A Brief History of the Kentucky Army National Guard Rotary Wing Aviation

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As of 10 November 2004

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A Tribute to the Forgotten Mechanic

...

Pilots are highly trained people,
Their wings are not easily won.

But without the work of the
maintenance man,
Our pilots would march with a gun.

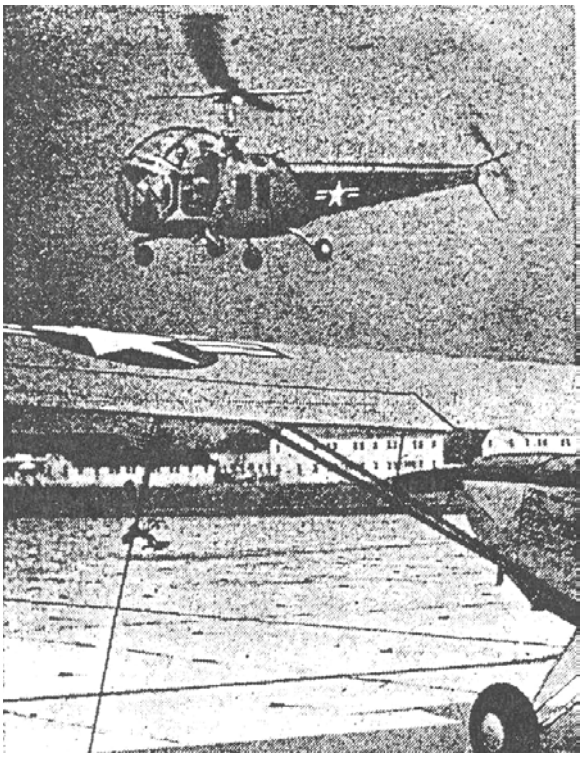
So when you see mighty aircraft
as they make their way
through the air,

The grease-stained man
with the wrench in his hand
is the person who put him there.

Author Unknown

A Brief History of the Kentucky Army National Guard Rotary Wing Aviation

The birth of rotary winged flight is credited to Igor Sikorsky who in 1941 flew the first contraption that remotely resembled that which we know today as the helicopter. Army Aviation was born on 6 June 1942 when the War Department assigned it as an adjunct to the Field Artillery. It was in that same year that aircrew training commenced at Fort Sill, Oklahoma. Army Aviation originated from within the Field Artillery. Army Aviation's first combat duty was on 9 Nov 42 in the North African campaign of WWII. L-4s were launched off of the carrier USS Ranger in the Mediterranean and acted as Artillery spotters, aerial cargo, air ambulances and command and control aircraft. Helicopters would not see combat until Korea.



A helicopter hangs virtually stationary in the air above a Kentucky National Guard liaison plane at Bowman Field. Guard liaison pilots yesterday took rides in the helicopter. They hope to get one for training purposes. 7 FEB 1949 - Courier Journal

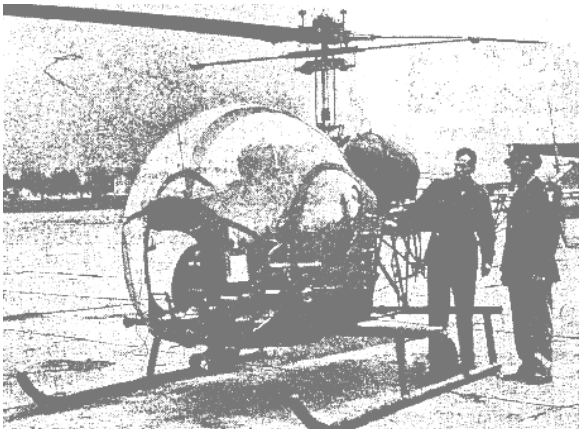
In Kentucky, Army aviation talk began as early as February 1920 with hopes that the Commonwealth could possibly get an "Aero Company." The Aero Company would have included an observation squadron, a balloon company and a photo section. Apparently, with limited funding available at the time, this unit was never organized.

Following World War II and the federalization, the Kentucky National Guard had to be entirely reconstituted. As former Guardsmen returned to the Commonwealth following their release from active duty in 1945 and 1946, planning for the new postwar National Guard was underway.

The year 1947 would see the birth of the Kentucky Air National Guard organized at Standiford Field in Louisville. At the same time, the Army began to develop its own aviation assets (light planes and rotary wing aircraft) in support of ground operations. It would not be until late 1947 that work would begin on organizing an Army air section for the Kentucky Guard. The first officer assigned to build the new aviation section of the Kentucky Army National Guard was Captain George H. Howell Jr. Captain Howell was a regular Army officer assigned as the Light Aviation Advisor for the Kentucky Guard on 5 November 1947. By the time Captain Howell was assigned, the Kentucky Guard had

Bell OH-13 G Model Sioux at the Capitol in Frankfort

already been given use of part of the Bowman Field complex in Louisville. Captain Howell quickly set up shop at Bowman and by the end of 1948; fixed-wing aircraft were arriving at Bowman Field. In early February 1949, the Kentucky Guard started its recruitment of liaison pilots. One of the recruiting tools used to draw aviators into the program was an early model OH-13 (Sioux), which it was hoped, would become part of the Kentucky Guard inventory.



Lt. Col. D. B. Pate, right, maintenance officer for the K.N.G. and M/Sgt. Leonard Shouse, chief mechanic, is examining newest Equipment for the Kentucky National Guard. Courier Journal - 24 November 1954

The Kentucky Army National Guard received its first helicopter on 23 November 1954. The "G" model Bell OH-13 Sioux, Light Observation helicopter was delivered from Fort Knox to Bowman Field in Louisville where a Light Aviation Section was stationed. It was assigned to the 149th Regimental Combat Team.

The first Kentucky Guard member trained to fly the new aircraft was John Faulkenberry. The first mechanic qualified to work on the new helicopter was Leonard Shouse.

Louisville's Light Aviation Section moved to Frankfort, Kentucky into rental space in 1957. A new hangar was completed in 1959 at the Capital City Airport. A fire at Bowman in February 1957 likely contributed to this move to Frankfort. With the opening of the new hangar, aviation support was consolidated from Louisville and Lexington to Frankfort. By 1960, the light aviation capability of the Kentucky Army National Guard had expanded to two helicopters in addition to its fixed-wing fleet.

Construction is underway for the forerunner of the Army Aviation Support Facility at Capital City Airport. The facility is still in use today by the division of Air Transport.

The adoption of rotary wing aircraft was not without incident. The first major incident of a Kentucky National Guard helicopter took place on 16 October 1958, on the grounds at Transylvania University. The pilot Lieutenant Colonel John Faulkenberry said he had landed in a field at the rear of the dormitory and was attempting to take off from the field but was unable to get up enough "revolutions per minute." The helicopter fell to the ground and bounced over on its side. Faulkenberry and his passenger, Richard Griffin - a state government photographer - walked away from the crash without injury.

Each year the Department of the Army, through the Army Accident Prevention Awards Program awards the *Army Aviation Broken Wing Award*, which recognizes aircrew members who demonstrate a high degree of professional skill while recovering an aircraft from an in-flight failure or malfunction requiring an emergency landing. J. D. Porter was awarded the *Broken* Wing on July 7, 1969 for his actions. Julius Dee "J. D." Porter experienced a mechanical failure

in an OH-23 B at Fort Knox on June 19, 1969. He narrowly avoided serious injury and destruction of the aircraft. He was the first Kentuckian to receive the *Army Aviation Broken Wing Award*. Only three other Kentucky Army National Guard rotary wing aviators have received this award, William T. Falin Jr., (1981), Gerald A. Carroll (1998), and Rollin E, Knifley (1999).

XXIII Corps Artillery Aviation Detachment (Provisional)

The XXIII Corps Artillery Aviation Detachment (Provisional) was organized in November 1961. This detachment consisted of all aviation sections of units within the State.

In October 1962 pilot Lieutenant Colonel John I. Faulkenberry and mechanic Specialist Fifth Class William Harold Canon broke an Army distance record for flying a helicopter from one point to another. They flew from Stockton California to Frankfort – 2,700 miles in nine and a half days. The Army ordered the exchange of two OH-13s for two OH-23 B Hillers. The first exchange involved a pilot from Fort Hood, Texas, flying the Hiller to Frankfort and returning to Fort Hood in the OH-13. The second exchange was much more difficult. An OH-13 had to be delivered to Fort Hood and the replacement OH-23 picked up at Sharp General Depot at Stockton California and returned to Frankfort. The Hiller would only hold enough fuel for about one hour and twenty minutes of flying. With an extra five-gallon gas can on board, the pair made the trip from airport to airport, stopping only twice at gas stations for high-test fuel along the way.

With the advent of the Army Airmobile concept, a new unit was added to the troop allocation of the Kentucky Army National Guard during March 1966. This unit was Battery F (Aviation, Corps Artillery), 138th Artillery, whose structure included fixed wing and rotary wing aircraft. The addition of this unit necessitated withdrawing aviation augmentations of all artillery units within the State with subsequent reassignment to Battery F in Frankfort.

On 7 May 1969, an OH-23B belonging to the Kentucky Guard took off from Frankfort for a routine scheduled training flight. After an hour and twenty minutes of flying, the engine suddenly quit—likely due to fuel starvation—and the pilot autorotated the aircraft to a nearby field—dodging a tree during the final portion of his unscheduled landing. There were no injuries, but the aircraft

MSG Harold Canon at the controls as SGM Kelly Barker observes an OH-13-E on run up.

suffered structural damage to the landing gear and some driveline components—the cause of the mishap was likely a faulty carburetor.

On 1 August 1969, the 438th Aviation Company (Airmobile Light), located at Lexington, was reorganized into three separate detachments. These new detachments are the 23rd and 38th Signal Platoons (Forward Area), and the 441st Medical Detachment (Helicopter Ambulance). On 13 August 1969 all three detachments were further assigned to the 138th Artillery Group for operational control.

April 1971 saw mishap with a Kentucky Guard OH-23B. On 4 April 1971, the helicopter took off from a field location to look for three ROTC cadets who were overdue reaching the end of an escape and evasion training course. After flying about 15 minutes in a valley, the helicopter struck power lines 225 feet above the valley floor. No injuries were reported, and the aircraft was landed despite substantial damage to the cockpit, tail rotor and flight controls.

Two reconditioned UH-1D "Huey" helicopters arrive at Boone National Guard Center after a 900-mile ferry flight from Corpus Christi, Texas 1971

In May 1971, the 441st Medical Detachment (Helicopter Ambulance) of the Kentucky Army National Guard received two reconditioned UH-1D "Huey" helicopters. They arrived after a 900-mile ferry flight from Corpus Christi, Texas. The unit was slated to receive the full compliment of six (6) UH-1 Iroquois' that year.

During 1971, the Army Aviation Support Facility, still in use today, was occupied. Two additions to the main hangar were added in 1974-75, and a hangar extension was constructed in 1978 that doubled the size of the original hangar.

In 1972, the Kentucky Guard included the 441st Medical Detachment (Helicopter Ambulance) in Lexington commanded by Major William I. Fox Jr., and the 2113th Transportation Company (Aircraft Direct Support) Frankfort under the command of Major Wallace L. Walker. A major aircraft transition began with the turning in four OH-23B Hiller Ravens and one OH-13E. The Kentucky Guard received its first nine UH-1D Iroquois (Huey) helicopters. They also received three OH-58 "A" model and four "G" model OH-23s. The following year, they would receive ten additional OH-58 aircraft.

On 7 December 1975, members of the 2113th Transportation Company presented a case displaying all the current medals awarded by the Department of Defense, to the Kentucky Military History Museum. Working on a volunteer basis, it took the men six months to complete the project, "In memory of the men who died while members of the 2113th." The medal display can still be seen at the Kentucky Military History Museum.

On 1 October 1975, another medical detachment (470th Medical Detachment Helicopter Ambulance) composed of six aircraft, 14 aviators and 39 enlisted members, was added to the Kentucky Army National Guard.

Kentucky aviators train in various scenarios to hone their skills, including providing support to Kentucky's citizens during a natural disaster. One such exercise was conducted by the 470th Medical Detachment in 1976, a joint operation with State and local officials at Greensburg. More than 300 people from 20 counties participated in the exercise.

Kentucky Army National Guard rotary wing aviators have provided immeasurable aid to the citizens of the commonwealth of Kentucky since they joined the force in 1954. One such example are the April 1977 floods in eastern Kentucky that saw Kentucky Army Guard aviators fly 830 hours evacuating 38 patients to various hospitals, transporting 49 from inaccessible areas and moving more than 99 tons of food, water and medical supplies. Duties also included the, "Big Mac Express" delivering 3,000 donated McDonalds's hamburgers to Prestonsburg, Pikeville and Pineville.

