: University of Mississippi



Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - Avery N. Cruce, Bowling Green, KY - Campbellsville University



Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - Andrew L. McIntosh - Son of BG Travis McIntosh, Fort Campbell KY - University of Tennessee-Knoxville



Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - Hailey A. Montjoy - Grandchild of CW4 Dan Montjoy, Clarksville TN - Lipscomb University



Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - Michael J. Mannion - Son of COL Michael Mannion, Franklin TN - Columbia State

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Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - Layla M. Pool - Daughter of CW3 Jeremy Miller, Adams TN - University of Tennessee-Knoxville



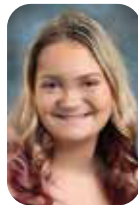
Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - William W. McIntosh - Son of BG Travis McIntosh, Fort Campbell KY - University of Tennessee-Knoxville



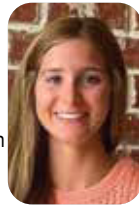
Air Assault Chapter Matching Scholarship
\$1,500 for 1 year - Andelyn R. Underwood - Daughter of LTC Clinton Underwood, Adams TN - University of Alabama-Huntsville



Delaware Valley Chapter (Fred Bergner Memorial) Matching Scholarship
\$1,500 for 1 year - Charlotte G. McCreary - Grandchild of SPC Albert Banks, West Deptford NJ - The University of Tampa



Delaware Valley Chapter (Fred Bergner Memorial) Matching Scholarship
\$1,500 for 1 year - RYanne N. Hutton - Daughter of CW5 Damon Hutton, Enterprise AL - University of Tennessee



Delaware Valley Chapter (Harry McGinness Memorial) Matching Scholarship
\$1,500 for 1 year - Hannah K. Napoli - Daughter of CW5 Stephen Napoli, Enterprise AL - Troy University



Lindbergh Chapter Matching Scholarship
\$1,500 for 1 year - Jack T. Rickmeyer - Grandchild of Mr. Jaros Rickmeyer, St. Louis MO - University of California-Irvine



Lindbergh Chapter Matching Scholarship
\$1,500 for 1 year - Diego R. Facio - Son of CW4 David Facio, Festus MO - Missouri State University



Lindbergh Chapter Matching Scholarship
\$1,500 for 1 year - Calliandra M. Facio - Daughter of CW4 David Facio, Festus MO - Southeast Missouri State University



Lindbergh Chapter Matching Scholarship
\$1,500 for 1 year - Jonathan Rickmeyer - Grandchild of Mr. Jaros Rickmeyer, St. Louis MO - The University of Oklahoma College of Medicine



Lindbergh Chapter Matching Scholarship
\$1,500 for 1 year - Josiah Boyce - Son of Mr. Mark Boyce, Chesterfield MO - Lincoln Land Community College



Carolyn L. Chapman Memorial Perpetual Scholarship
\$1,000 for 1 year - Grace E. Otto - Daughter of CW4 Ryan Otto, New Windsor NY - University of Alabama



COL John J. Stanko, Jr. Memorial Perpetual Scholarship
\$1,000 for 1 year - Maggie K. Hill - Daughter of CW4 Richard Hill, Northern Cambria PA - Seton Hill University



COL John W. Marr Memorial Perpetual Scholarship
\$1,000 for 1 year - Peyton M. Honour - Son of CW4 James Honour, Lexington SC - University of South Carolina



COL Russell Baugh Memorial Perpetual Scholarship
\$1,000 for 1 year - John G. Howerton - Son of COL Paul Howerton, Clinton MO - University of Missouri-Columbia



CSM and Mrs. Edward P. Iannone, Jr. Ret. Sergeants Major Enlisted Soldiers Scholarship Fund
\$1,000 for 1 year - Morgan N. Wakefield - Daughter of CSM Jeremy Buzzard, Clarksville TN - Austin Peay State Univ.



Families of the Fallen Perpetual Scholarship
\$1,000 for 1 year - Ryan J. Klarenbach - Son of Mr. Robert Klarenbach, Colorado Springs CO - Colorado State University



Families of the Fallen Perpetual Scholarship
\$1,000 for 1 year - Jamilla B. Ballew - Daughter of CW4 Joshua Ballew, Enterprise AL - The University of Alabama - Birmingham



Families of the Fallen Perpetual Scholarship
\$1,000 for 1 year - Adrienne G. Hall - Daughter of MG David Hall, Fort Belvoir VA - Oklahoma University Health Science Center



GEN Hamilton H. Howze Memorial Perpetual Scholarship
\$1,000 for 1 year - Mila V. Pahl, Red Lodge, MT - Montana State University



Jane and Wayne Phillips Memorial Perpetual Scholarship
\$1,000 for 1 year - Skylar D. Whittaker - Daughter of CW5 Joe Whittaker, Raeford - Virginia Military Institute



Aviation Center Chapter Perpetual Matching Scholarship
\$1,000 for 1 year - Joshua E. Escobedo, Enterprise, AL - University of Alaska-Fairbanks



Aviation Center Chapter Perpetual Matching Scholarship
\$1,000 for 1 year - Zachary P. James - Son of LTC Randy James, Enterprise AL - Bob Jones University



Colonial Virginia Chapter Perpetual Matching Scholarship
\$1,000 for 1 year - Reagan N. Weathers - Daughter of COL C. Weathers, Charlottesville VA - North Carolina State University



Free Dominion Chapter (SSG Darryl D. Booker) Perpetual Matching Scholarship
\$1,000 for 1 year - Alexander M. Pace - Son of LTC Alva Pace, Powhatan VA - University of Colorado-Boulder



Greater Atlanta Chapter Perpetual Matching Scholarship
\$1,000 for 1 year - Noah D. Mallon - Grandchild of COL Danny Cox, Peachtree City GA - University of Georgia



Mid-Atlantic Chapter (244th Expeditionary Combat Aviation Brigade) Perpetual Matching Scholarship
\$1,000 for 1 year - Ryder S. Hermann - Grandchild of CW5 Keith Harris, Bel Air MD - Towson University



Mid-Atlantic Chapter (Carnes-Roache) Perpetual Matching Scholarship
\$1,000 for 1 year - Robert Thelen, Abingdon, MD - Community College of Baltimore County



Mid-Atlantic/Monmouth Chapter (MAJ R. Kahl-Winter) Perpetual Matching Scholarship
\$1,000 for 1 year - Allison C. Galloway - Grandchild of Mr. Chester Galloway, Keyport NJ - Raritan Valley Community College



North Texas Chapter (Edwin 'Ed' A. Link Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Keziah D. Hanna - Daughter of COL Chris Hanna, Waxahachie TX - Texas Christian University



North Texas Chapter (George H. Schultz Memorial) Matching Scholarship
\$1,000 for 1 year - Bailey D. Phillips - Daughter of CW5 Douglas Phillips, Azle TX - Texas Tech Health Sciences Center



North Texas Chapter (Lawrence 'Larry' D. Bell Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Samuel M. Hutton - Grandchild of Capt Michael Hutton, Dallas TX - The University of Oklahoma

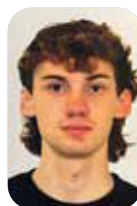
AAAA Scholarship Foundation Inc. 2026 Awardees



North Texas Chapter (LTG Bob Williams Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Reagan C. Donnelly - Daughter of COL Robert Donnelly, Frisco TX - University of Alabama



North Texas Chapter (Mike Kawa Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Luke C. Bozarth - Grandchild of LTC Fred Bagley, Little Elm TX - Liberty University



North Texas Chapter (Red River 44 Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Tommy Thompson - Son of CSM James Hall, Dallas TX - The University of Texas - Austin



Southern California Chapter (COL Jake Benjamin Memorial) Matching Scholarship
\$1,000 for 1 year - Kylie S. Martin - Daughter of LTC Stephen Martin, Versailles KY - University of Kentucky



Volunteer Chapter (CW2 Billie Jean Grinder Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Landon T. Cooper - Son of CPT Jayson Cooper, Nashville TN - Maryville College



Volunteer Chapter (CW3 Daniel L. Wadham Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Jade L. Friedman - Spouse of 1LT Joseph Friedman, Jackson TN - Bethel University



Volunteer Chapter (CW3 Danny E. Randolph) Perpetual Matching Scholarship
\$1,000 for 1 year - Nathan Vander Lugt - Son of COL Russell Vander Lugt, Fort Wainwright AK - Montana State University



Volunteer Chapter (CW3 Tim Flanigan Memorial) Perpetual Matching Scholarship
\$1,000 for 1 year - Eric Luther - Son of CW4 Matt Luther, Madeira OH - Ohio State University



ACME Aerospace Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Whitney L. Walters - Daughter of CW5 Daniel Walters, Genoa NV - Montana State University



Art and Dotty Kesten AAPI Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Gracelyn S. Meisberger - Grandchild of CPT Theodore Meisberger, Gig Harbor WA - Washington State University



CSRA Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Levi D. Gaston - Son of CW4 Brian Gaston, Chapman KS - Kansas State University



Donaldson Company, Inc., Aerospace & Defense Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Gideon M. Boyce - Son of Mr. Mark Boyce, Chesterfield MO - Missouri University of Science and Technology



DynCorp International (Amentum) Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Ava C. Petty - Daughter of COL Chris Petty, SeaTac WA - Washington State University



Leidos Corporate Matching Scholarship
\$1,000 for 1 year - Mekayle A. Turner - Daughter of CW4 Michael Turner, Scottsboro AL - University of Washington-Seattle



Meggitt Defense Systems Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Kyla D. Poland - Daughter of CW4 Karl Poland, McKenna WA - Washington State University



Northrop Grumman Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Savanna L. Martin - Daughter of LTC Phillip Martin, Madison AL - Savannah College of Art and Design



Robertson Research Group, Inc. Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Abigail R. Brown - Daughter of LTC Evan Brown, Gurley AL - University of Georgia



The WO1 Arthur F. Chaney Memorial Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Amber N. Alicea, Fayetteville, NC - Embry Riddle Aeronautical University



Timken Aerospace Transmissions, LLC (Purdy Systems) Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Sydney Gabhart - Daughter of CW5 Shawn Gabhart, Frankfort KY - University of Kentucky



Vencore, Inc. Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Michael J. Durant - Son of CW4 Michael Durant, Jasper AL - University of Wisconsin



Vertex Aerospace LLC Corporate Perpetual Matching Scholarship
\$1,000 for 1 year - Kelly N. Gabhart - Daughter of CW5 Shawn Gabhart, Frankfort KY - University of Kentucky



190th Assault Helicopter Company (Spartans) Heritage Matching Scholarship
\$1,000 for 1 year - Sara C. Milio - Daughter of LTC Michael Milio, MC Dowell VA - University of Virginia



Mike Novosel Dustoff Association Heritage Matching Scholarship
\$1,000 for 1 year - Khiler L. Oehlhof - Grandchild of CW2 Ronald Marshall, Monterey TN - St John's River State College



Otter-Caribou Heritage Matching Scholarship
\$1,000 for 1 year - Jocelyn C. Maxwell - Grandchild of SFC Kermit Morrison, Pocatello ID - The College of Idaho



Otter-Caribou Heritage Matching Scholarship
\$1,000 for 1 year - Kylee B. Braegger - Grandchild of SFC Kermit Morrison, Pocatello ID - Purdue University



Otter-Caribou Heritage Matching Scholarship
\$1,000 for 1 year - Aislyn G. Beauregard - Grandchild of LTC Raymond Beauregard, Tyngsboro MA - The University of Texas Medical Branch



Otter-Caribou Heritage Matching Scholarship
\$1,000 for 1 year - Hattie Givens, Coeur D Alene, ID - Boise State University



The Army Aviation Heritage Foundation Sky Soldiers Matching Scholarship
\$1,000 for 1 year - Elizabeth S. Sneed - Grandchild of COL Robert Enyeart, Ozark AL - The University of Alabama-Tuscaloosa



Vietnam Helicopter Pilots Association (VHPA-CPT David & Karen Messa) Heritage Matching Scholarship
\$1,000 for 1 year - Winston M. Hoffman - Grandchild of Miss Winston Hoffman, Winston Salem NC - Brown University



Vietnam Helicopter Pilots Association of Florida (VHPA) Heritage Matching Scholarship
\$1,000 for 1 year - Braelyn E. Cumbie - Grandchild of MAJ John Rasimas, Clemson SC - Clemson University



COL Larry and Julie Holcomb Scholarship
\$1,000 for 1 year - Johnathan Panarese - Son of CW5 Christopher Panarese, Saratoga Springs NY - St. Olaf College



COL Lewis J. and Betty L. McConnell Scholarship
\$1,000 for 1 year - Autumn M. Vander Lugt - Daughter of COL Russell Vander Lugt, Fort Wainwright AK - Wheaton College

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CW2 Keith E. Cedras Memorial Scholarship
\$1,000 for 1 year - Dylan Weakly - Grandchild of COL Matthew Brockway, San Antonio TX - University of Northwestern-St. Paul



CW3 Stephen A. Hansen Memorial Scholarship
\$1,000 for 1 year - Erynn Grochowski, Forest Lake, MN - Embry Riddle Aeronautical University



CW4 Jimmy B. Johnston & Family Scholarship
\$1,000 for 1 year - Ilona R. Ferguson - Daughter of LTC Kenneth Ferguson, Corpus Christi TX - Texas A&M University



CW4 Jimmy B. Johnston & Family Scholarship
\$1,000 for 1 year - William W. Kurtz - Son of CW2 Justin Kurtz, Liberty Hill TX - Texas A&M University Corpus Christi



David Hoffman Fine Arts Matching Scholarship
\$1,000 for 1 year - Leonard M. Pettit - Son of Mr. Michael Pettit, Hopkinsville KY - Northern Kentucky University



Dianne Stephenson Memorial Scholarship
\$1,000 for 1 year - Riley E. Bonner - Daughter of CW5 Scott Bonner, Sanford NC - Meredith College



Johnnie Maule Segars Memorial Scholarship
\$1,000 for 1 year - Calliope F. Beatty - Grandchild of CW5 Donald Beatty, Lebanon PA - Barnard College of Columbia University



LTC Thomas F. and Ann Y. McNamara Scholarship
\$1,000 for 1 year - Ryan T. Darrow - Son of CW2 James Steele, Cedar Park TX - Southern New Hampshire University



