

History of the Kentucky National Guard Army Aviation 1915 – 2025

**110 Years of Service to the
Commonwealth and the Nation**

**Mr. John M. Trowbridge
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2025**

Cover: Kentucky National Guard Army Aviation Change of Command 2024, Boone National Guard Center, Frankfort, Kentucky.

Dedicated to
CW4 (Ret) William Harold Canon, Jr.
(1930 – 2024)



Saint Michael

Patron Saint of Army Aviation

Saint Michael is referred to in biblical writings as an archangel who wages war against evil. He was known as the heavenly prince or champion who specifically charged forward to guard and defend others. He is legendary as the leader of angels who fought a war in heaven and conquered the dragon and cast it down from the skies. Michael's battles are an allegory of the struggle between good and evil. Throughout the centuries, Michael has been depicted with a sword fighting or standing over the conquered dragon.

The legendary image of Saint Michael defeating the dragon exemplifies the bravery and gallantry that we associate with the Aviation soldier. His angelic qualities demonstrate the boldness and swiftness of Army Aviation on the battlefield. As a brave warrior and protector, Saint Michael is the embodiment of courage and justice and is an appropriate symbol of the values and high level of excellence exhibited throughout Army Aviation.



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Introduction

The Militia Act of 1903, “A Bill to Promote the Efficiency of the Militia and for Other Purposes,” also known as the “Dick” Act, mandated the transition of State Guard/Militia’s to conform in organization, equipment, and training with the Regular Army. The Chief Signal Officer of the Army used this legislation to encourage the formation of signal units within the National Guard.

In April 1908, a group of flying enthusiasts had organized an “aeronautical corps” at the Park Avenue Armory in New York City to learn ballooning. They were members of the 1st Company, Signal Corps, New York National Guard. In 1910, the unit raised five hundred dollars to finance its first aircraft.¹ In 1911, the Curtiss Aeroplane Company loaned the New York National Guard’s 1st Company, Signal Corps Aeronautic Corps an aircraft and a pilot named Beckwith Havens. Havens joined the unit as a Private. During a 1912 joint Army/National Guard maneuver in Connecticut, then Private First Class Havens flew a Curtiss airplane, becoming the first Guardsman to fly on Federal status.²

The U. S. Army’s organization adapted quickly to take advantage of the fixed wing aviation technology as it evolved creating the Aeronautical Division of the U. S. Signal Corps on 1 August 1907. Redesignated as the Aviation Section, U. S. Signal Corps on 18 July 1914. It evolved to the Division of Military Aeronautics on 20 May 1918 and changed its name yet again to the Air Service on 24 May 1918. It became the Air Corps on 2 July 1926. The Air Corps became a subordinate element of the Army Air Forces on 20 June 1941 and continued to exist as a combat arm of the Army until 1947.

Unfortunately, the exact time and place when the Kentucky Army National Guard received its first aircraft has been lost to history. We believe that the Kentucky Army National Guard received authorization for its first aircraft when the first artillery unit of the Kentucky National Guard received Federal recognition after World War II. Since aircraft were primarily assigned to artillery units we can say with some certainty that aircraft must have been on the Table of Organization and Equipment (TO&E) when the 138th Field Artillery Group Headquarters & Headquarters Battery in Louisville received Federal recognition on 24 September 1946 along with: Service Battery; Battery A, Battery B; and Battery C, all formed in Louisville on the same date.

Kentuckian In at the Beginning of Aeronautical Division

On August 1, 1907, the Aeronautical Division of the U. S. Army Signal Corps was established. Three men were assigned: Captain Charles Deforest Chandler, Corporal Edward “Eddie” Ward, and Private First-Class Joseph E. Barrett.

Corporal Edward Ward was born in Pine Knott, Kentucky. Ward had enlisted in the Army in 1906. He became involved in military aviation in July of 1907 when he and Private First-Class Joseph E. Barrett were detailed from Fort Wood on Bedloe Island, New York for instruction in balloon manufacturing in New York City. Barrett deserted the Army and rejoined the Navy in September of 1907 leaving Ward as the sole enlisted soldier formally assigned to the Aeronautical Division.

Eight others were added during a detail in Norfolk for the Jamestown Exposition. The detail was then sent to Fort Myer, Virginia. The Board of Ordnance and Fortifications sought out the

¹ <https://www.ang.af.mil/History/Features/EarlyAmericanAviators.asp>

² <http://www.ang.af.mil/History/Features/EarlyAmericanAviators.asp>. Doubler, Michael D. *The Modern National Guard* “Origins of the Air National Guard.” p. 62, 2003.

Wrights' in 1907 after they had successful sales in Europe and in December the Signal Corps issued an advertisement and specifications to solicit bids for a heavier than air machine.

The requirements included that the machine carry two persons, travel at least forty miles per hour and be capable of sustained flight for at least one hour and that it had to be able to be dismantled so that it could be transported in Army wagons.³

When the Wright Flyer arrived for its Army test flight at Fort Myer, Ward and his team unpacked and assembled the flyer for the flight.⁴



Assembling and preparing the Wright Flyer for its 1909 flight at Fort Myer, Virginia.



Corporal Edward "Eddie" Ward, first enlisted man of the U. S. Air Force. *National Museum of the United States Air Force.*



Ward and his balloon crew. Ward is in the basket on the left.

Below: Ward is seated on the right.



³ <https://www.nationalmuseum.af.mil/Visit/Museum-Exhibits/Fact-Sheets/Display/Article/197534/cpl-edward-ward-first-enlisted-airman/>

⁴ Trowbridge, "I never did care much for flying," Eddie Ward. U.S. Military Aviation Pioneer and the US Air Force's first Non-Commissioned Officer.

Light Aviation for Guard Units of the National Guard

The organic assignment of light aviation sections to Army Ground Forces units was introduced in the early stages of World War II. As conceived originally, the function of these light aviation sections was to provide emergency or stand-by air observation posts for artillery units to which they were assigned. It was the opinion then that liaison aircraft were too vulnerable to be employed for continuous, or even upon long, observation missions.

The actual employment in combat of such light aviation indicated immediately that its possibilities were far greater than originally contemplated. Finding that it was both possible and practicable to have sustained observation by teams of liaison pilots and observers, artillery units in general began to depend upon their light aviation sections as a primary means of observation. The over-all result was that the majority of observed artillery missions probably were directed from such liaison aircraft. Furthermore, the rapid movements and distances involved in modern war created a variety of important special missions which could be fulfilled only by such organic light aviation, yet which were not within the normal functioning of the artillery units. Thus, as a matter of expediency, artillery light aviation sections were loaned, or attached, to other elements for fulfillment of the most important of such missions. Thus, through combat use, it became evident that such organic light aviation was needed equally as badly by other branches and services of the Army.

The effectiveness of such organic light aviation upon these special missions for various branches and services having been demonstrated by the artillery light aviation sections of World War II, it was thereupon decided to include similar organic light aviation in the following ground units:

- a. Army, corps, and division headquarters.
- b. Corps artillery, field artillery brigade, field artillery group, and division artillery headquarters.
- c. Combat command, and tank battalion headquarters.
- d. Infantry regiment headquarters.
- e. Field Artillery battalion headquarters.
- f. Engineer combat battalion headquarters.
- g. Cavalry group (mechanized), and cavalry reconnaissance squadron (mechanized) headquarters.
- h. Field operations company, signal battalion.

As a result, ground units of the National Guard, which prior to World War II had no such organic light aviation, are to be organized with approximately 1,200 liaison pilots, 800 such aircraft, together with an appropriate number of mechanics, ground crew members, and civilian caretakers.

The problems involved in initiating this light aviation program are complex. They are without precedent in the peacetime administration of ground units of the National Guard. However, by the close of this fiscal year the necessary basic work had been accomplished to insure actual, operational, large-scale flying during the coming fiscal year 1948.

To facilitate introduction of this new program a liaison pilot officer fully experienced in this work was assigned to the National Guard Bureau. Arrangements were made also for the assignment of two additional such officers early in the fiscal year 1948.

Procurement negotiations are currently being carried out which should culminate in the delivery to the National Guard of 423 new modern liaison aircraft, including 47 L-17 (Navion) and 376 L-16 (Aironca) planes. In collaboration with Army Ground Forces and Army Air Forces

plans had evolved for procurement, training, and the rating of approximately 1,200 such pilots. There are now contemplated to comprise former liaison pilots, former Army Air Forces pilots, and National Guard officers without flying experience. Similar plans have been developed for aircraft and engine mechanics, and for the necessary civilian caretakers.

In all, we feel confident that the plans of this fiscal year for such organic light aviation in ground units of the National Guard should culminate during the coming fiscal year in a progressive, successfully operating program, to include many federally recognized units authorized such aviation.⁵

⁵ National Guard Bureau. *Annual Report of the Chief National Guard Bureau Fiscal Year Ending 30 June 1947*. Washington, D.C: Government Printing Office, 1948, pp. 83-85.

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CW5 (Ret) Ed Tatlock.
CW4 (Ret) William Harold Canon, Jr.
CW4 (Ret) Logan Weiler.
MSG (Ret) Leonard Shouse.
SFC Lonnie Phillips.

Chapter I:
Kentucky Army National Guard
Aviators in the First World War (1915-
1919)

An undated clipping located with the papers of COL George M. Chescheir at the Kentucky Historical Society believed to have been published in the "United States Army and Navy Journal and Gazette of the Regular and Volunteer Forces" sometime in early 1916 gives a glimpse into the early plans of the signal corps in Kentucky.

KENTUCKY

Company A Signal Corps, Kentucky N.G., Capt.. Otto Holstein, was inspected on April 1 by Capt. Easton R. Gibson, 19th Inf., U.S.A., Inspector-instructor. Three officers and Sixty-three enlisted men were present and nineteen were absent. Aggregate, present and absent, three officers and eighty-two enlisted men.

The men are' far: above the average and practically every man possesses some particular qualification making him especially adaptable to this branch of the Service. Among the personnel are to be found expert machinists; mechanics, telegraphers, linemen, telephone repair and switchboard men, electricians, wiremen; engineering students {mechanical, electrical, chemical; etc.) from the State -University and others. Wigwag, semaphore, buzzer; flashlight and heliograph apparatus has been improvised and the men have, for the most- part, already reached a state of proficiency in, those branches; one semaphore team in competition receiving four messages in Spanish (a language which none of the team had ever seen before) in record time and with but the mistake of one letter.

Two of the officers of Company A, Signal Corps, have already been detailed to take the course in aviation, and one, Lieut. Bee Osborne is already in attendance at the Curtiss School at Newport News, Va., and 1st Lieut. Keeling G. Pulliam, Jr., will take a course at Buffalo at the Curtiss School. Another appointment has, been secured at Grinnell, Iowa. Captain Holstein has plans under consideration by which he hopes to raise funds for the purchase of a military tractor for the Kentucky Guard, and it is hoped that Kentucky will soon have an efficient Aviation Section as well as a Field Telegraph Company available for duty any time, for any service that may be required of them.

1915

Kentucky Army National Guard's first aviators.

B. W. Osborne, Sergeant, Telegraph Operator, Company A, Signal Company, Kentucky National Guard.

K. G. Pulliam, Master Signal Electrician, Company A, Signal Company, Kentucky National Guard.⁶

Francis Bentley Young, Company C, First Kentucky Infantry, Kentucky National Guard.

James Bernard Wallace, Sr. (Balloon Pilot), First Sergeant, Company A, Signal Company, Kentucky National Guard.

1916

⁶ General Order No. 8, Kentucky Adjutant General's Office, dated 1 June 1917.

Two of the officers of Company A, Signal Corps, have already been detailed to take the course in aviation, and one, Lieut. Bee Osborne is already in attendance at the Curtiss School at Newport News, Va., and 1st Lieut. Keeling G. Pulliam, Jr., will take a course at Buffalo at the Curtiss School. Another appointment has, been secured at Grinnell, Iowa. Captain Holstein has plans under consideration by which he hopes to raise funds for the purchase of a military tractor for the Kentucky Guard, and it is hoped that Kentucky will soon have an efficient Aviation Section as well as a Field Telegraph Company available for duty any time, for any service that may be required of them.⁷

Kentucky Signal Corps to Have Aviation Section.

K. G. Pulliam, Jr., Appointed to Take Training

Captain Otto Holstein, of the Lexington Signal Corps Company, announces that thru the generosity of the Curtiss Aeroplane Company, a free course of training will be given to one of the Signal Corps' officers. A cash bonus will also be given the officer selected for this course of training to partially defray his expenses while at the Curtiss school.

Keeling G. Pulliam, Jr., until recently, Master Signal Electrician of Company A, Signal Corps, Kentucky National Guard, has been selected for the course of instruction, having signified his interest in the work, will be commissioned an officer and will receive the appointment to the Curtiss school, probably taking the course at their Buffalo plant where instruction in the mechanical end of the science can also be studied.

Mr. Pulliam will probably commence his course of instruction early next June after his graduation from State University, where he is now a senior.

The Kentucky Militia will thus enjoy a rather unique distinction of having a trained aviator connected with the Signal Corps, a thing calculated to make it a most valuable adjunct to the organization in event of the Kentucky Signal Corps Company ever being called into active service.

Will Train Officer from Each State.

The Curtiss Aeroplane Company has offered to train an officer of the militia of each of the 48 States. This training will be given on either land or water aeroplanes at any of the following points, at which Curtiss aviation schools are located: Buffalo, N.Y.; Hammondsport, N.Y.; Newport News, Va., and San Diego, Cal. Another school will be established at Sheepshead Bay Speedway, New York City, in the spring. This training will continue until the officer appointed secures his official pilot license, which is issued by the Aero Club of America. Such a course is worth \$400.

Thru Emerson McMillin, of New York, the Aero Club of America adds 10 per cent, to this \$400. The check for \$40 will be sent to the Adjutant General of each State upon receipt of advice that the officer is ready to report at once of the Curtiss schools for his training. This amount is to go towards defraying expenses incidental to his training.

This contribution of the Curtiss Company to the National Aeroplane Fund will add 48 trained militia officers to the aerial forces as well as enable the militia of most States to take the first step toward organizing an aviation section.⁸

⁷ Undated newspaper clipping located with the papers of COL George M. Chescheir at the Kentucky Historical Society likely published in the "United States Army and Navy Journal and Gazette of the Regular and Volunteer Forces" sometime between August 1916 and May 1917.

⁸ *Lexington Herald-Leader*, 9 March 1916, p. 1. At the time Pulliam was serving as Second Lieutenant in the Signal Company at Lexington.

Aviator Pupils Commissioned.

B. R. Osborne, a member of Company A, Signal Corps, K.N.G., of this city, has been commissioned Lieutenant by Adj. Gen. J. Tandy Ellis, the appointment being made to enable Osborne to accept the aviation scholarship offered by the Curtiss Company, and thus give the Kentucky militia another air scout.

Keeling G. Pulliam, Jr., of this city, was appointed to one of the scholarships several weeks ago, and no appointment has yet been made for the last three scholarships which the Curtiss Company gives to the militia of each State.

Lieut. Osborne will be sent to the Curtiss school at Newport News, Va., and will leave April 1. Lieut. Pulliam, who will go to the Buffalo school, will not be able to get away until his graduation from State University in June. Gen. Ellis expects soon to make the appointment to the third scholarship, which is open to any Lieutenant in the Kentucky National Guard, and which will entitle the holder to the course of instruction in the Grinnell Aviation School, at Grinnell, Ia.⁹

Another Local Boy to Take Aviation Course Lieutenant B. R. Osborne, of Signal Corps, To Enter Curtiss School

The commission of B. R. Osborne, of Lexington, as a Lieutenant in the National Guard by Adjutant General J. Tandy Ellis yesterday insures Lexington of two young aviators in the Curtiss schools this summer. Keeling G. Pulliam, Jr., several days ago qualified for one of the scholarships and there is still a third unclaimed.

Lieutenant Osborne was a member of Company A, Signal Corps, and is familiar with the operation of wireless telegraphy. He was formerly night chief operator at the Western Union Telegraph Company's local office and is now night manager of the Peerless Taxicab Company. He is conversant with the operation and repair of the gas engine and is considered well qualified to receive the instruction.

Lieutenant Osborne will be sent to the Curtiss school at Newport News, Va., and will leave soon for his new field.

Lieutenant K. G. Pulliam, who recently qualified for one of the other scholarships, will go as soon as the term at State University¹⁰ is over, to the Curtiss plant at Buffalo, N. Y., where he will have an opportunity to study the construction and assembling of the machine as well as the operation. The third scholarship, open to Lieutenants in the State Guard is unclaimed, and will entitle the holder to instruction in the Grinnell Aviation School, at Grinnell, Ia.¹¹

Lexington May Have an Aviation School Formation of Aero Club in Kentucky Is Being Considered

An aviation school for Lexington in connection with the National Guard has been announced as the outcome of the probable formation of a Kentucky Aero Club, to be affiliated with the Aero Club of America.

Lieutenant Pulliam,¹² who will leave for the Curtiss training school at the end of the present term of school, and Lieutenant B. Osborne,¹³ who will leave today for the school, will be qualified at the end of their two months training to teach aviation.

⁹ *The Lexington Herald*, 23 Mar. 1916, p. 5. Also see, *The Courier-Journal*, 24 Mar 1916, p. 5.

¹⁰ University of Kentucky.

¹¹ *The Lexington Herald*, 23 Mar. 1916, p. 5.

¹² Keeling Gaines Pulliam, Jr.

¹³ Bee Rife Osborne.

An aeroplane will be purchased, and a hanger built here with money raised among public spirited citizens who would become members.¹⁴

On 22 March 1916, *The Lexington Herald* reported that the two local guard units, Company C, 2nd Kentucky Infantry and Company A, Signal Corps were competing in a Rifle Match at the armory. The team representing Company A had been selected Saturday afternoon and was composed of: Captain Holstein, Lieutenant Pulliam, Sergeants Osborne, Wallace and Cregor and Private Drakeford.¹⁵

May Establish Flying School in Kentucky

Lexington, Ky., April 1.—Capt. Otto Holstein, of Company A, Signal Corps, Kentucky National Guard, hopes to establish soon a school of aviation in Lexington for the Kentucky National Guard, with arrangements whereby civilians also may enter. The school would be under the auspices of a Kentucky Aero Club, affiliated with the Aero Club of America. Lieut. B. Osborne, of Company A, will leave tomorrow for a course of study in the Curtiss school, and Lieut. K. G. Pulliam, Jr., will go on June 20, for a similar course.

With the return of these officers after two months training, they will be qualified to teach aviation, and the establishment of a school as an adjunct of the Kentucky Aero club, it is proposed.

Lieut. Pulliam now is at work on construction for the club. It is anticipated that a large number of public-spirited citizens and patriotic people over the Commonwealth would become members, and fees would go toward defraying the cost of a machine.¹⁶

Although there was discussion and some initial movement towards the establishment of an aviation branch in the Kentucky National Guard at this time, it would be another thirty years before the Kentucky National Guard would have aviation assets assigned to it.

Lieutenant Bee Osborne to Return to Lexington on Completing Course

. . . Announcement was made that Lieutenant Bee Osborne, of Company A, Signal Corps, K.N.G., and the captain of the rifle company, would return to Lexington today after completing his course in aviation training under the instruction of the Curtiss Aeroplane Company, and would assume charge of the company. . .¹⁷

Lexingtonians Fill Recruiting Places Seeking To Enlist Militia Companies Headquarters Thronged All Day With Men Eager for Border Duty Applicants' Fitness to Be Tested Today

Guardsmen Remain at Station Anxiously Awaiting Order to Move

. . . Lieutenant Keeling G. Pulliam, Jr., Junior First Lieutenant of the Signal Corps Company, is now in the North for the summer. Captain Holstein said that he had not heard from Lieutenant Pulliam and that he did not know whether he would return for the mobilization, but that in case he did not one of the members would be promoted to position of Junior First Lieutenant of the Company.

¹⁴ Initially, Army Aviation fell under command and control of the Signal Corps.

¹⁵ *The Lexington Herald* dated 9 Apr. 1916, sec. 2, p. 3, indicates that C Company won the match.

¹⁶ *The Hartford Republican*, 7 Apr. 1916, p. 3.

¹⁷ *The Lexington Herald*, 14 Jun. 1916, p. 10.

Lieutenant Bee Osborne, of the company, has been for several weeks at Newport News, Va., taking a course in the Curtiss Aviation School and is expected to return in the next few days. Lieutenant Osborne will be assigned to aviation duty.¹⁸

**Lexington Birdmen at Fort Thomas
One of Them Is a Graduate of the Curtiss Aviation School, and
Both Are in the Signal Corps.**

Lieutenant Bee Osborne and Keeling G. Pulliam

Ft Thomas, July 15.—In the mobilization camp of the troops of Kentucky there are two young men, natives of the State, quite unassuming chaps, whose profession one would never imagine when talking to them.

The position these two young men hold is not very well known to the general camp and the many people who have talked to them in their quarters near the entrances have never stopped to think they were talking to licensed aviators. Both have completed the courses of training in the art of flying and expect to be on the border if trouble comes.

These two young men are looking forward to flying over the desert sands of Mexico if the United States should ever invade that country. On men of this type will fall the brunt of scout duty and dispatch bearing.

One of these men is a graduate of the Curtiss School for Aviators at Newport News. He is Lieut. Bee Osborne, a native of Lexington. He holds a commission in H Company, of the Third Infantry. The other is Lieut. K. G. Pulliam, Jr., also of Lexington. Both men are assigned to the Signal Corps. Some months ago the Curtiss School offered a scholarship to a certain number of commissioned officers from each State to take the course in aviation.

Lieutenant Osborne went to the school and completed the course and was awarded a license. Here is what the Kentucky boy did before he completed his education in the aeroplane.

Made Two Flights a Day.

Each day he was required to make two flights, each to be from twenty to thirty minutes' duration. On one flight he rose to an altitude of ____ feet. He was instructed in both the use of the hydroplane and the land _____. These machines are all high-powered and many are of the type that will be used on the Mexican border. Lieutenant Osborne also saw service with a new armored machine that is equipped with a two-pound recoil gun. The gun is attached to the aeroplane and is operated by the man who is called the observer. It shoots shrapnel and explosives. These scout machines have a speed of 125 miles an hour. They have twenty-foot wings and are of ninety horsepower.

Lieutenant Pulliam.

Lieutenant Pulliam, who also hails from the same Bluegrass city, is another seeking laurels as a conqueror of the air. He has flown among the clouds at San Diego, and was on the way to the aviation school at Buffalo when the call came for the guardsmen.

To Lieutenant Pulliam's answer to the call to the colors there hangs a very interesting tale.

The story as told by friends of the young officer is that when President Wilson's call was flashed over the country Pulliam was at a houseboat party in Minnesota. The call was made on Sunday, and as he was away from a large town, he was late in getting the news. Not hesitating an hour, Lieutenant Pulliam endeavored to get in touch with his command, the Signal Corps at Lexington. The officer met with difficulty, but finally succeeded in finding a telegraph office. Again, he met obstacles when he found the office closed. Quickly finding a way to gain an entrance

¹⁸ *The Lexington Herald*, 20 Jun. 1916, p. 1, 3.

to the telegraph office, Pulliam sat down to the key and sent a call to Lexington, being an expert telegraph operator.

Holstein Answers Call.

The call came to Captain Holstein at Lexington that Lieut. K. G. Pulliam was reporting for duty from “somewhere in the North.” For the novelty of the affair, operators at Lexington got Captain Holstein on the wire and allowed him to answer the young officer’s report himself directly over the wire. Both men being telegraph operators, it was a merry time they had for a few seconds flashing compliments back and forth from keys.

Other officers who are interested in aviation and Signal Corps say that just after the troops were called out a wire was received by the State from Allen R. Hawley, president of the Aero Club of America, offering to pay the expenses of an unlimited number of young men to be sent to the different aviation schools where they would be instructed by government aviators.

Kentucky has been busy mobilizing her guardsmen that she has not had time to accept the offer.¹⁹



Members of the Kentucky National Guard gather around a Signal Corps plane. The photograph was taken sometime between August 1916 and February 1917. This is believed to be Signal Corps plane No. 75, a Curtiss R2, which was delivered to Columbus in May 1916.²⁰ *Courtesy Kentucky Historical Society, Special Collections, George M. Cheshire Collection.*

Lexington Boy to Enter Aviation Corps of U. S. Army

Keeling G. Pulliam, Jr., son of Commissioner K. G. Pulliam, currently is a First Lieutenant with the Signal Corps, Kentucky National Guard, has passed his examination for a commission in the Aviation Corps and will probably be assigned to the station at San Diego, Cal., in a few days. News of Lieutenant Pulliam’s passing the examination for a commission in the regular army, was received yesterday by Lieutenant Lawrence J. Heyman, resigned, of the Signal Corps.

Lieutenant Pulliam expects to visit friends in Lexington for a few days before taking up his duties with the Aviation Corps. C. S. Cregor, also of Lexington, has been promoted to First Sergeant in Company B, Signal Corps, on the division of the local unit into two companies. R. S. Clayton, formerly a student at the University of Kentucky and a member of the Wildcats, also has been promoted to Sergeant.²¹

1917

¹⁹ *Lexington Leader*, 16 Jul. 1916, p. 7.

²⁰ The Curtiss Model R2 – initial production version, fitted with uneven-span staggered wings and individual, widely separated cockpits for pilot and observer. 12 were built for the US Army.

²¹ *The Lexington Herald*, 22 Nov. 1916, p. 13.

Lexington Boy Is Named Reserve Military Aviator

Lieutenant Bee R. Osborne, of 514 West High Street, who recently received his license as reserve military aviator, has been appointed as aviator with the Signal Corps Reserves with the rank of First Lieutenant of the Officers Reserve Corps. Announcement of the appointment was made at Washington by Brigadier General Henry P. McCain, Adjutant General of the army.

Lieutenant Osborne, since the completion of his course, has been in Lexington. He has planned to organize in Lexington an aviation company. In his new capacity he will not be called upon for active service except in the event of war.²²

Signal Corps Is Given Welcome Company Will Be Mustered Out Here Saturday, Is Belief Crowd Meets Them

Men Stood Trip Well Despite Delays, Says Captain Holstein

. . . Lieutenant Keeling G. Pulliam, Jr., son of former Commissioner Keeling G. Pulliam, who suffered a broken arm several weeks ago, show none of the effects of the accident, except that his arm was slightly stiff. . .²³

Calls Signal Corps Mounted Patrol Duty for Company Brought to State Service

. . . Lieutenant Keeling G. Pulliam, Jr., of the company is in New York at the Curtiss School of Aviation. . .²⁴

1918

In 1960 during the centennial celebrations for the U. S. Army Signal Corps another article about Company A would make the pages of the *Lexington Herald*.

Lexington's Old A Company Was First Called

Bee Osborne, then a captain and commander of 1106 Aero Squadron, was a member of the original company that left Lexington.³⁴⁶ He was the first U. S. Army pilot to fly an American made plane in France.

The flight was made May 18, 1918, at Romorantin Airfield about 200 miles east of Paris. He was ordered to test fly the plane and had never seen it.

Osborne recalls that American, British, and French military men were on hand for the test flight. Also present was Mrs. Florence H. Kendall, a prominent war worker. He said Mrs. Kendall gave him a large bouquet prior to his take-off in the plane, later known as the "Liberty."

Osborne said he told Mrs. Kendall to "Hold those flowers until I come down. I might need 'em then."²⁵

"The Propellor", an American Expeditionary Forces publication, said "The event (first flight by Osborne) marks the beginnings of a distinct change from half-passive, haphazard air service, to an active, comprehensive program of operations from which important results are expected."

²² *The Lexington Herald*, 21 Mar. 1917, p. 8.

²³ *The Lexington Herald*, 23 Mar. 1917, p. 11.

²⁴ *Lexington Leader*, 6 Apr. 1917, p. 1.

²⁵ Film footage of Captain Bee Osborne's flight at Critical Past website:

http://www.criticalpast.com/video/65675048444_General-de-LEspee_pulling-DH-4-plane_Major-Robert-JBates_presenting-a-bouquet

Osborne recalls that the only instruments on the plane were a tachometer, gasoline gauge and an oil pressure gauge.

Osborne left the Army and airplanes shortly after the war and is now a retired ticket agent of the Chesapeake and Ohio Railway.²⁶

**Second Lieutenant Bee Rife Osborne:
Kentucky National Guard's 1st Military Aviator.**

Born: 22 November 1886, Midway, Woodford County, Kentucky.

Parents: James Wesley (1853-1924) and Polly Ann *Stamper* (1859-1926) Osborne.

Siblings: Hattie O. Stamper (1884-1973).

Clarence S. Osborne (1888-1939).

Eli Osborne (1893-1974).

Marital Status: Married.

Spouse: Cora *Cook* Osborne (1891-1968).

Children: Bee R. Osborne, Jr. (1916-1942).

Occupation(s): Telegraph operator, aviator.

Military: See information, below.

Misc.: Bee was against US involvement in WWII. He soon joined the Army, 2 March 1942, while at home on leave 30 June 1942, prior to being sent overseas, dove into Kentucky River, at Boonesboro Beach, hitting an underwater tree stump severing his spinal cord killing him instantly.

Death: 22 December 1968, Lexington, Kentucky.

Burial: Lexington Cemetery, Kentucky.

Cora Osborne died 18 days following her husband's death.

**Man Who Began Military Career in Lexington Was
First Aviator to Test American Plane in France**

Obtaining his first military experience in a Lexington unit of the Kentucky National Guard in 1915, Bee R. Osborne, who saw five years' service as an aviator and served in this capacity throughout America's participation in the World War, has retired to the quiet life of agent and operator for the Chesapeake and Ohio railroad at Grahns, Ky.²⁷

When Mr. Osborne was discharged from the army, he bore the rank of captain. He served as chief test pilot for American planes arriving in France and piloted the first Liberty plane to reach that country. He saw duty in many sections and made numerous flights to the front line.

During his five years' active service as an aviator, he did not have an accident.

The story of his career is told in the October issue of the Chesapeake and Ohio and Hocking Valley Employees Magazine and is presented herewith:

Born at Midway, Ky., in November 1886. Mr. Osborne later moved with his family to Lexington, Ky., where he got his first job as night chief operator with the Western Union Telegraph Company. In November 1915, he joined Company A, Signal Corps, and was chosen as Kentucky's representative to receive a course in flying instruction at Newport News, Va., at a school conducted by Captain Baldwin, noted balloonist.²⁸ He was commissioned second lieutenant, Company M, Third Regiment, and reported for instructions in January 1916. He completed the course in flying

²⁶ *Lexington Herald*, 19 Jun. 1960, p. 60.

²⁷ Grahns, Carter County, Kentucky.

²⁸ Captain Thomas Scott Baldwin, 1854-1923.

in May, 1916, and returned to the Kentucky National Guard in Lexington. In a short while he was called out and sent to Mineola, Long Island, for advanced training.

In December 1916, with 12 other airplanes, he piloted a machine from Mineola to Philadelphia, one of the longest flights ever made at that time.³⁵⁷ The flight was made to test the flying ability of the pilots and to determine the necessary clothing for cold weather long distance flying.

Commissioned Lieutenant

Two months later, in February 1917, Mr. Osborne was commissioned a first lieutenant, Reserve Corps, aviation section, Signal Corps, and detailed for duty at San Antonio, Texas. In April he was ordered to Columbus, N. M. where he joined the First Aero Squadron, U. S. Army. In June he received orders to sail for France and he embarked on the SS *Lapland* on July 13 at New York. On arrival in Paris, he was detailed as radio officer under Colonel Gorrell³⁵⁸ and made up the program and ordered all radio equipment used by the Aviation Squadron of the American Army. He later was made commanding officer of Airdrome at Villacoublay, France. He was chief test and acceptance pilot for the American government under Col. Dunwoody,²⁹ and was commissioned captain in May 1918.

Tested First Plane

While at Villacoublay, Capt. Osborne was sent to Romorantin, about 200 miles east of Paris, to test the first American plane to arrive in France. This, the Liberty plane,³⁰ was flown on May 18, 1918, and the Paris papers had interesting accounts of the flight.

In June 1918, Capt. Osborne was transferred as commanding officer of aviation field at Romorantin, where the Liberty planes were received from the United States, uncrated and set-up, and radios and machine guns installed. They then were tested by the air pilots and ferried to Colombes La Belles air supply depot.³¹ In August, Capt. Osborne took over the command of the 1106th Aero Replacement Squadron at Romorantin, but still acted as chief test pilot and assisted in testing the planes to be used at the front. During this period, he made many flights to the front, ferrying planes.

After the armistice was signed, Capt. Osborne was detailed to salvage and ship back to the United States all planes that were serviceable. He remained at Romorantin in charge of this work until September 1919, when he was ordered to return to the United States with his Company. They sailed Sept. 9, 1919.

During five years of flying, he did not have a single accident.

In November 1920, Capt. Osborne entered the service of the Chesapeake and Ohio as extra agent-operator under R. W. Freeman, chief train dispatcher, Ashland, Ky. He remained in this

²⁹ Colonel Halsey Dunwoody, 1881-1952.

³⁰ The United States possessed no combat-worthy aircraft upon entry into World War I in 1917. Several European aircraft were considered. The British DH-4 was selected because of its comparatively simple construction and its apparent adaptability to mass production. It was also well-suited to the new American 400-horsepower Liberty V-12 engine. American-built DH-4s were dubbed the "Liberty Plane." By war's end, 13 Army Air Service squadrons, five of them bomber squadrons, were equipped with them. In addition, four combined Navy-Marine squadrons were flying DH-4s along the Belgian coast. Of the 4,346 DH-4s built in the United States, 1,213 were delivered to France, but of those only 696 reached the Zone of Advance. In the postwar period, the DH-4 was the principal aircraft used by the U.S. Government when air mail service began in 1918. The plane was a two-seat, single-engine World War I biplane observation and bomber aircraft; 400-horsepower Liberty V-12 water-cooled engine. American-built version of a British design.

³¹ Colombey-les-Belles Aerodrome located in the Meurthe-et-Moselle department in north-eastern France.

position until April 1924, when he was assigned position of agent and operator at Grahn, Ky., where he now is stationed.³²

In August 1927, he was commissioned colonel on the staff of Gov. William J. Fields, of Kentucky.³³

Rife Osborne was born in Midway, Kentucky, the son of James Wesley and Polly Ann Stamper Osborne. He attended Fayette County schools and attended the Wilbur Smith Business College.³⁴ Osborne enlisted in the Kentucky National Guard on 1 September 1915 at the age of 28. His civilian occupation was a telegraph operator. He was elected a Second Lieutenant in Company H of the Third Infantry of the Kentucky National Guard on 6 July 1916.