1977 – MED EVAC – (Dr.) Brack Bivens helps a woman put her infant into a 441st Medical Detachment helicopter to transport them from Pikeville to a Lexington Hospital. 1977

Over the years, Kentucky rotary wing aviation personnel have preformed many heroic acts. Some have been recognized for their heroism with the Kentucky Medal for Valor (see Section VIII, for a complete listing and information). SSG Hugh C. Ross and SP5 Harmon D. Cross were awarded the Kentucky Medal for Valor for their actions on the morning of 5 April 1977. The UH-1 medical evacuation helicopter was stationed in Pineville to aid flood victims in that area. Shortly after arriving, they were informed that three ladies, ranging in age from 68-83, were stranded on a church roof. Other attempts to rescue them by boat had failed because of swift waters and high voltage power lines. The helicopter was maneuvered, in high winds and deteriorating weather, over the church where crew chief SP5 Harmon D. Cross was lowered by hoist 60 to 70 feet to the church roof. The ladies were then raised to the aircraft one by one. Because of low fuel and a heavy load crew chief Cross was forced to remain on the roof until the ladies were taken to the hospital and the aircraft refueled. Later that day an elderly man was rescued using this same technique. These rescues were done during periods of low ceilings and treacherous winds. Captain Willoughby "Sandy" Goin III, and CW3 Billy G. Tomlinson

From left to right are SGT Harmon Cross; SGT John R. Larka; SSG Hugh Ross; MG Richard Frymire and State CSM Marion Williams during the Kentucky Medal for Valor presentation ceremony.

piloted the aircraft and were awarded the Kentucky Distinguished Service Medal.

On 27 October 1978, the 470th Medical Detachment, Frankfort was converted to Company C, 42d Aviation Battalion and the 2113th Transportation Company (Aircraft Maintenance) was redesignated Detachment 1, 1155th Transportation Company (Aircraft Maintenance). The HQ was assigned to Tennessee.

From left to right are: SP5 Ricky Runkle; Unknown; CW2 Ray Christopher; Unknown; CW2 Unknown; SGM Kelly Barker; CPT Ross Fleming; SP5 Jimmy Estill – Summer Training 1982 Camp Shelby MS 441st Med Det. (Hel Amb). Photo Courtesy Jimmy Estill.

In February 1979, the Kentucky Army National Guard began an agreement with the University of Kentucky Medical Center to transport critically ill babies from Eastern Kentucky to hospitals in the central Kentucky area. In 1980, alone they flew 63 neonatal missions.

The first UH-60 Black Hawks assigned to the National Guard went to Kentucky on 31 January 1983. The first unit to receive them was Detachment 1, 1155th Transportation Company, later to become Company F, 135th Aviation. At the end of the year 12 members completed maintenance school and 5 pilots were qualified to fly the Black Hawk. Pilots, CW4 Jim Cline and 1st Lt. Lloyd Bailey were the first Guardsmen in the nation to qualify on the UH-60. Pilots CW2 Wallace Walker, Lt. Col. Tom Quisenberry and CW4 Bill Preston also qualified before the end of the first year on the UH-60s. SFC Bo Thomas and SFC Robert Solomon were two of the first twelve trained to maintain the aircraft.

Since 1983, Black Hawks have become a familiar sight in the Commonwealth, fighting forest fires in eastern Kentucky, performing critical airlift missions during winter storms and floods, along with missions as diverse as supporting fish and wildlife surveys and aviation education efforts. Most notably, Kentucky law enforcement agencies have received extensive support from Black Hawk crews in the statewide counterdrug mission.

Kentucky National Guardsmen and State Troopers load seized marijuana plants on to a UH-1 helicopter hovering in an LZ near Oneida in Clay County during Phase II of Green/Gray Sweep '88.

In the early morning hours of 8 May 1984, Major Robert Stephens and his Black Hawk crew provided "stork" duty for David and Jenny Williams in Pike County. Major Stephens and his

personnel were on duty at Pikeville providing support for flood-relief work at the time. About 1 a.m., he received a call from the State Police that Mrs. Williams was about to give birth and was stranded at home due to high water flooding the roads in the area. Stephens and his crew delivered the Williams to an awaiting state trooper who delivered them to the hospital, where 2 hours later Mrs. Williams gave birth to a 7-pound, 8-ounce baby girl.

In September 1986, the Kentucky Guard took on a new mission—the annual battle against Kentucky's illegal crop of marijuana. National Guard aircraft were used to carry State Police narcotics officers in what was called, Green/Gray Sweep." This annual program continued for a number of years eventually evolving into the Kentucky National Guard Joint Support Operations (JSO) program, which is still active today.

In 1989, the Kentucky aviators provided disaster relief for victims of Hurricane Hugo in the U.S. Virgin Islands. This was the beginning of a number of relief missions and deployments outside of the Commonwealth. (See Section IV, for list of deployments).

The 1990's and the new millennium continue to be an extremely active period for the Kentucky Guard and the Aviation units. 1995 found the units supporting disaster relief efforts in the State of Rhode Island, in Ecuador in support of Operation New Horizons in 1998, in 2002, in El Salvador as part of the continuing Operation New Horizons.

In 1993 the Reconnaissance and Interdiction Detachment (RAID) was added to the Kentucky Army National Guard. By this time they had 15 UH-60, 10 OH-58 A and 2 OH-58A+ RAID helicopters and 3 UH-1 in the inventory and 77 aviators and 33 enlisted crew members had flown 117,260 hours Class A & B accident free.

On 1 September 1996, Company D, 1-132d Aviation was de-activated and 10 OH-58As were taken out of Kentucky's fleet. At the same time Company E, 135th Aviation (Assault Helicopter Company) was reorganized as Company B, 1-114th Aviation (AHC).

Today the Kentucky Army National Guard Rotary Wing Aviation community consists of the 63rd Aviation Group; E Company, 135th Aviation Regiment; F Company, 135th Aviation Regiment; Detachment 1, B Company, 1/189th Aviation Regiment and the Reconnaissance and Air Interdiction Detachment (RAID). These 279 soldiers fly and support 13 Black Hawks including eight "L" models and 6 OH-58As.

The soldiers of Detachment 1, Company B, 1st Battalion, 189th Aviation were mobilized and departed for Fort Sill, Oklahoma on 8 September 2004 for a period of additional training prior to deploying to Southwest Asia. Commanded by First Lieutenant Mark Sallin, this Frankfort-based detachment consists of 24 personnel and five UH-60 Blackhawk helicopters and has a mission of conducting a variety of tactical airlift

COL Scott Shannon and CW5 Ed Preston conceived the patch in 1997. Robert Conley, aviation artist, from Louisville designed the patch. The patch was approved for in-state wear by MG Groves. The Pegasus refers to our home and heritage as well as our mission and capabilities. The US flag shows our patriotism. The gold wreaths on each side represent KY's state flower, the Goldenrod.

support operations.

The men and women of today's Kentucky Army National Guard Rotary Wing Aviation continue a proud tradition of service to their neighbors in the Commonwealth and to the citizens of this nation and in countries around the globe.

II. *Lineage and Honors for Current Kentucky Army National Guard Rotary Wing Aviation Units*

Department of the Army
Lineage and Honors
Headquarters and Headquarters Company
63rd Aviation Group

Organized and federally recognized 15 September 1986 in the Kentucky Army National Guard at Frankfort, as Headquarters and Headquarters Company, Aviation Brigade, 35th Infantry Division.

Reorganized and redesignated 1 September 1995 as Headquarters and Headquarters Company 63rd Aviation Group, and relieved from assignment to the 35th Infantry Division.

The 63rd Aviation Group is War Traced with the 6th Cavalry Brigade and III CORP. The Group is comprised of six battalions: 1st BN, 106th AV Regiment, ILARNG; 3rd BN, 149th AV Regiment, TXARNG; 3rd BN 142nd AV Regiment, NYARNG; 2nd BN 135th AV Regiment, COARNG; 1st BN, 244 AV Regiment, LAARNG; and the 2nd BN, 114th AV Regiment, ARARNG.

Within the state, the 63rd AV Group commands B Co. 1st BN, 114th AV Regiment, F Co. 135th AV Regiment; Det 3, H Co. 171st AV Regiment; Det 11, OSAC: RAID; 20th Special Forces Group MI Dets; 41st Civil Support Team; 133d Military Public Affairs Det; 141st Personnel Services Det and the 202d Army Band.

Campaign Participation Credit
None.

Decorations
None.

63RD AVIATION GROUP
Kentucky Army National Guard
"Wings of Thunder"

Ultramarine blue is the color traditionally used by aviation units, while the light blue represents the sky and the unit's theater of operations. The Pegasus refers to the group's home and heritage as well as its mission and capabilities.

MOTTO: "SURPASS THE STANDARD"

Design approved: 27 July 1995.

135th AVIATION REGIMENT

The orange lighting bolt represents attack capabilities, swiftness, and accuracy. The winged lion is symbolic of the unit's strength, courage, and determination. The lighting bolt and lion underscore the unit's motto.

MOTTO: "POISED TO STRIKE."

Design approved 28 April 1989.

Department of the Army
Lineage and Honors
135th Aviation

Constituted 1 October 1987 in the Colorado, Kansas, Kentucky, and Missouri Army National Guard as the 135th Aviation, a parent regiment under the United States Army Regimental System; concurrently organized from new and existing units to consist of the 1st and 2d Battalions and Companies D, E, and F, elements of the 35th Infantry Division, and Company G

Reorganized 1 December 1987 to consist of the 1st and 2d Battalions and Companies D, E, and F, elements of the 35th Infantry Division, the 3d Battalion, and Company G

Reorganized 1 September 1996 in the Arkansas, Colorado, Iowa, Kentucky, and Missouri Army National Guard to consist of the 1st and 2d Battalions and Company F, elements of the 35th Infantry Division, the 3d Battalion, and Company G

Reorganized 1 September 1998 to consist of the 1st and 2d Battalions and Company F, elements of the 35th Infantry Division, and the 3d Battalion.

Campaign Participation Credit
Company F (Frankfort, Kentucky) entitled to:

World War II
New Guinea
Leyte
Luzon

Decorations
None

III. Kentucky Army National Guard Rotary Wing Aviation Units

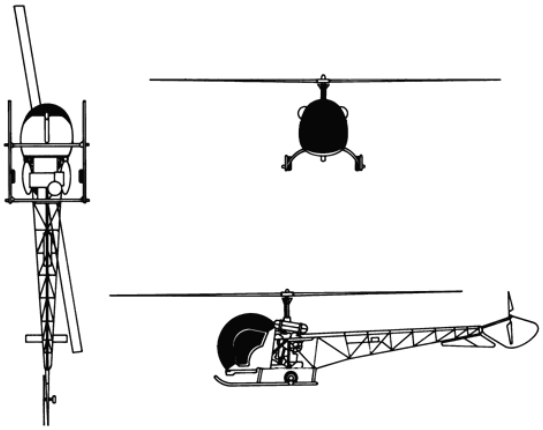
(A chronological listing of Rotary Wing Aviation units that have been assigned to the Kentucky Army National Guard)

- Battery A, 5th Target Acquisition Battalion, 138th Artillery (November 1954).
- XXIII Corps Artillery Aviation Detachment (Provisional) (November 1961).
- Battery F (Aviation, Corps Artillery), 138th Artillery (March 1966).
- 438th Aviation Company (Airmobile Lt). (March 1968).
- 2113th Transportation Company (Aircraft Maintenance), 35th DISCCOM. (March 1968).
- 441st Medical Detachment (Helicopter Ambulance). (August 1969).
- Company C, 42d Aviation Battalion. (October 1975).
- Detachment 1, 1155th Transportation Company (Aircraft Maintenance). (October 1978).
- 2113th Transportation Aircraft Maintenance Company 35th DISCCOM (September 1986 – October 1987)
- 470th Medical Detachment (Helicopter Ambulance) (October 1975).
- Detachment 1, HHC, 140th Signal Battalion. (July 1986).
- 718th Combat Support Aviation Company. (September 1986).
- 718th Aviation Company (Assault Helicopter). (May 1987).
- Company E, 135th Aviation Regiment (Assault Helicopter Company). (October 1987).
- Company F, 135th Aviation Regiment (Aviation Intermediate Maintenance) (-Detachment 1) 35th DISCCOM. (October 1987).
- Detachment 2, HHC, 1st Battalion, 132nd Aviation Regiment. (December 1990).
- Company D, 1st Battalion, 132d Aviation Regiment (Target Acquisition and Reconnaissance Company). (December 1990).