MG Andy and Artie Anderson Scholarship
\$1,000 for 1 year - Zachery S. Pohlman - Son of CW5 Matthew Pohlman, Ashburn VA - Auburn University



Susan Yellen Memorial Scholarship
\$1,000 for 1 year - Norah L. Green - Daughter of COL Michael Green, Bismarck ND - Pennsylvania State University



Tammy and James Reeves Memorial Scholarship
\$1,000 for 1 year - Hope E. Almond - Daughter of COL Mark Almond, Mebane NC - East Carolina University



Terry and Bonnie Reininger Scholarship
\$1,000 for 1 year - Eliza F. Hanna - Daughter of COL Chris Hanna, Waxahachie TX - Texas Tech University



The White Family Scholarship
\$1,000 for 1 year - Madison J. Murdzek - Daughter of Mr. Michael Murdzek, Harvest AL - Mississippi State University



Wes Lematta Memorial Scholarship
\$1,000 for 1 year - Lillian M. King - Daughter of LTC Jason King, Fort Leavenworth KS - Arizona State University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Emily F. Zimmerman - Daughter of COL Dave Zimmerman, Ooltewah TN - Texas Woman's University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Hayden G. Waleski - Son of COL Roger Waleski, Southern Pines NC - East Tennessee State University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Bryce A. Duhl - Son of CW5 Bryan Duhl, Clarksville TN - Bryan College



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Kyra L. Gruver - Daughter of LTC Brent Gruver, Adams TN - Middle Tennessee State University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Abigayle M. Cano - Daughter of CSM Holly Cano, Clarksville TN - University of Tennessee-Knoxville



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Ronaldo T. Lizardo - Son of CW3 Ronaldo Lizardo, Clarksville TN - Interamerican University of Puerto Rico



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Nicole T. Snowden - Spouse of COL Michael Snowden, Clarksville TN - Abilene Christian University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Sophia G. Karrels - Daughter of COL Sean Karrels, Clarksville TN - University of Tennessee



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Wyatt D. Marsh - Son of CW4 Jared Marsh, Clarksville TN - Oklahoma State University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Elijah B. Fuller - Son of CW4 Blain Fuller, Clarksville TN - University of Mississippi



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Zachary T. Anderson, Clarksville, TN - Embry Riddle Aeronautical University-Worldwide



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Sara V. Haake - Daughter of LTC Karsten Haake, Clarksville TN - Vanderbilt University



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Addesyn Underwood - Daughter of LTC Clinton Underwood, Adams TN - University of Tennessee-Knoxville



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Kael M. Marler - Grandchild of CSM Michael Marler, Clarksville TN - Austin Peay State University



Aviation Center Chapter (1LT Joseph L. Bowler) Matching Scholarship
\$1,000 for 1 year - Grace E. McCarrick - Grandchild of LTC Alfred Livaudais, Enterprise AL - University of Oklahoma



Aviation Center Chapter (Bartram Kelley) Matching Scholarship
\$1,000 for 1 year - Olivia K. McCarrick - Grandchild of LTC Alfred Livaudais, Enterprise AL - University of Arkansas



Aviation Center Chapter (COL Matthew Thompson) Matching Scholarship
\$1,000 for 1 year - Devin I. McConeghy - Son of CW4 Daniel McConeghy, Enterprise AL - University of Alabama



Aviation Center Chapter (CPT James T. 'Butch' Kerr, Jr.) Matching Scholarship
\$1,000 for 1 year - Jackson A. Blake - Son of CW4 Carey Blake, Dothan AL - University of South Alabama

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Aviation Center Chapter (CW2 Louis R. Rocco) Matching Scholarship
\$1,000 for 1 year - Abigail S. Bishop - Daughter of Mr. Michael Bishop, Enterprise AL - Samford University



Aviation Center Chapter (CW5 Karl H. Maier) Matching Scholarship
\$1,000 for 1 year - Caleb A. Nichols - Son of SGM John Nichols, Enterprise AL - Auburn University



Aviation Center Chapter (Edwin Albert Link) Matching Scholarship
\$1,000 for 1 year - Bryce M. Whiteside - Son of COL Jacob Whiteside, New Brockton AL - University of Tennessee-Knoxville



Aviation Center Chapter (Frank Nicolas Piasecki) Matching Scholarship
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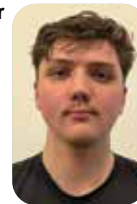
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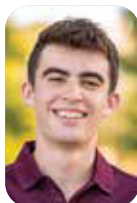
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How Intelligence Enables Aviation Operations

By CPT Jonathan C. Bodine, CW4 Michael A. Clark & CW3 Chad S. Braunschweig

Stop Painting Little Happy Red Rings of Death.” Intelligence professionals exist to enable commander’s decisions and accomplish the mission. Doctrine reinforces this clearly; ADP 2-0 Intelligence defines intelligence as the product that drives understanding of the operational environment. [1] However, within Army aviation formations, that understanding is often incomplete.

Too often, intelligence analysis defaults to templated threat depictions what many aviators jokingly refer to as “little red rings of death.” These graphics, typically representing maximum engagement ranges of threat systems, are treated as definitive constraints rather than starting points for analysis. The result is a static and often misleading picture of the threat. This problem is not rooted in a lack of effort, but in a gap in preparation.

The Gap: Intelligence Training Without Aviation Context

Army intelligence training appropriately emphasizes threat doctrine, particularly ground maneuver and large-scale combat operations. Analysts are well-versed in enemy formations, artillery ranges and doctrinal templates. However, this training often underrepresents how other warfighting functions, specifically aviation, integrate into the fight. Within a Combat Aviation Brigade

(CAB), the attack battalion, typically equipped with the AH-64E Apache, exists to enable the ground scheme of maneuver. Its success depends not only on avoiding threats, but on understanding how those threats function in time, space and conditions.

Intelligence professionals arriving at an Army aviation unit lack depth in surface-to-air threat employment, radar acquisition and tracking limitations, weapons engagement zone (WEZ) vs. maximum range, effects of terrain and survivability equipment capabilities. The result is analysis that answers “where can the enemy shoot?” but fails to answer “when, how and with what probability can the enemy affect the mission?” Doctrine reinforces the need to move beyond this. ADP 3-0 Operations emphasizes convergence of capabilities across domains. [2] Intelligence that does not account for aviation maneuver, survivability and timing cannot effectively contribute to that convergence.

From Threat Depiction to Threat Understanding

The core issue is not knowledge of enemy systems: it is the failure to translate that knowledge into operationally relevant assessments. A red ring depicts maximum capability of a threat system. Aviation units require an intimate understanding of effective engagement

Soldiers from the 4th Infantry Division and Fort Carson, CO make their way through a smoke-covered field during the Utah Beach division physical training event, as an AH-64 Apache flies overhead, June 14, 2024, at Fort Carson. This event was held to honor the Ivy Soldiers who helped liberate France during the D-Day invasion of Normandy, France.

zones versus maximum range. When planning, pilots need to know detection-to-engagement timelines, opportunities for masking, standoff, and maneuver and how proficient the adversary crew is with employment techniques.

This shift aligns with the intelligence warfighting function as described in FM 3-04 Army Aviation, which highlights aviation’s reliance on terrain, timing and integration to mitigate threat systems. [3] In short: aviation intelligence must enable decision advantage, not just depict threat presence.

Fixing the Problem: Invest at the Battalion Level

This gap is solvable but requires deliberate investment. Field-grade leaders must prioritize the development of intelligence sections beyond standard garrison requirements. Intelligence proficiency in aviation formations cannot be achieved through administrative competence alone. A practical approach is a 60/40 focus, 60% on threat understanding,

aviation integration, and mission analysis and 40% on administrative requirements. The job of an intelligence analyst is to paint the threat for the commander and keep pilots alive.

Current Opportunities Across the Force

Survivability and threat integration courses:

- The Joint Aircraft Survivability Program (JASP) three-day Aircraft Combat Survivability Short Course. [4]
- Missile and Space Intelligence Command (MSIC) Surface-to-Air Missile University (SAMU) four-day course on foreign operated surface-to-air missile (SAM) systems. [5]
- The Low Altitude SAM Threats (LAST) four-day advanced technical course on foreign operated surface-to-air missile (SAM) and anti-aircraft / air defense artillery (AA/ADA) hosted by MSIC. [6]

Aviation-focused Intelligence Training Courses:

- Intelligence Support to Aviation Course (ISTAC) three-week foundry funded course, USASOAC's premier intelligence-focused Threat to Air Operations course. [7]
- Intelligence Support to Aviation Seminar, hosted bi-annually by the Aviation Center of Excellence G2 at Fort Rucker AL, offers training to intelligence professionals supporting aviation mission sets. [8]
- Professional forums such as the AAAA Army Aviation Mission Solutions Summit and Aviation Survivability symposium. [9]

These venues expose intelligence professionals to the realities of aircraft survivability, sensor integration and threat system employment, bridging the gap between doctrine and execution.

Integrating Intelligence into Aviation Training

Intelligence sections must be embedded in all aspects of aviation training, not as observers, but as contributors. This includes designing threat scenarios for simulator iterations, supporting company-level training lanes, participating in mission planning and rehearsals and providing continuous refinement during battalion and brigade exercises. When intelligence drives realistic threat replication it becomes preparation for combat.

The Decisive Advantage: Warrant Officer Expertise

The most underutilized asset in this

process is the aviation Warrant Officer cohort. Flight Warrants bring deep understanding of aircraft capabilities and limitations. Master Gunners refine tactical employment through realistic training and advise how to effectively engage and defeat that threat. Aviation Mission Survivability Officers (AMSOs) translate threat systems into survivability tactics, providing a sounding board for the Intel team. These professionals do more than validate intelligence: they challenge it.

They force analysts to move beyond templated assessments and toward a nuanced understanding of Survivability Equipment (ASE) effectiveness, terrain exploitation and threat system limitations. During the Military Decision-Making Process (MDMP) specifically "war-gaming", they are critical to answering the question: "Does this threat actually affect the mission, or can we defeat it?" This collaboration transforms the S2 section from a reporting element into a combat multiplier. They help "mark it zero" when threat analysis doesn't fit tactics and capabilities.

Words from an AMSO

The concept of survivability has evolved significantly over time. During the 1970s, the U.S. Army's requirements for the Utility Tactical Transport Aircraft System (UTTAS) and the Advanced Attack Helicopter (AAH) mandated that the aircraft be capable of safe flight for at least 30 minutes after being hit by 7.62-mm and 12.7-mm projectiles, respectively [10]. This highlights a focus on vulnerability reduction — the ability to withstand a hit.

Modern survivability analysis, heavily influenced by the work of experts like Dr. Robert E. Ball, integrates both susceptibility (the likelihood of being hit) and vulnerability. A key pillar of mission planning is understanding the threat environment to determine where it is safe to fly. If the fear of a threat dictates mission planning to the extent that objectives cannot be met, it can be considered a "mission denial kill" or, as suggested in the original text, a "C-Kill." This type of kill is similar to the broader concept of a mission kill, where the threat of a potential engagement is enough to neutralize the mission's effectiveness.

Quotes From the Authors

"Ultimately, true survivability is not just about the physical state of the aircraft but about its ability to successfully

complete its mission in a hostile environment. This involves a holistic approach that includes mission planning, threat assessment and a nuanced understanding of what it means to "kill an aircraft," said CW4 Michael A. Clark.

"Employment of rotary-wing aircraft on the modern battlefield is not a question of survivability, but a lack of training to assess the susceptibility against adversary forces. U.S. Army Aviation chronically underutilizes its critical intelligence assets, leaving aviators without the vital information required to dominate in combat. Knowledge is a great equalizer," according to CW3 Chad S. Braunschweig.

Conclusion

Aviation operations demand more than generic threat depictions. They require intelligence that understands timing, maneuvering, survivability and integration. The adaptation is simple but significant: first is a shift from range rings to engagement zones, second, a shift from threat presence to threat effects on mission and lastly a shift from information awareness to a decision advantage.

When intelligence professionals are trained, integrated and challenged within aviation formations, they stop painting red rings and start enabling operations.

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PMO ASE Achieves Historic Data Integration Milestone at Yuma Proving Ground CFWE

By John Andrews, Logan Thomure, Mallory Cole, and Jim Turner



The U.S. Army Project Management Office, Aircraft Survivability Equipment (PMO ASE) successfully explored new, in-flight capabilities during the recent Cross Domain Fires Concept Focused Warfighting Experiment (CDF CFWE), marking a significant leap forward in integrated battlefield awareness and multi-domain operations.

Situational awareness of the battlefield is a key component to obtaining decision advantage during mission execution. At CFWE, Army organizations and industry partners entered their systems into shared networks to demonstrate current capabilities and enhance information disseminated to the Common Intel and Operating Picture (CIP)/ (COP). Operating in the open skies of U.S. Army Yuma Proving Ground (YPG), AZ in early March, PMO ASE showcased the ability of multiple systems to not only detect threats using ASE, but to automatically share crucial data across the battlespace in real time.

The PMO ASE demonstration was a core component of the Aviation Future Capability Directorate (A-FCD) activities connected with the CDF CFWE 26. The broader experiment focused on synchronizing command and control, sensing, targeting, and effects delivery. CDF CFWE 26 incorporated assets from YPG, Fort Sill, OK, Fort Gordon Battle Lab, GA, White Sands Missile Range, NM, and Soldiers from the 1st Armored Division out of Fort Bliss, TX. The threat detection data from ASE was shared across a network visible in both Fort Gordon Battle Lab and Fort Sill during mission execution.

During this multi-week event, the ASE suite installed on a UH-60M detected Unmanned Aircraft Systems (UAS), radar guided surface-to-air missile (RF SAM) sites and achieved a major milestone by offboarding this threat data via Link 16 to ground sta-



PHOTO BY NELSONE BAILEW JR.

This aircraft is outfitted with the four ASE systems, connected by orange mounting hardware. The nose and tail show a prototype variant of ITDS IR sensors. In the gunner window, two APR-39E(V)2 RWR antennas are extruded. Under the tail boom, beneath the flare buckets, one of the two DRAKE antennas are shown. The second one is out of view and mounted above the aircraft, aft of the rotor blades. Out the side door, the rectangular metal plate is the DisBI antenna. Within the door, the test rack containing the system processors and Link 16 radio can be seen.

tions. Historically, ASE information ends in the cockpit by informing the crew, but the CFWE network demonstrated an approach to share ASE data by sending threat information directly to the CIP/COP.