He arrived at Mineola NY Signal Corps Aviation Station in July 1916 to begin his flight training. He completed it successfully and earned his Reserve Military Aviator certification and his FAI pilot's license No. 623.

While at Mineola and still a member of the Kentucky National Guard, Osborne took part in a National Guard and Army group flight from Mineola to the Philadelphia Navy Yard, a distance of 110 miles on 30 December 1916. This was only the second National Guard group flight, but the first flight in conjunction with the regular Army. The temperature on the ground was zero and reportedly 18 below at the average flight height of 6,000 feet. The pilots wore their own clothing plus experimental flight suits that the army wanted tested. Even with that protection the pilots nearly froze. Osborne was one of eight of the group of 12 who made it to Philadelphia. Osborne evidently made the return flight on 31 December without incident along with three others, out of the group of 12. The remainder of the group made forced landings and continued their journey later in the days that followed.

Osborne resigned his commission as a second lieutenant in the Kentucky National Guard's Third Infantry on 15 January 1917, to transfer to the Signal Officers' Reserve Corps. He continued at Mineola until March 1917. He is listed in Army orders published in the Washington Post on 20 March 1917, as being assigned to the Aviation Section, Signal Officers' Reserve Corps, transferred to active duty and ordered to Fort Sam Houston, Texas, assigned to the Third Aero Squadron, Signal Corps for duty.³⁵ Osborne's next stop was San Antonio, Texas. Osborne left San Antonio in August 1917 and sailed from New Jersey on 13 August 1917 bound for France. While in France he was promoted to 1st Lieutenant on 1 December 1917. He was promoted to Captain in the Air Service on 20 May 1918. He served in France until 17 September 1919. Following his return from overseas he was stationed at Bolling Field, Washington, D.C., from 18 September 1919 and was discharged at Fort Thomas, Kentucky, on 13 September 1920. He was not recorded as having served in any battles or engagements despite his time in France. He was awarded the Victory Medal and four gold war service chevrons.

Osborne returned to Kentucky after the war and was a ticket agent for the Chesapeake and Ohio Railway System and retired from there in 1951. Osborne died at the age of 82 on 22 December 1968. His wife, Cora Cook Osborne preceded him in death by twelve days. They are buried in the Lexington Cemetery.

³² Located in Carter County, Kentucky.

³³ *Lexington Leader*, 7 Oct. 1928, p. 1.

³⁴ Wilbur Smith served as The Adjutant General of Kentucky from September 1898 to November 1900.

³⁵ Army and Navy Changes of the Day *The Washington Post* 14 Jan. 1917.



Second Lieutenant Bee Rife Osborne is on the far right of this group of National Guard aviators. This was the first group of military student pilots to attend the flight instruction course at the Atlantic Coast Aeronautical Station, Hampton Roads, in April 1916. They are standing in front of a Curtiss JN-4D two-seat trainer. *Courtesy of the George Grantham Bain Collection, Library of Congress Prints and Photographs Division.*

In October 1947, *The Lexington Leader* ran another article with photographs on Bee Osborne's exploits as an Army Aviator.



These 17 men were the first reserve officers to receive pilot training from the U. S. Army prior to World War I. Lt. B. R. Osborne, of Lexington, sixth from left, back row, was one of the charmed group. Osborne, now ticket agent for the C. and O. railroad here, was a test pilot in France and flew the first American plane to reach that country during the war. Osborne now lives at 106 Pin Oak avenue. Inset, upper right, is Osborne as he looked 30 years ago when he was flying a "Jenny," one of the U. S.'s first military aircraft.

Lexington's Niche in Air Power Saga Secure in Person of World War I Pilot Railroad Agent Here Is Proud Possessor of Record in Flying

By Frank Borries

Dayton has the Wright brothers and North Carolina has its Kittyhawk, but Lexington has edged into the historic niche of the early days of flying with a quiet, silver-haired little man who in his day scored a couple of "firsts" that give him an undisputed place in the saga of American air power.

Bee R. Osborne, agent for the Chesapeake and Ohio railroad office here, is the man and his "firsts"—either actual or probable—include:

1. One of the first reserve officers to be trained by the U. S. Army as a pilot;
2. One of the earliest—if not the first—test pilots to be used by the American Army in France;
3. One of the group of pilots who flew the first mass formation flight of American airplanes and which set a new distance record for that time.
4. Definitely the first man to fly an American plane in France in World War I.

Osborne ticks off on his fingers now these accomplishments with considerable pleasure, since his records can't be beaten and can't be disputed. He doesn't brag of them—it took considerable persuasion to get permission to write this story because he dislikes personal publicity—but he is proud of his part in aviation's early days.

How did the last come about?

In May, 1918, Osborne was a test pilot at Villacoublay airdrome at Paris. He was ordered to Romorantin, east of Paris, to test out the first Liberty ship sent to French, which was then being uncrated and assembled.

Osborne took the assignment and on May 18, was in the air—the first American to fly an American plane in France during World War I.

Here is the story of the events leading up to that day which caused the heavy accumulation of yellowed newspaper clippings and faded photographs in Osborne's war memoir books.

Started In Lexington

In 1916, Osborne was a member of a Lexington National Guard unit. The Aero Club of America at that time started a program for training fledgling pilots by the Army. The program called for only one officer from any state be permitted to receive the training.

Osborne pulled hard for the Kentucky assignment—by his own admission he was “young and eager to do anything new like that”—and finally got the appointment. He reported to Newport News, Va., for his training.

Group Flew Any Thing

He and 18 other officers took the Virginia training and qualified as pilots. He flew the famous “Jenny” and even Standards and plus flying boats (such as the NC-4 which crossed the Atlantic in 1919) and whatever else was handy.

He soloed in 480 minutes flying time and did it just as many another kiwi has done since. The instructor—Osborne remembers him as a sarcastic and vociferous gentleman—hopped out after a practice landing dual, looked at Osborne and growled:

“Take it around yourself and try to keep from killing yourself.”

Osborne “got a handful of throttle” and took off. A few feet off the ground, he remembers, he realized he was alone and started wondering how to get it down sometime.

“I circled for a long while, then decided to come on in (that's a feeling every kiwi on his solo hop has) since I had to come down sometime.

“I never made a better landing, before or since,” he reminisced.

Received Commission

After that course, Osborne was commissioned a second lieutenant in the Signal Corps (which controlled the Air Corps at that time) and was promptly sent to Mineola, L. I., for more training. There he took part in the first mass hop that set a distance record.

He and the other pilots set out for Philadelphia to test out winter flying clothes the government was thinking of buying for its pilots.

Osborne went solo and made the trip okay. So did everybody else except a couple of ships that were forced to turn back by motor trouble, or which got lost and had to make forced landings.

Next stop for Osborne was Columbus, N. M., for further training. Here he encountered an Army pilot who later became a famed Air Corps general in this war. His name: Carl (Tooley) Spaatz.

After Columbus, Osborne came back to Lexington, but in a short while—war had been declared—was on his way overseas to become a member of a nucleus corps of American pilots there.

Osborne Made Test Pilot

In France, because he was a tip-top pilot and would be cautious while taking the necessary chances—an integral part of the early pilot's mental makeup—he was made a test pilot.

And for the remainder of the war, while others crashed around him in their wire and canvas ships, Osborne coolly flew everything the French, British and Italians had to offer the U. S. for equipping its small air force.

Osborne test-hopped SPADS, Nieuports, Brequets, Avros, Sopwith "Camels," S. E. 5's (a British ship) Handley-Paige bombers, Caproni's (one of the largest bombers) and numerous pilot aircraft which never reached the production line.

Test hopping in those days was non-habit-forming. The idea was to put the ship through every maneuver possible, and in one piece and see if the plane held up.

Wore No Chutes

The testers wore no chutes and had no special instruments to help them in their work. They simply flew till the wings came off.

The instrument panel of those days, compared to today's ship was a joke. It had a tachometer, air speed indicator, a compass, temperature gauge and that's about all. The pilot's altimeter was worn strapped on the knee.

But Osborne survived it all, the loops, spins, rolls, stalls, Immelman's (a climb with a half-roll at the top), falling leaves, whip stalls, and what have you.

The only tight spot he remembers particularly was during a test hop of a DH-4 (the old Liberty two-place ship used for photography and reconnaissance).

At eight thousand feet he pulled up, throttled back and kicked his rudder hard right and held back on the stick to go into a spin. The spin was quickly entered and after a few turns, he decided to come out.

Neutral controls wouldn't stop the spin, Osborne remembers. He over-controlled to the left. The spinning ship righted itself and Osborne breathed a sigh of relief, which was short lived.

Spin Reversed

The old Liberty immediately whipped into a left-hand spin and the ground was getting too close. Osborne said he finally got it out after "doing everything I could in that cockpit. When I finally did the right thing, she came out okay."

He remembers the altimeter strapped to his knee read "about 2,000 feet." He had spun down more than 6,000 feet in a few seconds.

The wonder of it is the plane survived.

Highlight of the war was when Osborne—who had asked continuously for combat duty—was told to go to Romorantin and test-hop a Liberty which had been received all crated up. It was the first one in France and Osborne took off for the task without giving a thought.

Celebration Real Surprise

To his surprise there was a big celebration planned incident to the flight. He was the recipient of many a bouquet of flowers and French commendation and subjected to minutes of oratory before he embarrassedly climbed into the ship, picked out a Captain Miller for ballast, and took off on a test hop.

While thousands cheered—literally—the little captain went through the normal routine of testing. He declined to comment if his enthusiastic passenger enjoyed the ride he so brashly had volunteered for, but it's a safe bet the gentleman was looking longingly at the ground after Osborne took a few stalls and steep turns.

During his stay at Villacoublay, which is just outside Paris, Osborne grew to know and like very well a handsome young flier who had made an excellent record with the Lafayette Escadrille and later the American “Hat-in-the-Ring” squadron. His name: Eddie Rickenbacker. Osborne test hopped ships that Rickenbacker used in his squadron.

Has Flier's Reverence

Osborne liked his job and still has the airman's reverence for flight. The little captain thoroughly enjoyed flying the Avros—“land like a feather”—and thought the little Nieuports—“they don't have a throttle, just a gas and air mixture control and an arrangement for cutting out certain cylinders to decrease or increase your speed”—an excellent ship.

The famous SPAD (the letters were from the French) “Societe pour Aviation Development,” was an excellent ship but tricky. “Other ships' wings had dihedral (upward tilt) but the SPAD had cathedral (downward tilt at the ends) and you can imagine what that did on a turn. It sure was a maneuverable ship, though.”

Camels Were Tricky

SE-5's and Camels were good fighter ships, but tricky, he said. The American Liberty was dangerous because of the gas tank between the front and rear cockpits.

“The boys used to call them flying coffins,” he says. “They sure were, too.”

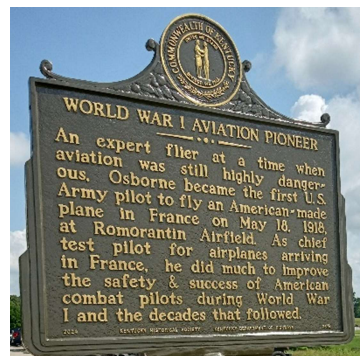
After his memorable first, Osborne finished the war out at Romorantin, doing test hopping. “The Liberty's were really coming in and we had our hands full rigging them and testing them.”

When the war was over, he came back to the states and did a year's tour in Washington, flying whenever he could.

Still loving to fly, Osborne stays out of modern planes for some reason.

“But,” he mused, “if I could just get my hands on a good Nieuport or an Avro—darned if I wouldn't fly the thing tomorrow.”

That would just be another first for Osborne; first man to fly a Nieuport or Avro over Lexington—even though the ships are a little out of date.³⁶

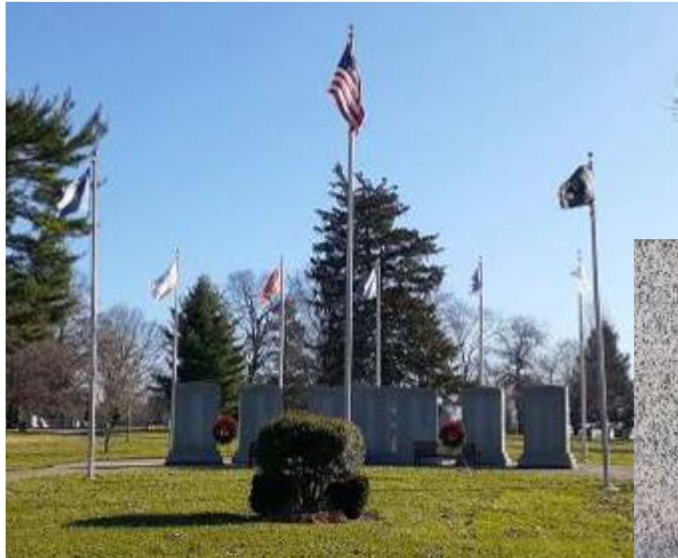


Kentucky Highway Historical marker honoring Captain Bee R. Osborne. Located at Boone Center AASF.

³⁶ *Lexington Leader*, 2 Oct. 1947, p. 15.

Captain Osborne died on 22 December 1968, at Lexington, and is buried in the Lexington Cemetery.

In 1997, the citizens of Woodford County established a War Memorial in the Midway City Cemetery. While conducting research on the life of Captain Osborne I discovered that his name was missing from the memorial. Contacting the Chairman of Memorial Committee with Osborne's service information, the board had his name added to that of his brothers, John C. and Lee B., in 2020.



Captain Keeling Gaines Pulliam, Jr.

Born: 1 November 1894, Kentucky.

Parents: Keeling G. and Ada M. *Walpole* Pulliam.

Siblings: 2 brothers.

Marital Status: Married, 1919.

Spouse: Mary DeWeese *Downing* Pulliam.

Children: 3 daughters, 1 son.

Occupation: Owner of a food processing company in California.

Military: See below.

Misc.: University of Kentucky, ROTC. His brother Harold was a Navy pilot, assigned to Hampton Roads Naval Air Station. On 4 April 1919, Harold was killed in a seaplane crash on Main Street, Norfolk, Virginia. Son, Harold served in the Army Air Corps during WWII.

Death: 14 November 1974, Los Angeles, California.

Burial: Forest Lawn Memorial Park, Glendale, California.



KEELING G. PULLIAM, JR.

Captain Keeling G. Pulliam Jr. enlisted in the Kentucky National Guard on 22 October 1915. He was a student in electrical engineering at the University of Kentucky and an amateur wireless enthusiast. He had two years' service in the cadet battalion with the University of Kentucky ROTC.

He was commissioned a First Lieutenant, in the Signal Corps and assigned to Company B, Signal Corps, Kentucky National Guard, on 13 March 1916. He reported for Mexican Border duty with his Company on 18 June 1916 but did not muster out with the unit on 24 March 1917, but reported for flying training at North Island, California.³⁷ He was drafted into federal service on 5 August 1917. He attended Signal Corps Aviation School at San Diego, California, until September 30, 1917, departing from North Island for England on 18 December 1917.

His next assignment was with the 135th Aero Squadron in England until 4 January 1918.³⁸ Pulliam was attached to British Royal Flying Corps from December 1917, until 4 March 1918. During this time, he completed a six-week advanced pilot training school at Gosport School, England, and a two-week course in aerial gunnery at Ayre School in Scotland. From 12 March 1918, he was assigned to the 21st Aero Squadron until 18 October 1918 at Issoudun, France, where he reportedly commanded the Squadron as a Captain and commanded Field No. 3 under Major

³⁷ *Air Service Journal*, v. 1, p. 321.

³⁸ The 135th Aero Squadron was activated on 1 August 1917 at Rockwell Field, California. During World War I, the unit fought on the Western Front, including in the Battle of St. Mihiel. The unit was demobilized after returning from France in 1919.

Carl Spaatz.³⁹ He was then assigned to the Headquarters of 1st Army until 11 November 1918. He then was assigned to Headquarters Air Service District of Paris until 27 November 1918.

He returned from overseas on 23 December 1918. Keeling was honorably discharged on 7 January 1919. There is no mention in his records of having flown any combat missions.

It is worth noting that an article in the “Delta” the Sigma Nu fraternity magazine in May 1918, either with or without his cooperation, apparently greatly embellished his wartime service and exploits. A family friend wrote the article, so it is unclear whether he was the originator of the embellishments or the family friend (see article, below).

Keeling G. Pulliam’s brother, Harold A. Pulliam, United States Navy, was assigned to the Hampton Roads Naval Air Station. He was on a flight directly over the main street of Norfolk, Virginia when he perished in a crash in front of the Hotel Chamberlain on 4 April 1919.

Keeling G Pulliam is mentioned in the Military History of Kentucky by the Federal Writers Project as having died in an accident while an aviation student in California. This is apparently in error. He died in Los Angeles, California in 1974.⁴⁰

PULLIAM, Keeling G.,

Beloved husband of Mary Pulliam, father of Mrs. William McWethy, Mrs. Jane Roy and Mrs. John Gilcrest. He is also survived by nine grandchildren. Private services at Forest Lawn Memorial Park, Glendale, Cal. Contributions may be made to the charity of your choice.⁴¹

The February edition of *The Plane News* ran an article about Captain Pulliam and his exploits during the war. It stated that he had never been wounded and had purchased his French Cross of War. On page 1 of the 9 March 1919, edition of the *Lexington Leader*, ran an article in which Pulliam repudiates the claims made by *The Plane News*.

**K. G. Pulliam, Jr., Promptly Refutes Scurrilous Charge
“Plane News” Said Captain Was Non-Combatant Aviator and Bought War Cross,
When in Truth He Won His Honors By Heroism of Most Notable Sort.**

The Leader takes pleasure in publishing today a statement from Captain Keeling G. Pulliam which his friends will, without question, accept as a complete refutation of a scurrilous and evidently malicious charges made against him by an anonymous writer in “The Plane News” of Feb. 1, 1919.

“The Plane News,” according to Captain Pulliam, during the war was published in France by members of the Flying Corps and was regularly censored by some American officer. It is now published by private individuals and has no official standing or sanction.

This publication, of the date given, under the heading “Bunkhouse Bunk Furnished for Homefolks by Ace of Four Flushers,” refers to Captain Pulliam as a “Non-combatant aviator,” who tells “how he was going to return to a front he never saw.”

³⁹ The 12th Aero Squadron was a Corps Observation Squadron, performing short-range, tactical reconnaissance over the I Corps, sector of the Western Front in France, providing battlefield intelligence. After the Armistice, the squadron was assigned to the US Third Army as part of the Occupation of the Rhineland in Germany. It returned to the United States in June 1919.

⁴⁰ *Military History of Kentucky*, p. 338.

⁴¹ *Lexington Leader*, 17 Nov. 1974, p. 87.

The article then proceeds to charge, in plain terms, that Captain Pulliam is “the wearer of the Croix de Guerre purchased at the Grand Magasin de Paris, and wound stripe to which he was not entitled while spending a leave at Biarritz.”

The article alleges further that “the captain was never nearer the front than Paris, having been sent from here as a ferry pilot, having previously reported here from London, where he held down a desk job.” It alleges further that the only time he was in the hospital was when he had his tonsils removed.

“It is this sort of unadulterated bunk,” said the article in question, referring to a letter written by Captain Pulliam to Captain J. R. Sams, “that is a reflection on the service, which makes it difficult for the boys who did do wonderful work to obtain recognition. We are thankful that this is a rare example.”

The Original Documents

Captain Pulliam, who brought his statement to *The Leader* office Saturday afternoon, with the original documents referring to therein attached, said he had no idea who inspired the attack made upon him in the “Plane News,” and he was not conscious of having done anything to lead anybody to falsely accuse him of dishonorable and unsoldierly conduct.

A copy of “The Plane News,” he said, had been circulated in Lexington during his absence, and while he himself did not feel disposed to take cognizance of an anonymous and evidently a malicious newspaper attack, he thought it was due his family and his friends to make public the exact facts and to publish the contents of the official papers in his possession.

Captain Pulliam’s statement follows:

Captain Pulliam’s Statement

“Lexington, Ky., March 8, 1919.

“Editor Lexington Leader:

It is with the greatest regret that I feel called upon, in view of a certain report which has gained circulation in this city, to refer to my official conduct while in the service of the American Flying Corps.

I freely gave the three best years of my life to the most dangerous branch of army service and was willing to give my all in the defense of our country, but am now called upon in my home city, in order to contradict a malicious lie, to publish certain official records which naturally I have heretofore refrained from making public.

“The report above mentioned appeared in a paper called “The Plane News,” which paper is published by certain members of the flying corps in France, and prior to the date of the armistice was censored by some American officers but is now published the same as any other paper, and does not receive any official censorship.

“This article, which was received by a young man in Lexington a few days ago, stated that I had never been wounded in the service, nor had I been awarded the French Cross of War, which is usually called the Croix de Guerre, and since its receipt I am informed it has gained wide circulation.

“I had made my arrangements to leave Lexington for a business trip East, and was told of this article on the afternoon of my departure and gave but little thought to it at the time, but upon my return home yesterday find it had gained such a wide circulation I feel that it is due myself and my friends to make this brief statement in contradiction of the report.

“In June 1916, I left Lexington with the Signal Corps for the American border, remaining there several months, and while at the border received an appointment to the school of aviation at Santa Deigo [San Diego], where I received my training in flying. December 1916, I was

commissioned a captain in the regular army as junior military aviator and was sent overseas Sept. 17, 1917, in charge of the 135th Aviation Squadron.

“After landing in England the 135th was separated; some were sent to France, others were retained in England. I was assigned to patrol duty at London.

“On the night of Jan. 17, 1918, there was an attack by Hun planes. I was sent up as gunner with Captain Wintworth, R. A. F., and after being in the air some time we were shot down, I received an injury to my shoulder. I was sent to the hospital at Netley, England, where I remained for five weeks.

“After recovering from this injury, I was sent to France. Mrs. George Bell, of this city, has received a letter thru her husband, who is with the Barrow Unit [Base Hospital 40] from the young lady who nursed me during this period. After going to France, I was assigned to a training field and then sent to the front.

“It is of no interest in this article that I should detail my service during this period, excepting to state that on March 13, 1918, a French squadron, No. 102, of five planes, were sent out for the purpose of making photographs of German territory. All five planes returned, and all pilots and gunners afterwards were awarded the Cross of War.

“I thought nothing more of this undertaking until Nov. 1, 1918, when I received from the French Ministry of War on the official French paper, the following letter:

“French Ministry of War.

“Nov. 1, 1918,

“Captain Keeling Gaines Pulliam,

“Department American Aviation,

“Avenue Montaign, Paris.

“My Dear Captain:

“It is with great pleasure I notify you that, with the approval of American General Headquarters, you have been awarded the French Cross of War with the palm of an Army Citation in recognition of the valiant services which you rendered last March; when you obtained, under very difficult conditions, photographs of extreme value.

“I regret very much that the German attack of March 21 caused many of the citations of that month to be mislaid temporarily, causing an unavoidable delay of awards.

“Monsieur Pierre Bonnetcarere, the jeweler of 16 Rue de la Paix, requests the pleasure of presenting you a cross such as he has made for his son who accompanied you on March 12. We would consider it an honor if you would call at his office that he may have the pleasure of meeting you and presenting the cross in person.

“Please accept, Captain, my most sincere felicitations.

(Signed) “Commandant P de Russierer.

“For the Ministry of War.”

“You will note that a jeweler, 16 Rue de la Paix, requested that he be allowed to present me my cross, one of the same kind he had presented his son who had accompanied me on March 12, 1918. This I accepted, and in company with other officers, went to the jeweler where I received the cross. It was in exchange of the French cross which is made of bronze. Also, on the third of September 1918, by order No. 182, written in French, a copy of which is in my possession, an official translation of Sept. 3, 1918, Official Order No. 182, was presented me as follows:

“Citations a L’Ordre de L’Armee, No. 182.

“Order of Sept. 3, 1918.

“Pulliam (Keeling Gaines), American Captain, visited Squadron No. 12 on the 12th of March, 1918, volunteered to accompany one of our squadrons on a photographic mission. Despite adverse atmospheric conditions, and during arduous fights, executed highly successful photographic missions, bringing back important information to headquarters.

“French Ministry of War,

“Nov. 1, 1918.’

“As a result of this official order of Sept. 3, 1918, the cross above mentioned was awarded. Upon my return home I received the following letter from the Aero Club of America:

“The Aero Club of America,

“297 Madison Avenue, New York,

“Telephone, Murray Hill 71-72,

“Pavillion de L’Elysee,

“Champs Elysees, Paris

“Washington Offices:

“411-413 Union Trust Building

“Paris Offices:

“42 Faubourg Poissonniere

“Cable (Aero Club, New York.)

“New York, March 5, 1919.

“Captain K. G. Pulliam,

“Lexington, Ky.

“My dear Captain Pulliam:

“We are glad to learn that you are back from overseas.

“We recall your strenuous efforts to get in the aviation service in 1915-1916, when you were training, and also to pay your own expenses to get aviation training and also recall your joy when you finally were admitted in the army air service and sent overseas.

“We wish, therefore, to congratulate you for your patriotic efforts in the past four years and to express our appreciation for the interest you have had in the building of our air forces.

“We have heard many compliments of your work when you were with the French Aero Squadron, No. 102, last March, and of your good work as commanding officer of field No. 3 at Issoudun last summer, and we know that you have a great many good friends in France just as we have in this country.

“Let us know what you expect to do in the near future and whether you expect to continue your activities in aviation.

“With best regards and wishes, I remain,

(Signed) “Augustus Post,

“Secretary.’

“As stated above, it is with much embarrassment to me that I am called upon to publish the above official records, but I do so in order that this report might be officially contradicted and the charge made against me not only proven by my statement, but by official documents, as a malicious and unwarranted attack upon me.

“Thanking you very much for sufficient space for the publication of this, I am,

“Most respectfully yours,

“K. G. Pulliam, Jr.”⁴²

⁴² *Lexington Leader*, 9 Mar. 1919, pp. 1, 2.

Still further research located an on-line article about Pulliam and his war-time service.

Keeling Gaines Pulliam, Jr.—Perpetrator of a Hoax or Hero?

Paul Guther, The Western Front Association, 21 May 2008.

Was the American aviator Keeling Gaines Pulliam, Jr., wounded in a fight the Germans in the night skies over London in January of 1918? Or did he make up this story, and if he did, for what reason? My research into the military career of Keeling Pulliam began with questions about his brother, Harold Pulliam, who was also an American flyer (for the Navy).

Both Pulliam brothers, like me, attended the University of Kentucky, and both were, like me, members of Sigma Nu fraternity. I was an undergraduate in the early 1960's and can recall the old fraternity house. In that house—a beautiful old English Tudor style building—was a dedication stone with the following inscription:

*THIS CHAPTER HOUSE
OF GAMMA IOTA OF SIGMA NU
ERECTED A.D. 1920 AS A MEMORIAL TO
ENSIGN HAROLD A. PULLIAM, U.S.N.
WHO GAVE HIS LIFE IN THE SERVICE OF HIS COUNTRY
APRIL 4, 1919*

While I was president of the fraternity, a new house was built, but the plaque was saved and incorporated into the new structure. Hoping to find a World War I career to research and write about and remembering the dedication stone, I contacted the *Delta*, the Sigma Nu Fraternity magazine. The magazine staff was very helpful and sent me information not only on Harold Pulliam but on Keeling Pulliam as well. Here's what I learned. Harold Pulliam died while flying directly over the main street of Norfolk, Virginia; he was assigned to the Hampton Roads Naval Air Station. He crashed in front of the Hotel Chamberlain, was pinned beneath the engine with both legs broken, was rushed to the hospital, operated upon, but died as he was coming out from under the influence of the aesthetic. As for Keeling Gaines Pulliam, Jr., the following is a quoting from the *Delta* of May 1918:

Brother [fraternity brother] Pulliam took the Mechanical and Electrical course at the Kentucky University, but because of his injuries at Indianapolis, from which he did not recover for a year, he was compelled to give up his studies the following spring, just three months before graduation, and had expected to complete the course the next term. He assisted in the organization of the Kentucky Signal Corps in 1914, as a private, and was later made the chief electrician of the company. When it was taken into the Federal service in June 1916, and sent to the Mexican border, he was commissioned First Lieutenant. In January 1916, he had his left arm broken while on duty near El Paso, Texas, both bones protruding through the flesh. He soon recovered and was on duty again within a few weeks. He returned to Lexington with his company the last of March 1916, where he was mustered out of the Federal service.

On April 14, 1917, just after the declaration of war against Germany by our country, Brother Pulliam returned to the Federal service, and was sent to the army aviation training school at North Island, California, for training as an expert flyer. He graduated the middle of the following July, as Junior Military Aviator, but continued there as an instructor in aero dynamics and cross-country flying. He is a member of the Aero Club of America and a licensed pilot. In October he took an examination for entrance into the regular army, and passed it with his usual high average, and within a month was given the commission of Captain. While at North Island he took all the records for fancy stunts, elevation, expert landings, etc. He was selected as an officer in the 135th American Aero Squadron, which is said to be composed of experts, and with it was sent East in

December, and embarked shortly after Christmas for overseas duty. The squadron was halted in England for rest and additional practice. Here Captain Pulliam requested detached service with the British flyers in the defense of London for the experience to be gained in flights by night.

In the big raid of London by the German flyers on the night of January 16 or 17, he was brought down by shrapnel intended for the enemy or by enemy guns, but landed safely (we have never been able to get full particulars), and was in a British military hospital until February 17, when he cabled his father that he was recovering from his injuries, which were in his left arm and shoulder. A letter on the subject states that the surgeons assure him that he will in a month or two recover the use of the shoulder and arm. His cable also stated that he was going up to Edinburg (sic), Scotland, to try to recuperate his strength. A cable received Monday, the twenty-fifth, states he is improving nicely, but is not able to say when he will be well enough to return to duty and take another try at the Huns.

He is at present in Paris, France, recovering from wounds received when he was shot down by a German raider from a height of 4,000 feet. At the time he received his wound he was doing night patrol over London, being a member of the 135th Aero Squadron. For a time it was thought his wounds would prove fatal, but he pulled through, and no doubt will soon be back in active service.

Captain Pulliam has been connected with military activities for a number of years, having been a lieutenant in the old Signal Corps of the Second Kentucky, which saw much service on the border during the Mexican trouble. As soon as this country entered the world war he went into training as an aviator. He soon won laurels on the Pacific coast by his daring and energetic work, and the fact that he won a captain's commission is only a brief tribute to the hard work that he must have done. He holds the record for altitude and stunt flying on the Pacific coast. Immediately after he was commissioned, he was sent to England, where he joined the London patrol.

Wow, think I, what an incredible story! I began to make inquiries of persons with expertise in World War I aviation. It was quite a comedown to learn that there was no raid on London or anywhere else in Britain on January 16 or 17, 1918. It is hard to accept that there was a mistake concerning the date because the nearest raids were January 28/29 and 29/30. They did involve London.

Furthermore, Keeling Pulliam's Statement of Service Card, the gold standard record for service of a World War I American military person, states he received no wounds in action.

Looking back at the article, it did seem a bit strange that he recuperated from the wounds received in the alleged air raid both in Edinburgh, Scotland and Paris, France. It does certainly seem strange, also, that he would recover in Paris from wounds received in England. This does seem, however, to be a reference to two separate incidents since the paragraph describing the Paris recovery states that he is at present (May 1918) in Paris, and the prior paragraph states he was in a British military hospital until February 17, apparently from the night of January 16/17 until that time.

It is clear from his military records that Keeling, born in Lexington, November 1, 1894, joined the Kentucky National Guard in 1915, was federalized in 1916 and served along the Mexican border during the Mexican Punitive Expedition. He did undergo training at North Island, California, as a student, and as a flying officer, from November 1917 till December 31, 1917. He did depart North Island for England as Captain, Air Service, 135th Aero Squadron.

He did, according to the record, serve with the Royal Flying Corps, attached from December 31, 1917, to March 6, 1918. He completed a six-week advanced pilot training school at Gosport School, England, and a two-week course in aerial gunnery at Ayre School, Scotland.

From March 16, 1918, to October 15, 1918, he was at Issoudun, France, as Captain, Air Service, commanding 21st Aero Squadron, and "commanded Field No. 3 under command of Major Carl Spatz"(sic). Of course, the editors of the *Delta* could not know Spaatz would become the first Chief of Staff of the U.S. Air Force. From October 15, 1918, till November 11, 1918, his service is described as, "Ferry Command, Orly Field, Paris, France".

I am unable to determine whether Pulliam actually flew combat missions or not; I have no evidence he did. Issoudun, where he spent the large majority of his time in France, was a training center with 14 fields; combat missions were not flown from Issoudun. Ferry Command would not have been on combat duty.

Did Keeling Pulliam participate in a hoax? It's impossible to believe he did not. The May 1918 article in the *Delta* credits the cooperation of Keeling Pulliam, Sr., and Brother Grover H. Creech of Gamma Iota Chapter, Sigma Nu, with help in preparing the article. Creech must have been very close to the family: he was a pallbearer for Harold Pulliam. Grover Creech was the author of a short item in the March 1919 *Delta* about Keeling Pulliam, which repeated the earlier claims that he had been shot down over London and wounded while helping repel a German bombing squadron. This time Keeling was described as "slightly wounded".

Creech's article goes on to state that he saw many weeks of service during the great German drive of March and succeeding months and was later ordered to the pursuit school at Issoudun, where he was field commander for several months. It states that just before the Armistice was signed, Keeling Pulliam was again sent to the front and was in at the final killing. He adds the claim that Pulliam came home wearing the French Croix de Guerre with Palm, having been decorated for work accomplished while flying as a volunteer with French Spad Squadron No. 102. There is no mention of such service in his military records, and the French have no record of his having been awarded the Croix de Guerre.

What is certain is that Keeling Pulliam did serve in the Second World War as Lieutenant Colonel, United States Army Air Corps, with service as a rated pilot, but inactive as such.

He died a resident of Los Angeles, California on 14 November 1974, and is buried in Forest Lawn Memorial Park, Glendale, California.⁴³

Both Osborne and Pulliam were members of The Signal Corps Club, established in Lexington after the war.

Francis Bentley Young

Born: 27 May 1893, Nashville, Davidson County, Tennessee.

Parents: George Durbin and Inez *Young* Young.

Siblings: None.