- Detachment 1, 199th Medical Detachment (Helicopter Ambulance). (December 1990).
- Reconnaissance and Air Interdiction Detachment (RAID). (May 93).
- Company F, (-Detachments 1 & 2), 135th Aviation Regiment, 35th Infantry Division (Mech). (October 2000).
- 63rd Aviation Group. (September 2001).
- Detachment 3, Company H, 171st Aviation Regiment. (September 2001).
- Company B, 1st Battalion, 114th Aviation Regiment (Assault Helicopter Company). (November 2002).
- Detachment 1, Company B, 1st Battalion, 185th Aviation Regiment (Air Assault). (December 2002).
- 35th Aviation Brigade, 35th ID (M). (Oct 1984).
- Company F, 135th Aviation Regiment (FORWARD). (Date unknown).
- E Company 135th Aviation (date unknown).
- Detachment 1, B Company 189th Aviation (date unknown).
- F Company 135th Aviation

IV. Rotary Wing Aircraft Flown by Kentucky Army National Guard Aviators

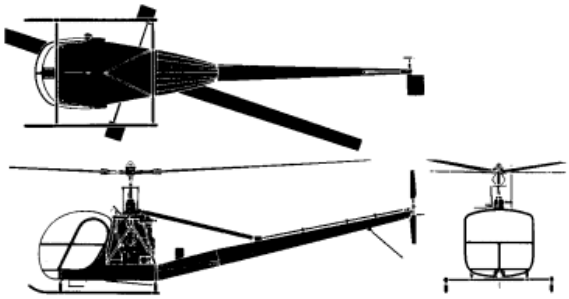
OH-13 (Sioux) (Models E and G)



OH 13 Sioux, Light Observation Helicopter. Bell Helicopter.
Country of Origin: USA.
Crew: One.
Role: Utility, observation.
Dimensions: Length: 31 ft., 7 in. Rotor diameter: 37 ft.
Wings: Dual-blade main rotor located above body midsection behind the cockpit.
Engine: One piston engine located inside latticework midsection behind the cockpit.
Fuselage: Round (goldfish bowl), glassed-in cockpit. Open-grid midsection and tail boom tapers to the rear. Belly fin. Skids with moveable wheels attached for handling.
Tail: Small, rectangular flats. Small rotor centered at end of boom with rotor guard.

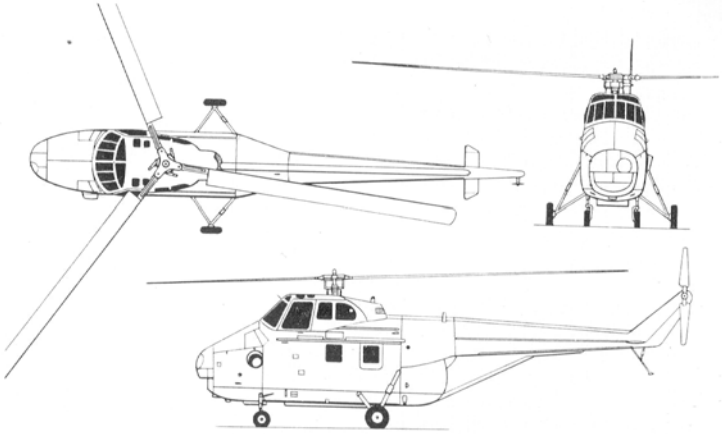
NOTE: First received "G" Model, when it crashed, it was replaced by an "E" Model.

OH-23 (Raven) (Models B and G)

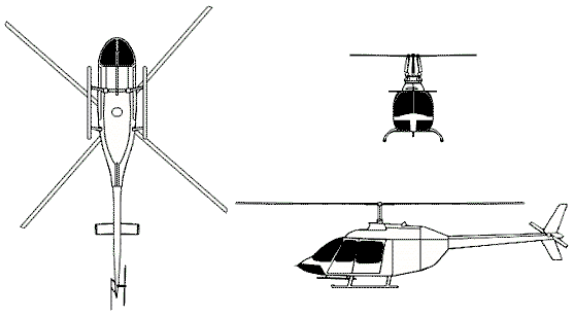


OH 23 Raven, Light Observation Helicopter. Hiller Helicopter.
Country of Origin: USA.
Crew: One plus observer.
Role: utility, scout, observation.
Dimensions: Length: 28 ft., 6 in. Rotor diameter: 35 ft., 5 in.
Wings: Two-blade main rotor.
Engine: One 323 hp Avco Lycoming VO-540-A1B flat-six piston engine.
Fuselage:
Tail: Metal two-bladed tail rotor.

Additionally the Guard had an OH 19 for maintenance training purposes only.

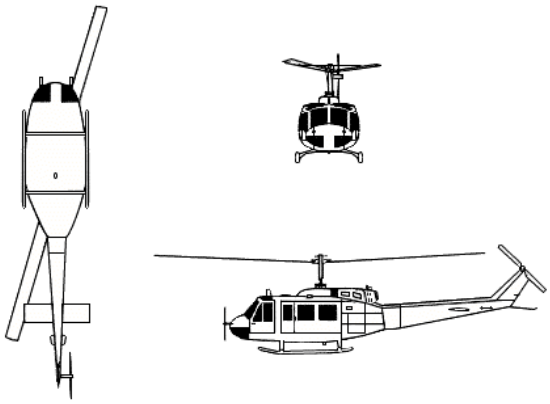


OH-58 (Kiowa) (Models A and C)



OH 58 Kiowa, Light Observation Helicopter. Bell Helicopter.
Country of Origin: USA.
Crew: One + observer.
Role: Utility, scout, observation.
Dimensions: Length: 31 ft. Rotor diameter: 33 ft., 4 in.
Wings: Two-blade main rotor on top of aircraft midsection.
Engine: One engine on top rear of midsection in a hump-like fairing.
Fuselage: Oval body, pointed nose, and tapered rear section to a mid-mounted tail boom.
Tail: Mid-mounted, rectangular flats. Swept-back and tapered fin that is boomerang-shaped. Rotor on the left.

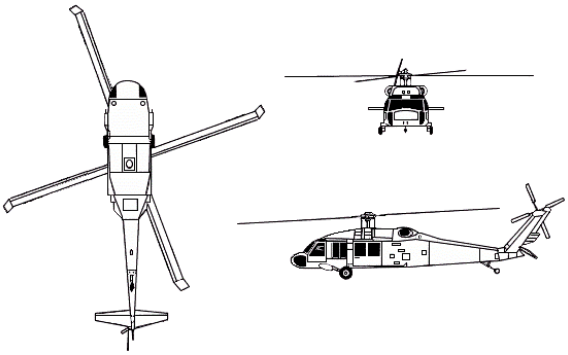
UH-1 (Iroquois) (Models B and D)



UH 1 Iroquois, "Huey", Utility Helicopter. Bell Helicopter.
Country of Origin: USA.
Crew: Two.
Role: Utility transport (seven equipped troops).
Dimensions: Length: 42 ft. Rotor diameter: 48 ft.
Wings: Dual-blade main rotor mounted over the cabin.
Engine: One turboshaft on top rear of cabin.
Fuselage: Long, oval body, with tapered rear. Rounded nose. Stepped-up cockpit. Swell in center of cabin. Landing skids.
Tail: Mid-mounted, rectangular flats with square tips. Swept-back fin with rotor on the left.

The Guard initially received the "D" Model Huey, however they needed a couple of aircraft to perform maintenance training. Guard personnel went to the "bone-yard" in Arizona and picked up two "B" Models and brought them back to Kentucky. Eventually, the mechanics got both of these aircraft flying and they entered the inventory of the Kentucky Army National Guard.

UH-60 (Black Hawk) (Models A and L)



UH 60 Black Hawk, Utility Helicopter.
Sikorsky Aircraft Corporation.
Country of Origin: USA.
Crew: Two.
Role: Assault-transport (11 equipped troops) multipurpose.
Dimensions: Length: 51 ft. Rotor diameter: 53 ft., 8 in.
Wings: Four-blade main rotor with swept-back tips mounted on top center of fuselage.
Engine: Two turboshaft engines within a hump on top of fuselage. Semicircular air intakes. Oval exhausts.
Fuselage: Slender, rectangular fuselage tapers to the rear. Rounded nose with stepped cockpit. Fixed landing gear.
Tail: Boom tapers to a high, swept-back fin with tail rotor on right. Large, unequally tapered flat mounted low on the fin.

V. Facility Commanders/State Aviation Officers

Colonel John I. Faulkenberry
1949 – 1970

Colonel David Fleming
1970 – 1988

Colonel Thomas M. Quisenberry
1988 – 1995

Lieutenant Colonel Scott Shannon
1995 - 1999

Colonel Benjamin F. Adams III
1999 – Present

VI. Kentucky Army National Guard Rotary Wing Aviation: Unit Deployments Outside the Commonwealth of Kentucky

1989 – Hurricane Hugo Disaster Relief United States Virgin Islands.

1995 – Disaster Relief Support, Rhode Island.

1998 – Operation New Horizons, Ecuador.

1999 – Exercise 99-05, Joint Readiness Training Center, Ft. Polk, LA.

2002 – Operation New Horizons, El Salvador

2003 – Exercise Robin Sage, Special Warfare Training Center, Ft. Bragg. N.C.

2003 to Present – Operation Iraqi Freedom, Iraq.

2004 – Operation Enduring Freedom, Afghanistan.

2004 – Hurricanes Charley, Frances, Ivan, and Jeanne Disaster Relief, Florida

VII. Special Awards and Recognition for Kentucky Army National Guard Rotary Wing Aviation

- 1983 – First National Guard units in the nation to receive the UH-60 Black Hawk Helicopter.
- 1992 – Received National Guard Bureau's Distinguished Aviation Safety Award (20 years of accident free flying).
- 1996 – National Guard Bureau's Major General Francis S. Greenlief Award for Aviation Excellence (for nation's best Army National Guard Aviation Program).
- 1997 – National Guard Bureau's Distinguished Aviation Safety Award (for 25 years of accident free flying).
- 1997 – Army Aviation and Missile Command's (AMCOM) Master of Readiness Award (for nation's highest average mission readiness rate).
- 2001 – National Guard Bureau's Lindberg Award (for 30 years of accident free flying).
- 2003 – 20 years with over 31,000 Black Hawk hours flown.
- 2004 – 161,848 total hours without a Class A or Class B Aviation Accident.

XII. Kentucky Army National Guard Rotary Wing Aviation: Kentucky Medal of Valor Recipients

THE KENTUCKY MEDAL FOR VALOR

(Reference: KyARNGR 600-8-22 and KyANGR 600-8-2)

The Medal for Valor may be awarded to a member of the Kentucky National Guard who has distinguished himself/herself conspicuously by gallantry and intrepidity at the risk of his/her life above and beyond the call of duty while in the service of the State and/or United States.

No award of the Medal for Valor shall be made except upon clear and uncontested proof of at least one eyewitness or person having personal knowledge of the act or deed.

Recommendation for award of the Medal of Valor will include supporting documents, which will be attached to the recommendation.

Description: The Kentucky Medal for Valor is a gold medal with the Great Seal of Kentucky superimposed on a cross combined with crossed sabers with words, "MEDAL FOR VALOR" inscribed around the seal. The medal is suspended from a ribbon of navy blue background, with two wide, vertical white bands. The recipient's name and rank are engraved in the reverse side of the medal. The ribbon carries the same colors as described for the medal.

The Kentucky Medal for Valor is the highest state decoration, which can be awarded to members of the Kentucky National Guard. To date, 44 Kentucky Guardsmen have the distinction of having been awarded the Kentucky Medal for Valor. All are listed with the unit and the rank they held at the time of the event.

April 23, 1960

Specialist Fifth Class Dean LeRoy Wuchterl
Headquarters and Headquarters Battery, 1st Howitzer Battalion, 138th Field Artillery

SP5 Wuchterl who was a passenger in a wrecked and burning aircraft on 23 April 1960, was able to free himself and aid in the rescue of the trapped pilot. After freeing himself he found that the pilot's foot was pinned in the burning aircraft and with the aid of another soldier (SP4 Liter) was able to loose the pilot's boot and free his foot and then move the injured pilot to a safe distance from the burning plane. While aiding in releasing the pinned pilot he found the plane's fire extinguisher and aided in keeping the fire from reaching the pilot. Although SP5

Wuchterl was a passenger in the crashed plane he remained very calm and was instrumental in saving the pilot's life. He remained with the burning aircraft without regard for his personal safety while the pilot was removed knowing that at any time the burning gas tanks of the plane might explode. SP5 Wuchterl's deed was one of personal bravery beyond the call of duty.