The Systems Involved

In conjunction with Technology Development Directorate – Aviation (TDD-A) and Northrop Grumman Corporation (NGC), PMO ASE outfitted four ASE systems on a UH-60M with an external Link 16 radio. These systems varied in Technology Readiness Level (TRL), with two of the systems as funded programs within PMO ASE and the other two used in a unique way for the first time at the CDF CFWE 26.

The first funded system is the AN/

APR-39E(V)2 Radar Warning Receiver (RWR), used to detect and discriminate threats emitting in the Radio Frequency (RF) spectrum to inform the crew. The E(V)2 variant is the new and improved, fully digital radar warning receiver for Army aviation. The second funded system is a Middle Tier Acquisition-Rapid Prototyping (MTA-RP) program, the Improved Threat Detection System (ITDS). ITDS uses Infra-red (IR) sensors as an aviation threat warning system, similar to the existing AN/AAR-57 Common Missile Warning System (CMWS). Traditionally, these detection systems provide indications to the crew for hostile fire and initiating countermeasures for IR-guided missiles. Two systems from NGC were also installed in an experimental config-

uration and used in new ways by Army aviation. One device was the Drone Restricted Area using Known Electronic warfare system (DRAKE), a system previously used on the ground for countering UAS and IEDs. For CFWE, it focused on detection and geolocation of UAS by sensing and using RF communication links. The final system was a Digital Short Baseline Interferometer (DiSBI) for enhancing radar warning capabilities. DiSBI increased position accuracy of RF SAM sites compared to the standalone RWR. Across six flights in the Sonoran Desert of Arizona, these systems identified and geolocated UAS and RF SAM sites while populating a tactical map on the ground in real time.

In addition to offboarding threat information, this was the first time PMO ASE conducted a flight with a manned and unmanned aircraft in the same airspace to test multispectral UAS detection. With UAS threats being a major concern for aviation platforms, testing ASE against these systems in a repeatable and reliable manner will aid in assessing system performance outside the historical threat envelope of CMWS and APR-39.

Considerations for Army Networking

Tactical exercises, like the CDF CFWE 26, help the military not only evaluate advanced capabilities, but also identify risks within technologies and improve performance prior to seeing the battlefield for the first time. The network showcased at CDF CFWE 26 helped identify the steps needed for a cohesive environment for systems to share data. For Army aviation, each platform has different communication interfaces, and Link 16 is currently only fielded on the AH-64E. The ASE data sharing demonstration was developed with a network agnostic design and could be modified to fit network configurations Army aviation ultimately adopts. These modifications rely on defined hardware and software standards, which could then be implemented as requirements for materiel developers. As Army aviation continues to understand not only how their networks are designed, but how they work in an operational scenario, capabilities such as automatically populating tactical networks from ASE are showing significant promise.

By offboarding survivability data rath-

er than keeping it isolated to a single aircraft, PMO ASE confirmed that breaking down system silos is key to forging integrated capabilities for the future force. Integrating developmental technologies with systems like the ITDS and APR-39E(V)2, and putting them directly into the hands of warfighters, the Army continues to accelerate innovation. PMO ASE's successful demonstration required a strong collaboration with other government organizations and industry partners. The collaborative approach at CDF CFWE 26 proved critical in understanding where the Army stands in decision dominance, helping Army leadership forge a path to equip the force with systems to penetrate, exploit, and defeat adversaries in complex future environments.

John Andrews is the Test & Evaluation Branch Chief for PMO ASE, Logan Thomure is the Lead Data & Analytics Engineer for PMO ASE, Mallory Cole is the Lead Field and Demo Engineer for PMO ASE, and Jim Turner works as a Data & Analytics Engineer with PMO ASE. All are located at PMO ASE in Huntsville, AL.

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Talking Army Aviation - Sikorsky S-48/VS-327/R-5/H-5

By Mark Albertson



H03S-1 performing medevac in Korea.

PHOTO COURTESY MARK ALBERTSON

World War II saw the opening phases of U.S. Army procurements of the helicopter. Beginning with the Sikorsky R-4, the first mass produced helicopter, 4 were purchased in 1942, 28 in 1943 and 100 more in 1944. Next came the R-5, with 33 purchased in 1944 and another 34 purchased the following year. Then the Sikorsky R-6, 32 of which were purchased in 1944 followed by 193 in 1945; a wartime total of 424 rotary wing aircraft.[1]

The success, then, of the R-4 motivated Sikorsky towards improvements with its next helicopter. The VS-327 prototype had a larger fuselage and an extended cabin, offering an improved view for the purposes of observation and reconnaissance. Such was in keeping with the requirements of the U.S. Army Air Forces as well as that of the British. The VS-327 prototype was designated as the XR-5 by the Army Air

Forces. The power plant was the Pratt & Whitney R-985 AN-5 Wasp Junior Radial of 450 hp. Unlike the R-4 which had a main rotor of 36 feet in diameter, the XR-5's main rotor measured 49 feet in diameter. The XR-5A featured tandem seating for the pilot and observer. The U.S.A.A.F. placed an order for twenty-six XR-5As for evaluation. Another order for the production of 100 XR-5As was not long in coming. It was planned that these were to have external fuselage racks for accommodating a pair of litters. Only 34 XR-5As came so equipped. Yet it was these which formed the embryo of the Army Air Forces' air-sea rescue service.[2]

Twenty-one XR-5As were altered to accommodate a third crewman, in addition to being equipped with a rescue hoist. Added, too, were external fuel tanks and nose wheel.

Other XR-5s were installed with dual controls and became known as YR-5Es.

"The Sikorsky XR-5 fuselage was built in 3 sections; an aluminum framed cabin with Plexiglas windows and tandem seating for 2; a steel frame center section was covered with plastic impregnated plywood panels and the tail cone was of a wood monocoque design."[3]

With the R-5D model, the cabin was widened, with the pilot being moved forward to make room for a two-place bench seat.

In 1945, Sikorsky test pilot, Les Morris, hoisted ten people weighing over 2,000 pounds, in a demonstration showcasing the capabilities of the XR-5.

"The first civilian rescue by a helicopter was accomplished on November 29, 1945 by an YH-5A helicopter flown by Sikorsky chief pilot, Jimmy Viner, and assisted by U.S. Army Captain Jack Beighle. The YH-5A rescued a captain and his crewman from a barge aground in a storm on Penfield Reef, Fairfield, Connecticut. Penfield Reef is located

just offshore from the Sikorsky, Bridgeport, Connecticut plant.”[4]

June 1948, the United States Air Force helicopter designations were changed from “R” to “H. The Air Force Rescue Service operated H-5D, H-5F, H-5G and H-5H helicopters. The only problem was that the F, G and H types were S-51 models. The S-48 model operated by the Air Force is easily identified by having a small nose wheel and a tail wheel. This has caused numerous errors in history write ups and picture identification.”[5]

“A further 39 aircraft with more specialized rescue equipment were purchased in 1948 as H-5Gs. The 16 H-5Hs that were built in 1949 had amphibious wheel/pontoon undercarriages. The H-5Hs remained in service until the mid-1960s.”[6]

The S-51 version was actually the commercial variety of the S-48/R-5. The pilot seat was forward of a three-person bench seat to the rear. The first commercial customer was the Los Angeles Helicopter Airway.

Not only was L.A. Helicopter Airway flying passengers but received a contract from the Postal Service to fly the mail from LAX Airport to several towns in

the Los Angeles area.[7]

The Navy purchased four S-51s as the HO3S-1.

December 9, 1947, while operating with “Task Force 2 with 2 pilots and 2 crew chiefs, . . . “Jimmy Viner assisted by Lieutenant Joe Rullo, U.S.N.,” rescued the crew of a downed SB2C Helldiver from the aircraft carrier *Franklin D. Roosevelt* (CV-42).[8]

December 1, 1947, the Marine Corps organized HMX-1, an operational test squadron for the use of the helicopter for amphibious warfare.

During amphibious operations near Camp Lejeune, five HO3S-1s hauled 66 marines from ship to shore during beach landings.[9]

Early in the Korean War, the Air Force was using L-5s and H-5s to rescue downed pilots and evacuate wounded. By the end of 1950, 56 medical cases had been flown out by L-5s, while 618 had been flown to doctor’s care by H-5s. The Navy, too, used its HO3S-1s to rescue downed pilots while the Marine Corps not only evacuated wounded, but was using its rotary wing aircraft to shuttle troops and stores. The helicopter was indeed proving its usefulness on the battlefield in

the demanding environment of Korea.

By the time production had ended in 1951, 300 H-5s had been produced.

Endnotes

[1] See page 11, “Rotary Wing Aircraft II,” History Study No. 15, *The Helicopter, 1935-1942, A History of Army Aviation Logistics, 1935-1961*, by Dr. Howard K. Butler.

[2] See page 2173, “R-5, Sikorsky,” *The Illustrated Encyclopedia of the 20th Century Weapons and Warfare*, Vol. 20, Plo/Roy.

[3] See page 3, “Sikorsky S-48/VS-327,” Sikorsky Product History,” May 26, 2026.

[4] See pages 2 and 3, “Sikorsky S-48/VS-327,” Sikorsky Product History.”

[5] See page 4, Sikorsky S-48/VS-327,” Sikorsky Product History.”

[6] See page 2173, “R-5 Sikorsky,” *The Illustrated Encyclopedia of 20th Century Weapons and Warfare*, Vol. 20, Plo/Roy.

[7] See page 2, “Sikorsky S-51,” Sikorsky Product History, Igor I. Sikorsky Historical Archives.

[8] See pages 4 and 5, “Sikorsky S-51.”

[9] See page 4, “Sikorsky S-51.”

Mark Albertson is an award-winning Army Aviation Publications Historian and a contributing editor to ARMY AVIATION magazine.

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How the Guys in Blue Impressed Me

By COL (Ret.) Douglas Moore

When I arrived in Vietnam in 1964, there were no American combat units in country. Instead it was still an advisory effort and the Military Assistance Command, Vietnam had small teams of officers and non-commissioned officers (usually 3-5 men) scattered around the countryside advising Vietnamese Army units and militias. There were a few Special Forces Detachments along the border with Cambodia and Laos and a few thousand support personnel were in the major cities. Finally, there were a handful of helicopter and small fixed wing units scattered around the countryside supporting the war effort. When I arrived, the American presence was only about 20,000 compared to a peak of 549,500 in 1968.

Flying in those early days was considerably different than what I experienced when I returned to support the 25th Infantry Division in 1968-69. Many of our early medevac missions covered long distances and required that we refuel on the way home. For instance, if we went north to Bu Gia Mop and there were any tactical delays getting the patients loaded, we would have to call a Special Forces unit at Song Be and ask them to refuel us. Their tiny airstrip was located outside their compound, so that meant they had to send out a combat force to secure it and that sometimes proved problematic, especially at night. It was rather exciting to watch tracers go flying by while the crew chief used a "wobble pump" to transfer fuel from 55-gallon barrels.

One mission that caused me quite a bit of concern occurred in early 1965. LT Mike Trader and I were flying together and received a call that a U.S. soldier had been wounded near the Cambodian border and the instructions were for us to land at the Moc Hoa Special Forces camp to pick-up an American guide. Those instructions seemed strange because we usually flew straight to the battle site when an American was wounded. The only time we picked up a guide was when there were no U.S. personnel on the ground at the pick-up site and the American guide was usually accompanied by a Vietnamese interpreter.

When we landed at Moc Hoa, we got an even bigger surprise. A Special Forces captain ran to our helicopter and handed me a handwritten set of map coordinates. As he

climbed in the back, I checked the coordinates on my map and noticed the pick-up site was at least five miles inside Cambodia. It was supposedly neutral in those days and we weren't supposed to cross that country's border.

When I asked the captain about it, he simply smiled while handing me his map and said "Hey, use this one!" I don't know where he got it, but the Cambodian border on his map was considerably further to the north than what my aviation map was showing. Since the area north of Moc Hoa was mostly swampland with no discernable markers on the ground showing where the border was actually located, we launched and headed north.

Along the way, the captain told us a Viet Cong unit had been harassing them for some time but would flee back across the Cambodian border each time they tried to respond. On this occasion, one of his lieutenants was leading a small force that was in hot pursuit and were gaining on the enemy unit. While running after the bad guys, the lieutenant apparently stepped on some sort of land mine and was injured.

As we flew further to the north, the Air Force Air Traffic Control Center in Saigon (Call Sign: Paris Control) called, "DUSTOFF, be advised you are approaching Stormy Weather." That was the code word for the Cambodian Border so I acknowledged his call and told him we were only going a few more miles further north. A couple of minutes later, Paris Control called again and said, "DUSTOFF, we show you over Stormy Weather."

We were still short of where the wounded lieutenant was supposed to be, so I began losing altitude while hoping Paris Control would not report us to higher headquarters. About that time, the captain we picked up used his radio to call the ground element and we landed near their red smoke. The medic and crew chief jumped out, placed the wounded officer on a litter, and began carrying him towards our helicopter. I could tell from his grimaces that he was in considerable pain and there was blood all over both of his trouser legs.

As soon as he was loaded, our medic, SP4 Bill Hughes, began cutting away the lieutenant's clothing and found several fragment wounds. The lieutenant then began complaining that his foot was hurting and was concerned that part of it might

have been blown off, but when his boot was removed, there were no visible injuries other than considerable swelling. His good fortune was that, a few weeks earlier, he had received a new pair of jungle boots with steel inserts, and they probably saved his foot. All he got was a severe jolt when the mine exploded and his foot probably ached for several days, but he was overjoyed that it was still intact.

As we were lifting off from the pick-up site, we noticed the Vietnamese soldiers the lieutenant had been with were turning back towards Moc Hoa, apparently giving up their chase for the bad guys. We probably hadn't reached more than a hundred feet in the air when Paris Control called, "DUSTOFF, you have company about 25 miles behind you and approaching fast." That meant a Cambodian fighter plane out of Phnom Penh was likely pursuing us as they did on occasion. The Cambodians had several T-28s that had been left behind by the French and, even though they were old, they could still outrun us. A couple of months earlier, another of our "DUSTOFF" helicopters flown by Si Simmons had been shot at several times and chased all over the northern part of the delta on a dark, moonless night and, in March of 1964, a L-19 observation plane had been shot down by a Cambodian T-28 killing both men aboard.