Education: Louisville Male High School, Sergeant-of-Arms of the Athenaeum Society, graduating with the Class of 1911.⁴⁴ Attended Kentucky State University

⁴³ Find a Grave.

⁴⁴ *The Courier-Journal*, 22 Jun 1911, p. 4.

(now the University of Kentucky), at Lexington, College of Engineering, Class of 1916. Member of the Kentucky Epsilon Chapter of the Phi Delta Theta Fraternity.⁴⁵

Occupation: newspaper man, manager of hardware store. Young went to work as a reporter for the Louisville *Courier-Journal*. In September 1915, he went to work for the *Lexington Herald*.⁴⁶ In May 1916, he went to work at the *Cleveland News-Leader*.⁴⁷

Military: Joined Company C, First Battalion, First Kentucky Infantry, 3 Jul 1916, prior activation for Mexican border service in 1916.⁴⁸ Discharged to accept commission as Second Lieutenant, 13 November 1916, accepted commission on 15 November 1916, and transfer to Company C. During the 1917 redesignation of the 1st Kentucky, he served as First Lieutenant in Battery C, 138th Field Artillery, 38th Division, later transferred as an Aviator with the 191st Aero Squadron, Second Provisional Wing, during the First World War. This unit was not deployed overseas.⁴⁹

Marital Status: Married, 20 September 1917.

Spouse: Elizabeth *Evans* Young.⁵⁰

Children: 3 daughters and 1 son.

Died & Location: 12 January 1950, University Park, Dallas County, Texas.

Buried: Cave Hill Cemetery, Louisville, Jefferson County, Kentucky.

Remarks:

Bentley Young to Report for Duty

When the eight companies of the First Regiment of Kentucky National Guard at Louisville gathered at the Armory there Bentley Young, former city editor and later telegraph editor of *The Lexington Herald*, was the only member out of town. He was in Cleveland, O., with the *Cleveland Leader*.

Immediately on reading President Wilson's orders, notified the Louisville officials asking for orders. He was told to report at once and notified them that he would do so.⁵¹

Soldiers Rescue Woman.

Men of Company D Save Mrs. Withrow From Serious Injury.

Members of Company D, 159th United States Infantry, led by Lieut. Bentley Young, were engaged in a thrilling bit of rescue work last night when a heavy motor truck containing five people, turned over in a ditch near their barracks at Camp Taylor and pinioned a young woman beneath the driver's seat. The truck caught fire, but the blaze was quickly extinguished by the soldiers.

The truck was driven by H. A. Withrow. . . He was driving on the Preston Street Road with his wife and a party of friends when he drove off the side of the road, due to the blinding lights of an approaching automobile. The truck crashed into a six-foot ditch and turned completely over.

Withrow and four other members of the party jumped as the truck went over and escaped injury, but Mrs. Withrow was caught under the front seat. The party

⁴⁵ *The Courier-Journal*, 22 Jun 1911, p. 4. Also, *Lexington Herald-Leader*, 20 Sep 1912, p. 10.

⁴⁶ *The Lexington Herald*, 6 Sep 1915, p. 4.

⁴⁷ *The Courier-Journal*, 30 Apr 1916, p. 32.

⁴⁸ Young was transferred to Company D, from Company C, reference: SO 163, paragraph 4, 15 November 1916.

⁴⁹ 191st Aero Squadron was organized 3 December 1917, at Ellington Field.

⁵⁰ *The Lexington Herald*, 21 Sep 1917, p. 5.

⁵¹ *The Lexington Herald*, 21 Jun 1916, p. 3.

tried in vain to lift the heavy auto which held the young woman down. Suddenly a fire started from leaking gasoline, which was seen by Corp. Scott Duncan and Private U. J. Bell, of Company D. They gave the alarm to Lieut. Young and the entire company were called to the scene. The soldiers quickly extinguished the blaze and then gave their attention to extracting Mrs. Withrow from under the machine.

Fifty men braced themselves against the side of the truck and it was lifted into an upright position. Lieut. Young assisted Mrs. Withrow to her feet and it was discovered that she had suffered only a few minor bruises. She was badly shocked from fright, however, and was put under the care of a physician. With the aid of the soldiers, Withrow succeeded in getting his truck back on the road again. Every member in the company was thanked profusely for their services.⁵²

Lieut. Bentley Young has reported for duty with the 138th Field Artillery at Hattiesburg, Miss.⁵³

Lieut. Bentley Young Assigned to Aviation

Lieutenant Bentley Young is now at his home in Louisville awaiting assignment in the aviation service. Lieutenant Young before his entry in the Army was a newspaper man in this city leaving here, for Cleveland and then returning to Louisville. He was an officer in the old First Kentucky for a time and was then transferred to aviation, having just a short time ago finished his course of instruction at a training school located at Mt. Clemens.⁵⁴

Sometime in the early 1920s Young moved his family to Dallas, Texas, where he would live until his death in 1950. He worked for and served as president of the National Casket Company, Dallas, Texas. He would work for the casket company for 30 years.

Casket Company Manager Dies

Bentley Young, about 50, manager of the Southwest Division of the National Casket Co., died in Dallas in Baylor Hospital about 7:30 p.m. Thursday.

Mr. Young, who had been with the National Casket Co. for 30 years, was well-known throughout West Texas.⁵⁵

James Bernard Wallace, Sr.

Born: 1 March 1876, Danville, Boyle County, Kentucky.⁵⁶

Parents: James and Martha Louise *Mattingly* Wallace.

Siblings: 4 sisters.

Education: Unknown.

Occupation: Bookkeeper. He was head bookkeeper for the Lexington Utilities Company of

⁵² *The Courier-Journal*, 20 Aug 1917, p. 3.

⁵³ *The Courier-Journal*, 24 Feb 1918, p. 27.

⁵⁴ *The Lexington Herald*, 13 Jul 1918, p. 10. This would have been Selfridge Field, Mt. Clemons, Michigan.

⁵⁵ *Abilene Reporter-News*, 13 Jan 1950, p. 2.

⁵⁶ Year of birth is also listed as 1875.

Lexington. Following WWI Wallace returned to Lexington and worked as a retail merchant in the grocery business.

Military: At Fort Thomas part of the Ninth Infantry, served in the Philippines. Served eight years in the Regular Army prior to coming to the Kentucky National Guard. Enlisted with A Company, Signal Corps, at Lexington in August 1915, as a telegraph operator. He served with this company during Mexican Border Service in 1916-17, serving as First Sergeant of the unit. Served with the U.S. Army Balloon Corps during WWI.⁵⁷

Marital Status: Married.

Spouse: Pauline *Worland* Wallace.

Children: 2 daughters, 4 sons.

Died & Location: May 1972,

Buried: Calvary Cemetery, Lexington, Fayette County, Kentucky.

Remarks: 4th degree Knights of Columbus.

“We’ll Need All Men We Can Get”

**Says Lieutenant Wallace, Lexington Who Is Balloon School Instructor in France—
Bee Osborne Now Chief Inspector of Aero Engines.**

The following letter, received by Sergeant Alger Hanks, a member of the party at the local army recruiting office, was written by First Lieutenant J. B. Wallace, from the front, and as the writer is well known in Lexington having worked several years for the Traction Company, will prove of interest to his friends. Lieutenant Wallace was a member of the Signal Corps which went to the border from Lexington.

The letter follows:

“American Balloon School,

“A. P. O. 705, A. E. F.

Dear Hanks:

“I am back from the front and have been detailed as an instructor in the American Balloon School of the A. E. F. and I think I will be warming a chair for quite a little while now. I have been decorated with the French “Croix de Guerre” for bravery in action, so now I stick out my chest with pride and have a strong line to sling out to the new officers arriving over here from the States.

“I saw Captain Bee Osborne and had a long talk with him, in fact, I spent several hours in his office in Paris. He is chief inspector of aeroplane engines of the A. E. F. That is quite a big job over here and though he realizes the importance of his position, Captain Osborne is the same old Bee.

“I am glad to hear that so many of the boys are in the service from the Traction Company, for, believe me, Alger, it looks as though we are going to need all we can get before this is over. I know what I am talking about, for I spent four months flying over the fronts, American, English and French, and I have seen the whole thing with my own eyes. Of course, the Americans will win the war for the Allies, but it will take some work to do it.

“I am glad to hear that Byron Jones is in the Navy. Do you know whether or not G. S. Anderson is flying? I suppose not or I would have seen it in the Flying Orders.

“JAMES B. WALLACE.”⁵⁸

⁵⁷ The Army Balloon Section, one of the smallest in the American Expeditionary Force. 102 American Balloon Companies. 685 rated balloon pilots and observers

⁵⁸ *Lexington Leader*, 10 Jun. 1918, p. 10.



US Balloon Pilot Wings.

A US Balloon Pilot of the 2nd Balloon Company in a grounded observation balloon basket, surrounded by American soldiers at Montreuil, France, 8 July 1918. *National WWI Museum and Memorial.*



Wallace served initially with the 2nd Balloon Squadron, 2nd Balloon Company, later redesignated the 2nd Balloon Company. 2nd Balloon Company arrived in France in December 1917. In February 1918, it was sent to the front for duty with the 1st Army Corps, it was the first American Air Service unit completely organized and equipped to operate with American troops.

The Company participated in operations north of Chateau Thierry in the later part of July 1918. It was noted that the 2nd Balloon Company, was sent to the front in February, 1918, and from that time until the signing of the armistice, it was only once relieved from frontline duty, and then for a period of only one week. From the beginning of the Second Battle of the Marne until November 11, 1918, this company was almost continually engaged in open warfare. . .⁵⁹



James Wallace's Grocery, West Main Street, Lexington, 1921.

⁵⁹ Toulmin, *Air Service*, pp. 271-271, 275-276.

Chapter II:
The Inter-War Years (1920 – 1941)
Establishing an Aviation Section in the
Kentucky National Guard

1920s

In the 1920's – 1930's attempts were made to establish an aviation branch in the Kentucky National Guard. Kentucky Guard aviation hopes could only have been fueled by the limited pilot training opportunities Kentucky had been given. The earliest record of these high-flying hopes was in February 1920 in a *Courier Journal* story holding out the opportunity for the Commonwealth to get an "Aero Company."

Lexington has taken the lead in the organization of a Central Kentucky Aero Club, to be composed of men who were in the aviation service during the war. An open invitation has been extended to all former service men in this branch to join. Louisville has followed Lexington's lead with a proposition to organize a State aero club.⁶⁰

GUARD MAY GET AERO COMPANY Observation Squadron, Photo Section, Balloon Unit Included. ONE FOR EACH DIVISION

Courier Journal Washington Bureau. – Washington, Feb. 10 [1920]. An aero unit, including an observation squadron, a balloon company, and a photo section, may be included in the new Kentucky National Guard, under plans announced today by the War Department.

Another such unit, it was indicated, will be part of the First Division, Camp Zachary Taylor.

While the aero units have not been included in the divisional organization of the regular army, advisability of including them is recognized, War Department officials say, and in all probability, they will be included in divisional organizations of regulars under the new tables of organizing the army.

National Guard Division should be organized the same as is contemplated for divisions of the regular army, the department held, in granting authority today to include one aero unit in each National Guard division.

Limited Funds Available.

It is realized that no Federal funds, only limited-service equipment and but few regular army officers are now available with which to accomplish organization in National Guard divisions.

The extent to which these units can be organized and reorganized by the Federal Government is limited by the amount of unexpended balance of appropriations for support of the National Guard, by the quantity of "Clothing and equipment material" now on hand and by the degree of assistance the States themselves can give in supplying service types of airplanes.

Few Instructors Available

Authority to organize aero units in the National Guard, therefore, will be exercised by the chief of Militia Bureau when and where he considers it both desirable and practicable to do so under these limitations, and with the understanding that the expert personnel of the Regular Army that can be made available for assignment as instructors with National Guard units is limited.

Adjutant General Deweese, in charge of the reorganization of the Kentucky National Guard, last night said he had not been apprised of new plans of the War Department.⁶¹

⁶⁰ *Lexington Herald-Leader*, 6 Jan 1920, p. 11.

⁶¹ *The Courier-Journal*, 11 Feb 1920.

1930s

In January 1922, efforts were begun to establish a State Police Force in Kentucky. The bill establishing the organization did not pass. The idea was once again picked up in 1934, when Governor Ruby Laffoon ordered the creation of the State Police Force.

Adjutant General Henry H. Denhardt was appointed the executive officer of the new department. The Police Force (Active State Militia, part of the Kentucky National Guard) was assigned to the state military department.

According to an article in the 3 July 1934, issue of Louisville's *Courier Journal* a Kentucky Air Corps was organized under supervision of Adjutant General Denhardt with flights (detachments) in Louisville and Shepherdsville. We can find no record of this organization in the historical records at the Military Records and Research Branch, and there is some discussion that the organization may have been more of a forerunner of the Civil Air Patrol.

State Air Corps Formed

Louisville, Ky., July 2—Formation of the Kentucky Air Corps, a unit of the new state militia, a law-enforcement organization, was announced today. The corps consists of two units, one here and one at Shepherdsville, subject to the orders of Adj.-Gen. H. H. Denhardt.

The Louisville flight is commanded by Maj. B. W. Grimsley, and the Shepherdsville flight is commanded by Lieut. Russell W. Johnson. Another is being organized at Glasgow under Capt. Colin Davies, and the formation of other flights in the state is planned.⁶²

Ky. Air Corps is Organized

Group Subject to Call for Active Duty; Two Flights

Louisville, Ky., July 3.—Formation of the Kentucky Air Corps, under supervision of Adj. Gen. H. H. Denhardt, with a nucleus of two flights of planes at Louisville and Shepherdsville, was announced Monday. Members of the corps will be subject to call for active duty just as the Kentucky National Guard under the new state militia law, it was explained.

The Louisville flight, under Maj. B. W. Grimsley, includes Capt. Donald E. Long, Capt. John L. Burch, First Lieut. William Kippes, Lieut. Charles W. Miller, Lieut. Francis A. Blevins, Lieut. S. Elvin Jump, Lieut. William B. Johnson and Lieut. Theodore W. Hoskinson.

The flight at Shepherdsville is commanded by Lieut. Russell W. Johnson. Another is being organized at Glasgow under Capt. Colin Davies. Others are expected to be formed throughout the state.⁶³

Kentucky Air Corps Organized in State

Unit is a Division of the Active Militia; Flight Hoped for in Taylor County

Grimsley Explains Groups

Formation of the Kentucky Air Corps, under the supervision of Adj. Gen. H. H. Denhardt was announced Monday and flights are to be formed throughout the state wherever flying facilities are available, according to information obtained from Maj. B. W. Grimsley, in charge of the Louisville division, late Tuesday night.

⁶² *The Lexington Herald*, 3 Jul 1934, p. 7.

⁶³ *Messenger-Inquirer*, 3 Jul 1934, pp. 1.

The Corps is a division of the Active Militia and members will be subject to call for active duty just as the Kentucky National Guard under the State Militia Law, it was explained.

Along with the establishment of the Active Militia in this county, it is hoped that the Air Corps will become a part also.

According to Gen. H. H. Denhardt every flyer 18 years old or over is eligible for the corps, and will be voted license by his department of commerce. Radio operators are also eligible for the Signal detachment of the corps, it was said.

Under the Active Militia Law, the corps may be called into active service by the state, the county or the city authorities.

The nucleus of the Air Corps is at Louisville and Shepherdsville, while more units are being organized at other points in the state, Maj. Grimsley told The News-Journal. The plan now is to establish one in this or adjoining counties.

The corps, it was explained, is a society "of patriotic minded citizens of Kentucky, fully qualified as trained aviators and experienced as airline pilots, mechanics, aerial observers, radio and visual operators, instructors, and students in the several branches of aviation. The members realize the necessity and importance of flying equipment and personnel to the armed forces of this great Commonwealth."

Leaders pointed out that public interest in aviation had progressed materially in the State, evidenced by construction of seventeen new airports within the borders during the past year. "The members of the Kentucky Air Corps have pledged themselves and resources to endeavor to develop an even greater interest with the ultimate result in view that Kentucky shall become the recognized center of America's aviation industry."⁶⁴

NOTE: Thus far research has not revealed the location of the seventeen airports in Kentucky referenced in the article.

PERSONNEL

Louisville Flight

Major B. W. Grimsley
Captain Donald E. Long
Captain John L. Burch
First Lieutenant William A. Kippes
Lieutenant Charles W. Miller
Lieutenant Francis A. Blevins
Lieutenant S. Elvin Jump
Lieut. William B. Johnson
Lieutenant Theodore W. Hoskinson

Shepherdsville Flight

Lieutenant Russell W. Johnson

Glasgow Flight

Captain Colin Davies, owner of the Louisville Flying Service Colin Davies, President, Davies Flying Service in 1949.

NOTE: Thus far research has not revealed the location of the seventeen airports in Kentucky referenced in the article.

⁶⁴ *The Central Kentucky News-Journal*, 5 Jul 1934, pp. 1, 2.

PERSONNEL

Louisville Flight

Major B. W. Grimsley
Captain Donald E. Long
Captain John L. Burch
First Lieutenant William A. Kippes
Lieutenant Charles W. Miller
Lieutenant Francis A. Blevins
Lieutenant S. Elvin Jump
Lieut. William B. Johnson
Lieutenant Theodore W. Hoskinson

Shepherdsville Flight

Lieutenant Russell W. Johnson

State Militia to Establish Airplane Unit at Greenville

Frankfort, Ky., Sept. 1—Establishment of an airplane unit of the Active State Militia at Lexington was authorized today by Adjutant General Denhardt, who said that John P. Sutherland⁶⁵ will be in charge of the Lexington unit.

Other airplane units, Denhardt said, will be established at Louisville, Greenville and Pikeville. In all cases, private airplanes will be used but will be placed at the disposal of the militia when needed.⁶⁶

State Air Corps is Expanding

Two More Flights Are Announced by Major B. W. Grimsley, Louisville.

Two more flights of the Kentucky Air Corps, active state militia, have been organized during the last few days, according to an announcement made by Major B. W. Grimsley, Louisville, who is located in Owensboro temporarily. The flights are No. 6 at Paducah and No. 7, at Madisonville.

The Madisonville flight is headed by Captain W. W. Williams, a well-known stunt flier and parachute jumper. The Paducah flight is headed by Captain Warren Ashley with Lieut. Jack Hixon, second in command. Others registered in the McCracken County unit are C. R. LeRoy, Hardy L. Roberts and R. C. Hassman.

Other flights which have been organized under the command of Major Grimsley, follow:

No. 1—Louisville, under command of Captain Louis B. Carver.

No. 2—Shepherdsville, under command of Capt. Lieut. Russell A. Johnston.

No. 3—Latonia, under command of Capt. Murray C. Taylor.

No. 4—Owensboro, under command of Capt. Clifton Tribble with Lieut. James Barnhill second in command.

No. 5—Lexington, under command of Capt. John P. Sutherland.

Flights will organize at other points which have airports and resident fliers.

The Louisville flight is equipped with five planes, one of which is equipped for night flying and is being provided with two-way radio instruments for communication with land stations of

⁶⁵ John P. Sutherland a “barnstormer” during the 1920-30’s and test pilot for the Condor Coupe Aircraft Corp., of Milan, Indiana, in 1931. *Kentucky Post and Times-Star*, 30 Aug. 1931, p. 1.

⁶⁶ *The Courier-Journal*, 2 Sep 1934, p. 4. Also, *Messenger-Inquirer*, 2 Sep. 1934, p. 7.

police departments and the proposed state militia stations. Capt. Francis A. Blevins, Louisville squadron officer, will be in charge of the radio plane.⁶⁷



Captain Roy Osborne, first flying trooper, a WWII Navy Dive Bomber and test pilot. Osborne joined the first Kentucky State Police Force [Kentucky Active Militia] organized in 1934 that transitioned into the Kentucky Highway Patrol before becoming the Kentucky State Police. He served with KSP for 20 years.⁶⁸

⁶⁷ *Messenger-Inquirer*, 21 Oct 1934, pp. 1, 10.

⁶⁸ <https://www.facebook.com/photo.php?fbid=10160696128010676&id=103979825675&set=a.144534725675>

Chapter III:

World War II and the Kentucky Active Militia (1941-1947)

Establishing an Aviation Section in the Kentucky Active Guard

1940 - 1946

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 November 1942 in the North African campaign of WWII. Piper L-4s "Grasshopper" were launched from 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 the Korea War.

Due to the entire Kentucky National Guard's activation for WWII. In its place the Governor activated the Kentucky Active Militia to serve the Commonwealth until the return of the National Guard.

The Kentucky Active Militia Air Force was initiated in October 1944, when Kenneth C. Jasper was commissioned as Lieutenant Colonel and placed in charge of organizing six to eight air squadrons around the state.⁶⁹

Militia Air Force Planned Captain in CAP is Named to Organize Units in State

Frankfort, Ky., Sept. 6—Kenneth C. Jasper, of Louisville was appointed by State Adjutant General G. H. May today to develop plans for organizing an air force for the State Active Militia.

Jasper, a captain in the Civil Air Patrol, holding a private pilot's license and an owner of a plane, was made a lieutenant colonel in the militia and assigned as air officer on the state staff.

General May explained that Colonel Jasper would organize an air force staff with a view to forming six or eight squadrons, utilizing as many fields in different parts of the state when war conditions make it possible to get planes.

The program for Kentucky's home defenders to develop air forces was announced some time ago by the adjutant general who said he had every reason to believe the war department would cooperate to the fullest extent in future development.

Prior to the war several neighboring states had air forces in their National Guard and General May said he was eager to see Kentucky take a leading part in this in the future.⁷⁰

Air Militia Unit is Being Planned

Organization of a Kentucky Air Militia Unit for Warren County is in progress following a meeting held at the Municipal Airport Sunday afternoon at which Col. Kenneth Jasper and Major Edward Gallagher, Louisville, state officers, outlined the purpose of the unit.

Planned as a post war development, the air militia will function in connection with the Kentucky Active Militia.⁷¹

Young Made Captain

⁶⁹ "Militia Air Chief Named," *The Courier-Journal*, 7 Oct. 1944, sec. 2, p. 1. The Militia Air Force hardly evolved beyond Jasper's mission.

⁷⁰ *The Park City Daily News*, 6 Oct 1944, p. 6.

⁷¹ *The Park City Daily News*, 20 Feb 1945, p. 2.

Frankfort, Ky., April 3—Appointment of George Edward Young of Lexington as a Captain in the state militia and his assignment to the air corps, state staff, was announced today by Adjt. Gen. G. H. May.⁷²

Active Militia Air Force Will Be Organized

Lexington Squadron of the Kentucky Active Militia air force is being organized here, and applications for enlistment in the squadron are being accepted, Lt. James D. Lail, adjutant of the unit, announced today. Capt. George Young is commanding officer of the unit, which will maintain headquarters at the Cool Meadow airport on the Newtown Pike.

An organization meeting will be held at the airport at 8 o'clock Monday night and all persons interested in enlisting are invited to attend, Lieutenant Lail said. Further information or arrangements for transportation to the airport may be obtained by calling Captain Young, telephone 2249 or 4890, or Lieutenant Lail, phone 4711 or 4206.

Men 18 years of age or older will be accepted for enlistment. However, boys between 16 and 18 years old may be accepted with the consent of their parents, Lieutenant Lail said.

Thorough training will be given enlisted men in all phases of ground crew work, which includes mechanics of the planes, communications, logistics and meteorological work. The organization particularly desires men who have been honorably discharged from the armed forces.

Authorized strength of the squadron is 14 officers and 44 enlisted men and an intensive recruiting campaign will be conducted to bring the organization to full strength immediately. The officers hope to have the squadron in condition to attend the Fifth Service Command field training period at Camp Breckinridge for nine days, beginning July 9.

Privately owned planes and other equipment will be used for the present, but government-owned planes and equipment will probably be sent here after the unit is formed, Lieutenant Lail said.

In addition to Captain Young and Lieutenant Lail, the organization has six other officers, Lieutenants Owen Keller, Swope Loughridge, Ernest Woods, Robert Herren, Douglas Davis and Robert Lockner, all of whom are flying officers. Six more officers will be recruited.

Lexington is one of the seven sites in the state selected for location of air squadrons of the Kentucky Active Militia, according to Lieutenant Lail.⁷³

Kentucky Active Militia Air Corps 1940-1946

General Order # 8, 16 October 1944:

Lieutenant Colonel Kenneth C. Jaspers, 10/5/44, Louisville.

General Order #9, 26 March 1945:

Lieutenant Colonel Kenneth C. Jaspers, 10/5/44, Louisville.

Major Edward Charles Gallagher, 10/30/44, Louisville.

General Order #14, 1 August 1945:

Lieutenant Colonel Kenneth C. Jaspers, 10/5/44, Louisville.

Major Louras D. May, 5/14/45, Louisville.

Captain George E. Young, 3/31/45, Lexington.

Second Lieutenant James D. Lail, 4/11/44, Lexington.

General Order #1, 9 January 1946:

Lieutenant Colonel Kenneth C. Jaspers, 10/5/44, Louisville.

⁷² *Lexington Herald-Leader*, 3 April 1945, p. 7.

⁷³ *Lexington Herald-Leader*, 26 Apr 1945, p. 11.

Major Louras D. May, 5/14/45, Louisville.
Captain Francis A. "Lindy" Blevins, 8/17/45, Louisville.
Second Lieutenant James D. Lail, 4/11/44, Lexington.

Personnel

Blevins, Francis A. "Lindy"
Davis, Douglas
Gallagher, Edward Charles
Herren, Robert
Jasper, Kenneth C.
Keller, Owen
Lail, James Donald, Sr.
Lockner, Robert
Loughridge, Swope
May, Louras D.
Woods, Ernest
Young, George Edward

Chapter IV:
Post-WWII (1946 – 1950)
Establishment and Development of Fixed-
Wing Aviation Section in the Kentucky
Army National Guard

Reorganization of the Kentucky National Guard (1946-1950)

After World War II, the United States began reorganizing its military strength. 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 “New” National Guard’s troop strength was expanded from 260,000 men nationwide to 622,500 – an expansion that called for commitment over and beyond the abilities of many states. A higher percentage of non-divisional and support elements were added to the National Guard troop base, and armored divisions appeared for the first time in troop lists.

This was a busy time for military aviation in Kentucky. On 16 February 1947 The Kentucky Air National Guard received federal recognition and was in the former World War II Vultee B-24 Bomber Modification Center (later Bremner Biscuit Company) at Standiford Field.⁷⁴

On 1 May 1947 the bulk of the Kentucky Air National Guard’s first aircraft including 25 North American F-51D Mustangs arrived in Louisville. They were designated the 123rd Fighter Group (FG)/165th Fighter Squadron (FS).

Prior to the Mustangs arrival the unit was assigned two L-5s in addition to four B-26s, Three C-47s and two AT-6s.⁷⁵ There has been some discussion that the L-5s could have been Army already or might have been transferred to Army after P-51s arrived. However, there is no documentation or first-hand accounts to substantiate that line of thought or to concretely date when those aircraft arrived even if they were designated for use of the Air Guard.

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.

These revisions resulted in what military historian Jim Dan Hill calls, “The most ambitious peacetime troop structure for units in American history.”⁷⁶

1947 – 1948

It was announced on 18 September 1947, by the War Department that the Kentucky National Guard would be given use of parts of Bowman Field in Louisville under a 25-year lease from the Louisville and Jefferson County Air Board as a condition of the Army returning the property to the Board. The newspapers reported that the location would be headquarters for the ordnance maintenance company of the 138th Field Artillery.⁷⁷

By the time Captain Howell was assigned, the Kentucky Guard had already occupied the agreed to 47 acres and 39 buildings at the Bowman Field complex. Captain Howell quickly set up shop at Bowman and by the end of 1948; fixed-wing aircraft were arriving at Bowman Field. Exactly what planes and how many and when they became part of the Kentucky Guard inventory has so far been lost to history.

The only clue uncovered thus far is a statement in the Quadrennial Annual Report of 9 December 1947 to 3 June 1951 stating that in 1948 the Light Aviation Section “has eight planes.”⁷⁸ There has been some discussion that some of the aircraft may have been delivered in crates from World War II surplus or possibly Fort Knox. Unfortunately, no property records survive and efforts

⁷⁴ Arrington, Charles W. - <http://www.ky.gov/agencies/military/kyngemus/kanghist/kanghist.htm>

⁷⁵ *Mustangs to Phantoms 1947-1977 - The Story of the first 30 years of the Kentucky Air National Guard* <http://www.ky.gov/agencies/military/kyngemus/m2p/m2pcover.htm>

⁷⁶ Hill, *The Minuteman in Peace and War: A History of the National Guard*, p. 498.

⁷⁷ *The Courier Journal*, 19 Sep 1947, s. 2, p. 1.

⁷⁸ Quadrennial Annual Report 9 December 1947 to 3 June 1951, p. 64.

to seeking information from National Guard Bureau and Fort Rucker have met with no success. In order to have 8 in 1947 they must have received some in 1946 and this lends support to using the date of federal recognition for artillery units in Kentucky after World War II.

Founding Members of the Kentucky Army National Guard Aviation

The first known officer assigned to fixed wing aviation in the Kentucky Army National Guard was First Lieutenant Louis R. Rayburn who was listed as a liaison pilot with the 623rd Field Artillery Battalion Headquarters on 1 July 1947. He like most of the early Kentucky National Guard aviators, was a World War II veteran. He served in World War II as a pilot and was awarded an Air Medal and receiving campaign credit for the Ardennes Rhineland and Central Europe. He left the Guard in 1949 but returned for a few years in 1950. It must be noted that records for this early post WWII era of the Kentucky Guard are not extensive. The names discovered were combed from microfilms of special orders focusing on the years after World War II and 1950 and it is not only possible but also indeed likely that there were other individuals whom we did not discover and some perhaps with earlier service.

The first Army Advisor 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 on 5 November 1947.

The next name discovered in the search for records was First Lieutenant James Ambrose McCrocklin who was listed as a liaison pilot with the 138th Field Artillery Group and joined the Guard on 1 September 1947 and stayed until 1957 when he transferred to the Army Reserve. He also was a World War II veteran as a liaison pilot with the European-African-Middle East Campaign Medal. He was a Staff Sergeant when he joined the Kentucky Guard but was commissioned and received his pilot's wings in December 1947.

Many pilots and aviation mechanics were discovered in the records search for 1948.

First was Captain Eldon O. Basham listed as a pilot with the 198th Field Artillery Headquarters. He was a World War II veteran with service in the 42nd Bomb Group as a B-24 pilot. He transferred to the Army Reserve in May 1951.

The first "Aviation Mechanic, Airplane & Engine" to be revealed in the records search was Martin H. Thompson who was listed on travel orders in March 1948 as being assigned to the Headquarters and Headquarters Battery 138th Field Artillery Battalion.

Emil G. Troklus name was revealed on orders sent to airplane & engine aviation mechanic school in April 1948.

Second Lieutenant Lawrence Bertrand Kelly's name was revealed in the records search as a liaison pilot with the 138th Field Artillery Group and 452nd Field Artillery Battalion beginning on 13 April 1948.

Melvin E. Neal was slotted as a caretaker and aviation mechanic for the Headquarters and Headquarters Battery of the 623rd Field Artillery Battalion also on 13 April 1948. The caretaker position was more closely akin to that of today's armory administrative officer.

George W. Bowers appears on orders for school as an aviation mechanic for the Headquarters and Headquarters Company of the 149th Infantry in May 1948.

First Lieutenant Frank Edwin Hancock appears in the records as a Liaison Pilot for the 138th Field Artillery Battalion beginning 6 May 1948.

Captain James Henry Quenichet appears in the records as a liaison pilot for the 623rd Field Artillery Battalion from 6 May 1948 till 1 May 1951. Quenichet was a World War II veteran and served as a Liaison Pilot for the Headquarters and Headquarters Battery of the 623rd in Glasgow

and later as Liaison Pilot and Group Air Officer for the 138th Field Artillery Group. He moved to the Kentucky Air National Guard in May of 1951. He and Joseph Van Fleet were perhaps the only people to serve as both a pilot for the Kentucky Army and Air National Guard. Van Fleet related in a phone conversation that he and Quenichet moved to the Air National Guard to become pilots on the C-47 and were made full-time employees to keep the Air Guard going while the rest of the unit was deployed during the Korean War.

First Lieutenant John L. Cecil is the next to appear in the records as a liaison pilot for the 138th Field Artillery Group beginning in 14 May 1948.

Staff Sergeant Duard Lawrence appears as an aviation mechanic and caretaker for the 138th Field Artillery Battalion from 1 June 1948 to 30 September 1948.

Master Sergeant Kelly B. McGary began as an aviation mechanic with the 138th Field Artillery Group on 22 June 1948 and caretaker. He eventually served as shop foreman at the Army Aviation Support Facility in Frankfort before he retired.

Sergeant Olan L. McGregor turns up next in the paper chase as an aviation mechanic for the 441st Field Artillery Battalion beginning on 24 June 1948.

The next person to be discovered in the records search was Leonard H. Shouse as a Staff Sergeant mechanic for the 149th Regimental Combat Team Medical Detachment and as a caretaker. He eventually moved to aviation as an aviation mechanic.

The next person to appear in the records search was Second Lieutenant Robert N. Quigg as a liaison pilot with the 198th Field Artillery Battalion on 19 July 1948. He was transferred from the position of motor transportation officer. We have found that in several cases orders were cut placing a person in a slot as a pilot or aviation mechanic and perhaps the next day or in one case even the same day orders were cut moving them to other positions. No doubt in the early days of the Guard after World War II as units were being established and filled out there must have been some "parking" of individuals in slots with the understanding that they would be moved to other suitable positions as time and opportunity allowed. As we have said the paper trail on individuals is sketchy at best and it is hard to know how long some of these individuals stayed in these positions.

The next person discovered in the records related to aviation was Second Lieutenant Billy Milton Hedges as a pilot with the 149th Infantry, Headquarters and Headquarters Company beginning on 8 November 1948. He served with the Guard until 1975 when he retired as a Lieutenant Colonel. He was a World War II veteran with service with the 558th Bomb Squadron 320th Bomb Group, 397th Bomb Group and 387th Bomb Group in England & France. He received the Air Medal with 2 Oak Leaf Clusters and served several stints as pilot for the 149th from November 1949 to August 1952 and again from November 1956 until January 1957.

The next name discovered was Second Lieutenant Orville Crothers who was listed as a liaison pilot with the 138th Field Artillery Battalion Headquarters and Headquarters Battery beginning on 9 March 1949. He also served in World War II as a glider pilot.