Specialist Fourth Class Eugene Herman Liter

Headquarters and Headquarters Battery, 1st Howitzer Battalion, 138th Field Artillery

SP4 Liter did on 23 April 1960, with intent of rescuing a pilot trapped in a crashed and burning aircraft did aid the pilot's rescue without regard to his own personal safety. SP4 Liter entered the pilot" compartment and aided the trapped pilot in disengaging his foot that was pinned in the already burning wreckage. After aiding in moving the injured pilot to a safe distance he attempted with a fire extinguisher to put out the fire in the burning plane. SP4 Liter's deed was one of personal bravery and one without regard for his personal safety, above and beyond the call of duty. His act of courage was instrumental in saving the pilot's life.

Sergeant Hugo Mueller

Battery A, 1st Howitzer Battalion, 138th Field Artillery

SGT Mueller was some distance from a crashed and burning aircraft on 23 April 1960. He first ordered some of his men to get and bring fire extinguishers. He then ran to the crash and seeing that he could not help on the right side of the aircraft because there were already some men there trying to remove the pinned pilot, proceeded to the left side. With the aid of his helmet liner he broke out the windshield of the burning aircraft and with a soft cap found in the plane was trying to beat out the flame s to keep them from reaching the trapped pilot. As soon as the pilot was removed and seeing he could do nothing else to help, he ordered his men to move back a safe distance from the burning aircraft. Because of his quick thinking and action and without regard for his personal safety he was instrumental in aiding the rescue of the pilot from the burning aircraft.

Sergeant First Class Joseph James Lord

Battery A, 1st Howitzer Battalion, 138th Field Artillery

SFC Lord was some distance from a crashed and burning aircraft on 23 April 1960, but without regard for his personal safety and not knowing when the burning tanks of the aircraft might explode, ran to the crash and aided in releasing the pinned pilot from the aircraft. He helped the other men that were able to reach into the pilot's compartment in getting the pilot's pinned foot free and to carry him to a safe distance. SFC Lord's act was one of courage and valor above and beyond the ordinary call of duty.

August 23, 1975:

Captain Archie T. Stone

441st Medical Detachment (Helicopter Ambulance).

Displayed conspicuous acts of courage, gallantry, and valor. On 23 August 1975, Captain Stone and CW2 Garrison along with two other individuals went to the aid of an unconscious women trapped inside an automobile that was submerging into the Lexington reservoir. The men were able to extract the women from the vehicle just prior to it submerging under the water. Once they got her to the shore, CW2 administered CPR, reviving the women and saving her life.

Chief Warrant Officer 2 Raymond E. Garrison, Jr.

441st Medical Detachment (Helicopter Ambulance).

Displayed conspicuous acts of courage, gallantry, and valor. On 23 August 1975, Captain Stone and CW2 Garrison along with two other individuals went to the aid of an unconscious women trapped inside an automobile that was submerging into the Lexington reservoir. The men were able to extract the women from the vehicle just prior to it submerging under the water. Once they got her to the shore, CW2 administered CPR, reviving the women and saving her life.

August 15, 1977:

Staff Sergeant Hugh Cyrus Ross

470th Medical Detachment (Helicopter Ambulance).

SSG Hugh C. Ross distinguished himself by an act of courage and gallantry above and beyond the ordinary call of duty. On the morning of 5 April 1977, SSG Ross and the crew of a UH-1 medical evacuation helicopter were sent to Pineville, Kentucky to aid flood victims in that area. Shortly after arriving they were informed of three ladies, ranging in age from 68-83, stranded on a church roof. Other attempts to rescue these people by boat had failed because of swift waters and high voltage power lines. The helicopter was maneuver, in high winds and deteriorating weather, over the church where hoist lowered a crew chief 60 to 70 feet to the church roof. The ladies were then raised to the aircraft one by one. Because of low fuel and a heavy load the crew chief was forced to remain on the roof until the ladies were taken to the hospital and the aircraft refueled. Later that day an elderly man was rescued using this same technique. This was done during periods of low ceilings and treacherous winds with no regard for personal safety. The combined efforts of this highly skilled crew were responsible for saving the lives of these people. This heroic act reflects great credit upon themselves and the Kentucky Army National Guard.

Specialist Fifth Class Harmon D. Cross

201st Engineer Battalion

Meritorious service during the floods of Eastern Kentucky during April 1977. SP5 Harmon D. Cross distinguished himself by an act of courage and gallantry above and beyond the ordinary call of duty. On the morning of 5 April 1977, SP5 Cross and the crew of a UH-1 medical evacuation helicopter were sent to Pineville, Kentucky to aid flood victims in that area. Shortly after arriving they were informed of three ladies, ranging in age from 68-83, stranded on a church roof. Other attempts to rescue these people by boat had failed because of swift waters

and high voltage power lines. The helicopter was maneuver, in high winds and deteriorating weather, over the church where hoist lowered a crew chief 60 to 70 feet to the church roof. The ladies were then raised to the aircraft one by one. Because of low fuel and a heavy load the SP5 Cross was forced to remain on the roof until the ladies were taken to the hospital and the aircraft refueled. Later that day an elderly man was rescued using this same technique. This was done during periods of low ceilings and treacherous winds with no regard for personal safety. The combined efforts of this highly skilled crew were responsible for saving the lives of these people. This heroic act reflects great credit upon themselves and the Kentucky Army National Guard.

Note: The pilots for this mission were Captain Willoughby "Sandy" Goin III, and CW3 Billy G. Tomlinson, both received the Kentucky Distinguished Service Medal.

February 22, 1990:

Sergeant First Class Robert A. Baker

Company E, 135th Aviation Regiment

For meritorious act of heroism involving voluntary risk of life at Freidberg, Federal Republic of Germany on 24 May 1988. Upon returning from a nearby town, he came upon a vehicle accident involving two West German Nationals. Without hesitation and complete disregard for the potential hazards of leaking fuel and a small fire, he assisted in rescuing one of the victims from one vehicle, then assisted the local fire department in the other's rescue. His courageous act and humanitarian regard for his fellow man, reflects great credit upon himself and the Kentucky Army National Guard.

Captain Michael D. Shain

Company E, 135th Aviation Regiment

For meritorious act of heroism involving voluntary risk of life at Freidberg, Federal Republic of Germany on 24 May 1988. Upon returning from a nearby town, he came upon a vehicle accident involving two West German Nationals. Without hesitation and complete disregard for the potential hazards of leaking fuel and a small fire, he assisted in rescuing one of the victims from one vehicle, then assisted the local fire department in the other's rescue. His courageous act and humanitarian regard for his fellow man, reflects great credit upon himself and the Kentucky Army National Guard.

Captain Ricky W. Branscum

Company E, 135th Aviation Regiment

For meritorious act of heroism involving voluntary risk of life at Freidberg, Federal Republic of Germany on 24 May 1988. Upon returning from a nearby town, he came upon a vehicle accident involving two West German Nationals. Without hesitation and complete disregard for the potential hazards of leaking fuel and a small fire, he assisted in rescuing one of the victims from one vehicle, then assisted the local fire department in the other's rescue. His courageous act

and humanitarian regard for his fellow man, reflects great credit upon himself and the Kentucky Army National Guard.

October 18, 1992:

Chief Warrant Officer 4 Sanford Logan Weiler, Jr.

Retired, Kentucky Army National Guard

For courageous and valorous achievement displayed 7 August 1992 during crash landing of Governor's helicopter in Shelby County, Kentucky on which he was flight captain. His applied skills are credited with helping prevent explosive impact and thus saving the lives of all on board. CW4 Weiler's actions are in keeping with the finest traditions of the Kentucky National Guard.

Chief Warrant Officer 4 James E. Cary

Company E, 135th Aviation Regiment

For distinguishing himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty during in-flight emergency, and crash of Governor's helicopter, 7 August 1992.

IX. Kentucky Army National Guard Rotary Wing Aviation: Broken Wing Award Recipients

The Army Aviation Broken Wing Award recognizes aircrew members who demonstrate a high degree of professional skill while recovering an aircraft from an in-flight failure or malfunction requiring an emergency landing.

JULIUS DEE "J. D." PORTER
1969

WILLIAM T. FALIN, JR.
1981

GERALD A. CARROLL
1998

ROLLIN E. KNIFLEY
1999

• X. Army Aviation History

The Origins of Army Aviation

Army Aviation traces its origins back to the American Civil War. Both Union and Confederate forces used hydrogen-filled balloons to direct artillery fire, marking the beginning of U.S. military aeronautics and of aerial support of Army ground forces. The Army also used balloons during the Spanish American War and World War I, but airplanes replaced balloons for most military purposes during the latter conflict.

PFC Beckwith Havens, of the New York National Guard, flew his Curtiss plane in joint National Guard/Army maneuvers in Connecticut in 1912 becoming the first Guardsman to fly on federal status. Havens is shown here on an aerial photo mission in Texas; note the bellows camera mounted on the aircraft, visible at the far right.

Army Aviation began in 1909 with the Army's acquisition of its first heavier-than-air "flying machine", an airplane built to Army specifications by the Wright brothers. During World War I, the Army's aircraft strength grew from a few dozen to more than 11,000 planes and the number of aviation personnel came to total more than 190,000. The Army Air Service was created in May of 1918.

After World War I, General William Mitchell and other Air Service leaders spoke out forcefully in favor of an independent air force. Since they envisioned aviation as a separate striking force, capable of independent operations, they opposed its remaining an arm of the ground forces.

Although Congress as well as most Army leaders rejected Mitchell's argument, the Air Service did become a separate combat arm, equal in status to the infantry, cavalry, and artillery. In 1926, the name of the air arm was changed to Army Air Corps, and then, in June 1941, the Air Corps and other Army air elements were merged to form the Army Air Forces, co-equal with the Army Ground Forces and the Army Service Forces.

During the 1930s, many Army Air Corps leaders became preoccupied with strategic air operations. Like Billy Mitchell before them, they advocated using air power independently of the Army ground forces to destroy enemy targets behind the lines of combat. This Air Corps emphasis on strategic operations disturbed some ground forces leaders, who believed their aerial support needs were being neglected.

Aerial support was particularly vital for artillery fire adjustment. Partly because Air Corps fire support aircraft were not always available, the chief of field artillery and other artillery officers became interested in using light aircraft organic to the artillery units.

The Army experimented with using small organic aircraft for artillery fire adjustment and other functions in maneuvers at Camp Beauregard, La., in August 1940. The tests were repeated on a larger scale in the Army maneuvers in Louisiana, Tennessee, Texas, and the Carolinas in 1941. The Army's "Grasshoppers," as these light planes came to be called, proved to be much more effective than the larger Air Corps planes used for the same purposes.

Following a final series of experiments with organic Army spotter aircraft conducted in 1942, the secretary of War ordered the establishment of organic air observation for field

artillery- -hence the birth of modern Army Aviation--on 6 June 1942. It was this new World War II-era phenomenon with its few small single- engine spotter planes, organic Army Aviation, that eventually evolved into today's Army Aviation Branch. On the other hand, the organization that had been the Army Air Service and the Army Air Corps continued through World War II as the Army Air Forces and finally became the U.S. Air Force in 1947.

Organic Army Aviation first entered into combat in November 1942 on the coast of North Africa. During World War II, L-4 Grasshoppers and a few larger L-5 Sentinels were used to adjust artillery fire, gather intelligence, support naval bombardment, direct bombing missions, and perform other functions. Most training of both pilots and mechanics was conducted by the Department of Air Training within the Field Artillery School at Fort Sill, Okla., although the Army Air Forces conducted some primary training of organic Army Aviation personnel.

Establishing Our Role

The Korean conflict provided new challenges and opportunities for Army Aviation. Organic Army Aviation had acquired its first helicopters, thirteen H-13 Sioux, in 1947, shortly before the U.S. Air Force became independent of the Army. In Korea, the Army employed the 0-1 Bird Dog and other improved fixed wing planes, but also helicopters. The Army used its H-13s primarily for medical evacuation, command and control, and transport of lightweight and valuable cargo. Because of the rugged terrain of the Korean peninsula, the value of helicopters came to be recognized by all the services; the demand for both helicopters and trained aviators consistently exceeded the supply.