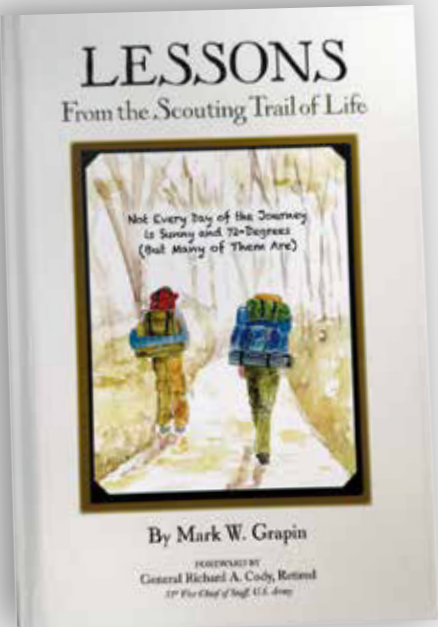
I stopped my climb at 500 feet and planned to drop down to tree top level if he got any closer, hoping I could outmaneuver him at low altitude. Just as we were crossing the border back into Vietnam, Paris Control called to tell me my "Company" was about 15 miles behind us and still headed our way. Then something absolutely mind boggling occurred that

makes me forever grateful for the men in blue.

Paris Control called again and said "DUSTOFF, maintain your same altitude and heading because I've got some "friendlies" coming your way. In fact, if you look to your left, you might be able to see them now." We looked to the east and saw two long smoke trails about the same level as us and, within a split second, two Air Force F-102 "Delta Dagger" fighter planes bracketed us. One went over us and the other went under us about 100 feet away. The pilot who went under us waved and gave us a thumbs up signal. As they passed, they must have hit their afterburners because they began climbing like homesick angels and turned north towards the Cambodian airplane. Paris Control called a minute or so later saying it appeared the Cambodian pilot was RTB (returning to base). Apparently, his mother didn't raise any dummies so he decided rather quickly that he wasn't going to tangle with those bad boys.

We thanked Paris Control for their help, dropped the captain off at Moc Hoa, and then headed for the U.S. Naval Hospital in Saigon where the lieutenant received treatment for his wounds. We then returned to our unit with an increased respect for the U.S. Air Force and a new "war story" to share with others.

COL (Ret.) Douglas Moore served with the 57th Medical Detachment in 64-65, and the 159th Medical Detachment in 68-69 with the callsigns DUSTOFF 77, DUSTOFF 156 respectively. He is a life member of VHPA, living in Haymarket, VA.



LESSONS

FROM THE SCOUTING TRAIL OF LIFE

BY MARK W. GRAPIN

Foreword By General Richard A. Cody, Retired,
31st Vice Chief of Staff, U.S. Army

"Lessons From the Scouting Trail of Life" is a very poignant recount of a Father, his two sons and their "trail" from Tenderfoot to Eagle Scouts.

Mark Grapin is a dedicated Father, an Army Aviator and Scout Leader and shares a very personal story as he takes the reader on a fascinating ride with him and his two sons, Eric and Sean.

I have to say, in my 36 years in the U.S. Army from West Point to Special Operations, the 101 Airborne Division, and ending as its Vice Chief Staff, time and time again I had the pleasure of serving with many former Scouts to include Eagles. The lessons they had learned in the Boy Scouts gave them a leg up in our military formations as proven leaders who already knew about Duty, Honor, Country. This compilation of stories or "Missives" as Mark calls them, that he produced over the years of his family's journey clearly reveals how this happens.

Mark, Eric and Sean have adventure after adventure as a Father-Sons Team in the Boy Scouts of America. It is a story about a father who coaches and mentors his two sons through Scouting and how his sons changed his life as well. The Life Lessons of Commitment, Integrity, Honor, Selfless Service to others, and Love of Family and Country are evident on every page.




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AAAA **Chapter** Affairs

By COL (Ret.) John Broam

This month we highlight the Phantom Corps Chapter at Fort Hood, Texas, and the outstanding support the chapter continues to provide to the broad Army Aviation community it serves.

The Phantom Corps Chapter

The AAAA Phantom Corps Chapter at Fort Hood, Texas, continues to strengthen Army Aviation by investing in Soldiers, Families, retirees, professional development, and the organizations that advance Army Aviation.



Over the past year, the chapter has strengthened its role as a connector across a diverse aviation footprint that includes the 1st Air Cavalry Brigade, 166th Aviation Brigade, 15th Military Intelligence Battalion (Aerial Exploitation), U.S. Army Operational Evaluation Command and aviation professionals serving within 1st Army Division Headquarters, 1st Cavalry Division Headquarters, and III Corps Headquarters.

Throughout the year, the chapter focused on supporting the entire aviation community, not just through membership engagement, but through direct organizational support. The Phantom Corps Chapter has invested in every organization within its footprint through monetary contributions for welcome-home ceremonies, formal military balls, family functions and other events that build morale, strengthen unit cohesion and recognize the sacrifices of Soldiers and Families. These contributions demonstrate the chapter's commitment to being present where support matters most: at the unit level, with the Soldiers and Families who carry the mission every day.

The chapter also remained actively engaged in community and professional events across Fort Hood and surrounding communities. Through chapter gatherings, aviation-focused engagements, ceremonies and unit support activities, the Phantom Corps Chapter helped preserve the traditions of Army Aviation while providing opportunities for aviation professionals

to connect across rank, component and generation. These efforts are especially important in a footprint that includes operational aviation units, training and readiness organizations, intelligence aviation professionals, unmanned aircraft systems personnel, headquarters staff, veterans, retirees and industry partners.

A highlight of the year was the chapter's sponsorship of multiple Silver Order of Saint Michael presentations, recognizing exceptional aviation professionals while reinforcing the traditions and heritage of Army Aviation.

Professional development and recruiting also remained important priorities. The chapter provided opportunities for Soldiers, warrant officers, commissioned officers, NCOs, civilians, retirees and industry partners to network, mentor and share lessons learned. These engagements helped the next generation of Army Aviation leaders better understand the value of AAAA membership, branch involvement and continued service to the aviation enterprise. The chapter's ability to bring together leaders from across the Fort Hood aviation community directly supports recruiting, retention, mentorship and professional growth.

Looking ahead, the Phantom Corps Chapter is focused on growing membership, increasing junior Soldier involvement, strengthening partnerships with aviation units, expanding professional development opportunities and continuing to recognize excellence through AAAA programs

and the Order of Saint Michael.

Through consistent engagement, financial support, professional recognition and a commitment to Soldiers and Families, the AAAA Phantom Corps Chapter continues to make a lasting impact across the Fort Hood aviation community. Its sustained leadership and service exemplify how AAAA chapters strengthen Army Aviation: one Soldier, one Family, and one organization at a time.

Contact Us!

Feel free to contact me or Chelsea Jarvis, our AAAA Assistant Director of Member Engagement, if you need help with your Chapter, Executive Board support, would like your chapter featured in the AAAA magazine or to obtain clarification of National procedures. AAAA chapters remain the backbone of Army Aviation professional engagement. I can be reached at john.broam@quad-a.org. I look forward to working with you and supporting AAAA.

Above the Best!

COL (Ret.) John Broam
AAAA VP for Chapter Affairs
john.broam@quad-a.org

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AAAA Chapter News

Air Assault Chapter Special Recognition



CHAPTER GRAPHIC

Seven retired Army leaders who were inducted into the U.S. Army Reserve Officer Training Corps Hall of Fame Class of 2025, at Fort Knox, KY, were later recognized during the Air Assault Chapter reception at the Army Aviation Warfighter Summit in Nashville, TN. Chapter president COL (Ret.) Henry C. "Hawk" Ruth III, a member of the inaugural U.S. Army ROTC Hall of Fame Class of 2016, nominated all seven inductees. Pictured (l to r) are MG (Ret.) James R. Myles, BG (Ret.) Paul Bontrager, COL Ruth, COL (Ret.) Stephen C. Smith, LTG (Ret.) Douglas M. Gabram, and MG (Ret.) Walter L. Davis. Not pictured are LTG (Ret.) John R. Evans Jr. and BG (Ret.) Stephen D. Mundt.

AAAA Straight Arrows Chapter Partners with the Bismark Larks for Military Appreciation Night



CHAPTER PHOTO



CHAPTER PHOTO

AAAA Straight Arrows Chapter got the word out about the Military Appreciation Night at the Bismark Larks in a number of creative ways. North Da-

kota State Adjutant General, BG Mitchell R. Johnson and his wife Michelle pose with "Clark," the Larks Mascot. The Straight Arrows Chapter had the opportunity to work with the Bismark Larks baseball team to host a Military Appreciation Night and celebrate North Dakota's 250th anniversary. The evening began with North Dakota Adjutant General Mitch Johnson throwing out the ceremonial first pitch. A UH-60M flyover was conducted, and AAAA members held the American flag during the national anthem. Throughout the evening, the announcer highlighted the mission of AAAA and the organization's impact both within the local community and at the national level. The chapter was also featured on the jumbotron and had the opportunity to engage with the crowd of approximately 1,200 attendees, sharing information about the AAAA organization. Members of the Western North Dakota Honor Flight Board were also in attendance, providing an opportunity to discuss how AAAA can support their future Honor Flights for veterans traveling to our nation's capital.

AAAA Tennessee Valley Chapter Holds Joe Hoecherl Army Aviation Association of America Memorial Scholarship Golf Scramble



PHOTO BY BELINDA BAZNET

COL Dan Thetford, right, Apache Helicopters Project Manager, presents a check from the COL Joe Hoecherl Army Aviation Association of America Memorial Scholarship Golf Scramble on July 14, 2026 to Joey, Kelly, Harrison John, and Kevin - the widow, sons and grandson of COL Joe Hoecherl, a former Apache Helicopters PM who passed away May 2, 2018. After his passing, the AAAA Tennessee Valley Chapter established a Perpetual Matching Scholarship in his honor. AAAA scholarships are merit-based, evaluating applicants on academic achievement, leadership, volunteer service, work experience and essay responses.

The Gold Standard Chapter Joins with the Army Reserve Aviation Command to Hold Dining In



CHAPTER PHOTO BY MAJ (RET) SCOTT W. HOLLINGSWORTH

The Gold Standard Chapter and the Army Reserve Aviation Command sponsored the Command Team Leadership Training and Final Dining In on Feb 27, 2026, at the Saber and Quill at Fort Knox, KY. The event was open to all Army Reserve Aviation Command and subordinate Aviation unit Soldiers to attend within the command and the Fort Knox area. The social began the evening followed by a call to mess and grog ceremony, then a buffet style meal was served. The Dining In included guest speakers made up of the previous and current command teams since inception in 2007. They shared stories from their time as command teams, enjoyed the camaraderie, and team-building of the event. The evening was in keeping with the time-honored traditions of the Army and Army Aviation.



ORDER OF ST. MICHAEL INDUCTEES

Air Assault Chapter



CHAPTER PHOTO BY MAJ (RET) SCOTT W. HOLLINGSWORTH

BG Travis L McIntosh is inducted into the Gold Honorable Order of St. Michael on July 9, 2026, by BG (Ret.) Howard W. Yellen Jr. and COL (Ret.) Henry C. "Hawk" Ruth III, President, Air Assault Chapter, AAAA, at the Wings of Liberty Museum, Fort Campbell, KY during an Honor Eagle ceremony. McIntosh contributed greatly to the Division and local communities while serving as both the Deputy Commanding General for Support and then Operations from June 2024 to June 2026.



CHAPTER PHOTO BY MAJ (RET) SCOTT W. HOLLINGSWORTH

CW3 (Ret.) Brandon J. Storey is inducted into the Bronze Honorable Order of St. Michael on June 8, 2026, by COL (Ret.) Henry C. Ruth III, President, Air Assault Chapter, AAAA assisted by CW4 Glenn E. Stewart and LTC Stephanie A. Hartley at Saber Army Airfield, Fort Campbell, KY. Storey retired in 2023 and though approved for the BOSM it was never awarded. CW4 Stewart incorporated Storey's induction into his own final flight ceremony.



CHAPTER PHOTO BY MAJ (RET) SCOTT W. HOLLINGSWORTH

CW2 Luis E Martinez is inducted into the Bronze Honorable Order of St. Michael on

June 15, 2026, by COL (Ret.) Henry C. Ruth III, President, Air Assault Chapter, AAAA, during a recognition ceremony at Cole Park Commons, Fort Campbell, KY. Martinez was recognized for his exceptional performance in the 96th Aviation Support Battalion winning the AAAA Outstanding Logistics Support Unit of the Year Award two years in a row.



CHAPTER PHOTO BY SFC KEVIN A. DANIEL

MAJ Max J. Tresnak is inducted as a Knight of the Honorable Order of Saint Michael by COL (Ret.) Henry C. Ruth III, President, Air Assault Chapter, AAAA, during a recognition ceremony at Fort Campbell, KY on June 4, 2026 for his exceptional attention to detail in support, sustainment and logistics in his role with the 96th Aviation Support Battalion twice winning the AAAA Functional Award of Outstanding Logistics Support Unit of the Year.

Aviation Center Chapter



PHOTO COURTESY LANCE ERLUTZ

LTC Leah Steder, Commander of Lyster Army Health Clinic is inducted as a Knight of the Honorable Order of Saint Michael by MG Clair Gill, Commanding General, U.S. Army Aviation Center of Excellence and Fort Rucker, AL during her change of command ceremony at the Army Aviation Museum on Fort Rucker July 9, 2026. Steder revolutionized Army aviation medicine, directly enhancing readiness. She pioneered virtual flight physicals and a Flight Surgeon of the Day process, cutting care access from 90 days to 24 hours.

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COURTESY PHOTO

SGM (Ret.) Rick Parsons is inducted into the Silver Honorable Order of St. Michael surrounded by members of the Aviation Center Chapter of AAAA recently. Pictured with Parsons is LTC (Ret.) Mike Ash, COL (Ret.) John Arnold, CSM (Ret.) Shawn McKay and COL (Ret.) Scott Ciluffo. Parsons received the award following his retirement from 38 years of combined active duty and federal service.