The next name discovered is that of First Lieutenant John Isham Faulkenberry who was listed as a liaison pilot with the 138th Field Artillery Battalion on 9 March 1949. He also served in World War II as a glider pilot. He went to helicopter school at Gary Air Force Base in San Marcos Texas, in 1954 and was the first member of the Kentucky Army National Guard trained to fly a helicopter. Master Sergeant Leonard H. Shouse was the first Mechanic trained to work on the helicopter. Faulkenberry went on to become the State Aviation Officer and commander of the Army Aviation Support Facility prior to his retirement as a Colonel in July 1970 with 5,492 hours with 844 of those in a helicopter.

The next name discovered was Major Ephraim A. Berry who was listed as an aviator for the 623rd Field Artillery Battalion Headquarters beginning in April 1949. He served in the Kentucky Guard until he retired in November 1966. He was a World War II veteran who served as a liaison pilot. He was awarded the American Campaign Medal the World War II Victory Medal, the Army of Occupation Medal for Japan and the Asiatic Pacific Service Medal. He graduated 1st in his class from the light aviation officer course at Fort Sill in 1950. It was class number three.

The next person discovered in the records was First Lieutenant Harold Mason Lathrem as a pilot for the 441st Field Artillery Battalion Headquarters beginning on 7 June 1949. He was also a World War II veteran and was awarded the American Theater Medal, European-African-Middle Eastern Theater Medal with 5 campaign stars for Normandy, Northern France, Rhineland, Central Europe and Rome –Arno Campaign. He was awarded the Air Medal and Distinguished Unit Badge with the 15th Squadron, 61st Troop Carrier Group. He eventually served as Executive Officer for the 2113th Transportation Company (Aircraft) (DS) before retiring from the Kentucky Guard in May 1970.

First Lieutenant Joseph L. Van Fleet Jr. served as a pilot for the 149th Headquarters and Headquarters Company beginning on July 12, 1949. He continued with the Air Guard after a time in a variety of roles and even did recruiting tours at high schools across the state. He was also a World War II veteran serving as a pilot with the 8th Air Force. His awards included the Distinguished Flying Cross (GO 334 HQ 8th AF 16 Sept 44), Air Medal with 3 Oak Leaf Clusters and the European-African-Middle Eastern Service Medal. He eventually left military service in the 1950's to fly for the oil industry in Texas.

First Lieutenant Paul William Erwin served as a Pilot for the 201st Combat Engineer Battalion Headquarters from 15 August 1949 until October of 1950.

1949

X. Active Militia

No units of the Kentucky Active Militia were organized during the period covered by this report. During January 1949 a complete plan for organizing the Active Militia was completed. This plan was formulated on the basis that when all units of the Kentucky National Guard or when the National Guard could no longer serve the State as a sufficient reserve force the Active Militia would be organized to take the place of the National Guard. Even though approximately 50 percent of the Guard is now in Federal service enough units are still in State service to render the reorganization of the Active Militia unnecessary at this time.⁷⁹



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

⁷⁹ *Quadrennial Report of the Adjutant General Commonwealth of Kentucky (9 December 1947 to June 1951)*, p. 99.

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.

The slots for these pilots were associated with the artillery, infantry and engineer units in the state. It is believed that the new table of organization and equipment would have included light aviation assets at the battalion level for spotting and liaison missions.

The Courier Journal reported on 5 February 1949 that there were 11 liaison pilot vacancies and noted that the Kentucky Army National Guard had 8 “two-seater” planes and expected a “four-seater” by end of month. The same article went on to state that Captain George H. Howell Jr., The Army Aviation Advisor will establish “Ground Light Aviation Schools” at Bowman Field, Blue Grass Field in Lexington and Davis Norris Field in Glasgow for operational training for liaison pilots. The same article said that the flight school was eight months long and could be taken at San Marcos, Texas or Fort Sill, Oklahoma.

Davis Norris Field began as a sod field southwest of Glasgow in the 1930’s. Winn Davis, Harry Norris and Hollis Norris supplied the land. In early 1958 a new site was selected where the present “Moore Field” is today. The new field was named in honor of Robert “Todd” Moore who was the only “Ace Pilot” in World War II from Barren County.⁸⁰

Helicopter Given Once-Over by Members of Guard Here



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 purpose.

Courier-Journal Photo.

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 weighs 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

⁸⁰ Quadrennial Annual Report, 9 December 1947 to 3 June 1951, p. 64.

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.⁸¹

1950



1950 Kentucky National Guard Yearbook General Staff

Gustavus H. May
Lieutenant Colonel
Air Liaison Officer

Glen L. Hodge
First Lieutenant
Pilot

Milton F. Johanboeke
First Lieutenant
Liaison Officer

Robert E. Scott
First Lieutenant

Harold M. Lathrem
First Lieutenant
Liaison Pilot

Liaison Pilots 149th Infantry Regiment

Liaison Officer

Joseph L. Van Fleet, Jr.
First Lieutenant
Pilot

Billy M. Hedges
Second Lieutenant
Pilot

441st Field Artillery Battalion

138th Field Artillery Group

⁸¹ *The Courier-Journal*, 7 Feb 1949, p. 3.

James H. Quenichet
Captain
Group Air Officer

John I. Faulkenberry
First Lieutenant
Liaison Pilot

Orville L. Crothers
Second Lieutenant
Liaison Pilot

James A. McCrocklin
First Lieutenant
Pilot

198th Field Artillery Battalion

William H. Kunz
Captain
Liaison Officer

Richard L. Johnson
Second Lieutenant
Pilot

Eldon O. Basham
First Lieutenant
Pilot

623rd Field Artillery Battalion

George H. Willson
Captain
Liaison Officer

Louis R. Rayburn
First Lieutenant
Liaison Pilot

Ephraim A. Berry
First Lieutenant
Aviator

201st Engineer Combat Battalion

William P. Erwin
First Lieutenant
Pilot

Image from the 1950 Kentucky National
Guard Yearbook.





Ephraim A. Berry from the 1950 Kentucky National Guard Yearbook.

Chapter V:
Korean War and Cold War (1951-1999)
The Beginning of Rotary-Wing Aviation in the Kentucky Army National Guard

1951

623rd Field Artillery Aviators in the Korean War

In January 1951, Kentucky National Guard's 623rd Field Artillery Battalion was activated for service in the Korean War. It would be the only Kentucky Army National Guard unit sent into action during the war. In early 1951, First Lieutenant Ephraim A. Berry of the 623rd Field Artillery Battalion took part in a flight to fly two L-16's to Fort Bragg to turn in as the 623rd was preparing to deploy to Korea.

The following information is pertaining to the pilots and aerial observers of the 623rd who were recipients of the Air Medal:



Pilots

Ephraim Alexius Berry, First Lieutenant.

Air Medal with three Oak leaf Clusters.⁸²

Ephraim Berry Shifted to X Corps in Korea

With X Corps In Korea (August 4)—First Lt. Ephraim A. Berry . . . has been assigned as an Army aviation officer with X Corps in Korea.

The Lieutenant, who has been in Korea since last fall, was with the 40th Division Artillery before his transfer to the X Corps command post.

A World War II veteran, he was commissioned in the Army Air Corps in 1944.

Lieutenant Berry was a salesman for Lerman Brothers Inc., in Glasgow before entering the Army. He attended Western Kentucky State College after graduating from high school in Austin, Ky.

Army aviators fly courier missions and direct artillery fire, air strikes and ground support by plane-to-ground radio.⁸³

Berry was a Barren County native graduating from Austin Tracy High School in 1939, served in the Army as a pilot in the Army Air Corps in World War II and with the 623rd Field Artillery, 40th Division Artillery and X Corps in Korea. Following his return to the United States First Lieutenant Berry would be promoted to the rank of Captain, with serving as the Division Aviation Officer for the 101st Airborne Division, stationed at Camp Breckinridge, Kentucky.⁸⁴ In the late 1950's he served as Assistant Army Attache in Vietnam and Laos. He left the service as a Major, in the early 1960's.⁸⁵

Returning to Glasgow he worked for Barren County Mental Health as plant supervisor at the Cave Lake Workshop and continued to work part time in semi-retirement at the Lessenberry Do-it Center. He was an ordained Cumberland Presbyterian minister, pasturing several area churches from the early 1970's until stepping down from the pulpit in 2012. He was also an avid bowler, still competing in two leagues a week until after his 90th birthday.

Major Berry died at Glasgow Health and Rehabilitation Center, on 7 May 2013, at the age of 91. Buried in Happy Valley Memorial Gardens, Glasgow, Kentucky.

⁸² Trowbridge, *Land of the Morning Calm*, p. 78.

⁸³ *The Glasgow Republican*, 14 Aug 1952, p. 1.

⁸⁴ *The Glasgow Daily Times*, 18 Jun 1953, p. 9.

⁸⁵ National Guard Register 1960, p. 72.

Louis Roberts Rayburn, First Lieutenant. Liaison Pilot⁸⁶
Air Medal recipient.

Rayburn was a WWII veteran, entering the Army in 1942. Completed Aviation Cadet Training in 1944, promoted to Second Lieutenant 23 May 1944. Served overseas in the European Theater, 1 November 1944 to 25 July 1945. He took part in the Ardennes, Rhineland and Central European Campaigns and was awarded the Air Medal.⁸⁷ During the Korean War as a First Lieutenant he took command of B Battery, 623rd Field Artillery. He was promoted to Captain, 16 December 1953.⁸⁸

George Hollowell Willson Jr., Captain. Liaison Officer⁸⁹

Aerial Observers

Additionally, 623rd First Lieutenant's Robert A. Lessenberry and Rondel R. Oliver, Jr., would be awarded the Air Medal while serving as aerial observers during the war.

Robert Adams Lessenberry, First Lieutenant.
Air Medal recipient.

Lessenberry's Air medal Citation:

"First Lieutenant Robert A. Lessenberry, Artillery, United States Army, distinguished himself by meritorious achievement in Korea during the period March 9, 1952 to April 4, 1952, as aerial observer in a light, unarmed observation plane. Lieutenant Lessenberry participated in frequent operational and observational missions to collect intelligence data and to adjust artillery fire of his battalion. Disregarding weather conditions and personal safety, frequently exposing himself to small arms and anti-aircraft fire he often flew deep into enemy territory in order to accomplish his mission. During these missions his calm aggressive manner and outstanding professional skill assured full exploitation of his capabilities of his battalion to inflict sudden demoralizing artillery fire upon the enemy. Lieutenant Lessenberry's actions were at all times exemplary and reflect great credit on himself and the military service."⁹⁰

Rondel Raymond Oliver, Jr., First Lieutenant.
Air Medal with one Oak Leaf Cluster recipient.

Oliver was a veteran of WWII and Korea. First Lieutenant Oliver was awarded the Air Medal w/Oak Leaf for making flights over enemy territory in an unarmed observation plane in May and June 1952. Following the war Oliver would remain in the 623rd eventually becoming the Battalion Commander. His nickname was "Soup."⁹¹

⁸⁶ Trowbridge, *Land of the Morning Calm*, p. 78.

⁸⁷ *The Glasgow Daily Times*, 3 May 1951, p. 2.

⁸⁸ National Guard Register, 1953, p. 916, and National Guard Register, 1956, p. 747.

⁸⁹ Trowbridge, *Land of the Morning Calm*, p. 78.

⁹⁰ *The Glasgow Daily Times*, 15 May 1952, p. 3.

⁹¹ National Guard Register 1951, p. 757.

1952



Aircraft No. 5 1-4590 (L-19 Birdog). L-R, Leonard Shouse and Walter P. Mundy. At Bowman Field, Louisville in 1952. Note: 138th Field Artillery DUI on the aircraft. *Courtesy of Leonard Shouse.*

1953



Light Aviation hanger, Bowman Field, Louisville, Kentucky. The Kentucky National Guard's first hanger.

Inside look at the Light Aviation hanger.



1954

On 23 November 1954 the Kentucky Army National Guard received its first helicopter. The “G” model Bell OH-13 Sioux, Light Observation helicopter was delivered from Fort Knox to Bowman Field in Louisville assigned to the 149th Regimental Combat Team. By this time Leonard H. Shouse had already been to school and transitioned from being a fixed wing mechanic to a helicopter mechanic and John I. Faulkenberry was just completing helicopter pilot school, adding to his fixed wing certification. This began the evolution from all fixed wing to nearly all-rotary wing assets in the Kentucky Army National Guard inventory as it is today.



Tattletale White is registered by flour-sack bombs in Kentucky National Guard summer training at Fort Campbell. Sgt. O. L. McGregor, left, Lexington, gets “bomb” ready while First Lt. Eugene Bryant, Louisville, pilots the plane. *The Courier-Journal*, 20 August 1954, p. 21.

Kentucky Guard Gets Helicopter

The first of two helicopters promised the Kentucky National Guard for search, rescue, and other work was delivered at Bowman Field yesterday.

Lt. Col. D. B. Pate, maintenance officer for the K. N. G., said the helicopter was assigned to the Light Aviation Section for use by the 149th Infantry Regiment. It will be under the direct command of Maj. Gen. J. S. Lindsay, Sta Adjutant General.

The helicopter has a 200-horsepower engine capable of traveling 100 miles on 43 gallons of gas. It carries a pilot and one passenger in addition to two enclosed litters.

Pate said it would increase the Guard's efficiency in emergency service, enabling personnel to reach remote places without delay. The machine is equipped with a powerful two-way radio.⁹²

At the time, there was no Kentucky National Guard pilot to fly the helicopter.⁹³



NEWEST EQUIPMENT for the Kentucky National Guard, a helicopter, is being examined by Lt. Col. D. B. Pate, right, maintenance officer for the K.N.G. The machine is explained by M/Sgt. Leonard Shouse, chief mechanic, who was trained at the San Marcos, Tex., Helicopter School. It will be used for search, rescue, and other work.



Major General Lindsay and his helicopter, ca. 1954. Captain John Faulkenberry is the pilot.

⁹² *The Courier-Journal*, 24 November 1954, p. 17.

⁹³ *The Paducah Sun*, 24 November 1954, p. 17.

1955

In the 1955 -1957 Adjutant General's report it cites that the Kentucky Army National Guard maintained 12 liaison type airplanes and one helicopter.

An article in the Frankfort *State Journal* on 28 June 1955 regarding the construction of the airport set out that the Kentucky Army National Guard had 25 planes across the state that would use a new hangar at Frankfort's Capital City Airport as a maintenance location.



Airplane Crashes in Madison County; Pilot, Passenger Not Hurt Seriously

Richmond, Ky., July 16—The commander of the 441st Field Artillery Battalion, Kentucky National Guard, and his pilot escaped serious injuries about 10 a.m. today when their Guard plane crashed near here on the commander's farm.

Lt. Col. James William Stocker, 35, was treated at Patty A. Clay Infirmary for facial bruises and a back laceration.

The pilot 1st Lt. Eugene Bryant, 30, of Louisville, was admitted to the infirmary suffering a back injury. His condition was reported as satisfactory tonight.

The farm of Col. Stocker, who also is a faculty member at Eastern State College, is located just west of the city limits on Bates Creek Road. He was being flown home for the weekend from Camp Breckinridge where his battalion is undergoing training.

The plane, a light type used for artillery range observation, crashed after the Guard pilot missed his first approach in a field. He was making an "attempted go-around" when the craft struck a fence, then bolted into some electrical wires in the yard of a tenant house occupied by the John Bennett family. The dwelling was not damaged, and the plane did not catch fire.

Mrs. Stocker and the couple's young daughter, Laura, had driven in a car to the field to greet the plane. The Bennetts also witnessed the mishap. The plane made a successful landing when Col. Stocker was flown home last weekend. Kentucky Utility linemen were summoned to repair the wires. A guard was placed over the wreckage pending a Guard investigation.⁹⁴

⁹⁴ *Sunday Leader*, 17 July 1955, p. 6.



PRECIOUS CARGO—Lt. Stanley Gajdik, XXIII Corps Artillery pilot of the Kentucky National Guard, adjusts his load of polio vaccine at Blue Grass Field this morning while gassing up. He picked up seven cartons of the vaccine at Louisville and was distributing them to Ashland and Pikeville. (Leader photo).



IT'S HERE—Major John Faulkenberry, right, hands over the first box of Salk Polio vaccine delivered here Friday morning; Herbert Grief, maintenance foreman of the Paducah-McCracken Health Department, accepts the long-awaited package as Mrs. Sara Weatherspoon, second from left and Mrs. Melvin Cornillaud, second from right, cast approving glances. Faulkenberry piloted the plane in background from Louisville and arrived in Paducah at 11:10 a. m.

L19A Engine School 1955, Gary Air Force Base. *Courtesy of W. H. Canon.*



Annual Training 1955.



Preparing flour bag bombs.



Captain William Gibson giving a briefing prior to aerial mission to Lieutenant David Ship. Both were pilots with the XXIII Corps Artillery.⁹⁵

⁹⁵ Images from Kentucky National Guard of Lexington 1956 yearbook.

1956

The Army Aviation Section of Kentucky National Guard provides maintenance and storage for 12 liaison type airplanes and one helicopter, assigned to the State. This maintenance is performed by highly trained aircraft technicians.⁹⁶

At this time the Kentucky Guard had two aviation hangers, one located at Glasgow (state-owned, built in 1949), the other in Lexington (U.S. lease).⁹⁷

In 1956 the Kentucky Army National Guard operated an L-19 and an L-17 out of rental space in a hangar in Lexington. The L-17 was later traded for a DeHavilland L-20, later designated as a U-6 Beaver which had come into the Army system in 1951. Lexington received its first OH-13 helicopter in 1957 making it only the second one in the Kentucky Army National Guard inventory.



L-19 Flight Line at Fort Rucker, Alabama. 1956 Kentucky Guard pilot training. *Courtesy of W. H. Canon.*



L-126 (military version of the Cessna 195) Flight Line at Fort Rucker, Alabama, used as an Instrument Trainer in 1956. *Courtesy W. H. Canon.*

⁹⁶ 1956 Annual Report of the Adjutant General of Kentucky, p. 60.

⁹⁷ *Biennial Report of the Adjutant General 1 July 1955 to 30 June 1957*, pp. 52-53

L-19A, Lexington, Kentucky Bluegrass Field, 1956.
Lt. Harold Lathrem in cockpit and Specialist William
Canon, standing. *Courtesy of W. H. Canon.*



1957

Army Aviation

The mission of this facility is to perform field maintenance on all equipment and modifications of Army Aircraft and allied equipment, which consists of ten fixed wing aircraft and two helicopters.⁹⁸

The Annual Report, 1957-1960 lists ten fixed wing aircraft and two helicopters.

An article in the 22 August 1957 *State Journal* quotes Lt. Col. Taylor Davidson, Assistant Adjutant General, that the air arm of the Kentucky National Guard “is expected to be based at Frankfort’s Capital City Airport before the end of October.” The article further quotes Davidson “the transfer of the guard’s light aviation liaison section from Bowman Field in Louisville to Frankfort is the first move in a series which is to make the Capital City the logistics center for Kentucky. Based here will be 12 light planes and a helicopter.”

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. With the opening of the new hangar, aviation support was consolidated from Louisville and Lexington to Frankfort. This likely eliminated lease payments for hangar space in Lexington and Louisville.

An article in the *Courier Journal* on 24 August 1957 discussed the pending move of the maintenance and aviation to Frankfort.

Guard Shift to Frankfort

To Move 58 U. S. Workers

Two Groups of Army Unit are Expected

To Leave Bowman Before First of Year

Louisville will lose a \$333,000 annual payroll when the light aviation section and heavy-maintenance ship of the Kentucky Army National Guard is moved from Bowman Field to Frankfort.

The move, expected before the first of the year, will involve transfer of 58 federally paid civilian employees, said Col. Dewey B. Pate, state maintenance officer for the Kentucky Army guard.

Mayor Broaddus said he will confer with Maj. Gen. J. J. B. Williams, State adjutant general, by telephone to see if the transfer could be called off.

“We certainly want to keep it here if possible,” he said.

Probably Will Move in December

⁹⁸ Army Aviation Maintenance Shop – 1957 Annual Report of the Adjutant General of Kentucky, p. 44.

The aviation section, with 12 light airplanes and one helicopter, will go to Frankfort's Capitol City Airport in October. The section has eight civilian mechanics.

The maintenance shop with its 50 employees will move about December into facilities being erected near the Frankfort airport, Pate said.

Lt. Col. Taylor L. Davidson, assistant adjutant general in Frankfort, announced the move as being in line with guard policy to centralize all maintenance activity.

Supply and maintenance were in Frankfort before World War II, but the later growth of operations left the guard without adequate facilities there, according to Davidson. Bowman Field facilities were leased on a temporary basis.

"Permanent facilities had to be built somewhere to maintain Army planes, vehicles, and equipment, and Frankfort, with its new airport, is the logical place," Davidson said.

Louisville pilots who fly Army guard planes here will not be affected. Planes will be made available to them here, Pate said.

The moves will have no effect on the Kentucky Air National Guard, which will continue to fly its jets from Standiford Field.



Landing Gear on Plane Fails Here.

A Kentucky National Guard aircraft, a single engine "L-17", was forced to belly-in on Runway 30 at Freeman Field around 1 p. m. Friday after the landing gear failed to let down.

The pilot, Capt. C. Butler York, air officer of the 452nd Armored Battalion, Army Aviation, Kentucky National Guard, was uninjured. He was on a routine flight and had taken off from the base at Louisville about noon, at which time the landing gear was operating smoothly.

According to Capt. York, he was approaching the runway at approximately 70 miles an hour and went through the normal landing-gear procedure, but the gear failed to operate, and was forced to belly-in.

The aircraft, after hitting the runway, slid in almost a perfect line headed west for approximately 140 yards before coming to a halt. The propeller of the aircraft was damaged as well as the under part of the fuselage. Capt. York was looking the aircraft over when help arrived.

After checking the damage, Capt. York went to the Central American Airway office at Freeman Field and phoned his base for another pilot to come to pick him up. Capt. York, who has been assigned with the Kentucky National Guard for about a year, has been in and out of the service since 1942. . .⁹⁹

1958

18 November 1958 roster of Aviation Maintenance Section Personnel at the Capital City Airport listed:

⁹⁹ *The Tribune*, 27 April 1957, pp. 1, 2.

John I. Faulkenberry, Kelly B. McGary, Leonard H. Shouse, William F. Berry, William H. Canon, and Ray D. Boyd. Olan L. McGregor was listed as working at Blue Grass Field in Lexington, and Walter Mundy was listed as working at Bowman Field in Louisville.



1958 photo of construction underway for the Army Aviation Maintenance Shop at Frankfort. Four L-19s can be seen near the hanger.

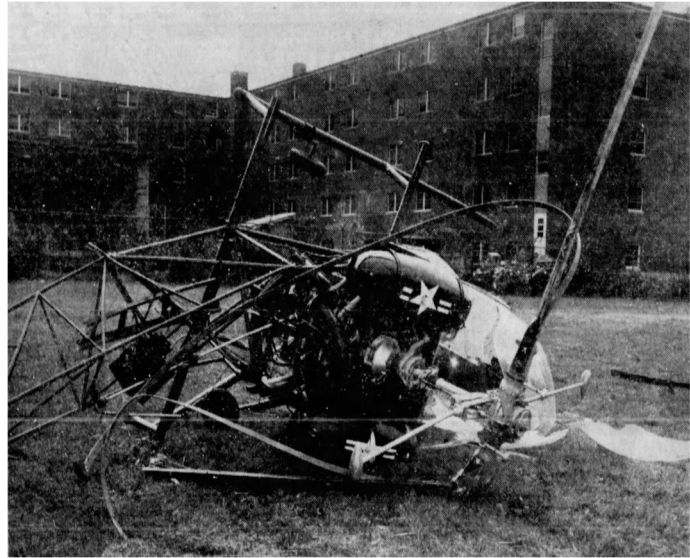


Awards formation, summer camp (date unknown) – Clancy York and Major Johnson at front of the formation. They are facing Colonel Mattingly, Major Gadike and Brigadier General Buster. Possibly Camp Breckinridge, Kentucky.

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.¹⁰⁰

¹⁰⁰ *Lexington Herald-Leader*, 16 Oct 1958, p. 1.

16 October 1958 helicopter crash at Transylvania University, Lexington.



The first state-owned hanger of the Kentucky Army National Guard in Frankfort. Construction was completed in 1958. Now Capital City Airport.

1959

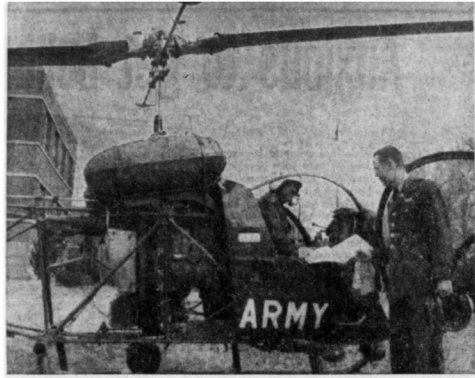
In 1959, the construction of a new Army Aviation Shop/Hanger at Frankfort was completed, and all the Kentucky National Guard aviation support was consolidated to Frankfort.¹⁰¹

Army Aviation Maintenance Shop

The mission of this facility is to perform organizational and field maintenance and modifications of Army Aircraft and allied equipment, which consists of ten fixed wing aircraft and two helicopters.¹⁰²

¹⁰¹ *Triennial Report of the Adjutant General 1 July 1957 to 30 June 1960*, p. 23.

¹⁰² *Triennial Report of the Adjutant General 1 July 1957 to 30 June 1960*, p. 44.



GUARD PREVIEW — H-13C helicopter on display at the Armory for National Guard Muster Day yesterday is what the 201st Engineer Battalion, Owensboro Guard unit, hopes to receive soon. Helicopter was flown here by Capt. Walter Duke, seated in the machine, from Ft. Knox. Duke discusses merits of the helicopter with Lt. Gustav Wendel, recently assigned to the 201st from the California National Guard. Wendel is a helicopter pilot, just what the local unit has been needing in order to have a helicopter assigned in Owensboro. Owensboro's three guard units—Company A, 240th Tank Battalion, and Company C and Headquarters and Service Company, 201st Engineer Battalion—joined to display equipment and to conduct tours of the Armory during open house for Muster Day.

NG-AROTO 325.4 25 August 1959
 Reorganization Authorization Number 124-59
 Reorganization of the Army National Guard 1958-60

HHB, 138 th Artillery Group w/ Aviation Officer & Aviation Section (C1 TOE 6-401C)	Louisville/Lexington
1 st Medium Tank Battalion (Patton), 123 rd Armor w/Army Aviation Section Augmented, TOE 17-26D (Draft)	Barbourville
2nd Medium Tank Battalion (Patton), 123 rd Armor w/Army Aviation Section Augmented, TOE 17-26D (Draft)	Owensboro
3rd Medium Tank Battalion (Patton), 123 rd Armor w/Army Aviation Section Augmented, TOE 17-26D (Draft)	Bowling Green
201 st Engineer Battalion (Combat) (Army) w/Aviation augmented, C1 – TOE 5-36D	Ashland

NG-AROTO 325.4 – Gen. 2 October 1959
 Reorganization Authority Number 124-59, Change 1
 Reorganization of the Army National Guard 1958-60

HHB, XXIII Corps Artillery
 w/Aviation Section, 6-501C, 21 October 1955, C1, 3 December 1956.

Reorganization of the Kentucky Army National Guard

1 October 1959

Headquarters & Headquarters Company, (w/Army Aviation Section, augmentation), 1st Medium Tank Battalion, (Patton), 123rd Armor, Barbourville.

Headquarters & Headquarters Company, (w/Army Aviation Section, augmentation), 2nd Medium Tank Battalion, (Patton), 123rd Armor, Owensboro.

Headquarters & Headquarters Company, (w/Army Aviation Section, augmentation), 3rd Medium Tank Battalion, (Patton), 123rd Armor, Bowling Green.

Headquarters and Headquarters Battery, 138th Artillery Group (w/Aviation Section, augmentation), Lexington.

Headquarters & Headquarters Company, 201st Engineer Battalion (Combat) (Army) (w/Army Aviation Section, augmentation, Ch. 1, TOE 5-36D).

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 W. H. Canon.*



Kentucky National Guard aircraft flying with smoke devices as they often did for Governor's Day Parades held during annual training. Photo likely taken over Camp Breckinridge or Fort Campbell. *Photo courtesy W. H. Canon.*

Two wind damaged Kentucky National Guard aircraft, date unknown.



Working on the engine of an L19. L-R, McGary, Shouse and Mundy. (Date and location unknown.) *Photo courtesy W. H. Canon.*



KYNG Army Aviation – Working on an L-19 A probably at Camp Breckinridge in the late 50's. From left to right are Olin L. McGregor; James McDaniels and Dean L. Wuchterl. *Photo courtesy W. H. Canon.*



1960

The Army Aviation Maintenance Shop has the responsibility for organizational and field maintenance and modifications of aircraft and all allied equipment assigned to the Kentucky Army

National Guard. During the preceding fiscal year, the aircraft assigned were flown 2,542 hours without a major accident.¹⁰³

In the July 1960 – June 1961 Annual Report it does not specify how many aircraft were on hand but states they were flown 2,542 hours without major accident.

Flight in the Kentucky Army Guard was not without incident. In February 1960, a pilot mistook a snow plowed edge along the runway in Somerset as the centerline and damaged his aircraft attempting to land.

NG-AROTO 325.4 26 April 1960

Reorganization Authority Number 97-60

Reorganization of the Army National Guard 1958-60

1. Previous authority to organize Headquarters and Headquarters Battery, Field Artillery Group, under Table of Organization and Equipment 6-410D, 30 Oct 58, with Aviation Officer and Aviation Section, Changes Nr 1, 21 Nov 56, to Table of Organization and Equipment 6-401C, 7 Feb 56, is rescinded effective 1 May 60.

2. By authority of the Secretary of the Army and under the provisions of NGR 15, authority is granted to organize the Aviation Section Augmentation, Changes Nr 1, 5 Nov 59, to Table of Organization and Equipment 6-401D, 30 Oct 58 . . .

NG-AROTO 325.4 - Kentucky 22 September 1960

Reorganization Authority Number 189-60

Reorganization of the Army National Guard 1958-60

HHB, XXIII Corps Artillery

w/Aviation Detachment Augmentation, TOE 6-501D, C1, 18 July 1960.



Quick thinking by four Kentucky Guard members saved the pilots life when this L-19A crashed at Fort Knox in April 1960. The soldiers were awarded the Kentucky Medal for Valor.

¹⁰³ Army Aviation Maintenance Shop – 1960-1961 Annual Report of the Adjutant General of Kentucky, p. 41.

Fort Knox, Kentucky Captain Robert A. Clifton, Jr., Louisville, leaves Fort Knox to go to Camp Breckinridge to teach an OCS class ... Pilot is Lt. Harold Jaggers. 19 July 1960. Photo by Mr. William T. Sullivan USA ARMC Photo Division. NOTE: The aircraft is an L-19. Courtesy CSM (R) Marion Williams.



1961

The Army Aviation Maintenance Shop has the responsibility for organizational and field maintenance and modification of aircraft and all allied equipment assigned to the Kentucky Army National Guard. During the preceding fiscal year the aircraft assigned to the Kentucky Army National Guard were flown 2738 hours without a major accident. During the call up of equipment by the Army, two L-19's were lost; also an exchange of two each H-13 Helicopters and two each H-23's. One technician was mobilized from the Aviation Maintenance Shop for one year's active duty at Fort Stewart, Georgia. The Aviation Shop has received and installed in the past year a link trainer which is being utilized by the Army Aviation Detachment which has been organized and drills once each month at the Aviation Facilities in Frankfort.¹⁰⁴

The annual report for the July 1961 – June 1962 period comments on a reorganization that included the implementation of a new Table of Organization and equipment, “re-designation of the 5th Target Acquisition Battalion and the consolidation of Aviation sections to form a Provisional Aviation Detachment.” It further states that the reorganization of the 5th TAB added a Drone Platoon in HQ and HQ Battery to the 138th. The platoon equipped with a drone aircraft enables the unit to better perform its primary mission of providing general target acquisition, ballistic meteorology and survey support for artillery units. It states that the XXIII Corps Artillery Aviation Detachment (Provisional) was organized in November 1961.

The same annual report on page 54 notes that the Army Guard flew 2,738 hours without a major accident. The Report states that during the call up (for the Berlin Crisis) of equipment by the Army two L-19's were lost and one technician was mobilized from the Aviation Maintenance Shop for one-year active duty at Fort Stewart, Georgia. The Aviation Shop had received and installed a Link Trainer for use of the Aviation Detachment. Harold Canon took part in the first class in 1960 to be qualified to maintain the Link Trainer.

The Annual Report also tells us that a federally funded hangar was constructed by the Department of Military Affairs at Glasgow in 1949. It also shows the lease of a hangar at Blue Grass Field in Lexington. The only reason the Department would have had for those facilities would be the Army Guard aircraft.

¹⁰⁴ Army Aviation Maintenance Shop – 1961-1962 Annual Report of the Adjutant General of Kentucky, p. 54.

NG-AROTO 325.4 7 April 1961
Reorganization Authority Number 64-61
Reorganization of FA Battalion, 155-mm, SP

Reorganization Field Artillery Howitzer Battalions, 155-mm, SP; w/Aviation Section Augmentation, TOE 6-426D, 25 November 1960, effective date: 15 May 1961.

The Adjutant General's annual report for the July 1961 – June 1962 period comments on a reorganization that included a new Table of Organization and Equipment (TO&E), "Redesignation of the 5th Target Acquisition Battalion and the consolidation of Aviation Sections to form a Provisional Aviation Detachment." It further states that the reorganization of the 5th TAB added a Drone Platoon in Headquarters and Headquarters Battery to the 138th. The platoon equipped with a drone aircraft enabled the unit to better perform its primary mission of providing general target acquisition, ballistic meteorology and survey support for artillery units. It further states that the XXIII Corps Artillery Aviation Detachment (Provisional), later to be redesignated Battery F, was organized in November 1961.



Northrop (Radioplane) SD-1 (MQM-57A/B)
Falconer

Reorganization

During the period of this report, the Army National Guard reorganized a limited number of units. . . the consolidation of aviation sections to form a Provisional Aviation Detachment. . .

The 5th Observation Battalion was reorganized and redesignated in August 1961. The new designation of 5th Target Acquisition Battalion (TAB), 138th Artillery. This platoon equipped with a drone aircraft, enables the unit to better perform its primary mission of providing general target acquisition, ballistic meteorology and survey support for artillery units. . .