In 1951 the Army began organizing five helicopter transport companies and training warrant officer pilots. There was, however, an ongoing rivalry between the Army and the Air Force concerning responsibility and resources for the aerial support of ground forces. Because of this rivalry, and also because of the shortage of helicopters, only two Army transport companies were supplied with H-19 Chickasaw helicopters in time to participate in the Korean conflict. Transport helicopters nevertheless proved themselves by moving cargo and personnel during the final months of the war and then by participating in prisoner exchanges and other functions after the cessation of hostilities.

During the Korean conflict, the Department of Air Training at Fort Sill expanded, and in early 1953, it became the Army Aviation School. As a result of the expansion of both aviation and artillery training, Fort Sill became overcrowded, and the Army decided to move the Army Aviation School to a different post. When no satisfactory permanent Army post was found, a temporary post, Camp Rucker, Ala., was chosen.

The Army Aviation School began moving to Alabama in August 1954, and the first class began at Rucker in September. In March 1955, the Army Aviation Center was established at Rucker, and in October of that year the post was given permanent status with the name change from Camp Rucker to Fort Rucker.

Prior to the mid 1950s, the Army Air Forces/U.S. Air Force had provided primary training for Army Aviation pilots and mechanics. In 1956, DOD gave the Army control over all of its own training. Gary and Wolters Air Force bases in Texas, where the Air Force had been conducting this training, were also transferred to the Army. Lacking adequate facilities at Fort Rucker, Army Aviation continued primary fixed wing training at Camp Gary until 1959 and primary rotary-wing training at Fort Wolters until 1973.

In 1956, the Army Aviation Center began assembling and testing weapons on helicopters. These tests, conducted while the Air Force still theoretically had exclusive responsibility for aerial fire support, led to the development of armament systems for Army helicopters.

The first armed helicopter company was activated in Okinawa in 1962. It was deployed to Thailand and then to Vietnam, where it flew escort for lift helicopters. The Department of Defense did not abolish mission restrictions on the Army's rotary-wing aircraft, and thereby technically authorize the Army to arm helicopters, until 1966.

The "Howze Board" or "Tactical Mobility Requirements Board" was established in 1962 to develop and test the concept of airmobility. After test exercises, war games, and concentrated study and analysis, the Howze Board recommended that the Army commit itself to organic airmobility--later known as air assault.

The Howze Board recommended the extensive use of helicopters to transport infantry troops, artillery, and supplies, as well as to provide local aerial fire support. These recommendations were tested by the 1st Air Assault Division (Test) from 1963 to 1965. In 1965 the 1st Cavalry Division (Airmobile) was organized and sent to Vietnam, where it repeatedly demonstrated the validity of the airmobile concept in actual combat.

Coming of Age

Both Army Aviation and the helicopter came of age during the conflict in Southeast Asia. From the arrival in Vietnam of the first Army helicopter units in December 1961 until the completion of the disengagement and Vietnamization processes in 1973, it was America's "Helicopter War."

The most widely used helicopter, the UH-1 Iroquois or Huey, began to arrive in Vietnam in significant numbers in 1964; before the end of the conflict, more than 5,000 of these versatile aircraft were introduced into southeast Asia. They were used for medical evacuation, command and control, and air assault; to transport personnel and materiel; and as gun ships. The AH-1 Cobra arrived in 1967 to partially replace the Huey in its gun ship capacity. Other important helicopters in Vietnam included the CH-47 Chinook, the OH-6 Cayuse, the OH-58 Kiowa, and the CH- 54 Tarhe.

Although the concept of airmobility had been developed with a mid-intensity European conflict in mind, Army Aviation and the helicopter had proven themselves during the low intensity conflict in Southeast Asia. Afterwards, the Army turned its major attention back to the threat of a mid or high intensity conflict in Europe, and doubts reemerged about the value of helicopters in that sort of arena.

Some military leaders believed that the helicopter could not survive and perform an essential role in a heavy combat environment. In order to gain general acceptance and ensure further success, Army Aviation continued to develop new doctrine, tactics, aircraft, equipment, and organizational structure. New or radically modified aircraft adopted during the early 1980s consisted of the AH-64 Apache, the UH-60 Black Hawk, and the OH- 58D version of the Kiowa.

The creation, implementation, and consolidation of the Army Aviation Branch dominated the 1980s. Prominent aviators as well as other Army leaders had debated the establishment of aviation as a separate branch since the time of the Korean conflict.

The opposition to a separate aviation branch had resulted in part from Army attitudes regarding the Army Air Corps and the U.S. Air Force. In Army circles, both of these aviation organizations were believed to have been unreliable in performing their mission of supporting the ground forces--even after having been given resources to do so. Since Army Aviation had demonstrated its commitment to the support of the ground battle in Vietnam, however, opposition to a separate aviation branch began to wane.

Also, Army Aviation had grown in size and technological sophistication. This growth caused increasingly complex problems in training, procurement, doctrine development, proponent responsibility, and personnel management. Many non-aviators as well as aviators became convinced that these problems could be solved more effectively by the creation of an aviation branch.

Both DA and TRADOC conducted extensive studies of the separate- branch question during the early 1980s. By 1983, there was a near consensus among Army leaders, and the Secretary of the Army signed an order creating the Army Aviation Branch, with an effective date of 12 April 1983.

Aviation officer basic and advanced courses were begun at Fort Rucker in 1984, and a gradual consolidation of aviation-related activities followed. In 1986, the U.S. Army ATC Activity became part of the branch; the following year, an NCO academy was established at Fort Rucker. In 1988, the Army Aviation Logistics School, which had been dependent on the Transportation Center at Fort Eustis, was incorporated into the Aviation Branch.

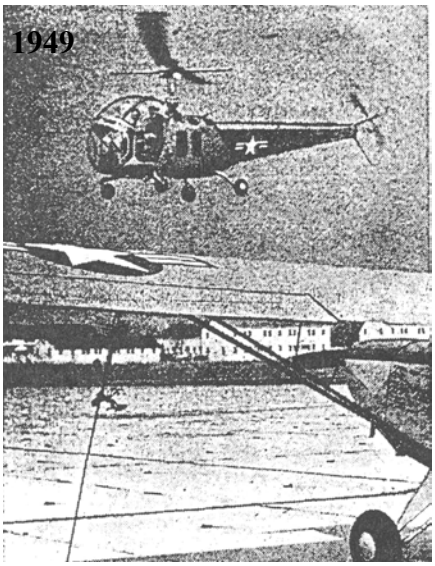
Also in 1988, the Army Aviation Modernization Plan was given final approval and implemented. The modernization plan called for a gradual reduction in the number of Army aircraft as older models were replaced by modern ones. Aircraft adopted or planned during the late 1980s and early 1990s included the OH-58D Kiowa Warrior, the RAH-66 Comanche, and a new training helicopter.

Army Aviation's role of providing the indispensable vertical dimension to the modern battlefield has come to be universally recognized. For example, during operations in Grenada, Panama, and the Persian Gulf region, Army Aviation played major and decisive roles.

Army Aviation struck one of the very first blows of Operation Desert Storm. Apache helicopters destroyed Iraqi early warning sites shortly before allied bombs began exploding over Baghdad. Then, during the 100 hours of ground combat, Army helicopters dominated nighttime operations.

The decreased military budgets following the end of the Cold War forced both the Army and Army Aviation to downsize. Army Aviation's response was to develop the "Aviation Restructure Initiative," a plan to decrease the size of the force while continuing to meet its mission and also overcoming existing deficiencies. The ARI aims to accomplish these goals through continued modernization of the fleet and reorganization of the force.

The post-Cold War environment provides new opportunities for Army Aviation to serve our country. Aviation is uniquely qualified for infiltration, reconnaissance, evacuation, and strike missions of unconventional warfare. Because of its unique combination of versatility, deployability, and lethality, Army Aviation is assuming additional missions and functions in the rapidly changing world of the new millennium.



7 FEB 1949 - Courier Journal

A helicopter hangs virtually stationary in the air above a Kentucky National Guard liaison plane at Bowman Field. Guard liaison pilots yesterday took rides in the helicopter. They hope to get one for training purposes.

Helicopter Given Once-Over By Members of Guard Here

Kentucky National Guard members in the Louisville area yesterday got an over-all look at a helicopter, the light aircraft the guard hopes soon to be using in training its liaison pilots.

The helicopter was flown in from Godman field, Fort Knox, and put on display at Bowman Field as part of a drive to fill 11 liaison-pilot vacancies in National Guard ranks in the state.

Maj. Albert L. Robinette, a pilot, of the Armored School at Fort Knox, took some of the guardsmen on flights over the airfield. He and Cpl. Elmer M. Johnson, Crew Chief, explained the operations and functions of the plane.

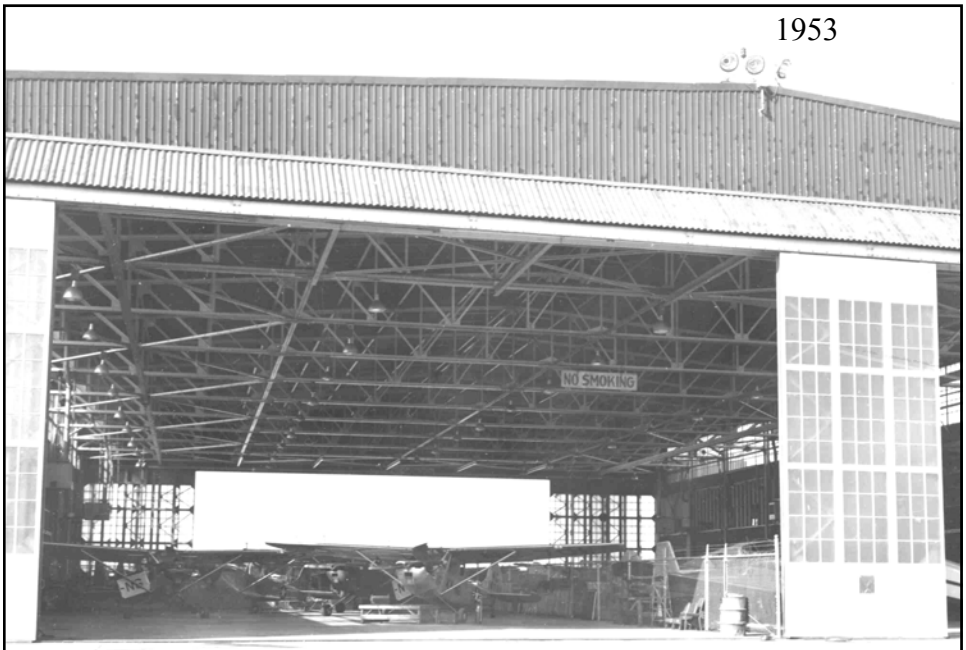
Explains Uses of Plane

The small craft has a cruising speed of about 80 miles an hour and can range upward to about 15,000 feet. It has a 178 horsepower engine and weights 2,300 pounds.

Major Robinette said the helicopter could be used for reconnaissance, photography, adjustment of artillery fire and just about any type of liaison work done by the heavier aircraft in the past. It can fly virtually any way desired and can land vertically. The helicopter was used almost exclusively for rescue work in World War II.

Capt. George H. Howell, Jr,. Light aviation advisor to the Kentucky National Guard, said the guard had top priority on any helicopters assigned for light aviation training.

Applications for liaison pilot in the guard are being accepted by Captain Howell at his Bowman Field headquarters.



Light Aviation Section Bowman Field

Light Aviation Maintenance Section Bowman Field

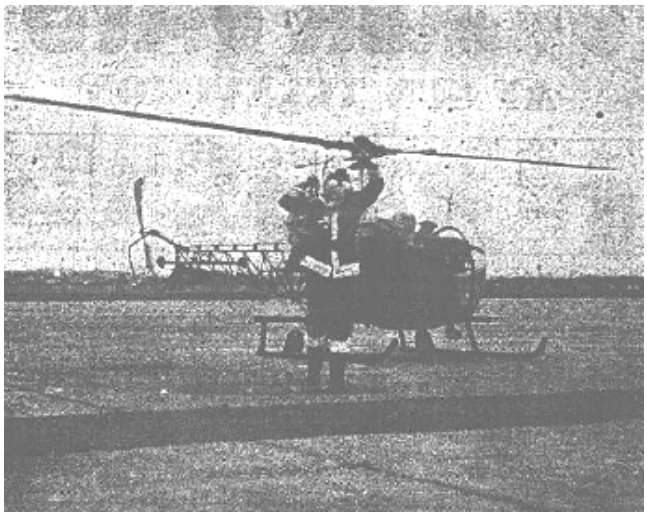
Last Minute Bulletin – Col. Faulkenberry discusses a late weather bulletin with Chief Warrant Officer II Murray M. Welch of the 2113th Aviation Direct Support Company just before he leaves on a cross county training flight. Such regular flights are part of the National Guard Bureau requirements for keeping pilots well trained. (Staff Photo by Frank Ashley) Frankfort State Journal Sunday, June 16, 1968

COL (Ret) John I. Faulkenberry

COL John I. Faulkenberry was the first State Aviation Officer for the Kentucky Army National Guard serving in that capacity from 1949 to 1970. Colonel Faulkenberry gained his first military flying experience during World War II flying C-47 troop carriers in the Pacific.