U.S. ARMY PHOTO BY C. KILSH

CPT Eric J. Wasek and **CPT Reilly Anne Kline** were inducted into the Bronze Honorable Order of St. Michael both of Company D, 1st Battalion, 14th Aviation Regiment, on June 26, 2026, by BG Kenneth Cole, Deputy Commanding General, U.S. Army Aviation Center of Excellence and Fort Rucker, AL in the Command Conference Room. The two leaders were recognized for their contributions and leadership to Army Aviation.

Colonial Virginia Chapter



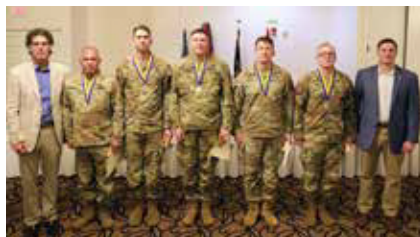
CHAPTER PHOTO COURTESY OF LOCKHEED MARTIN

Anthony Commare is inducted into the Silver Honorable Order of St. Michael by MAJ Chad M. Howard of the MH-60 APM, Technology Applications Program Office on June 11, 2026, at Blue Grass Army Depot, Lexington, KY on the occasion of his retirement. Commare's most significant contribution to Army Aviation was his structural and programmatic leadership during the



modernization of the 160th SOAR(A) fleet - spearheading critical structural upgrades for the new MH-6R Little Bird.

Gold Standard Chapter



CHAPTER PHOTO

(Left to Right) COL(Ret.) Andrew Doehring, Gold Standard Chapter President, inducted the following individuals into the Bronze Honorable Order of St. Michael: **LTC Austin Van Hise**, Commander 90th Aviation Support Battalion, **LTC Ben Sears**, Executive Officer, 11th Expeditionary Combat Aviation Brigade, **MAJ Jeremiah B. Benardis**, Executive Officer, 8th Battalion, 229th Aviation Regiment, **CPT Benjamin H. Reinhart**, 11th ECAB S3 Operations Officer, **SFC Matthew R Crum**, 128th Aviation Brigade Instructor. Also participating in the event was MAJ (Ret.) Steve Kramer, Gold Standard Chapter Treasurer.



CHAPTER PHOTO

(Left to Right) COL(Ret.) Andrew Doehring, Gold Standard Chapter President, inducted **CSM Robert A. Bennett**, Army Reserve Aviation Command, as a Knight of the

Honorable Order of Saint Michael, with the assistance of MAJ(Ret.) Steve Kramer, Gold Standard Chapter Treasurer.

Iron Mike Chapter



CHAPTER PHOTO

BG Jay A. MacKeen is inducted as a Knight of the Honorable Order of Saint Michael by COL Peter V. Schmitt and CW5 Seth H. Botts on June 17, 2026, at a change of duty ceremony at Eternal Flame, Fort Bragg, NC. MacKeen received the honor for his service as the XVIII Airborne Corps Assistant Commanding General - Operations. MacKeen drove the strategic transformation and operational readiness of the Corps' aviation enterprise.

Tennessee Valley Chapter



CHAPTER PHOTO BY SSM CHRIS COOPER

Christopher Payne is inducted into the Bronze Honorable Order of St. Michael on June 23, 2026, by BG Kenneth Cole,

Deputy Commanding General, U.S. Army Aviation Center of Excellence, Fort Rucker, AL. Payne received the honor based on his contributions to the Army Aviation Branch both in his time in uniform and his continued service as a Department of the Army Civilian.

Washington Potomac Chapter



CHAPTER PHOTO

LTC Leala McCollum is inducted into the Bronze Order of St. Michael by COL Andrew DeForest, Commander of The Army Aviation Brigade, Fort Belvoir, VA on June 25, 2026, during her change of command ceremony. McCollum was presented the award in recognition of over two decades of selfless service, outstanding leadership, and enduring contributions to the Army Aviation Branch. Pictured in the photo above are CW5 Patrick F. Curran, CSM Scott Campbell, LTC Leala McCollum, and COL Andrew J. DeForest.

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AAAA **Membership** Update By COL (Ret.) Liz Martin

On the Leading Edge of Army Aviation Modernization



Above left: Dan Bailey delivering a FVL CFT Update at AAAA Cribbins 2023.

Above middle: Dan Bailey at the start of his career as a cadet at the United States Military Academy, West Point, NY.

Army Aviation is shaped by those willing to look beyond today's battlefield to prepare for tomorrow's.

Modernization has never been about replacing aircraft alone -- it is about delivering decisive overmatch for Soldiers.

Few initiatives embody that philosophy more than Future Vertical Lift (FVL). Although its path has evolved over decades, FVL fundamentally changed how the Army approaches aviation modernization by shifting the focus from individual aircraft programs to an integrated ecosystem of manned, unmanned and digitally enabled capabilities.

Dan Bailey has been on the leading-edge driving Army Aviation modernization for multiple decades. A retired Army Officer, Acquisition Professional, Future Vertical Lift (FVL) plank holder and longtime member of AAAA, Bailey's contributions impact the broader Army Aviation Enterprise. Throughout four decades of service -- as an Apache pilot, Experimental Test Pilot, Acquisition leader and modernization strategist, he consistently found himself helping deliver capabilities and requirements that have changed how Army Aviators deliver combat power to the Warfighter.

Nearly every assignment placed Bailey on the leading edge of modernization. From introducing contact lenses for

Army Aviators during flight school and advancing Photorefractive Keratectomy (PRK) for deploying pilots, to pioneering Manned-Unmanned Teaming with Armed UAVs, overseeing Apache Block III modernization, helping establish Joint Multi-Role for the Army, standing up the Future Vertical Lift Cross-Functional Team (FVL CFT) initiating the Future Attack Reconnaissance (FARA) Program, and shaping NATO's Next Generation Rotorcraft Capability -- one constant has remained: improving capability for the Warfighter.

One of Bailey's early contributions occurred during combat operations in Iraq in 2006. Wearing three hats simultaneously -- as an Army Test and Evaluation Command test officer, project officer supporting the 25th Combat Aviation Brigade, and acquisition representative -- he helped bridge the gap between operational necessity and emerging technology. Working with one of only two One System Remote Video Terminal (OSRVT) prototypes provided by the Program Manager for Unmanned Aircraft Systems, Bailey partnered with Soldiers from 3rd Battalion, 25th Aviation Regiment to fabricate cockpit mounts, install antennas and integrate equipment aboard Army aircraft. The

result was the first successful transmission of live unmanned aircraft video into the cockpit of a flying Army aircraft, an operational breakthrough dramatically improving situational awareness.

Later working alongside aviators and engineers, Bailey helped develop the first cooperative engagement between a Hunter UAV carrying a Viper Strike munition. Shortly afterward, he developed the in-theater test plan, capabilities and limitations documentation, and program of instruction that enabled the Army's first remote Hellfire engagement using Manned-Unmanned Teaming (MUM-T). At the time, no doctrine, approved capability or training program existed. Those foundational efforts would eventually mature into tactics now considered routine throughout Army Aviation.

Upon returning to Huntsville, AL, Bailey led the Army's first federated Apache MUM-T kit integration of Video from Unmanned aircraft systems for Interoperability Teaming-Level 2 (VUIT-2), incorporating video from UAS for interoperability teaming in the cockpit. He later led the urgent material



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release that rapidly fielded the system to deploying Apache units before assuming leadership of the Apache Block III (now known as AH-64E) Program, guiding the aircraft through development, low-rate initial production and early fielding.

By the early 2000s, Army leaders recognized three strategic drivers demanding a fundamentally different modernization approach.

First, combat operations exposed limitations of legacy rotorcraft architectures. Integrating new sensors, weapons and mission systems into aircraft never designed with modular open systems architecture requiring significant time and expense, while range, speed and payload

limitations increasingly challenged future operational requirements.

Second, the U.S. faced an erosion of rotorcraft engineering expertise. No clean-sheet Army rotorcraft had entered production since 1982, and many of the engineers were retiring. Unlike fixed-wing aircraft, advanced rotorcraft stability and control disciplines are rarely academically taught, making active development programs essential to preserving engineering expertise. One of JMR's lesser-known, but perhaps most enduring accomplishments, was rebuilding national design competency while advancing digital engineering tools.

Third, virtually every DOD rotorcraft fleet was forecast with a near-converging end of service life period. Although aircraft can be structurally extended through maintenance and component replacement, years of operating above original design weights accelerate fatigue while increasing sustainment costs. Simultaneously, uncertainty within the industrial base threatens America's ability to design and manufacture next generation military rotorcraft.

These realities are foundational for Future Vertical Lift.

Following Active Duty retirement in 2013, Bailey returned as a DA Civilian

Continued on page 139



AAAA Reserve Components Committee Update

By MG (Ret.) Laura Yeager

Serving with Purpose: Why Active-Duty Aviation Personnel Should Consider the National Guard

For soldiers across Army aviation—enlisted, warrant officers, and commissioned officers—service is a calling built on skill, discipline and commitment. Yet many eventually reach a crossroads.

After years of deployments and frequent moves, the question becomes clear: *Is there a way to continue serving while gaining greater stability and control over the future?* For many, the National Guard provides that answer.

Continue the Mission—With Greater Stability

Transferring to the Guard does not mean stepping away from meaningful work. Army National Guard aviation units adhere to identical Aircrew Training Manual standards and operate Chinook, Black Hawk, Apaches as well as Lakota aircraft and a small number of fixed wing aircraft. What changes is stability. Guard service allows soldiers to choose where they live, establish long-term roots and create continuity for their families—while continuing to serve in a demanding, professional aviation environment. Instead of recurring permanent change-of-station moves, Guard members gain predictability without sacrificing purpose.

Serve at Home and Abroad

Guard aviation units support both overseas operations and domestic missions. States depend heavily on access to aircraft and highly experienced crewmembers able to safely reach higher altitudes for rescue missions, extract injured persons from treacherous terrain using hoists, and drop massive amounts of water during bucket operations.

National Guard units deployed regularly in support of OEF, OIF while also seeing the immediate impact of their service in their own communities. It can be challenging to maintain proficiency across all these different mission sets but

service in the National Guard is uniquely fulfilling.

Leverage Experience Across the Formation

Active-duty aviation personnel bring immediate value to Guard units. Their experience, discipline and operational background are essential to maintaining readiness. Across enlisted, warrant officer and commissioned ranks, transitioning soldiers contribute not only through technical expertise, but also through leadership. They mentor junior personnel, reinforce standards and help sustain unit proficiency. Guard aviation units depend on experienced leaders to maintain readiness, and prior active-duty service provides a strong foundation.

Plan Early for a Successful Transition

Recent transfers from active duty highlight a consistent lesson: success begins well before the final PCS.

Soldiers should start researching early and think deliberately about where they want to live long term. The final active-duty assignment can set the conditions for a smooth transition.

Engaging with State Army Aviation Officers (SAAO) in prospective states is critical (contact information for each state SAAO is published annually in the August/September Blue Book issue of this magazine). These conversations provide insight into unit structure, aircraft, and available positions, while also helping establish relationships that ease the transition process.

Location matters. Living more than 90 minutes from a unit can make it difficult to meet aviation training re-

quirements, which often exceed the traditional “one weekend a month” expectation. Maintaining proficiency requires consistent participation in additional flight periods and training events.

Balancing a civilian career with Guard service can be demanding, but those who have made the transition consistently describe it as highly rewarding. They also emphasize the strong professionalism and high level of proficiency within Guard aviation units.

Expand Career Opportunities Without Leaving Service

The National Guard enables aviation personnel to pursue civilian careers while continuing military service.

Enlisted soldiers often transition into technical, maintenance and logistics careers in the civilian sector. Warrant officers can continue flying while building careers in commercial or specialized aviation. Commissioned officers frequently expand into leadership roles in industry, government or business, while maintaining their military affiliation.

At the same time, soldiers continue to accrue military benefits, including retirement credit, TRICARE options and education incentives. Rather than forcing a choice between two paths, the Guard allows soldiers to build complementary careers.

Full-Time Opportunities Within the Guard

For those seeking full-time involvement, the Guard offers additional options. Federal technician positions provide full-time employment within Guard aviation units while maintaining part-time military status. These roles are widely available across aviation specialties and allow soldiers—both rated and nonrated—to remain closely connected to the mission on a daily basis.

Active Guard Reserve (AGR) positions offer full-time military service within the Guard; however, these posi-

tions are more limited and often highly competitive.

Because availability varies by state and unit, both technician and AGR opportunities should be discussed early with State Army Aviation Officers during transition planning.

A Practical Path Forward

Leaving active duty can feel uncertain, particularly in a profession as identity-driven as aviation. The National Guard offers a way to continue serving without leaving that identity behind.

Soldiers continue to fly, contribute and lead—while gaining stability and flexibility. Just as importantly, the decision to transition is not irreversible. If Guard service does not align with long-term goals, soldiers have the option to step away—either by choosing not to reenlist or, for officers, by resigning their commission. Likewise, changing circumstances may allow a return to service in the future.

That flexibility reduces the risk often associated with leaving active duty and makes the transition more approachable.

For many aviation professionals, the National Guard is not a step away from service—it is a deliberate step toward a more sustainable way to continue it.

Fly Army!

MG (Ret.) Laura Yeager is the Chairperson of the AAAAA Reserve Component Committee.

AAAAA Membership Update *continued from page 137*

to help lead Army Future Vertical Lift and Joint Multi-Role (JMR) initiatives, coordinating the Army's acquisition and S&T efforts, while JMR demonstrators validated revolutionary rotorcraft technologies that would later influence FLRAA and FARA designs.

In 2015, Bailey also served as inaugural lead for NATO's Joint Capability Group Vertical Lift Next Generation Rotorcraft Capability Team of Experts, extending Army Aviation modernization efforts across Allied Nations.

When Army Futures Command established the FVL CFT in 2017, Bailey joined fellow plank holders to help initiate four foundational modernization lines of effort: Future Long-Range Assault Aircraft (FLRAA), Future Attack Reconnaissance Aircraft (FARA), Future Unmanned Aircraft System (FUAS) and Modular Open Systems Approach (MOSA).