The XXIII Corps Artillery Aviation Detachment (Provisional) was organized in November 1961. This detachment consists of all aviation sections of units within the State. This consolidation of sections provides for more effective and efficient training of personnel and better operational control of aircraft.¹⁰⁵

Observation Battalion Will Be Reorganized

Frankfort, Ky., Aug. 22—The Kentucky National Guard's Fifth Observation Battalion has been ordered reorganized.

¹⁰⁵ TAG Report 1961-1962, p. 41. Kentucky would initially establish the Drone Platoon in Lexington, in 1965, it was moved to Danville, and in April 1968, the platoon was inactivated.

The battalion, commanded by Lt. Col. Stanton Smith of Lexington, has been redesignated the Fifth Target Acquisition Battalion, 138th Artillery.

Maj. Gen. Arthur Lloyd, the State Adjutant General, said the move will enable the outfit to get some of the latest Army equipment.

The battalion will have headquarters at Lexington and two batteries at Louisville.¹⁰⁶

In April 1960, an L-20A was damaged during landing and the pilot reported that a gust of wind pushed one wing up pushing the other into the ground and into a tree. National Guard Bureau totaled the aircraft. But the Kentucky Guard pleaded its case and eventually was allowed to rebuild the aircraft. They completed the rebuild in 1961.

On 15 June 1961 the L-20 / U-6 / DeHavilland Beaver rebuilt by the maintenance section passed its test flight with Major John Faulkenberry at the controls. After a thorough inspection of the craft by personnel of the New Cumberland Depot located in Harrisburg, Pennsylvania, Aviation Section members received with a grin the report. "No adjustments required."¹⁰⁷



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 15 June 1961. They are from left, Major John Faulkenberry, MSG 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.

"Handle with care..."

The individual pride of all these members shows up on the instrument panel of the plane where you will find posted a card stating:

**"THIS AIRCRAFT BUILT 22 NOV 1956 BY DeHavilland AIRCRAFT CORPORATION, ONTARIO, CANADA. REBUILT 15 JUN 1961 BY KY ARNG AVIATION MAINTENANCE SHOP FRANKFORT, KENTUCKY"
"HANDLE WITH CARE"**

1962

Kentucky Military Department

General Orders No. 25

25 October 1962

Naming of National Guard Center

¹⁰⁶ *The Courier-Journal*, 23 Aug 1961, p. 5.

¹⁰⁷ *The Kentucky Guardsman* July 1961.

Boone National Guard Center, in honor of Colonel Daniel Boone of the Kentucky Militia.

Army Guard Pilot Sets Record Flys 2700 Miles in “Chopper”

A Kentucky National Guard helicopter pilot and mechanic who last October completed a 16 day, 3,500 mile helicopter flight made it clear that they have had their share of “chopper” flying. Lt. Colonel John I. Faulkenberry, Frankfort, the pilot, said that the trip was alright, “but I don’t want any more of it for a while.” The mechanic, Specialist 5, William Harold Canon, Frankfort, was just plain “glad to get back.”

On their trip, the pair broke previous Army distance records for flying a helicopter from one point to another. On a section of their flight from Stockton, California to Frankfort, they traveled a total of 2,700 miles in 9 ½ days. Previous Army records covered only 2,200 miles.

The long flight all began when the Army ordered the Kentucky National Guard to turn over to active Army units, two Bell H-13E helicopters in exchange for two Hiler H-23B helicopters.

On copter exchange was simple; an Army pilot from Fort Hood, Texas delivered a new Hiler model to Frankfort and he flew the Bell model back. The second chopper was the problem. It has to be delivered to Fort Hood and its replacement had to be picked up at Sharp General Depot at Stockton, California.

The entire trip, including a commercial flight from Fort Hood to Stockton, California, took 16 days. They spent 12 ½ days bouncing along in the choppers.

The two were airborne only about 5 ½ hours each day and usually spent two to three hours performing maintenance and getting gasoline. Five hours of flying a helicopter is plenty for any single day, Colonel Faulkenberry pointed out. “You are tense all the time and you can’t relax like you can when flying a fixed wing plane,” he said, “and in a helicopter, you have to stay right on top of the situation all the time.”

Stops to Fill ‘Er Up

Gasoline was the biggest problem of all on the trip. The Bell helicopter would hold enough gas for two hours of flying but a full tank on the Hiler would only last one hour and twenty minutes.

Specialist Canon brought along a five-gallon gas can which in several instances enabled them to make it from one airport to another. Even with the extra five gallons, there were still two occasions when they didn’t have enough to make it to the next airport. Both times they were able to land next to a service station on the highway and buy an extra five gallons of gas. The chopper will run on a premium gasoline, but not as well as on the high-octane aviation fuel, so highway gas stops were made only in an emergency.

Effective and full-time maintenance was very important on the flight for without it they probably could not have completed the trip. Mechanically, the only serious difficulty on the entire trip was with the generator which became defective and let the battery go dead. One other time. A bolt came loose on a drive shaft which pulled the engine fan and it had to be replaced.

Most of the problems on the trip, which actually began on September 11th, proved to be minor. As Colonel Faulkenberry looks back on the trip, he summarized, “the strain of the trip didn’t really catch up with me until it was all over. It was just plain exhausting.”¹⁰⁸



AASF Frankfort, Ky.

The Kentucky Guard is often called on for state active duty including the use of its aviation assets. For example, on 7 August 1962 the Guard was called out to aid in the search for a missing civilian aircraft. The aircraft was reported to be missing on July 29th. Captain Billy M. Hedges, Captain David F. Fleming, Specialist 5 William H. Canon, Jr., and Specialist 4 Leonard H. Shouse answered the call with a helicopter, and an L-19 and went to aid the search in eastern Kentucky.

The missing aircraft was finally spotted on August 10th crashed into the side of a mountain near Kite, Kentucky, about 16 miles Northwest of Hazard. Unfortunately, there were no survivors.¹⁰⁹

1963

NG-AROTO 1002-01 - Kentucky 14 March 1963

Reorganization Authority Number 14-63*

Reorganization of various units of the Kentucky National Guard under new/updated Tables of Organization and Equipment:

XXIII Corps Arty (w/Avn Aug) TOE 6-501D
 HHB, 138th Arty Gp (W/Avn Aug) TOE 6-401D
 1st How Bn (155mm) (SP), 138th Arty (w/Avn Sec Aug) TOE 6-425D
 2nd How Bn (155mm) (SP), 138th Arty (w/Avn Sec Aug) TOE 6-425D
 3rd How Bn (155mm) (SP), 138th Arty (w/Avn Sec Aug) TOE 6-425D
 4th How Bn (155mm) (SP), 138th Arty (w/Avn Sec Aug) TOE 6-425D
 1st Med Tk Bn (Patton), 123rd Armor (w/Avn Sec Aug) TOE 17-25D
 2nd Med Tk Bn (Patton), 123rd Armor (w/Avn Sec Aug) TOE 17-25D
 3rd Med Tk Bn (Patton), 123rd Armor (w/Avn Sec Aug) TOE 17-25D
 201st Engr Bn (Cbt)(Army)(w/ Avn Sec Aug) TOE 5-35D

¹⁰⁸ *The Kentucky Guardsman*, Dec 1962, pp. 9-10.

¹⁰⁹ *The Kentucky Guardsman*, 1962, v. 2, no. 3, p. 4.

NG-AROTO 1002-01 - Kentucky 2 Oct 1963

Reorganization Authority Number 14-63, Change 2.

Reorganization of the 5th Target Acquisition Battalion:

5th Tgt Acq Bn, 138th Arty (w/Avn Sec Aug) TOE 6-575D

HHB, 5th Tgt Acq Bn, 138th Arty (w/Avn Sec Aug)

The Army Aviation Maintenance Shop has the responsibility for organizational and field maintenance and modification of aircraft and all allied equipment assigned to the Kentucky Army National Guard. During the preceding fiscal year the aircraft assigned to the Kentucky Army National Guard were flown 2971 hours without a major accident.¹¹⁰

1964

NG-AROTO 1002-01 - Kentucky 27 March 1964

Reorganization Authority Number 100-64

Conversion of Non-divisional Units

Deletion of the Aviation Sections from the 1st, 2nd, and 3rd (Patton), 123rd Armor

Showing the addition of HHB, 5th TAB, 138th FA w/Aviation Section augmentation at Lexington.



—133d PID Photo

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.

The Kentucky Guardsman, March 1964, pp. 4, 6.



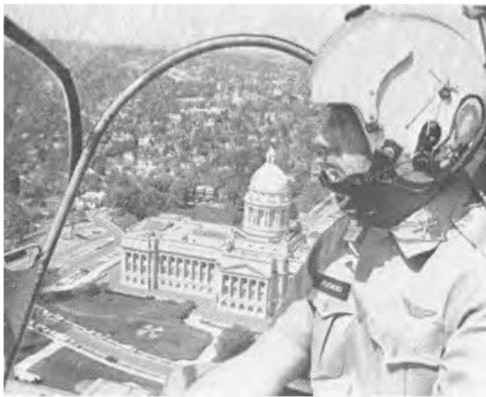
—133d PID Photo

BOUND FOR CAPITOL AVENUE—Two RB-57 jets from the Kentucky Air National Guard head for a low level pass over the inaugural stands as a truck with a surveillance drone aircraft of the 5th Target Acquisition Battalion turns on to Capitol Avenue.

¹¹⁰ Army Aviation Maintenance Shop – 1962-1963 Annual Report of the Adjutant General of Kentucky, p. 66.



BG William Buster at left waits for take-off as MAJ John I. Faulkenberry prepares the OH-13E for flight. Circa 1960s.
Courtesy W. H. Canon.



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 Frankfort airport.

1965

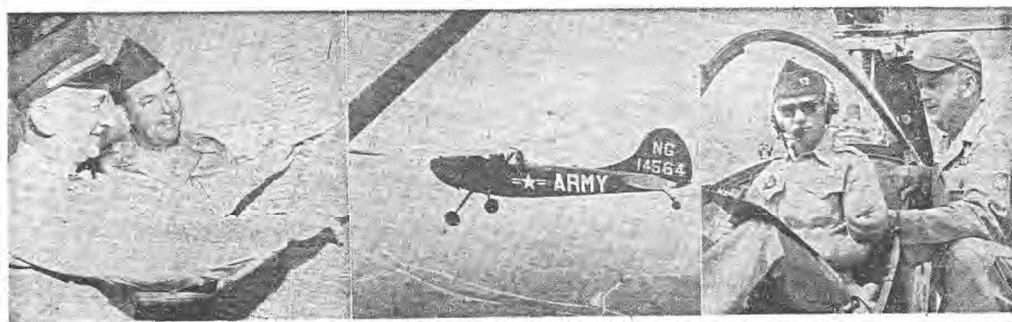
NG-AROTO 1002-01 - Kentucky 1 November 1965

Reorganization Authority Number 128-65

Reorganization of the Kentucky ARNG, to include SRF Units

HHB, 1 st Howitzer Battalion (155 SP), 138 th Artillery	Buechel
w/Aviation Section augmentation 6-426D w/C3 plus Aug par 13.	
HHB, 2nd Howitzer Battalion (155 SP), 138 th Artillery	Louisville
w/Aviation Section augmentation 6-426D w/C3 plus Aug par 13.	
HHB, 3rd Howitzer Battalion (155 SP), 138 th Artillery	Richmond
w/Aviation Section augmentation 6-426D w/C3 plus Aug par 13.	

Captain Clancy York confers with Specialist 5 William H. Canon as he prepares for a flight in a OH-13E. *Courtesy W. H. Harold Canon.*



NATIONAL GUARD AIR SECTION—In left photo, Capt. Stanley Gajdik, left, of Lexington, head of the Kentucky National Guard's XXIII Corps Aviation Section, checks flight bulletins with 1st Lt. Jesse Sparrow, right, in preparation for the return flight of Guard aircraft from Camp Breckinridge to Frankfort. In the center photo, an L-19 observation plane, used primarily to direct artillery fire, checks a military convoy returning to home stations after two weeks active duty at the post. Capt. C. Butler York, Louisville, left, and Sp. 5 William H. Canon Jr., Frankfort, make final instrument checks before taking off in the Guard's H-13 Helicopter for the trip to Frankfort.

Undated newspaper clipping. *Courtesy of W. H. Canon.*

1966

In January 1966, the Communications and Drone Platoons of Headquarters and Headquarters Battery, 5th Target Acquisition Battalion were moved to Danville, Kentucky.

Danville Has New National Guard Unit With A New Training Program Created

. . .The new National Guard unit in Danville is part of the Headquarters & Headquarters Battery of the 5th Target Acquisition Battalion in Lexington. Two platoons of the giant-sized Artillery battery from Lexington, the Communications platoon, and the Drone Platoon have been transferred from Lexington to Danville. . .

New Assignments

. . .Second Lt. Robert (Bob) D. Bootes, formerly assigned to Battery A (3rd Howitzer Battalion, 138th Field Artillery), has been named to command the Drone Platoon.

Most of the personnel to fill the new platoons came from Battery A. Within a few days after their organization in Danville, the new platoons were at full strength. . .

The two new platoons are part of the Nation's Selected Reserve Forces, which were ordered organized by Secretary of Defense Robert McNamara.

The SRF units are the ones which have been designated as an immediate back-up force for active Army units. SRF units have been authorized all of their personnel and all of their equipment, which makes them identical to a unit in the active Army. SRF units also must meet for two extra assemblies each month for a total of six. Other Guard and reserve units are usually authorized only a portion of their personnel and equipment of their active army counterparts, and they usually only meet four times a month.

How Platoons Serve

The main purpose of the new platoons is to locate enemy artillery weapons so that friendly forces can return fire and destroy enemy positions. . .

. . .The Drone Platoon operates small, remote-controlled propeller driven aircraft, which can be directed over enemy installations for photographic missions. The Photographic drones are launched by rocket power and fly at 185 miles per hour. . .¹¹¹ For additional information on the U.S. Army Drone Program see Appendix A.

In March 1966 the Army Airmobile concept and a new unit were added to the Kentucky Army National Guard. Battery F (Aviation, Corps Artillery), 138th Field Artillery, structure included fixed wing and rotary wing aircraft. The addition of this unit necessitated withdrawing aviation augmentations of all units within the state with subsequent reassignment to Battery F in Frankfort.

NG-AROTO 1002-01 - Kentucky 14 February 1966

Reorganization Authority Number 53-66

Reorganization of Kentucky ARNG Units

Addition:

Battery F, (Aviation, Corps Artillery, 138th Artillery F/R 1 March 1966

Removed all aviation sections units and combined them into Battery F at Frankfort. TOE 6-517T w/C6. 8 Officers and 14 Enlisted.

New Unit Assigned to Kentucky Guard

Frankfort, Ky.—A new aviation unit will be added to the Kentucky Army National Guard at ceremonies here Tuesday.

Maj. Gen. Arthur Y. Lloyd, Adjutant General of Kentucky, said the new unit, designated as Corps Artillery Aviation Battery [F], will be established temporarily in Boone National Guard Center here. Later it will be moved to Lexington, he said.

The unit, which cancels all other Army aviation elements in the Kentucky National Guard, authorizes 27 pilots, 10 more than are now assigned in the state. It also authorizes 19 aircraft and 71 enlisted men.

Maj. Clancy B. York of Louisville has been named commander of the new unit, with Capt. David F. Fleming of Frankfort to serve as his executive officer.¹¹²

¹¹¹ *The Advocate-Messenger*, 18 Jan 1966, p. 10.

¹¹² *The Courier-Journal*, 27 February 1966, p. 26.

New Unit

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 (Avn. Corps Artillery), 138th Artillery, whose structure included fixed wing and rotary wing aircraft. The addition of this unit necessitated withdrawing Aviation Augmentation of all Artillery units within the State with subsequent reassignment to Battery F in Frankfort.¹¹³

1967



¹¹³ Annual Report 1965-1966, p. 47.



L-R: Branum (201st Engineer Bn.)
SSG Harold Canon and SSG
Leonard Shouse in front of an OH-
23.



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

1968

NG-AROTO 1002-01 - Kentucky 29 January 1968
Reorganization Authority Number 15-68
Reorganization of the Army National Guard

Addition:

HHB (w/FSCC & Aviation augmentation), XXIII Corps Artillery TOE 6-501E 1 March
1968 at Louisville

2113th Transportation Company (Aircraft Direct Support) TOE 55-457E 1 March 68
Frankfort.

438th Aviation Company (Air Mobile Light) TOE 1-77G 1 May 68 at Lexington.

Troop List as of June 1968:

Battery F (Aviation, XXIII Corps), Frankfort. Unit reorganized as the 438th Aviation Company (Airmobile) and relocated at Lexington, Kentucky.¹¹⁴

Attended annual field training at Fort Knox, 13-27 July 1968.



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-country 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, 16 June 1968.

Important Check – Sergeant First Class William Harold Canon, 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 the crew chief at the installation which services all Kentucky Army Guard aircraft.



1969

NG-AROTO 1002-01 - Kentucky 3 July 1969

Reorganization Authority Number 124-69

Reorganization of Kentucky ARNG Units

Deletion: 438th Aviation Company (Assault Helicopter)

Addition: 441st Medical Detachment (Helicopter Ambulance) Lexington.

AVIATION

438th Aviation Company (Airmobile Light) Lexington, Major Clancy B. York

TRANSPORTATION

¹¹⁴ Annual Report 1967-1968, pp. 29, 31.

2113th Transportation Company (Aircraft Maintenance) (Direct Support) Frankfort, Major D. Youngman.¹¹⁵ MAJ David F. Fleming took command in 1968.¹¹⁶

Attended annual field training at Fort Knox, 14-28 June 1969.

Aviation Section:

It is the responsibility of this section to exercise central control for The Adjutant General over Army aircraft assigned to the Kentucky Army National Guard and to keep The Adjutant General advised on the status of all matters pertaining to Army Aviation.

Flight Activity Commander: LTC J. I. Faulkenberry.

Flight Standardization Officer: MAJ D. F. Fleming.

Shop Foreman: WO1 K. B. McGary

Flight Operations Specialist: SGM K. Barker, Jr.¹¹⁷

In May 1969, a directive stating the 438th Aviation Company (AML) would be withdrawn during the 1st Quarter, Fiscal Year 70 was received from the Department of the Army. Negotiations, with a view toward obtaining a unit or units to replace the 438th, were initiated immediately.

These negotiations resulted in obtaining authority to organize the 441st Medical Detachment (Helicopter Ambulance) . . .¹¹⁸

Army Aviation Maintenance Shop. The Army Aviation Maintenance Shop has the responsibility for organizational and field maintenance of all aircraft assigned to the Kentucky Army National Guard. During the preceding year, the aircraft assigned were flown 1,766 hours without a major accident.¹¹⁹

1970

1970-71 Major Construction. During the Fiscal Year four new structures were completed and occupied.

Army Aviation Support Facility

Frankfort, Kentucky

Federal: \$255,135.76 State: \$292,845.70 Total: \$547,981.46¹²⁰

6. Shortly after arrival of the newly issued UH-1D (Huey) helicopters, The Adjutant General, the Governor, and members of his party were transported by Army National Guard aviators to the scenes of tornado disasters in the south-central area of the state to meet with local officials and to survey and appraise the damage at first hand. Relief plans were rapidly formulated by the group based on their personal knowledge of the situation.

This experience with the capabilities of rapid air transportation led the Department to begin exploring the possibility of organizing mobile airborne medical teams which could be utilized by

¹¹⁵ Annual Report 1967-1968, pp. 18-19.

¹¹⁶ Kentucky Department of Military Affairs 1968-1969, pp. 20-21.

¹¹⁷ Kentucky Department of Military Affairs 1968-1969, pp. 16-18.

¹¹⁸ Kentucky Department of Military Affairs 1968-1969, p. 19.

¹¹⁹ Kentucky Department of Military Affairs 1968-1969, p. 31.

¹²⁰ Kentucky Department of Military Affairs 1970-1971, p. 19.

Civil Defense in disasters involving serious injuries and possible loss of life. Such teams would be organized to render immediate medical aid at the scene and by utilizing rapid air transportation to move those requiring hospital care to hospitals having the necessary facilities. This plan is currently under study.¹²¹

1970-1971

Flight Activity Commander: MAJ D. F. Fleming.
Flight Standardization Officer: CPT W. Walker.
Shop Foreman: WO1 K. B. McGary
Flight Operations Specialist: SGM K. Barker, Jr.¹²²

441st Medical Detachment (Helicopter Ambulance) Lexington, CPT William I. Fox.
AT – Fort Knox, KY 11-25 July 1970.

2113th Transportation Company (Aircraft Direct Support) Frankfort, MAJ David F. Fleming.
AT – New Cumberland Army Depot, Pennsylvania, 25 July – 8 August 1970.

1971



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. *Courtesy W. H. Canon.*

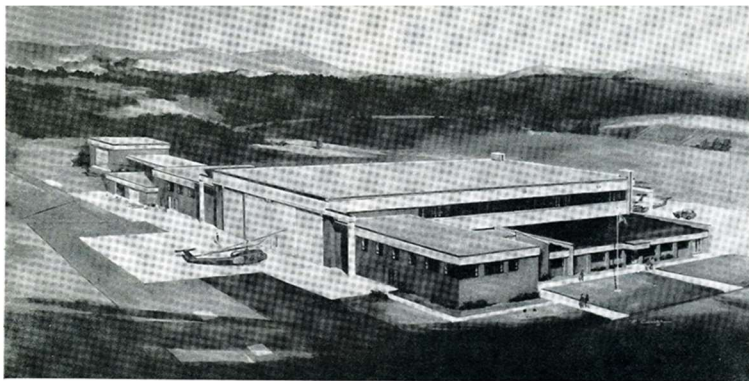
In 1971 the Kentucky National Guard Army Aviation moved into its new home on Boone National Guard Center. The main block of the building was dedicated in 1974. The building is composed of a large, two-and-a-half story airplane/helicopter hangar with two, two-story wings on either end. The hangar is constructed of brick, with bands of windows running along the top of the building. The walls on either end of the building are metal doors that slide open to allow access for the helicopters. Contained in the two wings of the building are many work rooms, storage areas, and offices. Two additions to the main hangar were added in 1974-75, and a hangar extension was constructed in 1978. The extension doubled the size of the original hangar.

¹²¹ Kentucky Department of Military Affairs 1970-1971, p. 32.

¹²² Kentucky Department of Military Affairs 1970-1971, p. 35.

The hangar was named in memory of COL David F. Fleming in a ceremony on 20 May 2000.¹²³

1971 Kentucky National Guard's
Army Aviation Support Facility.



ARMY AVIATION FACILITY

1971-1972

Initial equipment acquisitions:

<u>Equipment Type:</u>	<u>Quantity:</u>
Helicopters, OH23G	4
Helicopters, OH58	3
Helicopters, UH1D	1 ¹²⁴

2113th Transportation Company (Aircraft Direct Support) Frankfort, MAJ Wallace L. Walker.¹²⁵

1971 Annual Training:

441st Camp Pickett, Virginia – 23 July – 8 August 1971.

2113th New Cumberland Army Depot, Harrisburg, Pennsylvania, 26 June – 10 July 1971.

¹²³ Program 2000 May 20 – Ceremony naming AASF - COL David F. Fleming Hangar

¹²⁴ Kentucky Department of Military Affairs 1971-1972, p. 25.

¹²⁵ Annual Report 1971-1972, p. 56.



New Rescue Choppers for Guard

The 441st Medical Detachment (Helicopter Ambulance) of the Kentucky Army National Guard is the proud owner of two reconditioned UH-1D “Huey” helicopters of the type used in Vietnam. More of these will be arriving within the next few weeks, and the unit will eventually have their assigned quota of six.

The new aircraft arrived at Capital City Airport here recently after a 900-mile ferry flight from a Corpus Christy, Texas, Army Depot. The machines are rebuilt models which already have served in Vietnam.

CPT William I. Fox, Jr., Danville, commander of the detachment, said the new aircraft will replace the smaller, slower copters his unit has been using.

The gas-turbine powered Huey can carry up to 5000 pounds, or six litter patients, for distances up to 250 miles at 120 miles per hour.

Fox said the new aircraft will be based at Frankfort. The next few weeks will be spent in training and familiarization flights to acquaint the crews with their new equipment.

Unit members practice evacuation procedures regularly through simulated emergency field exercises at monthly week-end training sessions and Annual Training.

One day of each weekend session is devoted to classroom work and the other is spent in the air logging flying time.¹²⁶



¹²⁶ The Kentucky Guardsman, May 1971, p. 1.

1972

Army Aviation Support Facility. The Army Aviation Support Facility exercises central control of all aviation assets to ensure proper utilization and operation. The structure and staff provide for:

1. Administration of the aviation program.
2. Maintenance of assigned aircraft.
3. Conduct of individual aviator flight training.

There are forty-five aviators assigned to various units of the Kentucky Army national Guard. A flying hour program of 3400 hours was authorized for support of unit activities and maintenance of aviator proficiency during FY 72. Of these 3400 hours, 2750 were actually flown.

A transition from obsolete aircraft to modern first line aircraft was initiated in FY 72. The number and type of aircraft turned in and received are as indicated below:

Turned In:

O-1A – 3

U-6A – 1

OH-23B – 4

OH-13E – 1

Received:

UH-1D – 9

OH-58A – 3

OH-23G – 4

During FY 73 the AASF is scheduled to receive ten additional OH-58 aircraft bringing the combined total to twenty-three, nine UH-1D's, thirteen OH-58's, and one U-6. Thirteen additional technicians have been employed to maintain these additional aircraft.

Army Aviation Support Facility

AASF Commander

Operation Section

Flight Instructors (2)

Air Traffic Control Specialist (1)

Clerk (1)

Training Technician (1)

Aviation Maintenance Shop

Shop Foreman

Shop Clerk

Supply

Supply Technician (2)

Avionics Maintenance Section

Electronic Navigation Repairmen (3)

Aircraft Repair Section

Aircraft Technical Inspector (1)

Aircraft Mechanic Leader (2)

Aircraft Mechanic (10)¹²⁷

1972 Annual Training:

¹²⁷ Annual Report 1971-1972, pp. 64-65.

441st & 2113th Fort Knox, Kentucky, 17 June – 1 July 1972.¹²⁸



2nd Lieutenant Gerry Howard, Recruiting Coordinator for the Frankfort area at the controls of a UH-1D Huey.

L-R: SP4 Douglas West and SP5 Harry Rice inspect engine oil lines.



L-R: PFC James Gentry and SP5 Hoyt Powers working on a helicopter.

L-R: SP5 George McMakin and SP6 William Berry working on a UH-1.



L-R: SP5 Harry Rice and SP4 Kenneth Railey working on an OH-23 Hiller.

¹²⁸ Annual Report 1971-1972, pp. 59-60.

1973

Army Aviation Support Facility

This year forty-eight aviators were assigned to various units of the Kentucky Army National Guard. A flying program of 4094 hours was authorized for support of unit activities and maintenance of aviator proficiency during FY 73. Of these 4094 hours, 4432 were actually flown.

The number and type of aircraft available to the Kentucky Army National Guard is as follows:

9	UH-1
14	OH-58
1	U-9
1	U-6

There are thirty maintenance technicians employed to maintain the above mentioned aircraft.¹²⁹



The Kentucky Guardsman, January 1973, p. 4.

ONE OF THE YOUNGEST- Warrant Officer Harlan Pinkston III of Frankfort is one of the youngest men ever to receive his wings as an Army aviator. Pinkston graduated from Franklin County High School in 1971 and went on active duty 12 hours after receiving his diploma.

Harold Canon at left and Walter P. Mundy at right work on a UH-1D (Huey) at the Army Aviation Support Facility on Boone National Guard Center in Frankfort, Kentucky. *Courtesy W. H. Canon.*



"Flight for Life"

Kentucky's national guard has long been recognized as an aid in times of upheaval in the Commonwealth, but the guardsmen's role is not just a peacekeeping one. More and more they are being recognized as 'angels of mercy.'

This is especially true of the army aviation unit.

The latest incident involved a life-saving effort near Barbourville in which a guard helicopter air-lifted an auto accident victim to a Lexington hospital.

In the Civil Defense medical emergency operations plan, the guard pilots have two possible responsibilities—transporting medical teams into disaster areas plus evacuation of the sick and injured to proper medical facilities.

The Kentucky Guardsman, April 1973, p. 3.



¹²⁹ Annual Report, 1973, p. 18.

1974

Army Aviation Support Facility

The Army Aviation Support Facility is designed to insure centralized control, proper utilization and operation of aviation assets within the KyARNG. The unit provides administration of the aviation program, maintenance of aircraft, and conduct of individual aviator flight training.

There were no accidents in KyARNG aviation for the third consecutive year. Fifty-two aviators flew 24 aircraft for 4,478 hours of training during the period, with missions ranging from individual training missions to missions in support of various communities.

Community support missions included the medical evacuation of a critically injured man from the Barbourville Hospital to Lexington; five search missions for lost or missing persons; moving a log cabin from an otherwise inaccessible area in Own County to Frankfort for the Kentucky Historical Society; activities during the truckers' strike; estimating tornado damage; and assisting local and state police agencies.¹³⁰



Annual Report 1974, p. 11.

L-R: SSG Al D'Ambrosio; SP4 Jimmy Allison; 1LT Gerry Howard; CW2 Dave Austin – Old Frankfort National Guard Armory on Louisville Road, current Kentucky State Police Post 12.



¹³⁰ Annual Report, 1974, p. 11.

1975

Army Aviation Support Facility

The Army Aviation Support Facility is designed to insure centralized control, proper utilization and operation of aviation assets within the Army Guard. Aircraft maintenance and individual aviator flight training are areas that receive primary attention.

There were no aviation accidents in the Army Guard for the fourth consecutive year, continuing Kentucky's enviable safety record. Fifty-two aviators flew 24 aircraft 363.3 hours for training, with missions ranging from individual training tasks to emergency medical evacuations.¹³¹

441st Pilots Credited with Helping Save Woman's Life.

Two pilots from the 441st Medical Detachment have been credited with helping save the life of a Lexington woman whose car had plunged into a reservoir about 9:30 p.m. Aug. 23.

Capt. Archie Stone and CW2 Ray Garrison were traveling on Richmond Road in Lexington when they saw the car sinking into about nine feet of water. Two other men had already begun to try to extract the woman, Jenevieve Young, from the car. All of the doors were locked, but one of the men was able to unlock a door through a partially opened window.

The two Guardsmen helped bring the woman to the bank and Garrison applied mouth-to-mouth resuscitation. Both men have received training in the Guard medical course.

At press time, Mrs. Young was recovering in a Lexington hospital.¹³²



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



Army Guard aviators discharge a nurse after flying her to an individual reportedly ill and isolated by high water near Whitesburg. Guard aviators served the state well in several such instances during the year.

Annual Report 1975, p. 10.

¹³¹ Annual Report, 1974, p. 10.

¹³² The Kentucky Guardsman, August 1975, p. 3.



CW4 Jim Cline in the cockpit of a UH-19 that was assigned here for maintenance training. Standing is an unknown crew chief.

1976 Aviation

Army aviation provides Kentucky with one of its finest assets. Army National Guard helicopters afforded citizens of the state with a service that could not be economically offered by any other private or government organization.

During the fiscal year, the aviation capabilities became even greater with the addition of another medical detachment composed of six aircraft, 14 aviators and 39 enlisted members. Though the unit wasn't activated until Oct. 1, it was nearly filled by the end of the fiscal year. The increase also permitted the hiring of 12 full-time technicians.

Aviation also received a boost from the construction of a \$1.3 million addition to the aviation support facility in Frankfort. The addition permitted all of the aircraft to be parked in a secure area and, in the event of severe weather, all helicopters could be sheltered for the first time. Additionally, the expanded facilities improved the efficiency of the maintenance program.

Though FY 1976 was unusually free of medical evacuation missions, two were successfully performed. There were also several aerial searches for missing persons and transfers of patients in critical condition between hospitals.

Working with the University of Kentucky Medical Center, aviation officials developed program to transfer neo-natal patients from Eastern Kentucky hospitals to the University hospital. This service could well save many young lives in future years.

An incident that occurred during annual training at Camp Shelby, Miss. Illustrates the type service that Army aviation can provide.

Rescue Mission

A Louisiana Air Guard pilot was on a training flight when he was forced to eject 41 miles from Gulfport. Kentucky aviators rapidly located the Guardsman and transported him to the Keesler AFB hospital before other military units alerted to the situation could get to the scene.

Aviators began a major training effort in April as they began nap-of-the-earth flights. This type of flight enables the aircraft to remain at tree-top level and fly with the terrain a tactic proven effective in avoiding anti-aircraft fire in a mid-intensity war.

There were no aviation accidents for the fifth consecutive year, continuing Kentucky's enviable safety record. Fifty-seven aviators flew 29 aircraft 4,000 hours for training.¹³³

The Kentucky Guardsman, November 1976, p. 3.