He graduated helicopter school at Edward Gary Air Force Base (San Marcos, TX) in 1954.

1954



"A MERRY CHRISTMAS TO ALL." … Santa chose a helicopter for his landing at Standiford Field yesterday. A crowd of 257 children, including 67 orphans watched. The affair was sponsored by the Air National Guard and Standiford Civic Club.

-- The Courier Journal 20 DEC 54.

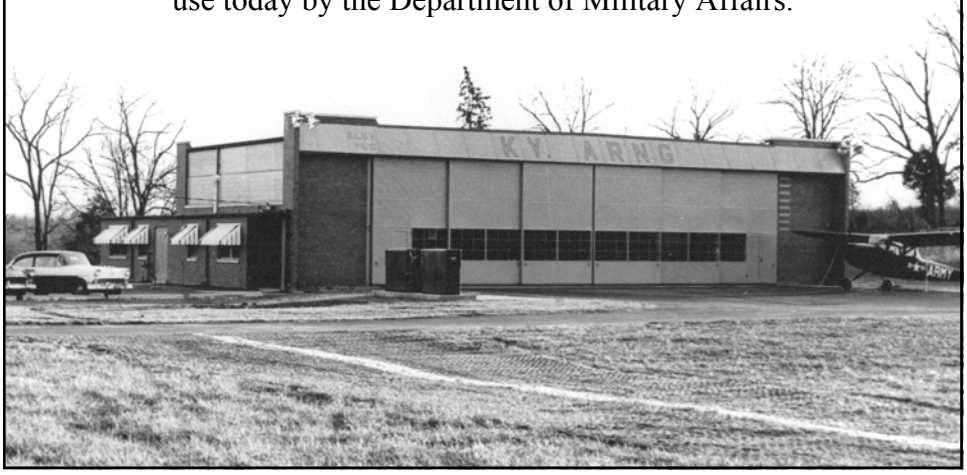
1955

ADJUTANT GENERAL'S FIRST FLIGHT?

This may be the first flight that the Adjutant General, MG Jesse Scott Lindsay, (standing) took in the OH-13. The pilot is MAJ John Faulkenberry. This photo must have been taken between November 1954 and December 1955. The helicopter is an OH-13 G model. The photo was taken in front of the Capitol in Frankfort. The Adjutant General's office was located in the Capitol at that time.

1958

This is the first state owned hanger of the Kentucky Army National Guard in Frankfort and construction was completed in 1958. Aircraft were previously housed and worked on in rented facilities in Frankfort, Lexington, Louisville and Glasgow. This hanger is still in use today by the Department of Military Affairs.



1959

The ball caps being worn by the technicians were of their own design with three arrows in flight in the top portion of the shield patch. XXIII Corps Artillery is written across the middle in a field of white with Army aviation wings below.

KYNG Army Aviation – First Fire Truck – Converted Jeep. Taken at Camp Breckinridge in the late 50's. In the driver's seat is William F Berry. Left to right standing: Olin L. McGregor; William H. Canon; COL Frank Dailey and MG Arthur Y. Lloyd - Adjutant General of Kentucky: 1959 - 1967. Photo courtesy CW4 (R) Harold Canon.

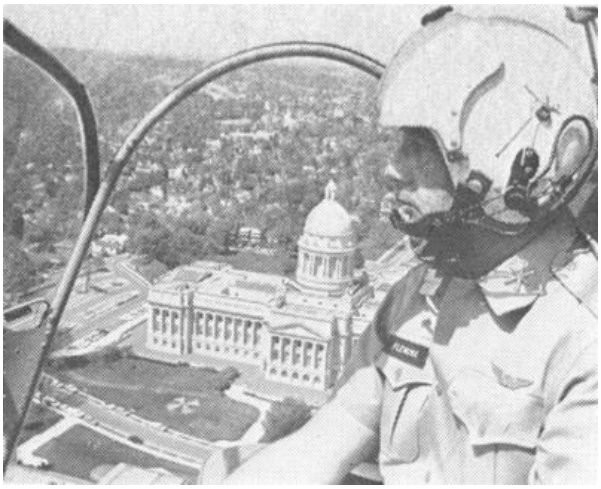
KYNG Army Aviation – BG William Buster at left waits for take off as MAJ John I. Faulkenberry prepares the OH-13E for flight. Circa 1960s.

Photo courtesy CW4 (R) Harold Canon.

Army Aviation Section members pose in front of De Havilland Canada L-20 Beaver aircraft (later known as a U-6A) after first test flight following their successful rebuild on June 15th 1961. They are from left, Major John Faulkenberry, MSGT Kelly Barker, SP4 Wilbur Ray Kirk, SFC William Berry, SFC Kelly McGary, MSGT Olan McGregor, SP4 Walter Mundy, SP4 Leonard Shouse, SP5 Harold Canon and SP5 Robert Walters.

1961

1964

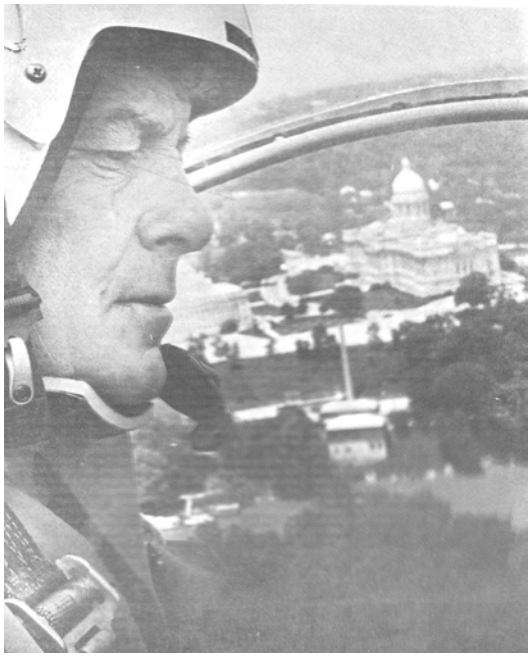


Guardsman has ups and downs literally – Capt. David Fleming, a pilot in the XXIII Corps Aviation Detachment, is pictured flying over the capitol dome as his helicopter approaches the Frankfort airport. Fleming is one of 21 Army Guard pilots who participate in weekend training periods which keep the men current on flight. The helicopter, an OH23B, is one of two based at the Frankfort airport.

1966

Annual Training, Fort Knox July 1966. From left to right are: Kenny Woods, Jim Gatewood, Kelly Barker, Tim Cattlett, COL Frank Dailey, Frank Albers, Joe Rudder, Harold Canon, Eugene Hulker and Glen Birdwhistle.

1968



Peaceful Mission – Col. John I. Faulkenberry, flight activities commander, for the Kentucky Army National Guard, flies one of the Guard's small OH13E helicopters on a regular training mission over Frankfort. The State Capitol building and complex beautify the misty scene below. (Staff Photo by Frank Ashley)

"Helicopter Drop (Choke) Thrill" Sunday, June 16, 1968 Sunday … at home Insert The State Journal Frankfort KY

KYNG Army Aviation – CPT Clancy York confers with SPC5 William H. Canon as he prepares for a flight in a OH-13E. Circa 60's.

Photo courtesy CW4 (R) Harold Canon.

1968

Important Check – Sergeant First Class William Harold Canon, 308 Bluebird Lane, checks for spark plug damage to one of the Kentucky Army National Guard's four helicopters at the aviation maintenance shop at the Capitol City Airport. Canon is crew chief at the installation which services all Kentucky Army Guard aircraft. (Staff photo by Frank

"Helicopter Drop (Choke) Thrill" Sunday, June 16, 1968 Sunday … at home Insert The State Journal Frankfort KY

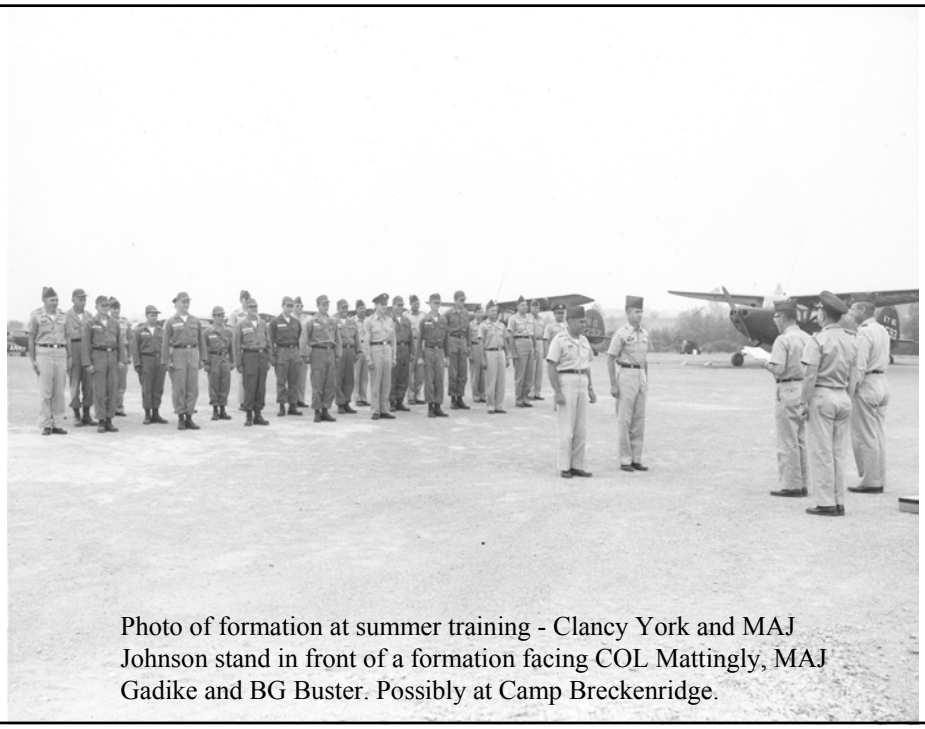


Photo of formation at summer training - Clancy York and MAJ Johnson stand in front of a formation facing COL Mattingly, MAJ Gadike and BG Buster. Possibly at Camp Breckenridge.

COL (Ret) David F. Fleming

(1932 - 1999)

COL David F. Fleming was appointed commander of the Army Aviation Support Facility in 1970 as the State Aviation Officer for the Kentucky Army National Guard. He held that position until he retired from military service on January 31st, 1988.

COL David Fleming enlisted in the Kentucky Army National Guard in October 1949. In 1953 he was commissioned a Second Lieutenant in the 149th Regimental Combat Team (now the 149th Armor Brigade) where he was assigned as a platoon leader in the Heavy Mortar Company. Finally, in 1956, when the unit changed its mission to artillery, Fleming attended Army flight school and returned to the Kentucky Guard.

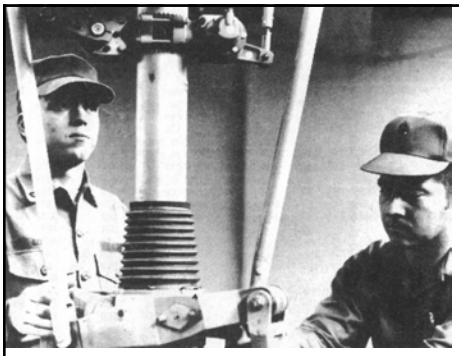
UH-1D

UH-1D

1972

2Lt. Gerry Howard, Recruiting Coordinator for the Frankfort area at the controls of a UH-1D Huey - Frankfort State Journal 14 May 1972.

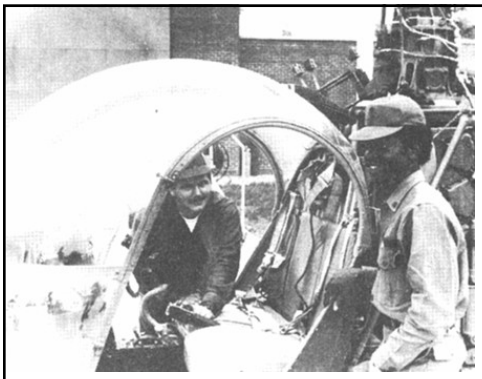
From left to right SP4 Douglas West and SP5 Harry Rice inspect engine oil lines - Frankfort State Journal 14 May 1972.