The rapid establishment of FARA demonstrated what focused collaboration across the Army, acquisition community, Congress and industry could accomplish. Although the program was cancelled in 2024 as service priorities evolved, many technologies, digital engineering advances and acquisition lessons continue influencing modernization efforts.

While FVL originally envisioned replacing multiple aircraft fleets, today's

operational environment has shifted emphasis toward manned-unmanned interdependencies. Capabilities such as Launched Effects, FUAS and collaborative autonomous systems increasingly complement manned platforms rather than replace them.

Bailey believes this direction is grounded in both operational experience and engineering realities and informed by independent studies. While autonomy continues to advance, he argues that human crews remain indispensable in complex, contested environments where judgment, adaptability and visual perception cannot yet be fully replicated by unmanned systems alone.

For Bailey, the future of Army Aviation is not manned or unmanned—it is manned with unmanned.

As Bailey concludes his government service this fall, he has led a multi-decade career of service defined by contributions on the leading edge of Army Aviation modernization. Looking back, he finds great satisfaction not in specific programs but in helping advance Army Aviation forward. "I've always wanted to push the envelope to make Army Aviation better," Bailey reflected.

*COL (Ret.) Liz Martin
AAAAA Vice President for Membership
liz.martin@quad-a.org*

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AAAA Family Forum By Judy Konitzer

When “I’m Here For You” Actually Means Something



Military communities are built on service. We answer the call, support one another, and take pride in being there for each other when life becomes difficult.

When a fellow Soldier, a family member, a spouse in your unit's family support group, or a neighbor is facing a crisis like an unexpected accident, an illness, a difficult birth, or a long-term caregiving situation, the instinct to help is real and it matters. But good intentions don't always translate into meaningful support, as overpromising without a plan quietly erodes the trust of people who already have too much on their plate.

Think about the last time someone was going through a difficult situation. How many people asked, “Let me know if you need anything?” While heartfelt, that question often places one more burden on someone who is already overwhelmed. They now must identify what they need, decide whether to ask for help, and risk feeling like they are imposing. In many cases, they simply won't ask.

Real support isn't measured by how willing we are to help. It's measured by how easy we make it for someone to receive that help. Instead of offering an open-ended question, offer a specific action. Rather than saying, “Can I run an errand for you?” try, “I'm going to the grocery store tomorrow morning. Send me your list, and I'll pick up a few things for you.” Instead of, “Let me know if you need childcare,” say, “I'll take the kids to school tomorrow so you can get some

rest.” Specific offers remove uncertainty. They eliminate guilt and make accepting help feel natural instead of burdensome.

Sometimes the most meaningful support doesn't require permission at all. Try “I'm dropping dinner on your doorstep tonight at 6:00. No need to come to the door.” Place a grocery gift card in the mailbox with a handwritten note reminding someone they are not alone. These quiet acts of kindness communicate care without creating social pressure or expecting anything in return.

Support also doesn't have to be grand to be impactful either. Small consistent acts often matter more than one large gesture like mowing the lawn, walking the dog, doing a load of laundry, picking up a prescription, or sitting and listening without trying to solve every problem. Practical assistance and emotional presence are equally valuable, and both remind people they don't have to carry life's challenges alone.

For situations that last weeks or months, our support must also be sustainable. It's easy to rally during the first few days of a crisis. It's much harder to remain present after the meals have stopped arriving and life seemingly appears to have returned to normal. Lasting challenges require lasting support. Rather than overcommitting, make realistic

promises you can keep. A weekly phone call, delivering dinner every other Tuesday, or helping with school pickups once a month may seem small, but dependable support builds trust and provides something people can count on.

Ask yourself, “What can I realistically sustain?” A single errand offered once is better than a month of promises that eventually go quiet. If someone is navigating an ongoing challenge, a long recovery, a chronic illness, or the sustained demands of solo parenting during deployment, small but consistent support over time is worth far more than a burst of help that doesn't last.

As members of the Army Aviation family, we often talk about readiness. We prepare Soldiers, aircraft, and equipment for the mission. Yet readiness also depends on the resilience of our families and our communities.

Every one of us has the ability to strengthen that resilience. The next time someone around you is facing a difficult situation, resist the urge to simply say, “Let me know if you need anything.” Instead take a specific action and be dependable. Sometimes the greatest service we can provide isn't found in a grand gesture. It is found in one thoughtful act that reminds someone they never have to face life's challenges alone.

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



FALLEN HEROES

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

CONUS

U.S. Army officials at Fort Hood, TX announced that two U.S. Soldiers were killed during a routine maintenance test flight when their AH-64E Apache helicopter crashed on August 12, 2026 at approximately 1:40 p.m. The Soldiers were both members of Company B, 1st Battalion, 227th Aviation Regiment, 1st Air Cavalry Brigade, 1st Cavalry Division.



CW2 Huey



WO1 Olmstead

Soldiers killed were:

Chief Warrant Officer Two Deontre T. Huey, 34, Killeen, TX;
Warrant Officer One Seth L. Olmstead, 25, Belton, TX.

The accident is under investigation.

May they rest in peace.

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

AAAA Awards



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 CW3 Gerardo Andrade
 CW2 Roelut Theam
North Country Chapter
 SSG Anthony W. Patterson
 SFC Trevor D. Robinson
Tennessee Valley Chapter
 LTC Steven R. Cusack
 MAJ Jack R. Law
 Christopher Payne
Volunteer Chapter
 CPT Cody L. Baker
 SFC Nolan M. Ogle
 COL Robert E. Ross
 1SG Edward L. Smith
Washington-Potomac Chapter
 MSG Cesar A. Bula
 SFC Ashley B. Pardo
 SFC Daniel A. Williams

Knight



Air Assault Chapter
 MAJ Max Tresnak
Aviation Center Chapter
 LTC Jodi Brown
 LTC Leah Steder
Connecticut Chapter
 CAPT Daniel Short
Delaware Valley Chapter
 COL Havard M. Whiles
Gold Standard Chapter
 SSG Sarah R. Maxwell
Volunteer Chapter
 CW4 Luke C. Hargrove
 CW4 Jason L. Kirby
 BG Steven C. Turner
 BG Mark C. Tyndall
Winged Warriors Chapter
 COL Robert C. Snyder III

Our Lady of Loreto



Aloha Chapter
 Emily Gorton
Aviation Center Chapter
 Tiawannia Coley
Green Mountain Boys Chapter
 Kristine Dubie
 Alyssa Johnston
 Paula Lescure
 Amanda Slater
North Country Chapter
 Katie E. DiLena
 Elizabeth Greenwood
 Krystal Stoinoff
Phantom Corps Chapter
 Karrin Britten
Tennessee Valley Chapter
 Alicia Cusack
 Melissa Kuenzli

Recently Departed

BG Matthew C. Matia, Ret.-*Deceased 6/13/2026*
 COL Howard D. Hill, III Ret.-*Deceased 6/6/2026*
 COL Norb Patla, Ret.-*Deceased 6/28/2026*
 LTC Kendall E. Jacobs, Ret.-*Deceased 6/24/2026*
 COL Davis Clark, Ret.-*Deceased 6/24/2026*
 CW4 Roger K. Gould, Ret.-*Deceased 4/26/2026*



AAAA

NETWORK | RECOGNITION | VOICE | SUPPORT

AAAA TLC ▶ Trade School, Licensing & Certification Foundation



Building better futures, one grant at a time!

Donors: The Lifeblood of the AAAA TLC Foundation

By Ms. Jennifer (Jen) Potts and MSG (Ret.) Art Agnew

The Merriam-Webster Dictionary defines donor as one who “gives, donates, or presents something.”

Financial donors are unique because in terms of tangible return, their personal benefit is minimal, if at all. Donors are individuals that desire to make a meaningful impact in the lives of others and while the motivations of financial donors vary for many it really comes down to deriving a sense of pleasure from giving.

In the last twelve months alone, the Army Aviation Association of America Trade School Licensing and Certification (AAAA TLC) Foundation has been honored by the financial commitment of **forty-two** distinct individuals, companies, and organizations across the Army Aviation enterprise who have given selflessly to the educational pursuits of others. These donors recognize the importance of taking care of AAAA members and their eligible family members by providing an alternative path to meaningful career fields beyond traditional degree programs.

But what does this mean? How does the generosity of our donors translate to our grant recipients? The answer lies both simply and profoundly in the numbers.

20. 26,000. 13. 12.

When listed alone, these numbers are just numbers. They could mean anything – someone’s hopeful winning lottery numbers or the amount of money owed on a car note. However, these numbers are deeply meaningful to the AAAA TLC Foundation and the impact of individuals and organizations that have



BG (Ret.) Steve Mundt, AAAA TLC Foundation President, addresses attendees at the Scholarship, TLC and Army Aviation Museum Foundation's donor recognition breakfast during the 2026 Annual Summit in Nashville, TN

donated to the AAAA TLC Foundation since the program's inception.

In context, these numbers define the opportunities granted through generosity. To date, **20** grants valuing **\$26,900** have been awarded. These grants have enabled the pursuit of **13** distinct careers that require trade, licensing, and certification education. Our donors have allowed grant recipients to obtain the required education in the following fields:

- Federal Aviation Administration Airframe and Powerplant
- Welding
- Information Technology Certifications
- Master Pipe Fitter
- Commercial Driver Licensing
- Dive Medical Technician Scuba Certification
- Commercial Pilot
- Brass Instrument Repair
- Professional Certification in Safety and Health
- Licensed Esthetician
- Yoga Instructor
- Real Estate Broker
- Professional Engineer Licensure

Our financial donors and partners have made an indelible mark on the lives of our grant recipients in **12** chapters: Arizona, Aviation Center, Corpus Christi, Great Lakes, Keystone, Mid-Atlantic, Pikes Peak, Show Me, Tennessee Valley, Utah, Volunteer, and Washington-Potomac.

AAAA TLC was privileged this year to thank some of our corporate sponsors and chapters at the Summit's Scholarship, TLC, and Museum Breakfast in Nashville, TN. For those that we could not see and thank at that event, whether individual, corporate, or chapters... know your contributions are appreciated. The AAAA TLC Foundation could not do what it does without your financial commitments.

Thank you for your partnership and your generosity. We cannot wait to see what the future holds!

Ms. Jennifer (Jen) Potts serves on the AAAA TLC Board of Governors. MSG (Ret.) Art Agnew serves as the AAAA TLC Executive Director.



Housing and Tickets Open September 30!



Don't Miss the Only Annual Gathering of the Army Aviation Community!



2027 SUMMIT
ARMY AVIATION WARFIGHTING SUMMIT



May 5-7, 2027 | Kansas City Convention Center, Kansas City, MO
quad-a.org/27Summit | #27SUMMIT



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TICKETS!

AAAA American Roadhouse Evening

BENEFITTING THE AAAA
SCHOLARSHIP FOUNDATION

November 17 | 6PM | The Roundhouse, Huntsville
quad-a.org/26Cribbins

BUY
TICKETS!

AAAA Award Nominations Are Open

Recognize Our Soldiers!

To Be Presented at the 2027 Annual Army Aviation Warfighting Summit:

- Robert M. Leich Award
- Outstanding Army Aviation Unit of the Year Award
- Army Aviation Active Unit of the Year Award
- John J. Stanko ARNG Unit of the Year Award
- USAR Aviation Unit of the Year Award
- Michael J. Novosel Army Aviator of the Year Award
- Rodney J. T. Yano Non-Commissioned Officer of the Year Award
- Henry Q. Dunn Crew Chief of the Year Award
- James H. McClellan Aviation Safety Award
- Joseph P. Cribbins Department of the Army Civilian of the Year Award
- Gary G. Wetzel Army Aviation Soldier of the Year Award

Nominations Due: Jan. 1, 2027
quad-a.org

People On The Move

Aviation General Officer Promotions/Assignments

The Secretary of War announced the President has made the following Aviation general officer nominations:



U.S. ARMY PHOTO

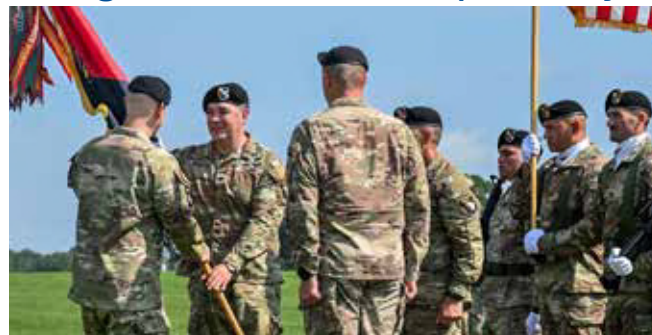
MG Philip J. Ryan is nominated for appointment to the grade of lieutenant general, with assignment as deputy commanding general, U.S. Army Western Hemisphere Command, Fort Bragg, NC. Ryan is currently serving as commanding general, U.S. Army South, Joint Base San Antonio, TX.



U.S. ARMY PHOTO

COL Nicholas H. Gist is nominated for appointment to the grade of brigadier general. Gist currently serves as department head, Physical Education Department, U.S. Military Academy, West Point, NY.

Changes of Command/Responsibility



U.S. ARMY PHOTO

The 101st Combat Aviation Brigade, Fort Campbell, KY, held a change of command ceremony on July 9, 2026 as COL Tyler Partridge relinquished command to COL Anthony Marston. MG David Gardner presided and presented Partridge the Legion of Merit. The brigade thanked Partridge and his family for their service and welcomed Marston to lead the "Wings of Destiny" Brigade.

Undergraduate Flight Training Graduates

AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class ...

another example of AAAA's **SUPPORT** for the U.S. Army Aviation Soldier and Family.



AAAA congratulates the following officers graduating from Undergraduate Flight Training at the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.

32 Officers June 25, 2026

Class 26-017

Commissioned Officers

1LT Worshek, Riley C. – DG
2LT Gerver, Hayden I. – HG
1LT Mirich, Christian A. – HG
2LT Barrett, Julie R. *
2LT Cain, Paul M.
1LT Cormier, Nathaniel S.
1LT Elrod, Stormy R.
2LT Friedrichsen, Tyrus P. *
1LT Gekas, George A.
2LT Haskett, Corbin A. *
1LT Heimann, Travyn M.
2LT Payne, Christopher J. *
1LT Shadinger, Jacob D. *
2LT Walker, Talon J. *

Warrant Officers

WO1 Lima, Benjamin D. – DG
WO1 Drezelo, Jackson C. * – HG
WO1 Lowe, Jacob K. * – HG
WO1 Armuth, Jacob D. *
WO1 Carvajal, Felipe J.
WO1 Crawford, Rylan J. *
WO1 Crouchet, Travon D.
WO1 Evans, Ellis V.
WO1 Ferguson, Griffin H.