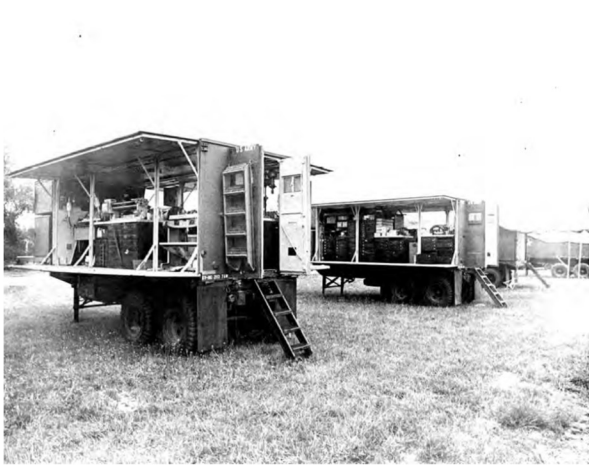
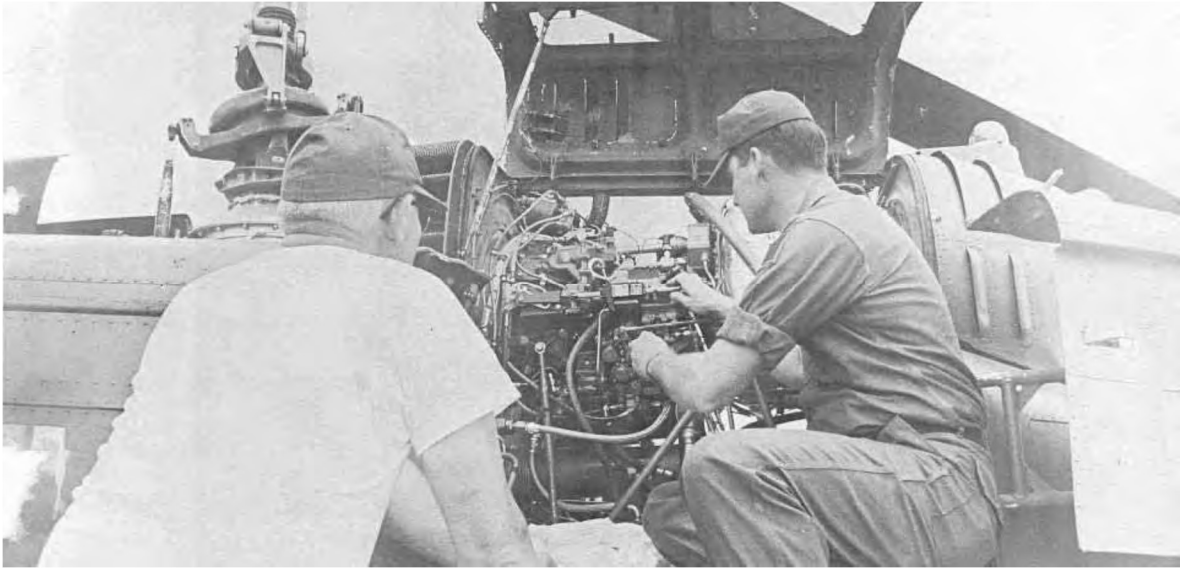


EXERCISE—Medics from the 470th Medical Det. work with emergency response officials to load "victims" into one of the units UH-1s during a recent disaster simulation in Greensburg. More than 300 people from 20 counties participated. (Photo by 1st Lt. Tom Little)



Air Assault demonstration, Boone National Guard Center.

¹³³ Annual Report, 1976, p. 11.



L-R: 2113th Shop vans and Sheet Metal Shop van.



2113th Maintenance tent and UH-1D.

1977 Aviation

Kentucky Army Guard aviators proved their ability and willingness to serve during the April floods, as National Guard helicopters served as links with the rest of the world for several communities immediately after the water rose. The value of the service rendered can never be adequately stated, but it must suffice to say that aviators flew and gave help as no other group could.

Aircraft flew more than 830 hours in southeastern Kentucky, evacuating 38 patients to various hospitals, transporting 49 people from inaccessible areas, and moving more than 99 tons of food, water, and medical supplies.

In addition to providing the essential services to maintain life, aviators also supported other activities such as photo damage assessment, transportation of relief and assistance officials, and delivery of administrative materials for assistance centers.

The Aviation section, headed by Lt. Col. David F. Fleming, was also active throughout the remainder of the year, conducting an active training and aircraft maintenance program.

For the sixth consecutive year, there were no aviation accidents. Fifty-seven aviators flew 29 aircraft 5,057 hours, posing a tremendous challenge to all sections of the Army Aviation Support Facility.¹³⁴



Kentucky Guardsmen join employees of a hamburger chain in provided food for flood victims in Eastern Kentucky in 1977. Guard helicopters were used to deliver food, water, medicine, nurse, doctors, relief workers and government officials during the crisis.



Gov. Julian M. Carroll leaves a Kentucky National Guard helicopter as another aircraft arrives with federal and state officials. The governor lead a group that examined problem areas during the severe winter.

The Kentucky Guardsman, May 1977, p. 3.

¹³⁴ Annual Report, 1977, p. 18.



The Kentucky Guardsman,
May 1977, p. 3.

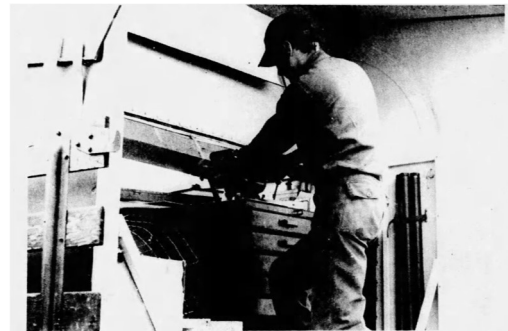
MED EVAC – (Dr.) Brack Bivens helps a woman put her infant into a 441st Medical Detachment helicopter to transport them from Pikeville to a Lexington hospital.

The mission was one of many performed following the flood as medical facilities and emergency transportation were affected. (Photo by SP5 Jim Evans)

1978



Medical evacuation was a primary mission of the Guard during the severe winter weather.



At NG camp

SPEC. 4 FRED McLAUGHLIN, Frankfort, a member of the 478th Medical Detachment, Kentucky Army National Guard, works in a maintenance van during annual training at

Camp Shelby. Miss. McLaughlin and other members of the Frankfort-based unit are among more than 2,500 Kentuckians training at Camp Shelby this month.

Photo submitted

Aviation

The Aviation section, headed by Lt. Col. David F. Fleming, completed its seventh year and over 28,000 hours without an accident. This is an accomplishment that has been recognized throughout the nation.

As in the past years, Kentucky Guard aviators were called upon numerous times and responded in a manner so that the missions were accomplished without incident. Kentucky Guard aviators participated in emergency medical evacuations as well as emergency flights conducted during the severe winter storms.

The Aviators also flew missions transporting environmental specialists to train derailments and assisting the Kentucky State Police on several occasions to preserve law and order in the Commonwealth.

Over 3,600 flying hours were flown in support of these missions and in support of the normal training missions.¹³⁵

¹³⁵ Annual Report, 1978, p. 12.



1979

Operations and Reorganization

...The 470th Medical Detachment, located in Frankfort, was converted to Company C, 42nd Aviation Battalion. The strength of the unit increased significantly as a result of this action. . .



The 2113th Transportation Company (Aircraft Maintenance) was redesignated Detachment 1, 1155th Transportation Company (Aircraft Maintenance). The company headquarters is assigned to the Tennessee Army National Guard. Strength requirements were reduced by this action.¹³⁶

In February 1979, the Kentucky Army National Guard began an agreement with the University of Kentucky Medical Center to transport critically ill

¹³⁶ Annual Report, 1979, p. 21.

babies from Eastern Kentucky to hospitals in the central Kentucky area. In 1980, alone they flew 63 neonatal missions.



Sandy Goin models the instrument training device.

1980

Aviation

The Army Aviation Support Facility, under the leadership of Col. David F. Fleming, administers the state's aviation program for the Adjutant General. It provides unit and intermediate maintenance support for all Army aircraft assigned to the state and also provides support for the training of both individual aviators and aviation units.

Over 3,900 hours have been flown in support of the Army National Guard units and in training 65 aviators and 39 crewmembers. This includes over 4,500 flights and 23,400 take-offs and landings.

A training program is conducted in all phases of flight to include instruments, tactical, and nap-of-the-earth. This is supported by a flight simulator located at Fort Knox, where the aviators of the Kentucky Army National Guard have logged over 900 hours this year. An elaborate audiovisual training area is located at the Support Facility to aid in training aviators, crewmembers and mechanics. The average aviator in the Kentucky Guard is a Chief Warrant Officer 3, 33 years of age, with 2,215 flying hours and 14 years of flying experience.

The Kentucky Army National Guard, along with the University of Kentucky Medical Center, is responsible for transporting critically ill babies from eastern Kentucky to the Medical Center. This service has been provided since February 1, 1979. During fiscal year 1980, 63 missions have been flown requiring 158.3 aircraft hours. Missions were flown to the locations listed:

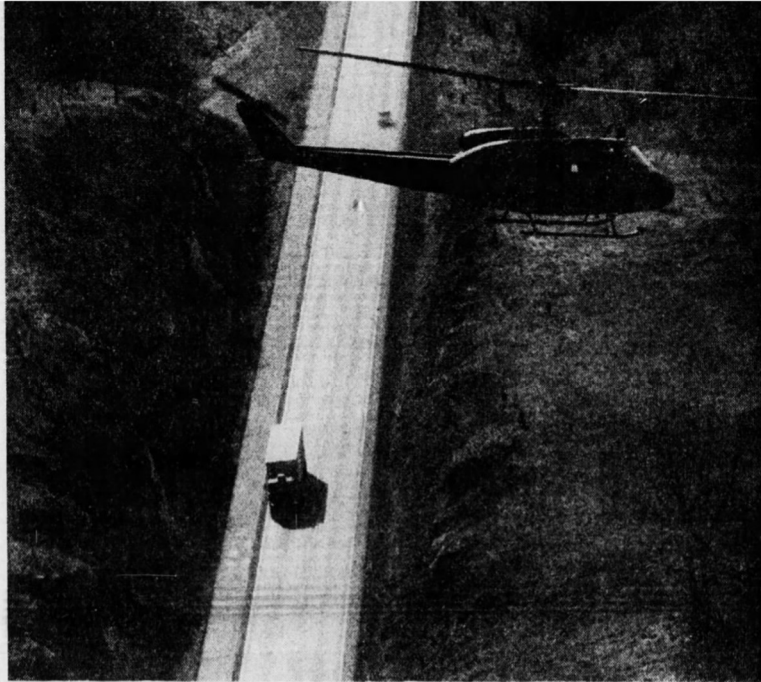
Richmond	2
Hazard	5
Red Bird Mission	3
Morehead	3
Danville	1

Somerset	8
Manchester	4
Whitesburg	2
Williamson	1
Middlesboro	2
Maysville	4
Harlan	4
Hyden	3
London	2
Pikeville	6
South Williamson	1
Pineville	3
Irvine	1
Corbin	4
West Liberty	1
Prestonsburg	1
Barbourville	1

In addition, numerous special missions were flown for the Governor's Office such as:

- a. Medical evacuation support for Tri-State Regatta, Ashland.
- b. Flood damage assessment, Phelps.
- c. Northern Kentucky Boat Club's Governor's Cup Regatta.
- d. Medical evacuation support during hospital transfer, Bowling Green.
- e. Medical evacuation support during Irvine Cobb Bridge closing, Paducah.
- f. Practice evacuation of Capital Plaza Tower, Frankfort.
- g. Medical evacuation support during toxic chemical transfer from Lexington-Bluegrass Army Depot.¹³⁷

¹³⁷ Annual Report, 1980, p. 12.



Staff Photo By Bill Luster

A KENTUCKY National Guard helicopter flies over Interstate 64 west of Frankfort to keep watch on truck traffic. The guard began flying

several helicopters yesterday, with a state trooper assigned to each to help prevent violence during the truckers' strike.



THE ARMY GUARD Aviation Support Facility was nearing its 100th baby run at the end of the fiscal year. A cooperative agreement between the Guard, the UK Medical Center and the Department for Human Resources, the Neo-Natal program is responsible for saving the lives of dozens of premature babies born in rural areas.



MAJ. GEN. BILLY G. WELLMAN (left), the Adjutant General and director of DES, is greeted by a McCreary County insurance agent and McCreary County Judge Jimmie Greene (far right). Wellman flew to the area to survey damage caused by a tornado in April.



INFANTRY SOLDIERS and Aviation Support work together at Annual Training in the same roles they would assume in war.



KENNETH CRAIG, full-time technician with the Army Guard Aviation Facility at Boone Center, services one of 37 Army Guard helicopters for another accident-free year of flying.



C Company, 42nd Aviation on parade, led by Roger Green.

1981 Aviation

The Army Aviation Support Facility, headed by Col. David F. Fleming, administers the state's aviation program for the Adjutant General. It provides unit and intermediate maintenance support for all Army aircraft assigned to the state and also provides support of the training of both individual aviators and aviation units.

On April 4 of this fiscal year, the units of this facility achieved 10 years of accident-free flying. According to the National Guard Bureau in Washington, Kentucky is one of only three states that presently holds a 10-year record.

During the 10-year period, over 39,000 hours of flying time were logged. Many of those accident-free hours were logged during such disasters as the state-wide tornadoes of the mid-'70s and the floods of Eastern Kentucky in 1977. Numerous life-saving flights brought infants from Eastern Kentucky to modern medical centers in Lexington and Louisville.

A typical year for these flyers includes over 4,500 flights and 23,000 take-offs and landings. They average around 4,000 hours in support of Army Guard units of training aviators and crewmembers.

During this fiscal year, the Kentucky Guard, along with the University of Kentucky Medical Center, transported critically ill babies from Eastern Kentucky to the Medical Center.¹³⁸



SGT. BOB WALTERS, of Company C, 42nd Aviation Battalion, fires a machine gun from a UH-2 helicopter during an exercise at Camp Atterbury, Ind. (Photo by Pvt. 1st Class Ed Armstrong)



COMPANY C, 42nd Aviation Battalion, Frankfort, airlifted these Lexington Marine Reserve Military Policemen from Lexington to Ft. Knox during a joint exercise.

The Bluegrass Guard, August 1981, pp. 1, 3.

¹³⁸ Annual Report, 1981, pp. 18-19.



COOPERATIVE EFFORT—Company C, 42nd Aviation Battalion, Frankfort, airlifted these Lexington Marine Reserve Military Policemen from Lexington to Ft. Knox during a joint exercise.

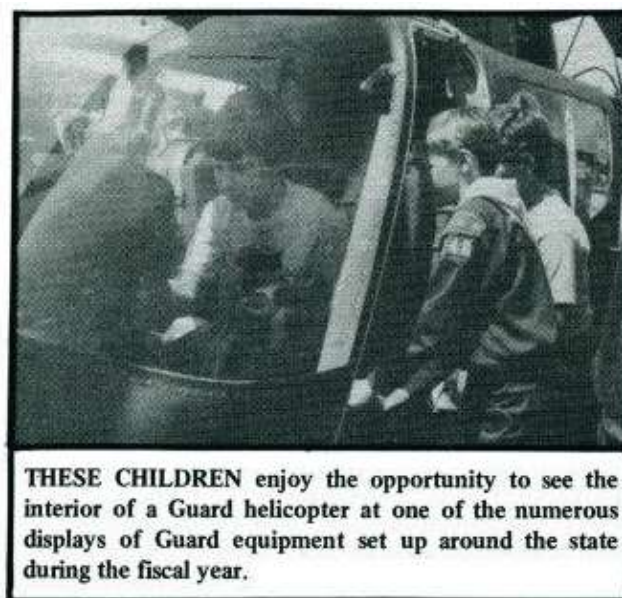
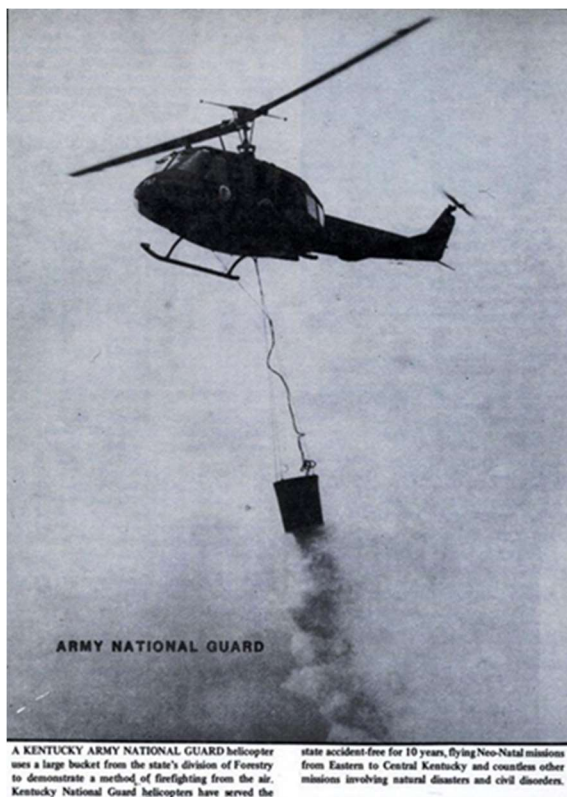


VISITORS WERE able to view a simulated infantry assault at the Kentucky Army National Guard's annual open house.



A KENTUCKY ARMY NATIONAL GUARD helicopter takes officials for a close-up view of the Muldraugh mushroom cloud made when explosives were used to speed up the burn-off of hazardous materials involved in

the train derailment there. The Guard assists during countless emergency and disaster operations, moving people and supplies quickly into stricken areas.



1982 Aviation

The Army Aviation Support Facility, headed by Col. David F. Fleming, administers the state's aviation program for the Adjutant General. It provides unit and intermediate maintenance support for all Army aircraft assigned to the state and also provides support of the training of both individual aviators and aviation units.

April 4 of this year marked an 11-year achievement of accident-free flying by the units of this facility. According to the National Guard Bureau in Washington, Kentucky is one of only three states that presently holds an 11-year record.

During the 11-year period, over 46,000 hours of flying time were logged, many of these during such disasters as the state-wide tornadoes in the mid-1970s and the floods of Eastern Kentucky in 1977. Numerous life-saving flights brought infants from Eastern Kentucky to modern medical centers in Lexington and Louisville.

A typical year for these flyers includes over 4,500 flights and 23,000 take-offs and landings. Aviators average around 4,000 hours in support of Army Guard units or in training aviators and crewmembers.

The "Neonatal Transport Mission" that transfers critically ill babies from Eastern Kentucky to the University of Kentucky Medical Center was conducted during the period from May 2 to Aug. 2, 1982. This mission was originally flown by the Kentucky Army National Guard until September 1981 when the Fort Knox MAST Unit assumed the task, then was forced to cancel the mission in 1981 because of training commitments.

The Chief, National Guard Bureau, announced that the 1155th Transportation Maintenance Company of the Kentucky Army National Guard would be the first Reserve Component unit to

receive the new Blackhawk UH-60 helicopter. The current program calls for two aircraft to be delivered to the Kentucky National Guard in November 1982 in this “first in the nation” assignment. These are the newest and most modern aircraft in the Army inventory.¹³⁹



Summer Training 1982 Camp Shelby, MS. 441st Med. Det. (Hel Amb). L-R: SP5 Ricky Runkle; Unknown; CW2 Ray Christopher; Unknown; CW2 Unknown; SGM Kelly Barker; CPT Ross Fleming; SP5 Jimmy Estill. *Courtesy Jimmy Estill.*

1983

The Army Aviation Support Facility, headed by Col. David F. Fleming, administers the state’s aviation program for the Adjutant General. It provides unit and intermediate maintenance support for all Army aircraft assigned to the state and also provides support for the training for both individual aviators and aviation units.

This year was marked as a historical event when the Kentucky Army National Guard was the first Guard unit in the country to receive the Blackhawk, the Army’s most sophisticated helicopter. The 1155th Transportation Company of Frankfort received two of these helicopters and numerous personnel were trained to both fly and maintain the machine.

The helicopter carries a crew of three and will transport up to 14 troops. Without a troop load, the aircraft will lift 6,500 pounds by sling load. The price per helicopter is approximately \$4.6 million.

The twin-engine helicopter is designed to eventually replace the UH-1 “Huey” aircraft that Kentucky now has over 35 of at this time. It cruises at 168 mph and can reach top speeds of 223 mph. At cruising speed, it has range of 2.5 hours.

At the end of the fiscal year, 12 members of the unit had completed the nine-week maintenance school for the Blackhawk and five pilots were qualified to fly the helicopter and they were the first such Guard pilots in the nation.¹⁴⁰

¹³⁹ Annual Report, 1982, p. 16.

¹⁴⁰ Annual Report, 1983, p. 8.



Company C, Annual Training, Fort Drum, 1983. Kirk Collection.





**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



The Army Aviation Support Facility, headed by Col. David F. Fleming, administers the state's aviation program for the Adjutant General. It provides unit and intermediate maintenance support for all Army aircraft assigned to the state and also provides support for the training for both individual aviators and aviation units.

The Kentucky Army National Guard has 83 aviators authorized and presently has 78 assigned. They fly 32 HU-1H aircraft that carry 12 passengers and a crew of three or up to 3,000 lbs. of cargo; 6 OH-58A

aircraft that are used for observation and command and control; 2 UH-60A Blackhawks, the Army's newest utility transport helicopter that carries a crew of three, 12 passengers and 3,000 lbs. of external cargo or 8,000 lbs. of cargo; and the U-3B, a twin Cessna used for executive transport.

Five members of the Kentucky National Guard units received initial aviation flight training during the past year at Ft. Rucker, Alabama. The training received by these students is valued at over \$2000,000 per student and lasts approximately twelve months. Upon graduation, the student returns to fill one of the aviator positions within the Kentucky Army National Guard.

These pilots and aircrews have 13 years without an accident, and have flown over 54,000 hours in all types of situations, i.e., floods, hurricanes, train derailments, trucker's strikes, neonatal transports, emergency medical evacuations, marijuana search and training.¹⁴¹



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.

¹⁴¹ Annual Report, 1984, p. 19.



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. Courtesy W. H. Canon.



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.) SSG George Leffel and SSG Jim Whitaker. CW2 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.

1985



Aviation

The Aviation Support Facility is located in Frankfort and is the home of what are considered some of the best aviators in the country. The Kentucky Army National Guard has 83 aviators authorized and presently has 78 assigned. These pilots and aircrews have over 14 years without a major accident and have flown over 59,000 hours in all types of situations, such as floods, hurricanes, train derailments, trucker strikes, coal field strikes, emergency medical evacuations, marijuana search operations and training.

This past year these pilots flew many missions during the winter storms and blizzards that plagued the Commonwealth. They flew medicine, food and medevac missions to many counties that were isolated. Also, during the summer, they replaced Fort Knox medevac helicopter while the active force was on maneuvers. The flight crews were also schooled in the use of the new night-vision goggles that have just come into the armed forces inventory.

Kentucky continued to gain high visibility throughout the country for being the only Guard units to have been issued the UH-60A Blackhawk helicopter. During the coming fiscal year, the state is scheduled to receive 13 additional Blackhawks and will become the first Reserve Component unit in the nation to be fully equipped with this most modern troop transport aircraft in the Army.

Also, at Boone Center in Frankfort there are 32 UH-1H Huey helicopters; 6 OH-58 observation helicopters; and a twin Cessna used for executive transport.¹⁴²



¹⁴² Annual Report, 1985, p. 10.



1986

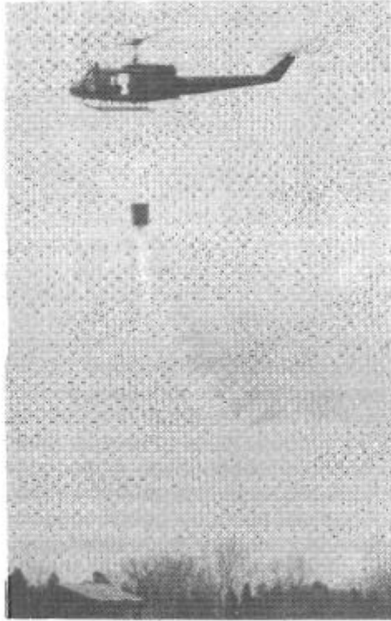
Army Aviation

The Aviation Support Facility is located in Frankfort, and is the home of what are considered some of the best aviators in the country. The Kentucky Army National Guard has 83 aviators authorized and presently has 80 assigned. These pilots and aircrews have over 15 years without a major accident and have flown over 64,500 hours in all types of situations.¹⁴³

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.



¹⁴³ Annual Report, 1986, p. 10.



The Bluegrass Guard, April 1986, p. 3.

Air crews from Company C, 42nd Aviation Battalion, and instructors from the Aviation Support Facility, both of Frankfort, practice water bucket procedures in preparation for their support of the Department of Forestry in fighting forest fires in Eastern Kentucky. (photo by Capt. Frank Mattingly.)

1987

Army Aviation

The Army Aviation Support Facility (AASF), located at Boone National Guard Center in Frankfort and commanded by Colonel David F. Fleming, provides aviation training and support for some of the best aviators in the military today.

The Kentucky Army National Guard has an authorized strength of 90 aviators and presently has 95 assigned. Seven new aviators received initial flight training at Fort Rucker, Alabama during the past year. This training is valued at more than \$200,000 per student and requires approximately 12 months of intense study and training.

Collectively, Kentucky Guard pilots and aircrews have flown more than 16 years and more than 75,000 hours without a major accident in situations ranging from forest fires, neonatal transport, tornadoes, train derailments, pipe line explosions and emergency medical evacuations to marijuana search operations, truck strikes, coal field strikes and floods.

This past year, the following missions were flown to assist and support the citizens of the Commonwealth of Kentucky:

- Forest fire suppression
- Medical evacuation
- Earthquake surveys
- Mock disaster training exercises with Disaster and Emergency Services (DES)
- Emergency medical standby for the Kentucky Derby, Blue Angles Air Show, Equestrian
 - Three-Day Event and the Blue Grass State Games.
- Transport of DES and other state officials to chemical spill sites
- Tornado Damage Assessment

- Search and eradication of marijuana



The marijuana eradication mission termed the “Green/Gray Sweep,” a joint National Guard and Kentucky State Police operation, gained national recognition when it was presented in Washington, D.C. at the annual meeting of the Adjutant Generals Association by Major General Billy G. Wellman. Nineteen aircrews flew 64 hours and found more than 27,000 marijuana plants valued at \$27 million in street value by the Kentucky State Police.

The high visibility gained by Kentucky’s aviation program when it became the first in the nation to receive the UH-60 Blackhawk and the first to receive a complete

Blackhawk company continued to grow throughout the year with the procurement of a total of 19 UH-60’s. The UH-60 Blackhawk is the most modern troop transport in the Army inventory—capable of carrying a crew of three, plus 12 combat-equipped troops and 3,000 pounds of external cargo or 8,000 pounds of internal cargo.

Also stationed at Boone Center’s AASF are 12 UH-1H/V Huey helicopters, as well as four T-42 and one U-3 twin-engine, fixed wing aircraft used for courier services.¹⁴⁴



¹⁴⁴ Annual Report, 1987, pp. 9-10.



1988

Army Aviation

The Army Aviation Support Facility, commanded by Colonel Thomas M. Quisenberry, II, administers the state aviation program, provides aviation unit and intermediate maintenance support for all aircraft assigned to the state and provides support of aviation training.

The facility is located at Boone National Guard Center in Frankfort, with an authorized strength of 75 people and 57 currently assigned. These people provide maintenance, operational and administrative support for the aviation units of the Kentucky Army National Guard.

Those units include 46 officers, 59 warrant officers and 399 enlisted personnel. There are currently 91 rated aviators in the Kentucky Army National Guard.

Kentucky has a total of 37 rotary and fixed wing aircraft. These include 15 UH-60A Blackhawk helicopters, 123 UH-1H/V Huey helicopters and five OH-58 helicopters, along with four T-42's and one U-3B fixed wing craft.

The Blackhawk is the most modern troop transport helicopter in the Army inventory, capable of carrying a crew of three plus 12 combat-equipped troops and 3,000 pounds of external cargo or 8,000 pounds of internal cargo. Kentucky is currently the only state in the National Guard with a full complement of Blackhawks.

The Huey is a troop and cargo carrying aircraft and the UH-1V version is designed specifically for medivac missions. They are equipped with litters and updated avionics equipment for medical emergencies.

The OH-58 is an observation helicopter; the T-42 and U-3 are twin-engine aircraft used for courier services.

Kentucky Army Guard pilots logged a total of 6,332 flying hours during the fiscal year. Kentucky's pilots and crew members extended their superb flying safety record to a total of 17 years and 76,451 hours without a class A accident.

The Kentucky Guard supports joint operations involving the governor's office, the Kentucky State Police and other state and local agencies with the use of Guard aircraft. During the year the Guard responded to a number of emergencies and requests for assistance. These missions totaled 1,209 flying hours and included: transporting critically ill newborns; supporting the Blue Grass Games; Operation Green/Gray Sweep; fighting forest fires; flying water samples

from the Ohio River for analysis after an Ashland Oil Company spill near Pittsburgh; Medivac assistance at the Kentucky Horse Park and the Kentucky Derby; transporting officials to the scene of the Middlesboro tornado; and assisting the search for escaped prisoners at the state penitentiary.

Aviators also participated in numerous flyovers, airshows and static aircraft displays throughout the year. This provided Aviation and the National Guard with positive exposure to the public.¹⁴⁵



Kentucky Army National Guard U-3B Cessna.
In February or March 1988 the U-3B twin engine
Cessna was retired.⁹³ *Courtesy of Gary Chambers.*

¹⁴⁵ Annual Report, 1988, pp. 6-7.

1989

In 1989, the Kentucky aviators provided disaster relief for victims of Hurricane Hugo in the U.S. Virgin Islands. This was the beginning of several relief missions and deployments outside of the Commonwealth.



Company F, 135th Aviation (-Det 1), 35th DISCOM, attended annual training at Pinyon Canyon, Colorado 7-22 July 1989.



Chapter VI:

Desert Shield and Desert Storm (1990-1991)

1990

The Annual Report for 1989-90 states that the U-21 fixed wing entered the Kentucky inventory in November 1989.

Formerly 441st Med Det (AA), reorganized as Detachment 1/199th Medical Detachment (AA) headquarters in Jacksonville, Florida.

Mobilized 2 UH 1 Huey Helicopters to Fort Knox in August 1990 for 30 days in support of Desert Shield to replace the 431st air ambulance active duty to cover medevac for Fort Knox.

In December 1990 were activated in support of Desert Storm. Deployed in early January 1991 to Fort Bragg to join their Headquarters. Deployed 3 UH-1/V Huey's and 21 personnel from Kentucky. The war was over in 21 days, so were held back to fill in for 57th Medical at Fort Bragg. Covering all MEDEVAC on the Southeast coast: Fort Bragg, OLF Atlantic, Fort Stewart Ga, and Camp Picket VA. We redeployed late July 1991 from T10 service. (Source: COL (R) Tom Barrier)



Personnel in Photo:

Front Row: Richard Harlow, Susan Heitz, Chris Harrod, Dewayne Hickman,
Second Row: Davis Markwell, George Coomer, Curt Phillips, Dale Christenberry
Third Row: Jim Spurlock, Earnie Cays, Patrick Richmer, Mike Turner
Fourth Row: Tom Barrier, Steve Clark, Russel Crabtree, John McNally

1991



Directorate of Army Aviation

Colonel Thomas M. Quisenberry, II

Mission:

The Aviation Directorate administers the state aviation program and provides aviation training and support to units and individual aviators. This includes direction and coordination of the Army Aviation Support Facility (AASF) operations and activities. The AASF is located at the Boone National Guard Center in Frankfort.

KyARNG Aircraft:

UH-60	15
OH-58A	10
UH-1V	3
UH-1H	2
T-42	4
U-21	1

Functions:

- Performs maintenance, as well as modifications, of ARNG aircraft and equipment.
- Provides training and standardization for aviation personnel.
- Provides aviation support as required by the Adjutant General.
- Directs and coordinates AASF operations and training activities.
- Plans and establishes the standard operating procedures required for operation of assigned and transient aircraft.
- Directs crew member training for all aviation members.
- Provides maintenance management, administration and supervision.
- Monitors the Aviation safety program.
- Provides flight clearance authority.
- Administers the aviation life support equipment program.
- Provides a safe and healthful environment at all times for army aviation and personnel exposed to aviation operations. The safety program is designed to fully support the army mission while minimizing adverse impact on operations.

Significant Activities:

The Kentucky Army National Guard has an authorized strength of 79 aviators with 84 assigned. Three new aviators received initial flight training at Fort Rucker, Alabama during the past year. This training is valued at more than \$200,000 per student and requires 12 months of intense study and training.

Supported Events:

Tornado Damage Assessment
Search and Rescue Mission – Missing Persons
Earthquake Preparedness
Aviation support for the Governor's Marijuana Strike Force

KyARNG Aviators have flown 95,953 flying hours without a major accident.¹⁴⁶

Detachment 1/199th Medical Company, Frankfort, Kentucky.
Commander: Captain Aaron T. Barrier. 21 personnel.
Activation/Mobilization date: 01 February 1991.
Return date: 23 July 1991.
Mobilization station: Fort Bragg, South Carolina.
Gaining command: U.S. Garrison, Fort Bragg.
Mission: Medical transport.
Geographic area of operation: CONUS.

Departure of 1/199th from Frankfort, Kentucky.



¹⁴⁶ Annual Report, 1991, p. 34.



1992

Directorate of Army Aviation

Colonel Thomas M. Quisenberry, II

Mission:

The Aviation Directorate administers the state aviation program and provides aviation training and support to units and individual aviators. This includes direction and coordination of the Army Aviation Support Facility (AASF) operations and activities. The AASF is located at the Boone National Guard Center in Frankfort.

KyARNG Aircraft:

UH-60	15
OH-58A	10
UH-1V	3
UH-1H	2
U-21	1

Functions:

- Performs maintenance, as well as modifications, of ARNG aircraft and equipment.
- Provides training and standardization for aviation personnel.
- Provides aviation support as required by the Adjutant General.
- Directs and coordinates AASF operations and training activities.
- Plans and establishes the standard operating procedures required for operation of assigned and transient aircraft.
- Directs crew member training for all aviation members.
- Provides maintenance management, administration and supervision.

- Monitors the Aviation safety program.
- Provides flight clearance authority.
- Administers the aviation life support equipment program.
- Provides a safe and healthful environment at all times for army aviation and personnel exposed to aviation operations. The safety program is designed to fully support the army mission while minimizing adverse impact on operations.

Significant Activities:

The Kentucky Army National Guard has an authorized strength of 77 aviators with 73 assigned.

Supported Events:

Tornado Damage Assessment
 Search and Rescue Mission – Missing Persons
 Earthquake Preparedness
 Aviation support for the Governor's Marijuana Strike Force

KyARNG Aviators have flown 102,723 Class A Accident free flying hours.¹⁴⁷

Kentucky received the National Guard Bureau's Distinguished Aviation Safety Award (20 years of accident-free flying).



The Operation Support Airlift (OSA) Command, created in federal fiscal year 1992, combined Active and Reserve Component OSA operations, began the retirement of non-standard aircraft (T-42, U-8, U-21), and started the modernization of the remaining fleet of C-12, C-20, C-21 and C-26 airplanes.

¹⁴⁷ Annual Report, 1992, p. 46.

1993

The Kentucky Army National Guard has an authorized strength of 80 aviators and 81 assigned. The KyARNG aviators and crews have flown 107,639 Class A & B accident-free flying hours.