1972

From left to right PFC James Gentry and SP5 Hoyt Powers working on a helicopter - Frankfort State Journal 14 May 1972.

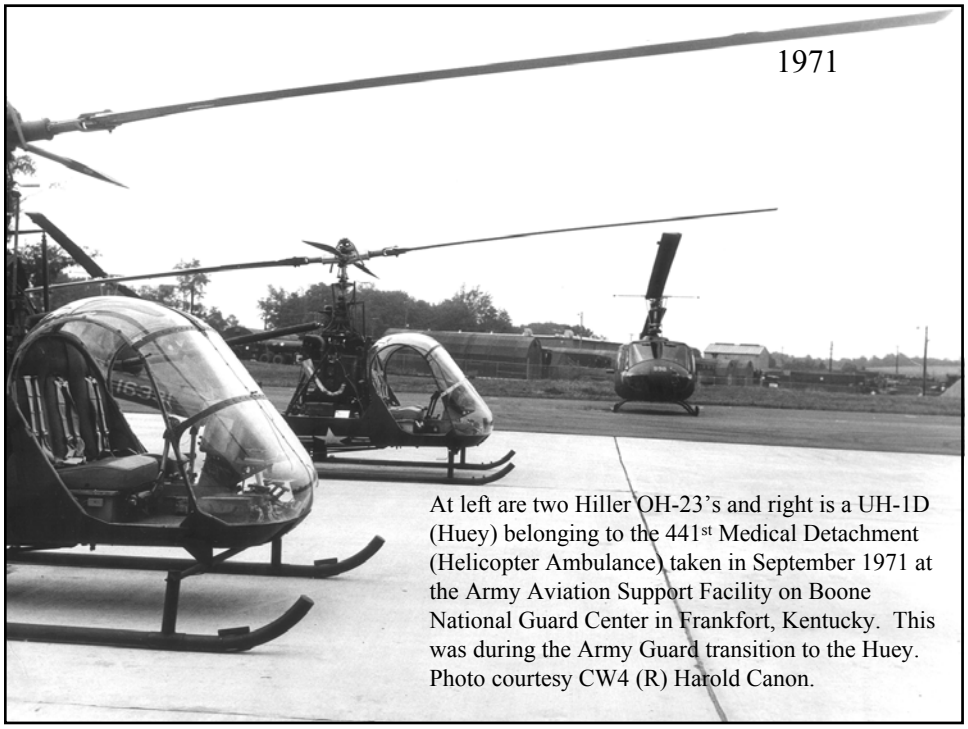
Left to right: SP5 George McMakin and SP6 William Berry working on a UH-1 - Frankfort State Journal 14 May 1972.



1972

Left to right SP5 Harry Rice and SP4 Kenneth Railey working on an OH-23 Hiller - Frankfort State Journal 14 May 1972.

From left to right ? Branum 201st Eng; Harold Canon and Leonard Shouse in front of an OH-23.



At left are two Hiller OH-23's and right is a UH-1D (Huey) belonging to the 441st Medical Detachment (Helicopter Ambulance) taken in September 1971 at the Army Aviation Support Facility on Boone National Guard Center in Frankfort, Kentucky. This was during the Army Guard transition to the Huey. Photo courtesy CW4 (R) Harold Canon.

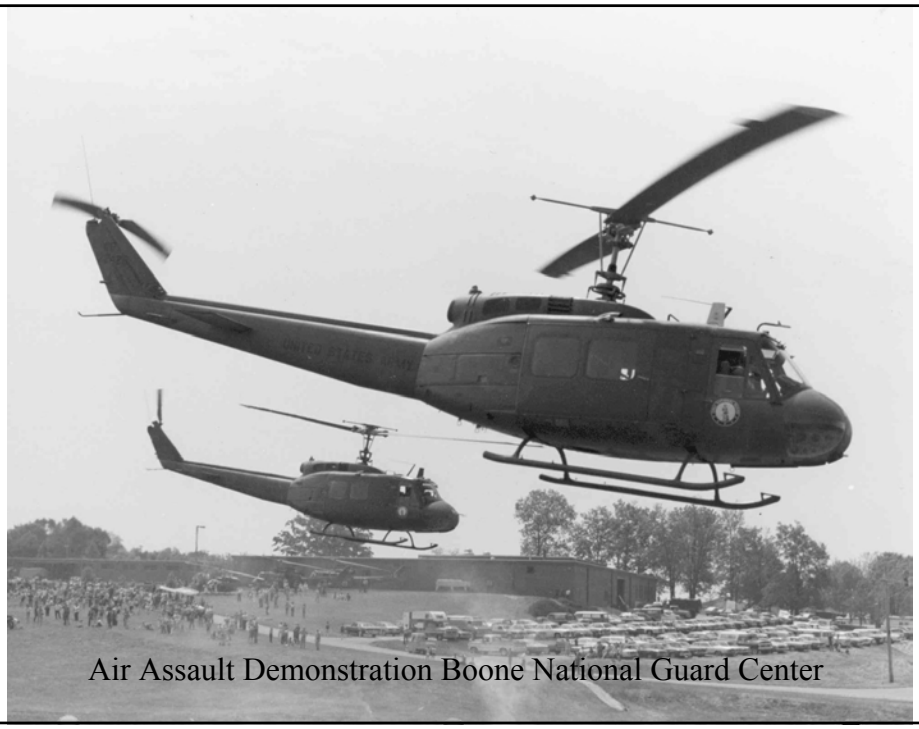
Leonard Shouse does a “run up” on an OH-23

1974

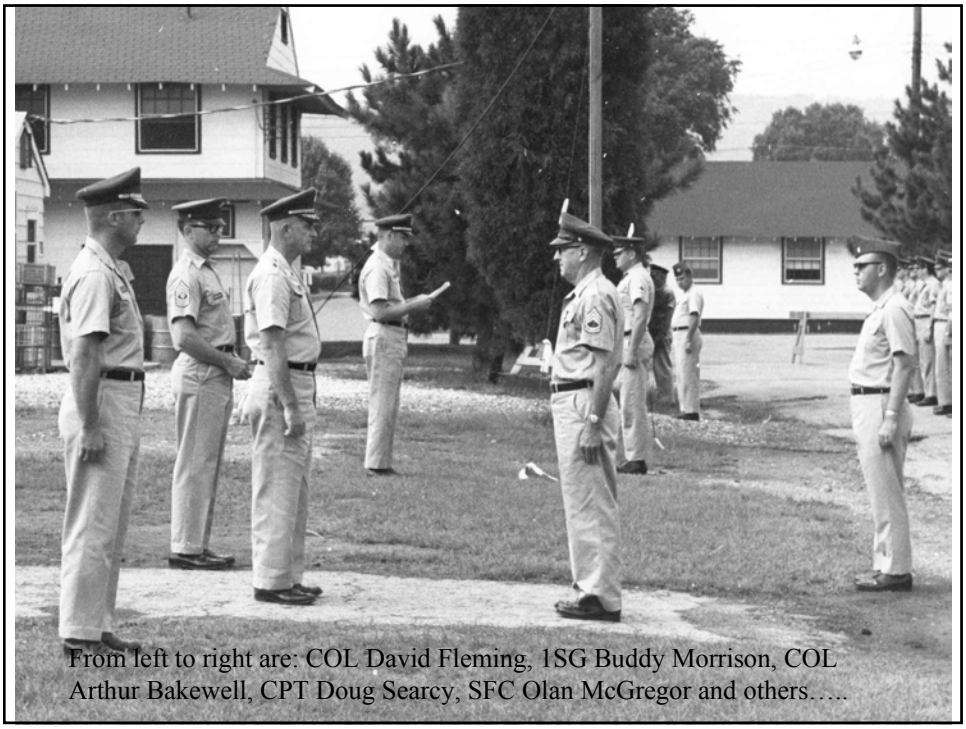
Left to right: SSG Al D’Ambrosio; SP4 Jimmy Allison; 1LT Gerry Howard; CW2 Dave Austin – Old Frankfort National Guard Armory on Louisville Road. Circa 1974.

Harold Canon at left and Walter P. Mundy at right work on a UH-1D (Huey) circa 72 or 73 at the Army Aviation Support Facility on Boone National Guard Center in Frankfort, Kentucky. Photo courtesy CW4 (R) Harold Canon.

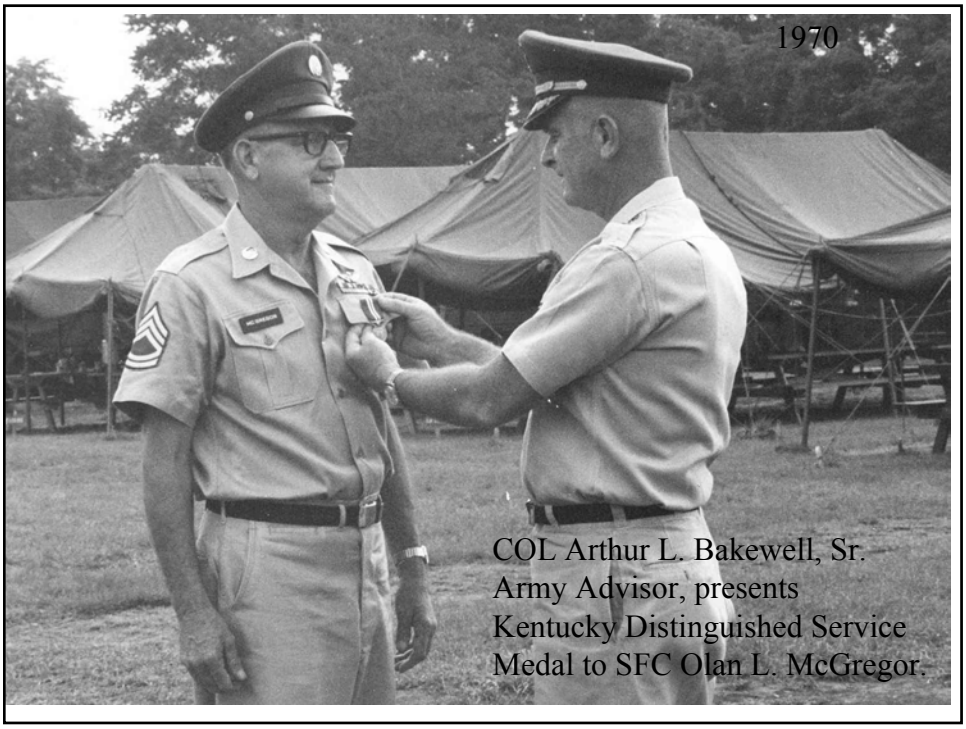
SFC Robert Solomon performs technical inspection on a UH-1D



Air Assault Demonstration Boone National Guard Center



From left to right are: COL David Fleming, 1SG Buddy Morrison, COL Arthur Bakewell, CPT Doug Searcy, SFC Olan McGregor and others…..

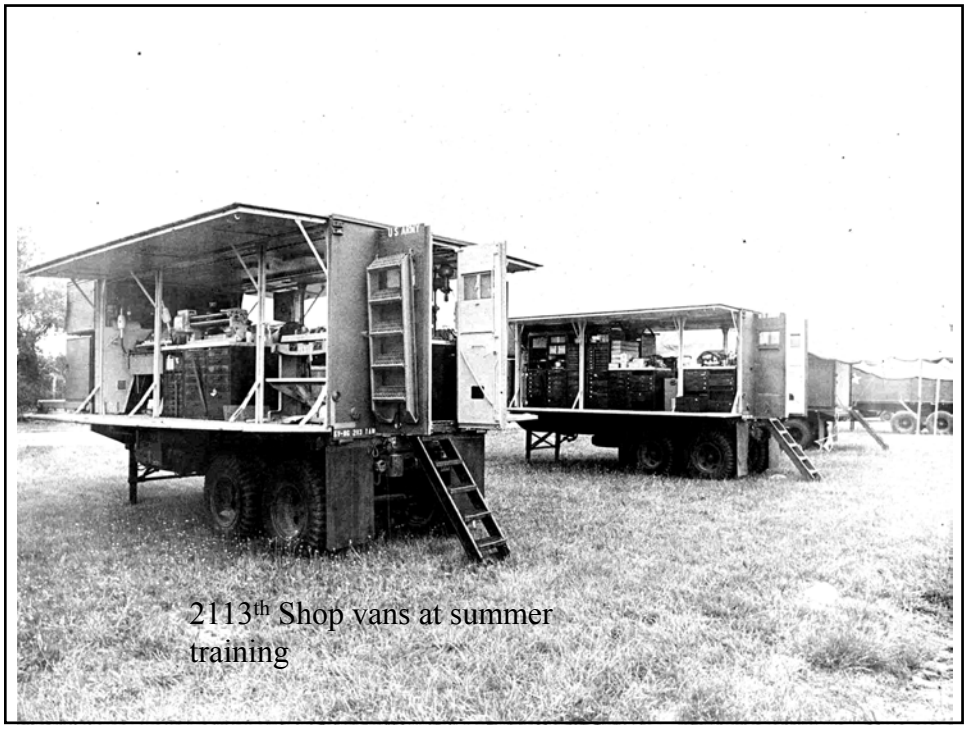


COL Arthur L. Bakewell, Sr. Army Advisor, presents Kentucky Distinguished Service Medal to SFC Olan L. McGregor.