UFT Class 26-017

WO1 Horne, Jermaine D.
WO1 Knapp, Cole D.
WO1 Lee, Madison J.
WO1 McCaffery, David J.
WO1 Richeson, Benjamin T.
WO1 Sexton, Koray B.
WO1 Shrader, Granville S.
WO1 Tillery, Donald D.
WO1 Wesolek, Nathan A.

36 Officers July 9, 2026

Class 26-018

Commissioned Officers

1LT Hild, Tobias S. – DG

2LT Peters, Andrew J. – HG
1LT Schonauer, Maximilian S. – HG
1LT Cashman, Clay W.
1LT Ceol, Christian J.
1LT Destailleux, Quentin A.
1LT Gamble, David H.
1LT Holland, Joseph A.
1LT Mahoney, Emma E.
1LT Manley, Owen V.
1LT Mendenhall, Noah E.
2LT Pittman, Darius J.
1LT Randall, Natane P.
1LT Saunders, Justin T.
1LT Sullivan, Sean T.

Warrant Officers

WO1 Barnhill, Taylor R. * – DG
WO1 Andrews, Michael R. * – HG
WO1 Chadwell, Thomas A. * – HG
WO1 Ozuna, Jesse B. – HG
WO1 Ashby, Matthew R.
WO1 Atiburcio, Tanner A. *
WO1 Bandy, John Michael J.
WO1 Baravik, Mikhayla D.
WO1 Bigelow, Kyle M.
WO1 Cantwell, Thomas G.
WO1 Cuoco, Patrick J.
WO1 Hernandez, Gabriel E.
WO1 Hook, Stephen D. *

WO1 Lau, Chan-Hei *
WO1 Mayer, Jacob T.
WO1 Mink, Dalton L. *
WO1 O'Neil, Bryan S. *
WO1 Pham, Bao J.
WO1 Smolla, Lauren H.
WO1 Vecchione, Matthew J. *
WO1 Wright, MyAndriah D. *

31 Officers July 23, 2026

Class 26-019

Commissioned Officers

1LT Little, Lauren M. – DG
1LT Narvaez Pacheco, Gustavo A. – HG



1LT Widman, Brandon M. * – HG
 1LT Bolchoz, Emma C.
 1LT Dal Nogare, Claire F.
 1LT Donlon, Joshua T.
 1LT Fernandez, Anastasia A.
 2LT Holston, Cameron G. *
 1LT Llantero, Parker R.
 1LT Oke, Nurain A.
 2LT Severance, Oliver P.
 2LT Sewing, Kyle E. *
 1LT Thadur, Akhil R.
 2LT Tracy, Richard J. *
 2LT Vanasco, Christian A. *
 2LT Weise, Janae N. *
 Warrant Officers
 WO1 McBride, Dalton B. – DG
 WO1 Ketchman, Ray W. * – HG
 WO1 Ralls, Joshua K. * – HG
 WO1 Ballard, Kaleb D. *
 WO1 Bender, Ataacleve A.
 WO1 Clifton, Patrick T. *
 WO1 Hartley, Ryan *
 WO1 Jordan, Elliott A.
 WO1 Lehmann, William J.
 WO1 Lyon, Matson L.
 WO1 Magee, Andre T. *
 WO1 Parker, Chantry B. *
 WO1 Pimentel, Paolo L.
 WO1 Tanis, Peter J. *
 WO1 Urizar, Yanelle O. *

-DG: Distinguished Graduate
 -HG: Honor Graduate
 -CL: Commandant's List Graduate
 * = AAAA Member



UFT Class 26-018



UFT Class 26-019

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.

Aviation Maintenance Technician (151A) Class 003-26

CW3 John Slay * – DG
 CW3 Timothy Clafin
 CW2 Efrain Felix
 CW2 Steven Hughes
 CW3 Lloyd Kemry
 CW3 Joshua Miller *
 CW2 Mark Row
 CW2 Brian Tenace *

AH-64 Attack Helicopter Repairer (15R) Class 016-26

PVT Demerius E. Brown * – DG
 SPC Julius Joshua N. Ashley
 SPC Eric S. Bandel

PV2 Lars David Berger
 SPC Jeffrey T. Breining
 PVT Marty Concepcion
 PV2 Riel Vuong Delos
 PVT Hassim A. Sh. Gibeck
 SGT William Brown Johnston
 PV2 Haley Jean McDonald
 SPC Thomas Wade Neely
 PFC Javier Palache
 PV2 Leon Jami Robertson
 Class 017-26
 PFC Majavia J. Thompson * – DG
 PVT Aaliyah Precious Ayling
 SPC Francisco J. Calvorajas
 PV2 Joshua Drake Dillon
 PV2 Elmer Figueroa
 PFC Alex Renaldo Gordon
 PV2 Daxton Cade Russell
 PFC Eva Gailann Tirey
 Class 018-26
 PV2 Jose L.A. Molina * – DG
 1LT Mohamed Bensaada
 PFC Austin Wayne Fischer
 PVT Jacob M. Char Hagler
 PV2 Adam Lee James
 PFC Madison L. Jankowiak
 PV2 Jason O. Johnson
 PVT Konnor John Landry

SPC Dallin G. Larmour
 SPC Landon L. Mangrum
 PFC Padilla Kenneth Martinez
 Class 019-26
 PV2 Kaitlyn M. Brady * – DG
 PFC Brandon Amare Beamon
 PV2 Aurelius L. Di Brown
 PV2 Gage Alan Cooper
 SPC Callie Grey Dixon
 SPC Gonzalo N. Garcia
 PFC Breyden Leo Giustina
 PV2 Alejandro Guerra
 PFC Isabella D. Mirshamsi
 PV2 Johnlee Torres Coleman
 PV2 Patricia Ann Urbina
 PV2 Titus Cornelius Williams
 Class 020-26
 PVT Trenton A. Quinn * – DG
 CW2 Mansour A. M. Alshammari
 SPC Emmanuel Obeng Appau
 PV2 Jonathan E. Barrientos
 PVT Ryan Maxwell Bruce
 PVT Richard S. Cervantes
 SSG Laheen Daamouch
 PFC David A. X. Jimenez
 SPC Nicholas L. Kellygarcia
 PV2 Kanoa N. Nahinu
 PV2 Sanjay Micheal Perkins

PV2 Devin Jay Welton

CH-47 Medium Helicopter Repairer (15U)

Class 013-26
 SPC Michael A. Statham * – DG
 PFC Nicko Naranja Andrada
 PVT Cooper Alan Bright
 PVT Ben Michael Carney
 PFC Giovanni Marcus Chiesa
 PFC Alana Michelle Crouthers
 PFC Rochelle Irene Duboise
 PVT Micah Aiden Shrader
 PV2 Frederic David Stott
 CPL Kobe Jerwon-Ross Tate
 PVT Tyson Cole Valenzuela
 PV2 Dylan Jacob White
 Class 014-26
 PV2 Trung Minh Vuong * – DG
 PFC Elington Aaron
 1LT Ahmed S. Abdelkader
 PFC Caleb N. Alderson
 PV2 Alexis Dawn Bell
 PV2 Liam Ray Bellmard
 PFC Kaden N. Branham
 CPL Julian Alberto Espinoza
 PVT Christopher M. Frazier

PFC Miti Atonio Hemaloto
 SPC Yuma Ichikawa
 PV2 Cody Valerio Resendiz
 Class 015-26
 PV2 Owen D. Arndal * – DG
 SFC Kenn Tai Kang Lai
 PV2 Collin Matthew Bard
 PFC Gabriel Allan Card
 PV2 Jaiden A. H. Davis
 PV2 Jotessa E. Fearon
 PV2 John M. Hogancamp
 PV2 Artur Kindzerskiy
 SPC Miles Dillon McCarthy
 PV2 Calvyn Truong Nguyen
 PFC Joel Pagdilao Tacadena
 Class 016-26
 PV2 Adrian C. Fields * – DG
 PFC Jarrod David Becker
 PV2 Ethan A. Bennett
 PVT Leonard Paul Burke
 SPC Miles Dillon McCarthy
 PV2 Drew Neal Fowler
 PV2 Badger David Lee
 PFC Jaekook Lee
 SPC Norberto Rebolta Alvarez
 SPC Luke Karl Watson

Continued on page 146



AIT GRADUATIONS *continued*

UH-60 Helicopter Repairer (15T)

Class 031-26

PV2 Wesley D. Bills German*—DG
CW2 Christos Adamos
PV2 Truanne Louise Berg
PV2 Gabriel Paul Bonen
PVT James Lee Hoppe
PVT Ryare Bryheem Melton
PV2 Isaiah Alexander Myers
PFC Mayowa O. Ogunbela
PV2 Brandon A. P. Munoz
PFC Esteban J. Silva-Castro
PV2 Ivan Kain Stuwe
PFC Bode J. Swendsen

Class 032-26

PFC Christopher M. Fransioli*—DG
PFC Nelson Javier A. Ramos
PFC David Alexander Diaz
PFC Brandon Michael Hafner
PFC Andres E. Hernandez
SPC Shawn Michael Jeide
PFC Logan Xavier Lambert
PV2 Ethan Josef Nibbles
PV2 Adam Joel Palomero
PV2 Nicolas Matthew Swisher
PV2 Angel Torres
SPC Minh Hieu Vo

Class 201-26

PV2 Alexander C. Elrod*—DG
PV2 Nicolas Antonio Arias
PFC Liam Dimitri Blackman
PV2 Kalila N. Kakgailuquq Brink
PV2 Bracyn Tyler Bullard
PVT Gabriella Louis Folk
PVT Lucas Evan Grimaudo
PV2 William John Hoy
PV2 Mary Rose Krizewicz
PV2 Richard Michael Maine
PV2 Jan Marco Stotz

Aircraft Powerplant Repairer (15B)

Class 005-26

PVT Michael Xavier
Quizhpilena*—DG
PVT Nathanael Dale Avery
PVT Trentin Lee Coen
PFC Jackson Cooper Harlowe
PVT Reyman Sosa
PV2 Brenton Junior Williams

Aircraft Powertrain Repairer (15D)

Class 004-26

PV2 Hagen R. Prather*—DG
PFC Fernando Agustin-Rodriguez
PFC Oliver Douglas Croxford
PFC Brandon J. Culbertson
PV2 Robert Sloan Price
PFC Micah Rigby
PVT Sean De Vere A. Robinson
PVT Hayden Michael Ross
PV2 Chandler Kenneth Slater
PV2 Josue R. S. Sepulveda
PV2 Jordan Lynn Vaughn

Aircraft Electrician (15F)

Class 007-26

PV2 Francis G/ Dimal*—DG
PV2 Tye Davis Crisler
PFC John I/ Mendoza Jusun

PV2 Levi Ean Wayne Swartz
PFC Ozan Ustunsoy
Class 008-26
SPC Brayan R. F. Sanchez*—DG
PV2 Dominic Asher-Ray Combest
PVT Connor Niel Dela Cruz
PVT Eric Santiago Flores
PVT Victor Innocent Gichana
PFC Seonwoo Hwang

Aircraft Structural Repairer (15G)

Class 005-26

SPC Serenity L. Heuangpathoumthong*—DG
SPC Daniel William Cushman
PVT Luisdavid E. J. Mendoza
PV2 Nathaniel Ethan Macneil
PV2 Derrian Zumir Oliver
PV2 Carlos Ortiz
PFC Kyler Ryan Plummer
PV2 Edgar Rivera
PV2 Diego Xavier Ronero
PVT Logan Charles Thomas

Aircraft Hydraulics Repairer (15H)

Class 005-26

SPC Sophia Bruzga*—DG
PFC Abby Grace Carter
PV2 Octavio Duarte
SPC Donique Rodrick Elliott
PFC Garrett Zane Nichols

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

Class 007-26

PV2 Jeremiah J. Lee*—DG
PV2 Jose Antonio B. Barbosa
PVT Joseph Michael Barrett
SPC Jesus A. Morales

Class 008-26

PFC Jonathan M. Carter*—DG
SPC Jeongchal Aldan Choi
PV2 Andrew J. Lachiusa
SPC Damien Jacobi Miles
PV2 Clayton Raye Stephens
SPC Christopher J. White
PFC Logan J. Woods
PFC Matthew A. Yepes-Moreno

Class 009-26

PFC Joshua Allen Geiter*—DG
SGT Majid Sultan Ali A. Almaazmi
PV2 Dustin Timothy Benavidez
PFC John J. Leannarda
PVT Omar Alfredo Millan
PVT Davonte Reshawn Purnell
SPC Cody Nathaniel Ralls
SPC Andersen W. Slaughter
PV2 John Joseph Spellman
PV2 Nicholas B. Whistler
Class 010-26
PVT Isaiah Robert Hogan*—DG
PFC Monty R. Bruce
SPC Victor Hugo Cadenas
SPC Zachary Alan Freiley

DG: Distinguished Graduate
* = AAAA Member

Unmanned Aircraft Systems (UAS) Graduations

UAS Repairer

AAAA congratulates the following Army graduates of the Unmanned Aircraft Systems Courses at Fort Huachuca, AZ.