This past year the following missions were flown to assist and support the citizens of the Commonwealth of Kentucky, Flood Damage Assessment, Search and Rescue Missions, Forest Fire Assistance, State Park Sling Load Operations, Fish and Wildlife Poaching Aid, Train Derailment Assessment, Earthquake Preparedness, Boat Accident Support, Aviation Support for the Governor's Marijuana Strike Force, Severe Weather Damage Assessment, Bluegrass State Games, MEDIVAC Supported Events, Equestrian Events, the Kentucky Derby and State Police Special Response Team Support.¹⁴⁸

In June 1993 the Chief of Staff of the Army gave the continental United States (CONUS) OSA mission to the Army National Guard.¹⁴⁹

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.

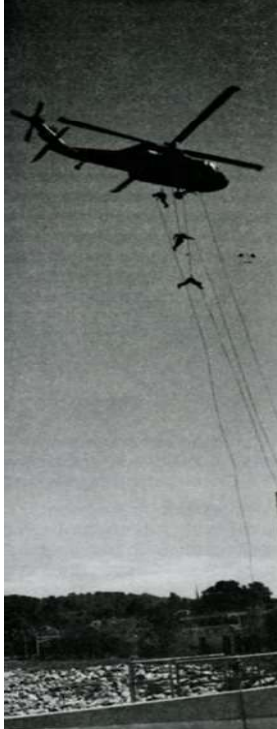


Ceremony recognizing 100,000 Accident Free Flying Hours in the Kentucky Army National Guard. Coffee cups were presented to aviation personnel. From Left to right Front Row: COL Green; MG DeZarn; COL Fleming; BG Buster; CW4 Canon; MSG Stansberry; LTC Walker; SGM Brown; SFC Craig; CSM Barker; SFC Warmouth;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



¹⁴⁸ Annual Report, 1993, p. 54.

¹⁴⁹ <http://www.globalsecurity.org/military/systems/aircraft/t-42.htm>



1994

No Annual Report found for 1994.



1995

The Kentucky Army national Guard has 77 aviators, and 33 enlisted crew members assigned. The KyARNG aviators and crews have flown 117,260 Class A & B accident-free flying hours.

Kentucky aviators flew a total of 5,277 hours in 1995. A breakdown by type aircraft is as follows:

OH-58	1,554 hours
RAID (OH-58A+)	471 hours
UH-1	563 hours
UH-60	1,979 hours
C-12F	710 hours

A total of 1,213 hours was flown in support of counter-drug operations.

The Operational Support Airlift C-12F assigned to Kentucky supported numerous customers by flying them to various points within and outside of the continental United States. This unit has a superb record of performance finishing 5th in the nation of 35 total operational units.

The Reconnaissance and Interdiction Detachment (RAID) has been in existence for two years now. RAID has been instrumental in assisting federal, state, and local law enforcement agencies with 164 arrests, procured \$700,500 in property, and \$105,510 in currency, seized 7.8 lbs. cocaine/crack, eradicated 44,295 marijuana plants, confiscated 422.8 lbs. of processed marijuana, captured 40 weapons and obtained 14 vehicles.

The Aviation program has supported other events such as: The Blue Grass State Games; the Rolex Event; the Kentucky Derby, with MEDEVAC aircraft; and supported other events for the Commonwealth of Kentucky. The U. S. Forestry Service called on the aviation division to

help fight fires during the forest fire emergency periods this year. Again in 1995, the aviation program played a big role supporting the Governor's Marijuana Strike Force and the State Police Special Response Team.¹⁵⁰

Disaster Relief Support, Rhode Island. 1995 found the units supporting disaster relief efforts in the State of Rhode Island.



¹⁵⁰ Annual Report, 1995, pp. 33-34.

1996

The AASF has 47 full-time employees to support 19 aircraft assigned which includes 14 UH-60 “Blackhawk” helicopters, 2 OH-58A+ RAID helicopters, 2 UH-1H helicopters, 1 C-12F fixed-wing airplane. 10 OH-58A Observation helicopters were lost this year due to reorganization.

The Kentucky Army National Guard has 67 aviators, and 40 enlisted crewmembers assigned.

The KyARNG aviators and crews have flown 121,800 Class A & B accident-free flying hours to date.

Kentucky aviators flew a total of 4,540 hours in 1996. A breakdown by type aircraft is as follows:

OH-58	1,437 hours
RAID (OH-58A+)	497 hours
UH-1	281 hours
UH-60	1,801 hours
C-12F	524 hours

The Operational Support Airlift C-12F assigned to Kentucky supported numerous customers by flying them to various points within and outside CONUS. This unit has a superb record of performance among the 40 total operational units across the nation.

The reconnaissance and Interdiction (RAID) has been instrumental in assisting federal, state and local law enforcement agencies with 130 arrests, procured \$674,297 in property, and \$448,276 in currency, seized 6.5 lbs. cocaine/crack, eradicated 31,438 marijuana plants, confiscated 614 lbs. of processed marijuana, captured 42 weapons, and obtained 25 vehicles.

The KyARNG aviation assets supported various events for the Commonwealth of Kentucky and elsewhere.

The U.S. Forestry Service called on the aviation directorate to help fight fires during the forest fire emergency periods this year.

Again in 1996, the aviation program played a big role supporting the Governor’s Marijuana Strike Force flying a total of 1,604 hours in support of counter-drug operations, resulting in 538,409 marijuana plants being eradicated with an estimated street value of \$13,460,225.

The KyARNG provided six UH-60 helicopters with crews and ground support personnel to aide the victims of Hurricane Fran which devastated North Carolina in September 1996. A total of 137 flight hours were flown during this operation.

D/1-132nd Aviation deactivated on 1 Sep 96 as a result of the Aviation Restructuring Initiative (ARI) which resulted in a loss of 54 traditional guardsmen and 10 OH-58 Kiowa helicopters.

E/135th Aviation (AHC) reorganized as B/1-114th Aviation (AHC) effective 1 Sep 96. This change resulted in a loss of 68 positions, but not aircraft.

Aircraft maintenance personnel; maintained a monthly average mission capable rate of 70% on the UH-60 fleet which was among the best in the nation.¹⁵¹

Nation Guard Bureau’s Major General Francis S. Greenlief Award for Aviation Excellence (for the nation’s best Army national Guard Aviation Program).

¹⁵¹ Annual Report 1996, pp. 28-29.



1997

No Annual Report for 1997.

National Guard Bureau's Distinguished Aviation Safety Award (for 25 years of accident-free flying).

Army Aviation and Missile Command's (AMCOM) Master of Readiness Award (for the nation's highest average mission readiness rate).



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.



1998

The KyARNG aviators, and crews have flown 129,601 Class A & B accident-free flying hours to date.

Kentucky aviators flew a total of 3,763 hours in first eleven months of FY 98. A breakdown by type aircraft is as follows:

OH-58	459 hours
RAID (OH-58A+	492 hours
UH-1	41 hours
UH-60	1560 hours
C-12F	581 hours
C-23B	630 hours

The KyARNG deployed three UH-60 helicopters with support personnel, via USAF C-5A “Galaxy,” to the country of Ecuador to support Operation “New Horizons ‘98” (2 May – 5 Sep 98). In preparation for the deployment, Extended Range Fuel Systems (ERFS), Global Positioning Systems (GPS) and High Frequency Radios were fielded to KyARNG for this operation. All air crew members received extensive training on these new systems prior to deployment. KyARNG air crews flew approximately 300 hours, in country, in support of this operation.

The Operational Support Airlift C-12F and C-23Bs assigned to Kentucky supported numerous customers by flying them to various points within the continental United States.

KyARNG aviation assets supported various events for the Commonwealth of Kentucky and elsewhere.

The Reconnaissance and Interdiction Detachment (RAID) has been instrumental in assisting federal, state, and local law enforcement agencies with criminal arrests, seized property, currency and illegal drugs.

Again in 1998, the aviation program played a big role supporting the Governor’s Marijuana Strike Force flying in excess of 1700 hours in support of counter-drug operations, resulting in marijuana plants being eradicated.

The National Guard Bureau (NGB) fielded the Unit Level Logistics System – Aviation (ULLS-A) to the KyARNG during the first quarter FY 98. This system automates all aircraft maintenance forms and records.

The two UH-1H helicopters were grounded by the State Aviation Officer in Dec ’97, for the remainder of the year, due to several systemic engine problems that were present throughout the entire fleet. These problems caused several restrictions to be imposed on the aircraft due to the significant increase of reported engine failures occurring.

Aircrews finished the Department of Army (DA) directed Aircrew Coordination Training Course (ACTC) requirements.

The 4 K and 6 K gallon underground fuel storage tanks, at the AASF, were replaced with one 20 K gallon above ground fuel storage tank to comply with environmental standards.

Aircraft maintenance personnel maintained a monthly average mission capable rate of 65% on the UH-60 fleet which was among the best in the nation.¹⁵²

¹⁵² Annual Report, 1998, pp. 48-49.



C-23 Sherpa

Ecuador 1998



1999

The AASF has 42 full-time employees to support 14 UH-60 “Blackhawk” helicopters. In addition, seven full-time personnel support the Operational Support Airlift (OSA) mission with one C-12F (KingAir) airplane and two C-23B (Sherpa) airplanes. Also, seven personnel are assigned to support the six Reconnaissance and Interdiction Detachment (RAID) OH-58 helicopters.

The Kentucky Army National Guard has 66 aviators and 34 enlisted crew member assigned.

The KyARNG aviators, and crews have flown 134,573 Class A & B accident free flying hours to date.

Kentucky aviators flew a total of 4,404 hours in the first eleven months of FY 99. A breakdown by type aircraft is as follows:

OH-58A+ (RAID)	1,560 hours
UH-60	1,663 hours
C-12F	413 hours
C-23B	767 hours

The Army Aviation Support Facility (AASF) Full-Time Support (FTS) work force was reduced to 42 authorized positions. With a requirement of 96 FTS positions, the manning level is at the lowest point in years, at 44% strength. Because of the reduction in FTS employees, civilian contract maintenance support was used to maintain the desired Operational Tempo.

B/1-114th Aviation (AASLT) self-deployed five UH-60 helicopters, with support personnel, to the US Army Joint Readiness Training Center (JRTC) at Fort Polk, LA in March 99. Co. B participated in a joint training exercise supporting the US Army 7th Special Forces Group. This is the first time a KyARNG aviation unit has participated in a JRTC exercise.

The Operational Support Airlift C-12F and CB-23s assigned to Kentucky supported numerous customers by flying them to various points in and out of the continental United States.

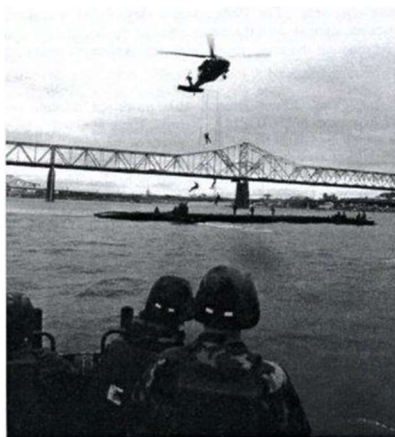
KyARNG aviation assets supported various events for the Commonwealth of Kentucky and elsewhere.

The Reconnaissance and Interdiction Detachment (RAID) has been instrumental in assisting federal, state and local law enforcement agencies with criminal arrests, seized property, currency and illegal drugs. The RAID added another OH-58 helicopter to their fleet to make a total of six helicopters used by the detachment for counter-drug eradication.

Again in 1999, the aviation program played a big role supporting the Governor's Marijuana Strike Force flying in excess of 2,300 hours in support of counter-drug operations, resulting in over 300,000 marijuana plants being eradicated.

Table of Organization and Equipment (TOE) changes eliminated the two UH-1H "Huey" helicopters from our inventory. These aircraft were assigned to Company F, 135th Aviation (AVIM).

All aviation units successfully completed the biennial U.S. Army Forces Command Aviation Resource Management Survey (ARMS) in Feb. 99. It provided a comprehensive evaluation of crew member proficiency, resource management and assisted in improving operational readiness and safety for aviation units.¹⁵³

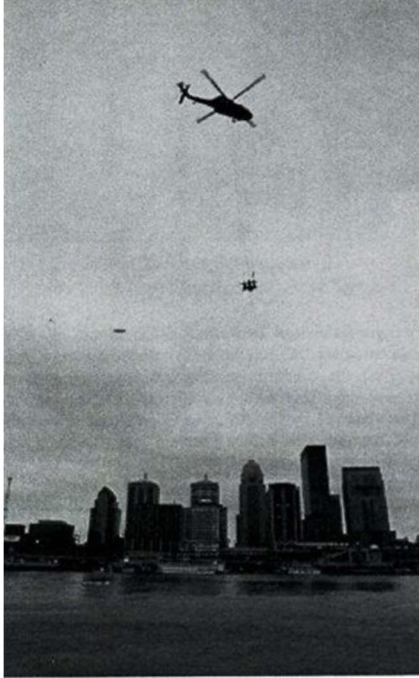


Combat engineers watch as rappellers make a successful landing on the barge at "Thunder Over Louisville".



UH-60 Blackhawk with
Extended Range Fuel System

¹⁵³ Annual Report, 1999, pp. 59-60.



**UH-60 Blackhawk Conducting
STABO operations during
"Thunder Over Louisville"**

Chapter VII:

New Millenium and Global War (2000-Beyond)

2000

The AASF has 48 full-time employees to support 14 UH-60 Blackhawk helicopters. In addition, eight full-time personnel support the Operational Support Airlift (OSA) mission with one C-12F (KingAir) airplane and two C-23B (Sherpa) airplanes. Also, eleven personnel are assigned to support the six Reconnaissance and Interdiction Detachment (RAID) OH-58 helicopters.

The Kentucky Army National Guard has 66 aviators, and 39 enlisted crew members assigned.

The KYARNG aviators and crews have flown 140,688 Class A & B accident free flying hours to date.

Kentucky aviators flew a total of 5,331 hours in the first eleven months of FY 00. A breakdown by type aircraft is as follows:

OH-58A+ (RAID)	1619 hours
UH-60	1997 hours
C-12F	695 hours
C-23B	1020 hours

The Army Aviation Support Facility (AASF) Full Time Support (FTS) work force has 48 authorized positions. With a requirement of 71 FTS position, the manning level is at 68% strength. Civilian contract maintenance support was used to maintain the desired Operational Tempo.

The Operational Support Airlift C-12F and C-23Bs assigned to Kentucky supported numerous customers by flying them to various points in and out of the continental United States.

KYARNG aviation assets supported various events for the Commonwealth of Kentucky and elsewhere.

The Reconnaissance and Interdiction Detachment (RAID) has been instrumental in assisting federal, state and local law enforcement agencies with criminal arrests, seized property, currency and illegal drugs. The RAID added another OH-58 helicopter to their fleet to make a total of 6 helicopters used by this detachment for counterdrug eradication.

Again in 2000, the aviation program played a big role supporting the Governor's Marijuana Strike Force flying in excess of 1540 hours in support of counter-drug operations, resulting in over 351,280 marijuana plants being eradicated.

The Kentucky Army National Guard is preparing to transfer its 14 UH-60 "A" helicopters to Michigan over the next fiscal year. It will receive 15 new UH-60 "L" helicopters beginning December 2000.

The Kentucky Army National Guard provided 6 UH-60 helicopters and flew 266 hours during the month of November 1999 in an effort to fight one of Kentucky's worst forest fires in recent history.¹⁵⁴

¹⁵⁴ Annual Report, 1999-2000, pp. 61-62.



UH-60 Hot Refuel Operations



D-23 Sherpa



Water Bucket Operations
Nov 1999 Fire Fighting Eastern, Ky

Kentucky Army National Guard painted Beech C-12F (40485) was delivered new to the Kentucky Air National Guard, later transferred to the Kentucky Army National Guard. *Courtesy of Charles W. Arrington.*



2001

Directorate of Army Aviation

MISSION:

The Directorate of Army Aviation manages and directs the state ARNG aviation program. This includes direct responsibility for the Army Aviation Support Facility (AASF), Counter-drug Aviation Operations (CDAOPS) and the Operational Support Airlift (OSA) program. The AASF is located at the Boone National Guard Center in Frankfort and is responsible for training and standardization for all aviation personnel, the aviation safety program, and maintenance and modifications on assigned aircraft.

The AASF has 54 full-time employees to support 15 UH-60 "Blackhawk" helicopters. In addition, eight full time personnel support the Operational Support Airlift (OSA) mission with one C-12T3 (King Air) airplane and two C-23B (Sherpa) airplanes. Also, seven personnel are assigned to support the five Reconnaissance and Interdiction Detachment (RAID) OH-58 helicopters. The Kentucky Army National Guard has 67 aviators and 44 enlisted crewmembers assigned.

FUNCTIONS:

The functions of the AASF include: performing maintenance, as well as modifications, of ARNG aircraft and equipment; provide training and standardization for aviation personnel; direct and coordinate AASF operations and training activities; plan and establish the standard operating procedures required for operation of assigned and transient aircraft, direct crewmember training for all aircrew members; provide flight clearance authority; provide aviation support as required by the Adjutant General; administer the aviation life support equipment program; implement the Aviation Safety Program and provide a safe environment for all Army aviation personnel involved in aviation operations. The Director of Aviation is also responsible for supervising the Kentucky National Guard Safety and Occupational Health program and the three employees who manage this program on a daily basis.

<u>HOURS</u>	<u>FY01</u>	<u>FY02</u>	<u>FY03</u>
OH-58A+	1,987	2,009	1,921
UH-60	1,777	1,821	1,787
C-12F	861	737	794
C-23B	852	849	759
TOTAL	5,477	5,416	5,261

SIGNIFICANT EVENTS:

KYARNG crew members have flown over 157,532 hours and performed missions for over 32 years without a Class A & B accident. For this the KYARNG received the prestigious Charles A. Lindbergh Aviation Safety Award in March 2002. The KYARNG is one of only five states to ever receive this award from National Guard Bureau (NGB). The award commemorates COL Charles A. Lindbergh's service as a Guardsman with the 110th Observation Squadron from 1924 to 1927.

In January 2002 the KYARNG received its eighth UH-60L from Sikorsky. This completed the transition from UH-60As to UH-60Ls that began the previous year. The aircraft are assigned to B Company, 1/114th Aviation Regiment. B Company also deployed three UH-60 helicopters by C-5, with support personnel from F Company, 135th AV, HHC 63rd Aviation Group and STARC Aviation, to El Salvador in January 2002 in order to support Operation New Horizons 2002 – El

Salvador. From January through May 2002 crewmembers and support personnel from these units performed numerous medical evacuations and support missions in the region that included operations in Honduras, Nicaragua, and El Salvador. This is the second time in the past four years that KYARNG aviation units have deployed to Central or South America to support missions in the SOUTHCOM Area of Operations.

The Operational Support Airlift (OSA) C-12F and C-23Bs fixed wing aircraft assigned to Kentucky supported numerous customers by flying them to various points in and out of the Continental United States. For the second time in two years Detachment 11, OSA received recognition as the Joint Operations Support Airlift Command (JOSAC) Unit of the Quarter (4th Qtr 2000 and 1st Qtr 2002). This award is presented to the unit judged as providing the best service to its customers and that exceeds DA Standards in all functional areas. Detachment 11 was recognized for exceeding DA Standards for Mission Readiness for twenty-four consecutive months by achieving a 95% Operational Readiness rate while flying 150% of their flying hour program and having no Class A, B, C, or D accidents. This unit also provided Instructor Pilots to other states and to OSA for evaluation and qualification in C12T3. It also provided instructor pilots and instrument examiners to the FWAATS to teach the initial instrument examiners course. In addition, Detachment 11 was one of the few units tasked to support September 11th disaster relief efforts immediately following the attack when the rest of the country's aviation civil and military fleet was grounded. Detachment 11 maintains a high degree of customer satisfaction that is recognized nationwide.

During this period Detachment 3, H Company, 171st Aviation was instrumental in supporting DOD units nationwide and in the SOUTHCOM Area of Operations. When the Army's AH-64 (Apache) fleet was grounded worldwide in FY 01 this C-23 unit flew over 300 main transmission modules to units needing them to get their aircraft flyable. This represented nearly 80% of the transmission modules moved during that period. Following the September 11th attacks, Detachment 3 provided considerable support to Ft. Campbell, KY and to the 160th Special Operations Aviation Regiment (SOAR) while they prepared for deployment to Afghanistan. This unit flew 207 hours in the six weeks immediately following the September 11th attacks. In addition, the aircrew members of Detachment 3 kept Kentucky aviation units in Central America supplied by conducting several logistic support missions to that area of operations from January to May 2002. Detachment 3, H Company 171st Aviation also supports several Special Operations units nationwide in HALO parachute operations and maintains a high degree of customer satisfaction that is recognized nationwide.

KYARNG aviation assets supported various events for the Commonwealth of Kentucky and elsewhere.

Again in 2001 and 2002, the aviation program played a big role supporting the Governor's Marijuana Strike Force by flying in excess of 2,375 hours (FY 01) in support of counter-drug operations, resulting in over 360,233 marijuana plants being eradicated. FY 02 support has resulted in the eradication of 339,397 plants with over 2,354 hours flown.

The Reconnaissance and Interdiction Detachment (RAID) was instrumental in assisting federal, state and local law enforcement agencies with criminal arrests, and seizing property, currency and illegal drugs. The RAID has five specially equipped OH-58 helicopters used for counter-drug eradication. In addition to supporting Kentucky during floods and fires over the past two years, RAID aviators were activated to conduct homeland defense surveillance on the northern border with Canada as part of Operation Enduring Freedom following the September 11th attacks.

In November and December 2002 several of the Aviation units assigned to the KYARNG were reorganized as part of the Army Aviation Transformation Plan. B Company, 1/114th Aviation Regiment with 15 UH-60s, was split into two separate units that became E Company, 135th Aviation Regiment (8 UH-60Ls) and Detachment 1, B Company 1/189th CSAB (5 UH-60As). Two additional UH-60As remain assigned to the AASF. Additional changes occurred within F Company, 135th Aviation Regiment (AVIM) and HHC 63rd Aviation Group that affected unit MTOE structures and equipment changes.

In April 2003, HHC 63rd Aviation Group, commanded by COL Ricky W. Branscum, was alerted for possible mobilization in support of Operations Noble Eagle and Enduring Freedom. The unit conducted annual training in May as part of pre-mobilization preparations and successfully completed an external evaluation and assessment by the Training Support Battalion from Ft. Knox, KY. The unit was removed from alert status in June after the termination of major combat operations in Iraq.

During FY 03, B Company, 1/114th Aviation Regiment (Now E Company, 135th Aviation Regiment and Detachment 1, B Company 1/189th CSAB) conducted Shallow Water Egress Training (SWET) with Helicopter Emergency Egress Devise (HEEDS) emergency air systems. Eighty-nine percent of the unit was either qualified or completed annual refresher training during this event. In January 2003, 100% of the unit's personnel were designated as NVG crew members and the unit complete NVG qualification and mission training on those crewmembers that were not trained. The two units also completed aerial door gunnery at Fort Knox, KY on 100% of its crewmembers under Day, NVG, and NBC conditions. In February these units supported the Special Warfare Training Center at FT. Bragg, NC for ROBIN SAGE Exercise (Phase IV of Special Operations Qualification Course). In July 2003 the combined units conducted downed aircrew training at the Eastern Kentucky Training Site in Artemus, KY. Four UH-60s deployed and were "downed" at pre-planned LZs. Crews were trained in subjects such as land navigation, survival skills, signaling, ALSE, and personnel recovery. Eighty-three percent of the units completed this training.

On 9 August 2003 the Kentucky Army National Guard celebrated 20 years with the UH-60 Black Hawk helicopter in a special ceremony at the AASF, Boone National Guard Center, in Frankfort, Kentucky. The guest of honor for the ceremony was Mr. Sergei Sikorsky, son of Igor Sikorsky, inventor of the helicopter. Also in attendance were several dignitaries from Sikorsky Aircraft, Inc., the Kentucky National Guard, and the local community.

The first UH-60 Black Hawks assigned to the National Guard went to Kentucky on January 31, 1983. The first unit to receive them was the 2113th Aviation Maintenance Company, later to become F Company, 135th Aviation. The KYARNG currently has eight UH-60L Black Hawks assigned to E Company, 135th Aviation Regiment and seven UH-60A models assigned to Detachment 1, B Company, 1/189th Combat Support Aviation Battalion.

The Operational Support Airlift Units C-12T and two C-23B fixed wing aircraft support numerous customers by flying to various points in and out of the continental United States. During FY 03, Detachment 11, OSA flew 533 passengers and 192 missions. The unit flew 794 hours and supported various missions for SOUTHCOM, Palmetto Ghost, JOSAC, OSACOM, and U.S. Customs. This unit also provided Instructor Pilots to other states and to OSA for evaluation and



qualification in the C-12T3. Detachment 11 maintains a high degree of customer satisfaction that is recognized nationwide.

During this period Detachment 3, H Company, 171st Aviation was instrumental in supporting DOD units and facilities in the continental US, Central America, and South America. This unit flew 758 hours supporting several Special Operations units nationwide in HALO parachute operations and maintains a high degree of customer satisfaction that is also recognized nationwide.

KYARNG aviation assets supported various events for the Commonwealth of Kentucky and elsewhere.

Again, in FY 03, the aviation program played a big role supporting the Governor's Marijuana Strike Force by flying 2,440 total hours in support of counter-drug operations, resulting in over 500,000 marijuana plants being eradicated.

The Reconnaissance and Interdiction Detachment (RAID) flew 1,921 hours in FY 03 assisting federal, state and local law enforcement agencies with criminal arrests, and seizing property, currency and illegal drugs. The RAID has 14 personnel and five specially equipped OH-58 helicopters used for law enforcement support and counter-drug eradication. In addition to supporting Kentucky during floods and fires, the RAID unit has an active role in homeland defense missions.

National Guard Bureau recognizes Kentucky's Counterdrug Support Program as one of the finest in the nation. Since 1990 the Counterdrug aviation program has flown over 45,059 hours and performed over 14,609 Rappels/STABO/SPIES iterations without a Class A or B aviation or aviation related human error accident. Kentucky is one of the few states in the nation approved by NGB to conduct tactical egress operations in support of marijuana eradication. Although Kentucky does not have a formal Counterdrug Training mandate from NGB, its personnel are considered the subject matter experts and travel around the country visiting other State Counterdrug programs and providing assistance.

Each year the Kentucky Army National Guard provides UH-60 Black Hawks and OH-58 Kiowa helicopters to help fight forest fires during the October and November fire season. This has become an annual event for KYARNG aircrew members. Each September and October Kentucky's aviation units "Gear Up" for fire season by conducting aircrew qualification and refresher training in Water Bucket Operations, Water Survival Training, and Helicopter Emergency Egress training. As part of this effort Kentucky's aircrew members go to Norfolk, VA each year for Helicopter Emergency Egress Devise (HEEDS) Training in the Navy's 9D5 "Dunker" devise. During FY 03 the AASF was successful in qualifying additional crewmembers in Over Water Survival Techniques and obtaining the latest in water survival equipment such as the LPU-34/P Low Profile Flotation Collar and the SEA Mark XII HEED.

Kentucky's Army Aviation Program is nationally recognized as one of the best in the nation. KYARNG personnel assist National Guard Bureau with several committees and new programs that have an impact on Army Aviation around the country. This year Kentucky was instrumental in getting US Army certification for the newly fielded Heli-Basket System. This is a new external load cargo carrying system and emergency rescue devise that is being fielded nationwide. Kentucky was one of the first in the nation to receive this system and was selected by NGB to develop the Tactics, Techniques, and Procedures to qualify and train aircrew members with this system. In March 2003 the KYARNG conducted flight certification tests and electromagnetic compatibility tests for this new cargo carrying devise. By the end of May this system was approved by the Natick Soldier Center, Aerial Delivery Directorate as the latest

external load cargo carrying device authorized for use by the US Army units. This was the first new external load equipment to be certified by the US Army in the past 20 years.

The AASF and all assigned aviation units successfully completed the biennial U.S. Army Forces Command (FORSCOM) Aviation Resource Management Survey (ARMS) in March 2003. This survey provides a comprehensive evaluation of crewmember proficiency, resource management and operational readiness and safety for aviation units. Several AASF and unit personnel received “Commendable” ratings for the excellent management of their assigned areas and programs.

The Kentucky Army Aviation Program is a very successful program built upon the successes of past and present aviation leaders, crewmembers, and support personnel. As the Director of Aviation for the KYARNG, I intend to continue to build upon these successes and improve the readiness and capabilities of the KYARNG aviation program.¹⁵⁵

1. 135th AVN F. CO:
NOV 2001
Balkans Region - Bosnia



¹⁵⁵ Annual Report, 2001-2003, pp. 78-82.

2002

See 2001, above.

Operation New Horizons, El Salvador.

1. Kentucky RAID Forward

March 2002

ONE (Operation Noble Eagle)

Deployed to the Northern Border of the United States.

The Reconnaissance and Interdiction Detachment (RAID) now known as Co C- 1-134th S&S BN commanded by CW4 Jay Johnston, had a very busy year. At the conclusion of last year's eradication season ending September 04, the unit was deployed to Burlington, VT in October to support Operation Winter Freeze. C Company pilots and crews supported the United States Border Patrol by flying from 6:00 PM to 6:00 AM patrolling the US Canada border. They faced all the challenges of flying in a remote very harsh environment with ease.



2. B Company also deployed three UH-60 helicopters by C-5, with support personnel from F Company, 135th AV, HHC 63rd Aviation Group and STARC Aviation, to El Salvador in January 2002 in order to support Operation New Horizons 2002 – El Salvador. From January through May 2002 crewmembers and support personnel from these units performed numerous medical evacuations and support missions in the region that included operations in Honduras, Nicaragua, and El Salvador

2003

See 2001, above.

Exercise Robin Sage, Special Warfare Training Center, Fort Bragg. North Carolina.

Operation Iraqi Freedom (OIF).

20 years with over 31,000 Black Hawk hours flown.

1. Detachment 3, Company H, 171st Aviation

December 2003

8 Pax

OIF

Detachment 3, H Company, 171st AV commanded by CW4 Dale Quisenberry, returned from Operation Iraqi Freedom (OIF) 03-04 in February 2005. The unit was based at the Balad 41 Airfield in Iraq. While they were deployed Det 3, H Co assisted in the movement of 21,000 personnel, 5,100,000 lbs of cargo and logged over 1350 hrs of flight time. They flew over the entire country of Iraq employing low level flying techniques which had never been conducted before in the C-23. The unit left both aircraft in Iraq upon redeployment to home station.



Balad, Iraq 2004: Left to right: Harmon Cross, Jonathan Strayer, Troy Logsdon, Cleveland Joyner, Harold Grider, Ken Long, and Dale Chrisenberry.



Iraq, 2004: Troy Logsdon (left), Jonathan Strayer (right)



Standing from left to right, first is Jonathan Strayer. 9th from left is Ken Long. 12th from left is Harold Grider. Kneeling 2nd from left is Harmon Cross. Kneeling 4th from left is me. Kneeling 6th from left is Cleveland (CJ) Joyner. Kneeling 2nd from RIGHT is Dale Chrisenberry.



Iraq, 2004: Troy Logsdon standing on the right at Saddam Hussein's Baghdad Palace.

Balad, Iraq 2004. Three aircraft preparing to conduct missions.





Nicaragua 2002. L-R: Willey, Stocker, Branscum Unknown, MG Youngman, Stoops, Lewis and Shannon.

2004

DIRECTORATE OF ARMY AVIATION

MISSION:

The Army Aviation Directorate manages and directs the state ARNG aviation program. This includes direct responsibility for the Army Aviation Support Facility (AASF), Counter-drug Aviation Operations (CDAOPS) and the Operational Support Airlift (OSA) program. The AASF is located at the Boone National Guard Center in Frankfort and is responsible for training and standardization for all aviation personnel, the aviation safety program, and maintenance and modifications on assigned aircraft.

The AASF has 54 full-time employees to support 13 UH-60 “Blackhawk” helicopters and a total of 60 aviators and 44 enlisted crewmembers. In addition, eight full time personnel support the Operational Support Airlift (OSA) mission with one C-12T3 (King Air) airplane and two C-23B (Sherpa) airplanes. Also, seven personnel are assigned to support the six Reconnaissance and Interdiction Detachment (RAID) OH-58A helicopters. The Kentucky Army National Guard is assigned the following units, personnel, and aircraft/missions:

Headquarters, 63rd Aviation Group

– 99 Aviation Soldiers – HQs for Six Subordinate Aviation Battalions

E Company, 135th Aviation Regiment

– 35 Aviation Soldiers – 8 UH-60L Blackhawk Helicopters

F Company, 135th Aviation Regiment

– 119 Aviation Soldiers – Aviation Maintenance Company

Det 1, B Company, 1/189th Aviation Regiment

– 23 Aviation Soldiers – 5 UH-60A Blackhawk Helicopters

Reconnaissance & Air Interdiction Detachment (RAID)

– 16 Aviation Soldiers – 6 OH-58A Helicopters

Detachment 3, H Company, 171st Aviation Regiment

– 8 Aviation Soldiers – 2 C-23 Sherpa Utility Cargo Airplanes

Detachment 11, Operations Support Airlift (OSA)

– 8 Aviation Soldiers – 1 C-12T3 Personnel Transport Airplane

FUNCTIONS:

The functions of the AASF include: performing maintenance, as well as modifications, of ARNG aircraft and equipment; provide training and standardization for aviation personnel; direct and coordinate AASF operations and training activities; plan and establish the standard operating procedures required for operation of assigned and transient aircraft, direct crewmember training for all aircrew members; provide flight clearance authority; provide aviation support as required by the Adjutant General; administer the aviation life support equipment program; implement the Aviation Safety Program and provide a safe environment for all Army aviation personnel involved in aviation operations. The Director of Aviation is also responsible for supervising the Kentucky National Guard Safety and Occupational Health program and the three employees who manage this program on a daily basis.

SIGNIFICANT EVENTS:

On 21 October 2004, the Kentucky Army National Guard became the first Army National Guard organization in the nation to receive authorization from National Guard Bureau (NGB) to implement and conduct Fast Rope Insertion / Extraction System (FRIES) operations and training.

In November and December 2003, the KYARNG transferred two UH-60A Helicopters to the Mississippi Aviation Classification Repair Activity and Depot (AVCRAD) as a result of the Army Aviation Transformation Plan and the previous year's unit reorganization. Additional changes occurred within F Company, 135th Aviation Regiment (AVIM) and HHC, 63rd Aviation Group that affected unit MTOE structures and equipment changes.