1976

CHOPPER DISPLAY–SP5 Chuck Johnson, left, SP5 Barry Claypool, top, and SP4 Lester Reid, all of the 149th Armor Brigade, move a helicopter into the Bowling Green Mall. The aircraft was part of a recruiting display during "Spirit of '76" activities. (Photo by SP4 Jerry Wright)

2113th working on a UH-1D Huey.



2113th Shop vans at summer training

2113th Sheet Metal Shop van

2113th training maintenance tent and UH-1D

OH-58

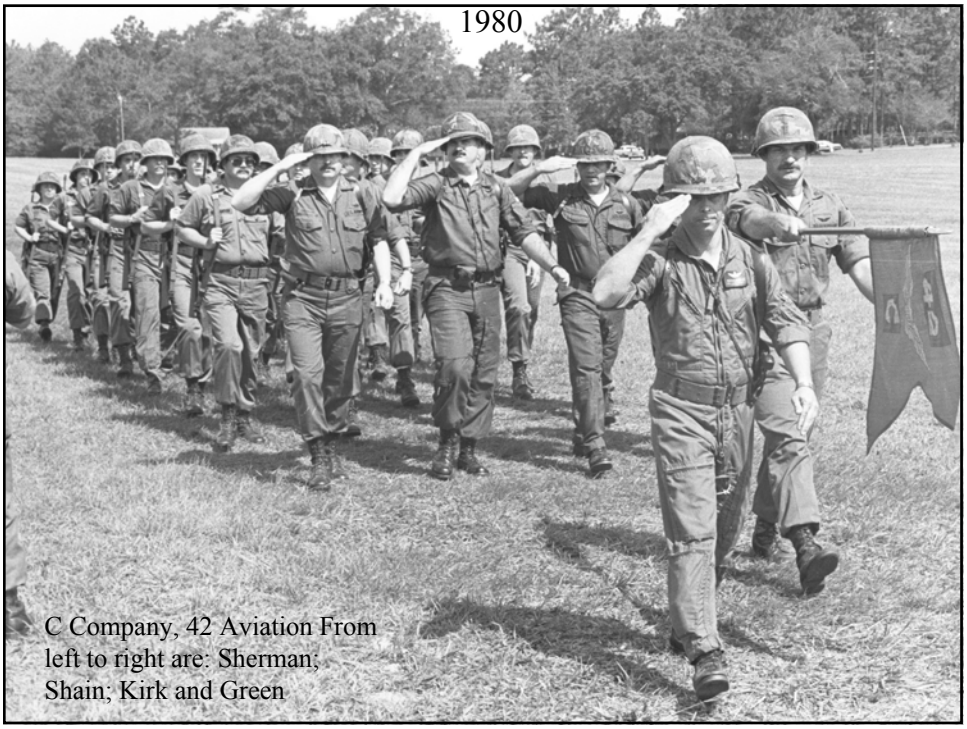
CW4 Jim Cline in the cockpit of a UH-19 that was assigned here for maintenance training. Standing is a unidentified crew chief from 441st.

1979

Sandy Goin models the instrument training device used

UH-60

1980



C Company, 42 Aviation From left to right are: Sherman; Shain; Kirk and Green

1983

The state-owned helicopter used by Gov. John Y. Brown Jr. (Sikorsky S-76 Mark II) landed shortly after the one given to the Army National Guard. Courier Journal Staff Photo by Bill Kight.

1983

SFC BO THOMAS checks the tail rotor on the UH-60A Blackhawk. Visual inspections like this are conducted every seven days. (Photo by Spec. 4 Ed Armstrong)

Members of 1155th Train To Fly Blackhawk

The Bluegrass Guard
Jan-Feb 1983

With the approval of the Sikorsky UH-60A Blackhawk helicopter, members of the 1155th Transportation Company are training to fly and maintain the new craft.

Twelve members of the 1155th have completed a nine-week maintenance school at Ft. Eustis, VA. SFC Bo Thomas and SFC Robert Solomon are among those who have completed the course.

The Kentucky Guard now has five pilots who are qualified to fly the Blackhawk. Two, CW4 Jim Cline and 1st Lt. Lloyd Bailey, were the first Guardsmen in the nation to qualify on the aircraft. CW2 Wallace Walker, Lt. Col. Tom Quisenberry, and CW4 William E. Preston are also qualified.

1984

Swirls of dust from a dry cornfield in Michigan dramatically reduced visibility for Kentucky Army Guard pilots who were maneuvering their UH-60 “Blackhawk” to sling load a 6,800 pound disabled UH-1 “Huey.” Hooking cargo straps to the Huey’s rotor hub are (l. to r.) SSgt. George Leffel and SSgt. Jim Whitaker. CWO 2 Jerry Watkins is on the ground holding the folded drogue parachute that trailed behind the load once it was in flight. (Photos by SFC Chuck Toler, KYARNG PAO)

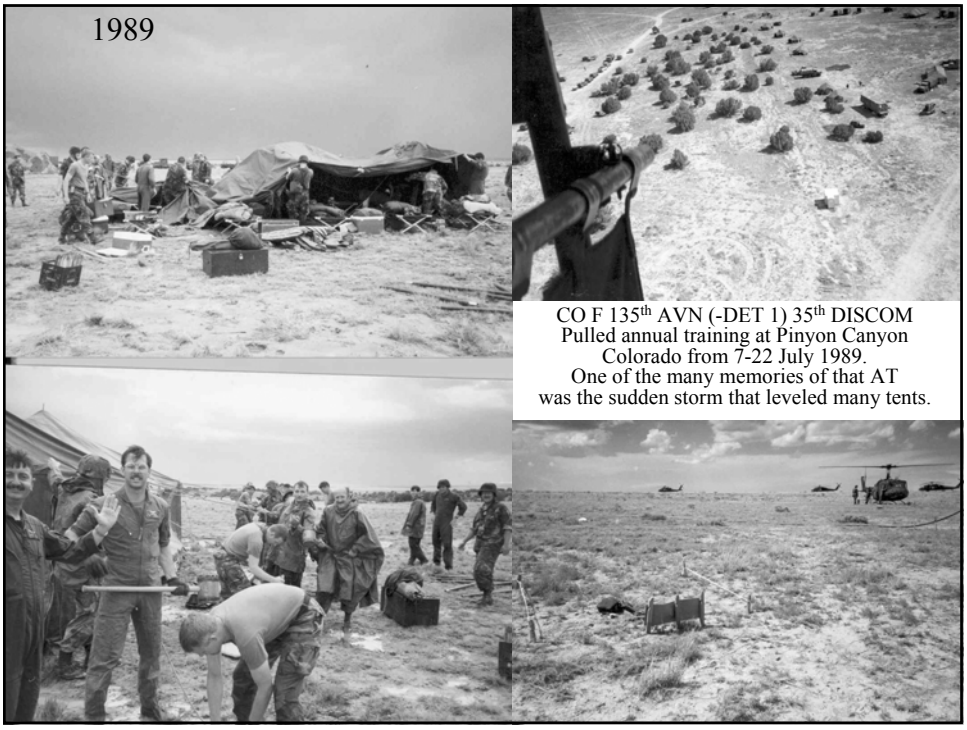
1984

Group photo of the KYNG Army Aviation Support Facility 5 July 1984. Left to right front to rear are: Roberts, B; Brandenburg, R; Leffel, G; Roberts, G; Solomon, R; Bailey, G; Spencer, R; Carney, R; Kirk, R (hidden) Cross, H; Penn, R; Quisenberry, D; Collins, B; Lancaster, J; McDaniels, A; Demers, B; Redman, W; Canon, H; Kingsolver, R; Walters, R; McMakin, G; Upchurch, R; Green, J; Rice, L; Bailey, B; Hendricks, C; Slaughter, L; Wise, R; Cartwright, G; Lickliter, B; Walker, W; Morganti, M; Cline, J; Gordon, F; Thomas, B; Craig, R; Fleming, D. Photo courtesy CW4 (R) Harold Canon.

1984

35th Division Activation Ceremony at Fort Leavenworth. From Left to right are Fleming; Stephens; Brown and Green. August 1984

1987



CO F 135th AVN (-DET 1) 35th DISCOM
Pulled annual training at Pinyon Canyon
Colorado from 7-22 July 1989.
One of the many memories of that AT
was the sudden storm that leveled many tents.

LTC Shannon in an OH-58

1993

Ceremony recognizing 100,000 Accident Free Flying Hours in the Kentucky Army National Guard. Coffee cups were presented to aviation personnel. From Left to right Front Row: COL Green; MG DeZarn; COL Fleming; BG Buster; CW4 Canon; MSG Stansberry; LTC Walker; SGM Brown; SFC Craig; CSM Barker; SFC Warmouth; From Left to right Back Row: SGT L. Rice; CW4 Stoops; MAJ Danny Rodgers; MSG Harry Rice.

1997

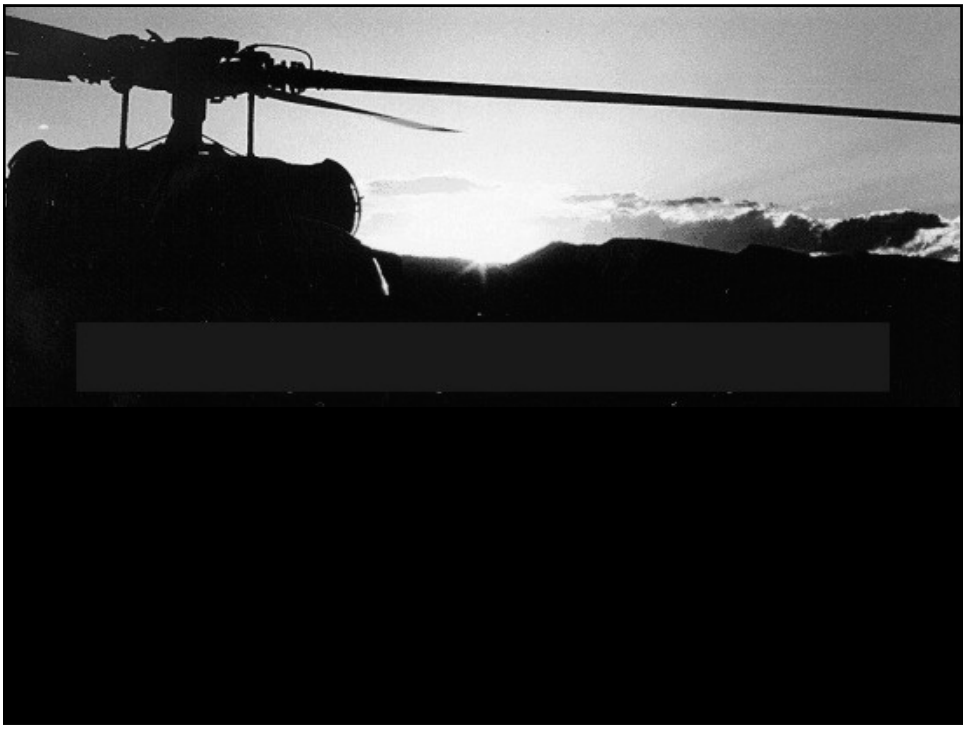
Department of the Army Master Readiness Award being presented to CW4 Kim Bolen and the AASF maintenance section by MG Groves for averaging 70% Operational Readiness Rate on the UH-60 fleet for FY 1997.

2002

Nicaragua 2002. From left are: Willey, Stocker, Branscum Unknown, MG Youngman, Stoops, Lewis and Shannon

Ecuador

KENTUCKY NATIONAL GUARD



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