RQ-7 Repairer (15E), TUAS Trained (15X)

Course 26-505, 18 June 26

PV2 Parks, Grayson—DG
PV2 Cortezgomez, Alan
SPC Graham, David
PFC Horne, Tyson
PV2 Jones, William
SPC Maxwell, Isaac
PV2 Mercer, Jaden
PFC Molina, Daniel
PVT Reyes, Zakariah
PFC Rittenberry, Brett
PVT Roa, Dylan
PFC Ta-Phan, Michael-Giahuy

Course 26-012, 02 July 26

SPC Axe, Alexander
PFC Brimhall, Gabriel
PVT Carreno, Michael
PV2 Dalman, Arizona
PV2 Heath, Aniyah
PFC Hoover, Wyatt
PV2 Roan, Zyrehart
PFC Tagliaferro, Keith

PV2 Truxel, Evan

RQ-7 Operator (15W), TUAS Trained (15X)

Course 26-509, 18 June 26

SPC Strese, Justin—HG
PV2 Brendle, Connor
PVT Diggs, Dennis
PV2 Gigantiello, Travis
PVT Isaac, Chuckwuemeka
PV2 Johnston, Joshua
PFC Joseph, Devon
PV2 Kesel, Rion
PFC Lange, Justin
PFC Macias, Moises
PFC Martinez-Soto, Denyamil
SPC Parker, Jacob
PV2 Silva Romero, Angel
PV2 Walpole, Michel
PFC Woods, Jaylin
SPC Yeager, Kyle
Course 26-511, 02 July 26
SPC De La Cruz, Pedro—DG
SGT Ashby, Shawn—HG
SPC Aldinger, Kotelin
SPC Carlton, Niles
PV2 Cuartas Nieto, Diego
PFC Devonish, Jaden
SPC Falling, David
PV2 Ferreira, Andrew
PFC Garcia, Christian
SPC Harris, London

PV2 Higgott, William
SPC Johnson, Austin
PFC Lewis, Austin
PFC Maldonado, Juaquin
PFC Mann, Jonathan
PV2 McDaniel, Jazmynne
PV2 Munoz Vera, Gerardo
PVT Segovia, Harry
SPC Sidez Barron, Alexis
PV2 Tribble, Matthias
SPC Wicks, Parker

MQ-1 "Gray Eagle" Operator (15C)

Course 26-003, 23 June 26

PFC Hockfelder, Joshua—DG
PFC Swenson—HG
PFC Garcia, Landon
SPC Grealis, John
PFC Johnson, Brandy
PV2 Lavicka, Jean
SPC Mua, Jimmy
PFC Pintado, Genesis
PV2 Washington, Amare
PFC Young, Dustin

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



AAAA Cribbins Futures Forum

REGISTER TODAY!

November 16-18, 2026 | Von Braun Center, Huntsville, AL
quad-a.org/26Cribbins

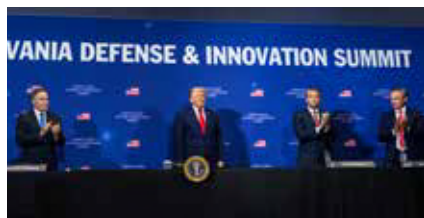


Industry News

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.

Trump Announces \$10 Billion Investment in Defense Industry



WHITE HOUSE PHOTO BY JORDAN EXHIBITION

President Donald J. Trump announced a \$10 billion investment in defense manufacturing during the inaugural Pennsylvania Defense and Innovation Summit at the U.S. Army War College in Carlisle, PA. The initiative is expected to support more than 4,000 jobs while strengthening the nation's defense industrial base through investments in munitions, shipbuilding, space capabilities, artificial intelligence, robotics and other emerging technologies. Trump said the effort will help rebuild America's manufacturing strength and modernize military capabilities. Secretary of War Pete Hegseth called the investment a generational commitment to enhancing U.S. warfighting readiness and innovation.

CAE Wins \$180 Million Army Flight Training Contract

COURTESY GRAPHIC

CAE has secured a \$180 million recompetete contract to continue providing flight training support for the U.S. Army's advanced helicopter airframes. Awarded under the Advanced Helicopter Flight Training Support program, the contract supports the Army Aviation Center of Excellence and 110th Aviation Brigade. The effort will expand the program's instructor pilot capacity, including doubling the number of UH-60 Black Hawk instructor pilots, with options for future growth. The contract includes a base period and four one-year options and is expected to run through 2030. The program supports approximately 900 Army and international aviators and students annually, training crews on CH-47F, UH-60M and AH-64E aircraft.

APFIT Program Surpasses \$2 Billion in Awards

The War Department has announced the final Fiscal Year 2026 awards under its Accelerate the Procurement and Fielding of Innovative Technologies (APFIT) program, pushing total program investments beyond \$2 billion since

its launch. The latest awards continue APFIT's mission of rapidly transitioning innovative technologies into operational use, with more than 100 capabilities already delivered to the joint force. This year's selections include the program's first software-focused projects, alongside investments in autonomous systems, electronic warfare, counter-drone technology, resilient communications and contested logistics. Officials said the milestone reflects the department's commitment to accelerating innovation and strengthening warfighter readiness.

Army Launches Low-Cost Interceptor Program



U.S. ARMY PHOTO BY SFC NICOLE MEJIA

The Army has launched a new Low-Cost Interceptor (LCI) program aimed at rapidly developing affordable missiles to counter drones, cruise missiles and other aerial threats. Army leaders said the effort is designed to supplement, not replace, existing high-end air defense systems by providing a cost-effective option against lower-cost targets. Industry partners will compete through demonstrations, with the first live-fire event planned for this fall. The initiative emphasizes rapid acquisition, open competition and accelerated fielding to increase air defense capacity while reducing costs and ensuring Soldiers have the tools needed to counter evolving battlefield threats. Secretary of the Army Dan Driscoll says LCIs are not intended to replace existing systems but to ask the question, "What can science do for us."

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

Neros Inc., Torrance, CA, was awarded a \$500,000,000 firm-fixed-price, indefinite-delivery/indefinite-quantity contract for the procurement of the Archer first-person-view sUAS purpose-built attributable system, support equipment, testing, engineering support, and training. One bid was solicited with one received. Work locations and funding will be determined with each order, with an estimated completion date of June 30, 2031.

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AAAAA Legislative Report

By LTC (Ret.) Kevin Cochie

AAAAA Representative to the Military Coalition (TMC)

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Congressional Dysfunction Takes Center Stage

Last month, we reported that Congress had finally begun the legislative process for the FY27 defense budget. Unfortunately, at the time of this writing, this optimism has faded. Rather than discussing what Congress has accomplished, this month we find ourselves discussing what it has failed to accomplish.

The legislative process has slowed to a crawl, and the outlook for completing either the National Defense Authorization Act (NDAA) or the Defense Appropriations Act before the end of the fiscal year grows increasingly bleak.

In the House, neither the FY27 NDAA nor the Defense Appropriations bill has yet reached the House floor. While both committees have completed significant work, leadership has been unable to advance either measure for full House consideration. Every week that passes compresses an already challenging legislative calendar and reduces the time available to reconcile differences with the Senate before September 30.

The Senate's situation is even more concerning. Although the Senate Armed Services Committee completed its version of the NDAA, the legislation has struggled to gain the support necessary to move forward. Debate over U.S. military operations involving Iran has become intertwined with the annual defense bill, creating additional political obstacles unrelated to the legislation itself. Once again, national security legislation has become entangled in broader political disputes that have little to do with equipping or sustaining the Armed Forces.

Perhaps most troubling is the lack of progress on defense appropriations in the Senate. At the time of writing, the Senate Appropriations Committee's Defense Subcommittee (SAC-D) has not even begun marking up its version of the defense spending bill. With only weeks remaining before the end of the fiscal year, Senate appropriators face an increasingly difficult task.

Several factors have contributed to the delay. The passing of Senator Lindsey Graham, a member of the Defense Appropriations Subcommittee, has left a significant void on the committee. At the same time, Senate Appropriations Defense Subcommittee Chairman Mitch McConnell has faced ongoing health challenges, while continuing partisan disagreements over U.S. policy toward Iran have further complicated efforts to move defense legislation. Taken together, these factors have created one of the slowest starts to the defense appropriations process in recent memory.

As unusual as it may sound, we are rapidly approaching a scenario in which the House could become the only chamber to pass both of its major defense bills. If that occurs, the Senate would enter the fall having completed neither the authorization nor appropriations process, placing enormous pressure on an already compressed legislative calendar.

The practical implications are becoming increasingly clear. A continuing resolution now appears all but certain, and one that extends

through the end of calendar year 2026 is becoming the most likely outcome. Depending on the results of the November midterm elections, it is entirely possible that Congress could defer final action until a post-election lame duck session; or potentially into the next Congress. Whether either defense bill reaches the President's desk before January 2027 has become an open question.

For the Department of Defense, continued reliance on continuing resolutions carries real consequences. New program starts are delayed. Modernization initiatives lose momentum. Procurement schedules become increasingly inefficient, and sustainment planning becomes more difficult. Industry faces uncertainty, acquisition professionals lose valuable time, and operational commanders are forced to manage readiness with fewer resources and less predictability. None of these outcomes strengthens our national defense.

Yet amid the dysfunction on Capitol Hill, there is also reason for optimism. Army Aviation has never relied solely on congressional calendars to accomplish its mission. The culture that defines our branch; professionalism, adaptability, disciplined leadership, and an unwavering commitment to readiness, remains the foundation of the world's most capable and lethal aviation force. Soldiers, maintainers, civilians, and industry partners continue to execute the mission every day despite uncertainty created by Washington. Congress ultimately determines resources, but people determine readiness.

While legislative delays undoubtedly complicate modernization, operations, and sustainment, they do not diminish the commitment, ingenuity, or professionalism of the Army Aviation community. Our formations have repeatedly demonstrated an ability to adapt, innovate, and maintain readiness through years of budget uncertainty and continuing resolutions.

The months ahead will almost certainly be politically turbulent. For those of us who follow Congress, it promises to be a wild ride. But regardless of what unfolds on Capitol Hill, Army Aviation will continue doing what it has always done: training, maintaining, modernizing, and preparing to fight and win whenever the Nation calls.

Recognizing the increasingly challenging legislative environment, AAAAA continues to strengthen its engagement with Congress. Our Association maintains a close working relationship with the bipartisan House Army Aviation Caucus, whose members remain strong advocates for Army Aviation readiness, modernization, and the Soldiers who operate and sustain these capabilities. Over the coming year, AAAAA will expand those efforts by broadening our outreach beyond the caucus to educate additional Members of Congress and professional staff in both the House and Senate. Building broader awareness of Army Aviation's operational requirements, modernization priorities, and industrial base challenges will be essential to ensuring that the voice of Army Aviation is heard regardless of the political environment or committee jurisdiction. While Congress may be divided on many issues, support for the men and women who serve in Army Aviation has historically remained bipartisan, and AAAAA intends to continue building on that foundation.

Art's Attic

By Mark Albertson



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



25 Years Ago August-September, 2001

Briefings

The tragic events of 11 September 2001 will be forever etched in our memories. We mourn our nation's losses and are reminded that we live in a dangerous world—one that brings unique challenges to those

of us serving our country. In the coming days and weeks each of us will adjust to some difficult times; additionally, we must be focused on protecting our national assets—such as Fort Rucker. Our future will be different, but some things have not changed: our need for professional Army leaders; well-trained aviators; and a trained and ready Army for our nation. This is our mission here at The Home of Army Aviation, and we will not be deterred.
John M. Curran, Major General, U.S.A., Commander of the U.S. Army Aviation Center and Chief of the aviation branch.



Corpus Christi Army Depot

Colonel Mitch Dockens (left), commander of the Corpus Christi Army depot for two years, relinquishes command to Colonel James J. Budney, as Major General Julian A. Sullivan, Jr., commander of U.S. Army Aviation and Missile Command (center) looks on.



Corpus Christi Chapter

In June, A.A.A.A.'s Corpus Christi, Texas, Chapter, again participated in Operation: PAINTBRUSH. This is a community effort to paint the homes of selected elderly, underprivileged and handicapped homeowners in the local community.



50 Years Ago August-September, 1976

EURO/N.A.T.O. TRAINING

Twenty German students are now at Fort Rucker, Alabama. All are under the auspices of the European-North Atlantic Treaty Organization helicopter training program. Pictured is one of



the students, Max Schmidhuber, who is inspecting the blade of a TH-55 Osage helicopter. Fellow student, Andreas Kraus (right) and instructor, George Stevens look on. These students from Germany are currently at Fort Rucker taking part in the helicopter training program.

Master Army Aviator

This is Colonel Samuel P. Kalagian. Prior to his retirement on July 31, he was Deputy Commander of the U.S. Army Agency for Aviation Safety (U.S.A.A.A.V.S.). He was a Master Army Aviator with over 6,000 flying hours to his credit. While a D.C.S.P.E.R. action officer, he handled the assignments of over 7,000 aviators and, was instrumental in expanding warrant officer training. During World War II, Colonel Kalagian was an Army Air Forces fighter pilot, credited with having shot down two enemy aircraft.



Big Switch

Fort Rucker, Alabama. Manning the hoist control switches in a CH-54 Tarhe, SP6 Kenneth H. Nye can maneuver loads weighing upwards of twelve tons. Recently awarded the Master Aircraft Crewman Badge, Nye only gets to work on the CH-54 for 18 weeks a year, since it is used for just I.P. courses. Generally he spends most of his time as a flight engineer on a CH-47 Chinook operated by the Department of Graduate Flight Training.





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, AL.

The deadline for nominations for the 2028 induction is June 1, 2027

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

Army Aviation Hall of Fame

Major General Edward M. Browne

*Army Aviation Hall of Fame 2022 Induction –
Nashville, TN*



Major General (Deceased) Edward “Ed” M. Browne was born during the depression in New York City and was drafted into the Army in 1950 as a high school graduate early in the Korean War.

In 1952, he became an Officer Candidate School (OCS) Transportation aviation officer and learned more about aviation maintenance and logistics in each successive assignment. Due to his 20 years of experience, he was selected as the program manager charged with the Advanced Attack Helicopter program during the competitive fly off in April 1976. The result would be the Army’s premier attack helicopter, the AH-64 Apache.

Overcoming everything from the replacement of the entire industry leadership team, to managing leading edge technology, he directly took charge and implemented radical change to include the establishment of a subordinate product manager for the target acquisition and night vision system. In the words of MG (Ret.) Carl H. McNair, the first Army Aviation Branch Chief, “The Army Team today would not and could not be what it is without the Apache and Ed Browne who ‘pushed and pulled’ it through the critical milestones of development, source selection, acquisition and fielding across the globe.”

Generations of Army Aviators and troops on the ground owe MG (Deceased) Edward M. Browne a great debt of gratitude. Simply put, Ed Browne took a troubled program and made the Apache a national asset which has enabled our Army Aviators to deliver devastating effects in multiple conflicts, and to deter aggression around the world for decades.

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