As of 31 September 2004, KYARNG crew members flew over 161,848 hours (in peacetime and hostile areas) for over 33 years without a Class A or B accident. For this, the KYARNG received the prestigious Charles A. Lindbergh Aviation Safety Award in March 2002. The KYARNG is one of only five states to ever receive this award from National Guard Bureau (NGB). The award commemorates COL Charles A. Lindbergh's service as a Guardsman with the 110th Observation Squadron from 1924 to 1927.

During FY04 the following units were mobilized to support the Global War On Terror in Operation Iraqi Freedom and Operation Enduring Freedom:

Det 1, B Company, 1/189th Avn Regiment – 23 Aviation Soldiers – 5 UH-60A Blackhawk Helicopters

Det 3, H Company, 171st Aviation Regiment – 8 Aviation Soldiers – 2 C-23 Sherpa Utility Cargo Airplanes

Det 11, Operations Support Airlift (OSA) – 8 Aviation Soldiers – 1 C-12T3 Personnel Transport Airplane

In addition to the units mobilized above, 13 individual aviation soldiers from the KYARNG volunteered for active duty to support the Global War On Terror in Operation Iraqi Freedom and Operation Enduring Freedom.

In FY04 Kentucky's aircrew members flew a total of 4314.5 hours within the state of Kentucky. A breakdown by type aircraft is provided below:

FY04 Total Hours by Aircraft Type

OH-58A	2,087.6
UH-60A/L	1,797.1
C-12F	330.4
C-23B	99.4

Headquarters, 63rd Aviation Group

During FY04 the 63rd Aviation Group, commanded by COL Ricky W. Branscum, was heavily engaged in Soldier Readiness Processing (SRP) for Kentucky's deploying aviation units while at the same time preparing for deployment to South Korea in support of Exercise Ulchi Focus Lens 04 (UFL 04). The unit conducted annual training in August and September in South Korea as part of this exercise in support of the 6th Calvary Brigade, Korea and the 18th Airborne Corps, Ft. Bragg, NC.

In March 2004 many of the aviators and staff officers conducted Underwater Egress Training (UET) with Helicopter Emergency Egress Devise (HEEDS) emergency air systems at the newly constructed dunker devise and water survival training center at Ft. Rucker, AL.

E Company, 135th Aviation Regiment

In September 2003, 24 members of E Company, 135th Aviation Regiment were placed on alert status for mobilization to Bosnia in support of Stabilization Forces rotation 15 (SFOR 15). In November 2003 the unit conducted pre-mobilization training at Camp Atterbury, IN to prepare for that mobilization; however, in December 2003 the unit was removed from the deployment order by the Secretary of Defense after a policy decision was made to reduce the overall number of aviation forces in support of SFOR 15.

In March 2004 the unit conducted Underwater Egress Training (UET) with Helicopter Emergency Egress Devise (HEEDS) emergency air systems at the newly constructed dunker devise and water survival training center at Ft. Rucker, AL. One hundred percent of unit personnel attending the training were either qualified or completed annual refresher training during this event. Throughout the year members of E Company conducted tactical egress training operations with units such as the 123rd Special Tactics Squadron (AFSOC), Kentucky Air National Guard, Louisville, KY, the US Navy SEAL Advanced Land Warfare and Advanced Urban Warfare Course, Ft. Knox, KY, the Joint Support Operations Quick Reaction Force, Frankfort, KY, and the Kentucky State Police Special Reaction Team while in support of special event and homeland security operations. E Company and the KYARNG is one of the only UH-60 units/organizations in the National Guard to be granted authorization by National Guard Bureau to conduct Fast Rope Insertion/Extraction System (FRIES) operations. From 28 September 2004 to 5 October 2004, three UH-60s and 15 members of E Company were placed on State Active Duty in support of Hurricane Charley, Frances, Ivan, and Jeanne Disaster Relief efforts in Florida. During this period Kentucky crewmembers flew numerous disaster relief missions throughout central and southern Florida, in addition to surveillance and intercept missions for the US Secret Service during the first Presidential Debates in Miami from 1-3 October 2004. During FY04 this unit was commanded by CPT Gary D. Lewis.



Detachment 1, B Company, 1/189th Aviation Regiment

Detachment 1, B Company, 189th Aviation Regiment is a one platoon detachment of 5 UH-60A model helicopters. The Company's headquarters section and other platoon are located at the Aviation Classification Repair Activity Depot (AVCRAD) in Groton, CT. The Kentucky detachment is commanded by 1LT Mark E. Sallin.

In September 2003, several members of Detachment 1, B Company were placed on alert status and assigned to E Company, 135th Aviation Regiment for mobilization to Bosnia in support of Stabilization Forces rotation 15 (SFOR 15). In November 2003 the unit conducted premobilization training at Camp Atterbury, IN to prepare for that mobilization; however, in December 2003 the unit was removed from the deployment order by the Secretary of Defense after a policy decision was made to reduce the overall number of aviation forces in support of SFOR 15.

In March 2004 members of the unit conducted Underwater Egress Training (UET) with Helicopter Emergency Egress Devise (HEEDS) emergency air systems at the newly constructed dunker devise and water survival training center at Ft. Rucker, AL. One hundred percent of unit personnel attending the training were either qualified or completed annual refresher training during this event.

Detachment 1, along with the remainder of Company B and the 1st Battalion, 189th Aviation Regiment was placed on Alert status in May 2004 for support of Operation Iraqi Freedom. From May to September the unit conducted pre-mobilization training at Boone National Guard Center and began the process of modifying the unit's five UH-60A model helicopters for desert operations. On 6 September 2004, the detachment deployed to Ft. Sill, OK for pre-mobilization training with their Battalion. Departure ceremonies were held in the Army Aviation Support Facility for the detachment, their families, and friends.

Once integrated with the rest of the Battalion at Ft. Sill, OK, this detachment proved again that Kentucky's Aviation soldiers are on par with any active component unit and in the 99th percentile of trained aviation soldiers in the National Guard. These soldiers lead the way in all manner of mission success and training. Specifically, Detachment 1 crew members training Montana and Connecticut soldiers in sling-load, multi-ship, and NVG operations. It is evident that Kentucky's soldiers literally lead the Battalion. Detachment 1 was the most prepared element within 1st Battalion, 189th Aviation Regiment.



Patch courtesy of CW2 (Ret)_Mark Sallin.



Detachment 11, Operational Support Airlift (OSA)

From 1 October 2003 to 21 March 2004, Detachment 11, Operational Support Airlift Command (OSACOM) flew 330 hours in support of state and federal missions and over 30 hours for training. Missions included support to numerous dignitaries, distinguished visitors, and high-ranking officers. Many of these flights were to Guantanamo Bay, Cuba and other areas in Central and South America in support of Operations New Horizons and Operation Enduring Freedom (OEF).

On 21 March 2004, Detachment 11, OSA was deployed in support of Operation Enduring Freedom as part of the Global War on Terrorism. The unit was initially assigned to the 10th Mountain Infantry Division which was later replaced by the 25th Aviation Brigade, 25th Infantry Division (Light), Bagram Air Base, Afghanistan. During this deployment Detachment 11, supported the Combined Joint Task Force-76 (CJTF-76), Combined Forces Command-Afghanistan (CFC-A), and Central Command (CENTCOM) with operational airlift support during combat operations in the Afghanistan Area of Responsibility (AOR), Uzbekistan, and Pakistan. Deploying eight personnel (six pilots and two flight operations specialists) and associated equipment, Detachment 11 successfully relieved Detachment 28 OSA from West Virginia, supporting combat operations within 72 hours of arrival in the Afghanistan AOR. Between 1 April 2004 and 31 August 2004 the detachment flew in excess 600 hours in a combat zone, transported over 1200 passengers, and 27,380 pounds of equipment. These missions were flown in areas without Instrument Flight Rules (IFR) facilities and often under marginal weather conditions in mountainous terrain.

During their tour in Afghanistan, the crews of Detachment 11 developed and implemented Tactics, Techniques, and Procedures (TTPs) to mitigate the lack of Aircraft Survivability equipment (ASE) on their assigned aircraft. These TTPs ensured the avoidance of potential threats in the AOR. The detachment flew almost 400 sorties in support of combat operations. Only six sorties were cancelled due to weather. Every mission request that was assigned to the detachment was flown. These missions included transport of Field Surgical Teams, high-level Afghanistan officials for meetings with Afghanistan President, Hamid Karzai, and transport of US Army Air Traffic Controllers into remote areas.

Facing many obstacles upon arrival in theater, the detachment increased their operational readiness status from a 50% to 85% without a prescribed load list (PLL) on site. More importantly, the detachment decreased its 'down-time' due to supply and maintenance from 26% and 24%, respectively, to 8% and 7%. This increase in readiness greatly enhanced the mission success rate of the detachment and supported units, as well as increased the ability of CJTF-76 to react to immediate requirements throughout the CJOA.

Detachment 11's impact on the 25th Infantry Division (Light), CJTF-76, CENTCOM, and CFC-A was immeasurable. Detachment 11 remained deployed in Afghanistan through the end of FY04, returning to home station in Frankfort, KY on 20 October 2004. Because of their actions the unit was nominated by the Commander, CJTF-76 for the U.S. Army Meritorious Unit Commendation and the Army Aviation Association of America (AAAA) Army Aviation Fixed Wing Unit of the Year award. Detachment 11, OSA is commanded by CW4 Delynn H. Gibson.





Detachment 3, H Company, 171st Aviation Regiment

On 10 December 2003 Detachment 3, H Company, 171st Aviation was mobilized in support of Operation Iraqi Freedom and remained in the combat theater throughout FY04. All detachments of the company merged together and conducted operations from the airbase in Balad, Iraq. During this deployment the Sherpa proved itself as real workhorse in this theater. It moved critical supplies such as blood, repair parts and ammunition to any facility with an airstrip large enough to accommodate the heavily laden aircraft. During the first six months of the deployment, H Company moved approximately a half million tons of cargo a month and had already ferried over 9,000 soldiers throughout the theater. Many missions were critical to the units that were supported such as moving 200 pounds of blood to Mosul in two hours on one occasion. In July 2004, with only a day's notice, the company raced blood and ammunition to Fallujah to replenish Marines fighting insurgents there. While in Iraq, H Company pilots and crewmembers adapted to new flight techniques such as fast low-level flying (100 feet Above Ground Level or less) in order to reduce their vulnerability to threat weapons systems. Here one of H Company's crewmembers directs a forklift to deliver cargo in a C-23 Sherpa as another readies the load. Detachment 3 is commanded by CW4 Dale L. Christenberry.



F Company, 135th Aviation Regiment

In October 2003, F Company was placed on alert for possible mobilization in support of the Global War on Terrorism. During this time the unit cross leveled personnel and equipment and

trained for combat support operations to insure it would be ready to deploy. The unit remained on alert until December 2003.

In May 2004 CPT (P) Dale A. Demoss took command of F Company, 135th Aviation Regiment from MAJ Mark L. Sherman, in a ceremony that took place at the Army Aviation Support Facility, Boone National Guard Center, Frankfort, KY.

From 29 May 2004 to 12 June 2004, 34 personnel from Company F were placed on Active Duty and assigned to Joint Task Force Oglethorpe in order to support the President of the United States in hosting the G8 Summit at Savannah and Brunswick, Georgia. The task force was composed of assets from North Carolina, South Carolina, Alabama and Kentucky. The F Company element encountered few difficulties during the loadout and convoy movement to Savannah, Georgia. Many soldiers who had little experience driving large tactical vehicles were provided the opportunity to drive in a convoy that traveled about 1300 miles to the east coast of Georgia and back. Eight tactical vehicles, one GSA silverside panel truck, and two 15-passenger rental vans made up the KY convoy of eleven vehicles. During the two weeks in Savannah and Brunswick, Georgia, members of F Company:

- Completed two 100-hour inspections to include vibration balancing of engines, oil cooler, and tail rotor.
- Moved two aircraft to and from Hunter Army Airfield and performed turbine engine cleaning and aircraft washes.
- Performed special one-time non-destructive eddy current inspection on a North Carolina UH-60 for cracks on a reworked main rotor hub.
- Completed one 30-day/42 hour inspection on a North Carolina UH-60.
- Replaced 2 main rotor tip caps on a North Carolina UH-60 with follow on test flight to perform vibration analysis.
- Repaired one main landing gear for an FBI aircraft
- Performed sheet metal repairs a North Carolina RAID OH-58 and one FBI aircraft.

The remainder of the unit completed Annual Training at the Mississippi Aviation Classification Repair Activity and Depot (AVCRAD), in Gulfport, Mississippi.



Reconnaissance and Interdiction Detachment (RAID)

The Reconnaissance and Interdiction Detachment (RAID) flew 2087.6 hours and conducted 1651 reconnaissance and surveillance missions in FY04. By assisting federal, state and local law enforcement agencies with criminal arrests, and seizing property, currency and illegal

drugs. The RAID has 14 personnel and five specially equipped OH-58 helicopters used for law enforcement support and counter-drug eradication. In addition to supporting Kentucky during floods and fires, the RAID unit has an active role in homeland defense missions. The RAID is commanded by CW4 Jack “Jay” E. Johnston.



Joint Support Operations (JSO) Aviation Section

Again, in FY04, the aviation program played a big role supporting the Governor’s Marijuana Strike Force by flying 2,571.5 total hours in support of counter-drug operations, resulting in over 500,000 marijuana plants being eradicated.

Kentucky’s Counterdrug Support Program is recognized by National Guard Bureau as one of the finest in the nation. Since 1990 the Counterdrug aviation program has flown over 47,630 hours and performed over 15,000 Rappels/STABO/SPIES iterations without a Class A or B aviation, or aviation related human error accident. Kentucky is one of the few states in the nation approved by NGB to conduct tactical egress operations in support of marijuana eradication. Although Kentucky does not have a formal Counterdrug Training mandate from NGB, its personnel are considered the subject matter experts and travel around the country visiting other State Counterdrug programs and providing assistance.

During FY04 members of Kentucky’s Counterdrug Aviation Program were recruited by National Guard Bureau to help update National Guard Training Circular 1-500 (Counterdrug Aviation Tactics, Techniques, and Procedures manual).



State and Federal Support

Each year the Kentucky Army National Guard provides UH-60 Black Hawks and OH-58 Kiowa helicopters to help fight forest fires during the October and November fire season. This has become an annual event for KYARNG aircrew members. Each September and October Kentucky's aviation units "Gear Up" for fire season by conducting aircrew qualification and refresher training in Water Bucket Operations, Water Survival Training, and Helicopter Emergency Egress training. As part of this effort Kentucky's aircrew members conducted Underwater Egress Training (UET) with Helicopter Emergency Egress Devise (HEEDS) emergency air systems at the newly constructed dunker devise and water survival training center at Ft. Rucker, Alabama.

Kentucky's Army Aviation Program is nationally recognized as one of the best in the nation. KYARNG personnel assist National Guard Bureau with several committees and new programs that have an impact on Army Aviation around the country. Again, this year Kentucky was instrumental in further promoting new sling load equipment technology such as the newly fielded Heli-Basket System. This is a new external load cargo carrying system and emergency rescue device that is being fielded nationwide. Kentucky was one of the first in the nation to receive this system and was selected by NGB to develop Tactics, Techniques, and Procedures to qualify and train aircrew members with this system. In May 2004, Georgia's State Army Aviation Officer requested assistance from Kentucky to help train JTF Oglethorpe crewmembers on Heli-Basket Cargo and Personnel recovery Operations in support of the G8 Summit at Savannah and Brunswick, Georgia.

The Kentucky Army Aviation Program is a very successful program built upon the successes of past and present aviation leaders, crewmembers, and support personnel. As the Director of Aviation for the KYARNG, I intend to continue to build upon these successes and improve the readiness and capabilities of the KYARNG aviation program.¹⁵⁶



¹⁵⁶ Annual Report, 2004, pp. 38-45.



63rd AVIATION GROUP

October 2004 – April 2006

OIF / KUWAIT

(Adams, Branscum, Barrier, Abney, Lewis, Stoops, Moore, + others)

13 PAX

In April 2005, COL Benjamin F. Adams III assumed command of HHC 63rd Aviation Group from COL Ricky W. Branscum. Prior to the assumption of command, 10 personnel were selected from the HQ's to manage Udari Airfield in Kuwait in support of Operation Iraqi Freedom. The 10 personnel mobilized at FT Dix, NJ and were deployed into country in July 2005. They should complete their tour sometime in August 2006. Selected personnel from the Group also participated in Ulchi Focus Lins (UFL) in August and September of 2005 in the Republic of South Korea. 18 personnel ran the Combined Aviation Force (CAF) Operations Center for the South Korean Army.



Singleton Change of Command.



2005



HERITAGE PAINTING:
Crossing the Tigris Painting
and caption information By
Dave Russell - During the
period January – November
2005, Company B, 1-189th
Aviation Regiment of the
Kentucky Army National
Guard was deployed to Iraq
in support of Operation Iraqi
Freedom. Here two UH-60s
from the KYARNG (note
the Unbridled Spirit logo on
the engine cover) fly over
the Tigris River on a
scheduled flight between
Balad (LSA Anaconda),
Baghdad (Camp Victory),
and other central-Iraq sites.

Directorate of Army Aviation

Mission: The Directorate of Army Aviation manages and directs the state ARNG aviation program. This includes direct responsibility for the Army Aviation Support Facility (AASF), Counter-drug Aviation Operations (CDAOPS) and the Operational Support Airlift (OSA) program. The AASF is located at the Boone National Guard Center in Frankfort and is responsible

for training and standardization for all aviation personnel, the aviation safety program, and maintenance and modifications on assigned aircraft.

The AASF has 54 full-time employees and eight contractor field personnel to support to 13 UH-60 (Blackhawk) helicopters. The Operational Support Airlift (OSA) missions are executed with one C-12U (King Air) airplane and two C-23B (Sherpa) airplanes. Also, seven personnel are assigned to support the six Support and Security Company OH-58 A/C helicopters. The Kentucky Army National Guard has 67 aviators, and 44 enlisted crewmembers assigned.

Functions: The functions of the AASF include: performing maintenance, as well as modifications, of ARNG aircraft and equipment; provide training and standardization for aviation personnel; direct and coordinate AASF operations and training activities; plan and establish the standard operating procedures required for operation of assigned and transient aircraft, direct crewmember training for all aircrew members; provide flight clearance authority; provide aviation support as required by the Adjutant General; administer the aviation life support equipment program; implement the Aviation Safety Program and provide a safe environment for all Army aviation personnel involved in aviation operations.

Significant Events:

KYARNG crew members have flown over 169,429 hours and performed missions for over 35 years without a Class A & B accident. In FY05, Kentucky aviators flew a total of 8292 hours. A breakdown by type aircraft is as follows:

FY05 (Total by Aircraft Type)

OH-58A/C	2153 hours
UH-60	4097 hours
C-12U	482 hours
C-23B	1560 hours

In June 2005, Company E, 135th Aviation Regiment was re-flagged as Company B, 2-147th Aviation. KYARNG Aviation gained 3 new detachments consisting of 33 additional personnel; Detachment 1, HHC, 2-147th Aviation, Detachment 1, Company D, 2-147th Aviation, and Detachment 1, Company E, 2-147th Aviation. In September 2005 the Reconnaissance and Interdiction Detachment (RAID) was re-flagged as Company C (-) 1-134th Security and Support Battalion consisting of 80 personnel.

In April 2005, Colonel Benjamin F. Adams III assumed command of HHC, 63rd Aviation Group from Colonel Ricky W. Branscum. Prior to the assumption of command, 10 personnel were selected from the Headquarters to manage Udari Airfield in Kuwait in support of Operation Iraqi Freedom.

The 10 personnel mobilized at Fort Dix, New Jersey and were deployed into country in July 2005. They should complete their tour sometime in August 2006. Selected personnel from the Group also participated in Ulchi Focus Lins (UFL) in August and September of 2005 in the Republic of South Korea. 18 personnel ran the Combined Aviation Force (CAF) Operations Center for the South Korean Army.



During FY05, Company E, 135th Aviation Regiment commanded by Captain Mark Brozak, focused on premobilization training in preparation for Operation Iraqi Freedom rotation 05-06. During the course of the year, Company E supported 4 separate Sea Air Land Team (SEAL) teams at the Zussman Military Operations on Urbanized Terrain (MOUT) training site located at Fort Knox, Kentucky. Training focused on the use of the

Fast Rope Insertion and Extraction System (FRIES). The company conducted annual training at WHFRTC in June and July. During this period, Company E accomplished Readiness Level Training on all flight crews and also supported 1-149th Infantry Battalion's lanes training utilizing the Fast Rope Insertion and Extraction System (FRIES). In July the company completed aerial gunnery training at Fort Knox, KY. At the conclusion of this training, all crew members progressed to Readiness Level 1 status under Day, Night, NBC, and NVG conditions. Company E reported to their Mobilization Site at Fort Dix, NJ in August. The company should complete training and deploy to Balad Airfield in Iraq sometime in late November 2005.

Detachment 1, Company B, 1-189th Aviation commanded by 1st Lieutenant Mark Salin, has spent FY-05 deployed in support of Operation Iraqi Freedom (OIF) 04-05. The unit moved to its mobilization site at Fort Sill, OK in September 2004. After all required training was completed, Detachment 1, Company B deployed 27 personnel into country in January. The unit is based at Balad Airfield in Iraq. The unit conducts all types of support mission carrying personnel, cargo, and equipment all over central Iraq. Missions are conducted in Day and NVG conditions at low level altitudes. The Detachment has flown over 3600 hours in theater; they are scheduled to redeploy to home station sometime in December 2005.



The flight company in Kuwait just prior to flying into Iraq. December 6, 2005.



The Battalion Motor Pool recently had a rodeo in which teams from each company participated in several events for points. The winning team was from our company, B/2-147, consisting of SPC Jay Stevens and SGT Louis Simpson.



SGT Ron Stafford



SGT Kurt Kaiser



The Renegade Flyer

B/2-147TH AVIATION

April 2006 Family Newsletter

Commanders Notes

Another month has come and gone already, and I hope that the time is going by as quickly for you as it is for us. On April 7, the company surpassed the fourth month of being in Iraq, and on April 22, we will have been in theater for 5 months. Since our departure in August, we have been gone 230 days (33 weeks) as of April 16. Time is going by quickly and we are all looking forward to returning to our families and friends as soon as we can.

While not thinking of home, we are busy flying missions and performing aircraft maintenance. So far our aircrews have logged more than 5,800 flight hours and our aircraft have logged over 2,100 hours and we are only 1/3 of the way through this deployment. The company had the opportunity to conduct a six-ship air assault operation recently in which we inserted and extracted over 100 Iraqi and American military forces to look for insurgents. We followed this up with a four-ship air assault in mid-April. Both of these operations were a success and the company learned some valuable skills in the process.

My four-year old daughter Madeleine recently asked me if all of the other boys missed their families and if they knew they would miss them while they were gone. I answered her and told her that yes, we all missed our families and we also knew that we would miss them when we joined and would have to leave. She then asked me, then why did they join the Army? That was a very good question for a four year old, and one that caught me off guard. I think most of you reading this understand why we do what we do. The reasons are much more than I could ever put into words or try to fit into this column. Just know that it is the support we receive from home that keeps us going, to do the things we do and continue to serve. So thank you all for that, and I can only hope that it continues.

CPT Mark Brozak
Renegade 06

Family Readiness Group

Our Family Readiness Group met on March 25th in Frankfort to discuss different issues and meet with our higher Headquarters FRG, the 159th Aviation Brigade. Our Brigade Commanders wife, Mrs. Nancy Colt and our Battalion Commanders wife, Mrs. Judy Fish along with Mrs. Rhonda Klinger were in attendance as well.

- The FRG members would like to do a "picture swap" via email. Many of us have pictures of other families'

soldiers that they would enjoy seeing. We thought it would be good to designate a swap, so we can share our pictures with other family members. If you have a picture of someone else's soldier, please consider emailing it to them this month. If you do not have a current roster just ask Jo and she will email it to you. The deadline for this first swap will be Friday, April 21st, which is the day before the next meeting. (Maybe it will give us something fun to talk about!)

- We would like to thank Nancy Colt, Judy Fish and Rhonda Klinger for traveling from Ft. Campbell in order to offer us some valuable training last month. Thanks so much for including us in all aspects of the Wings of the Eagle family.

The next two scheduled meetings will be on April 22nd and then again on May 20th at 6:00 pm at the Armory located on Boone National Guard Center in Frankfort. Everyone is welcome to attend.

If you have questions, comments or concerns you would like to share, feel free to contact Jo or the Commander.

tibaker88@insightbb.com
mark.brozak@us.army.mil

Congratulations

A big congratulation goes out to Porter and Angie Whitney for the recent birth of their daughter **Anna Claire** on April 7. She weighed in at 8 lbs 14 oz and was 19 inches long. Although she was a bit early, we were able to get Porter on a flight out of here to Kuwait and on into Lexington as quickly as we could. Mother and daughter are doing well.

Another member of the Renegade family has just joined us. Scott and Mary Foster announce the birth of their son **Hunter**. Scott is home on leave as this is being written. We hope that all is going well with both families. We will be sure to include pictures of the newborns in next months edition.





Company F, 135th Aviation commanded by Major Dale DeMoss, spent FY-05 preparing for Operation Iraqi Freedom (OIF) rotation 06-08 in Kuwait. The unit conducted MOS proficiency training during year-round Annual Training events at the Mississippi Aviation Classification Repair Activity Depot (AVCRAD) and WHFRTC. Training was designed to prepare unit personnel for future operations in Kuwait. F Co will augment several organizations comprised of National Guard, Reserve component, and civilian contractors called an ADMRU (Aviation Depot Level Maintenance Round Out Unit). The unit's Headquarters is based in Maryland. The ADMRU concept has never been tested or deployed. This is a high profile/visibility mission that could have lasting benefits for the state of Kentucky while the Army continues to downsize and restructure Aviation. Several meetings have taken place with the ADMRU staff in order to address future MOS training needs. Many of our soldiers will be to cross-trained in order to work on CH-47 Chinooks and AH-64 Apaches. Although F Company will be based in Kuwait, many operations will be conducted to the North as Forward Operating Cells (FOCs) and contact teams in Balad, Iraq and Bagram Afghanistan. The company commander Major DeMoss expects to mobilize sometime in late Summer/early Fall 06, and deploy to Camp Arifjan, Kuwait around December 06.



Detachment 11 Operational Support Airlift (OSA) commanded by CW5 Delynn Gibson, returned to Frankfort, KY from supporting OEF 4/5 on 17 October 2004. The detachment flew in excess 650 hours in a combat zone, transported 1306 passengers, and 49,145 pounds of cargo. These missions were flown in areas without Instrument Flight Rules (IFR) facilities and often under marginal weather conditions in mountainous terrain. All aviators received the Air Medal for missions flown in a combat zone and all personnel in the detachment were awarded the Global War on Terrorism Expeditionary Medal (GWOTEM). Some personnel were awarded the Armed

Forces Reserve Medal for the first time. Both Non-Commissioned Officers (NCO's) received Army Commendation Medals (ARCOM's) for the excellent service they provided in scheduling and ground support.



Indicative of today's world affairs, there was very little down-time for the detachment. The unit returned to Frankfort with many requirements. Detachment 11 OSA's C-12 King Air underwent major modifications while the unit was deployed. After completion of the airframe condition inspection (ACI) in Greenville South Carolina, it was upgraded with state of the art avionics. These upgrades required all personnel to become qualified in the re-designation of the airframe. It was redesignated from a C-12T3 to a C-12U model. The qualification training consisted of a minimum of 4 hours proficiency-based flight time and a written operator's examination.

The summer brought on many missions. The highlight of the summer was a deployment to the Caribbean and South America. This was in support of classified operations conducted to support the war on drugs. Due to the sensitivity and the classification of the mission no further details can be provided. Unit members spent up to 30 days deployed and flew over 58 hours in support of this operation. Supported personnel were appreciative of the service provided and Detachment 11 was asked to support this mission again in the near future.

In August 2005 hurricanes ravaged the Southern states, and the call once again came to Detachment 11 OSA for support. Detachment 11-unit members and contract maintenance support deployed to Louisiana for 30 days in support of Hurricane Katrina (within 5 hours of receiving the alert order). Key personnel and supplies involved in the rescue and recovery attempt were transported to New Orleans, Louisiana. And Gulfport, Mississippi.



During this period Detachment 3, Company H, 171st Aviation commanded by CW4 Dale Quisenberry, returned from Operation Iraqi Freedom (OIF) 03-04 in February 2005. The unit was based at the Balad Airfield in Iraq. While they were deployed Detachment 3, Company H, assisted in the movement of 21,000 personnel, 5,100,000 lbs of cargo and logged over 1350 hours of flight time. They flew over the entire country of Iraq employing low level flying techniques which had never been conducted before in the C-23. The unit left both

aircraft in Iraq upon redeployment to home station. In March and April, the unit deployed to Louisiana and Texas for 15 days in support of various missions for government agencies.

The Reconnaissance and Interdiction Detachment (RAID) now known as Co C- 1-134th S&S Battalion commanded by CW4 Jay Johnston, had a very busy year. At the conclusion of last year's eradication season ending September 04, the unit was deployed to Burlington, Vermont in October to support Operation Winter Freeze. Company C pilots and crews supported the United States Border Patrol by flying from 6:00 PM to 6:00 AM patrolling the US Canada border. They faced all the challenges of flying in a remote very harsh environment with ease.

The unit successfully passed their ARMS (Aviation Resource Management Survey) inspection and then successfully passed a CPE (Counter Drug Program Evaluation) by National Guard Bureau in March and May. The spring brought more work with Thunder over Louisville in April and the Kentucky Derby in May. Their summertime mission of Marijuana Eradication beginning in mid-April this year required a maximum effort of all full-time and M-day soldiers. The workload for all assigned soldiers picked up significantly when two of the unit pilots had to begin training with E Co in preparation for their deployment to Iraq; this left the unit with a highly demanding operational tempo and fewer assets to accomplish our mission.

Hurricane Katrina brought a real-world challenge to the unit. On 4 September 2005 the unit was alerted to proceed to Bell Chase, Louisiana as soon as possible. On the morning of 6 September 2005 RAID deployed with 3 of 6 aircraft and 4 maintenance personnel, while the remainder of the unit remained engaged in Marijuana Eradication in Kentucky. While in New Orleans, RAID conducted a wide variety of missions. The unit supported the US Treasury and US Special Forces as they moved \$50 to \$100 million dollars from a Federal Depository that was previously underwater. The unit executed several missions for the New Orleans SWAT who provided security for rescue workers. The KY RAID proved why it is known as the premier RAID unit in the country; KY RAID was one of the first on station and the last to leave at the conclusion of the mission. All remaining personnel redeployed from Louisiana to Frankfort, KY on 23 October 2005.

As noted earlier, RAID was redesignated Company C, 1-134th Aviation Support and Security Battalion 1 October 2005. This unit will be tasked with Homeland Defense, Counter Terrorism, Counter Drug and Disaster Relief missions. It will also grow from the 15 personnel to 112 soldiers with 80 of those here in Kentucky. Its remaining 32-man detachment is located in Illinois.





Other State Missions

Kentucky's Counterdrug Support Program is recognized by National Guard Bureau as one of the finest in the nation. Since 1990 the Counterdrug aviation program has flown over 45,059 hours and performed over 14,609 Rappels / STABO / SPIES iterations without Class A or B aviation, or aviation related human error accident. Kentucky is one of the few states in the nation approved by NGB to conduct tactical egress operations in support of marijuana eradication. Although Kentucky

does not have a formal Counterdrug Training mandate from NGB, its personnel are considered the subject matter experts and travel around the country visiting other State Counterdrug programs and providing assistance.

Kentucky's Fire Fighting Program provides UH-60 Black Hawks and OH-58 Kiowa helicopters to help fight forest fires during the October and November fire season. This has become an annual event for KYARNG aircrew members. Each September and October Kentucky's aviation units "Gear Up" for fire season by conducting aircrew qualification and refresher training in Water Bucket Operations, Water Survival Training, and Helicopter Emergency Egress training. As part of this effort Kentucky's aircrew members go to Norfolk, Virginia each year for Helicopter Emergency Egress Devise (HEEDS) Training in the Navy's 9D5 "Dunker" devise. Kentucky Army National Aviation units trained their pilots and crew members in the use of Overwater Survival Techniques and obtained the latest in water survival equipment such as the LPU-34/P Low Profile Flotation Collar and the SEA Mark XII HEED.

Kentucky's Army Aviation Program is nationally recognized as one of the best in the nation. KYARNG personnel assist National Guard Bureau with several committees and new programs that have an impact on Army Aviation around the country. This year Kentucky was instrumental in getting US Army certification for the newly fielded Heli-Basket System. This is a new external load cargo carrying system and emergency rescue device that is being fielded nationwide. Kentucky was one of the first in the nation to receive this system and was selected by NGB to develop the Tactics, Techniques, and Procedures to qualify and train aircrew members with this system.

The AASF an all assigned aviation units successfully completed the biennial U.S. Army Forces Command (FORSCOM) Aviation Resource Management Survey (ARMS) in March 2005. This evaluation provides a comprehensive evaluation of crewmember proficiency, resource management and operational readiness and safety for aviation units. Several AASF and unit

personnel received "Commendable" ratings for the excellent management of their assigned areas and programs.

The Kentucky Army Aviation Program is a very successful program built upon the successes of past and present aviation leaders, crewmembers, and support personnel. As the Director of Aviation for the KYARNG, I intend to continue to build upon these successes and improve the readiness and capabilities of the KYARNG aviation program.¹⁵⁷



2006



¹⁵⁷ Annual Report, 2005, pp. 38-42.

No report in the 2006 Annual Report.

1. Company F, 135th Aviation
June 2006 – January 2008
OIF / KUWAIT (TF AVCRAD 06-08)
124 PAX

Company F, 135th Aviation (reorganized into Company B, 351st ASB) – 126 Aviation Soldiers – Theater Level Aviation Intermediate Maintenance (AVIM) Company, assigned to ARCENT/CFLCC, Patton Army Company F, 135th Aviation commanded by Major Dale DeMoss, spent FY-05 preparing for Operation Iraqi Freedom (OIF) rotation 06-08 in Kuwait. The unit conducted MOS proficiency training during year round Annual Training events at the Mississippi Aviation Classification Repair Activity Depot (AVCRAD) and WHFRTC. Training was designed to prepare unit personnel for future operations in 40 Kuwait. Company F will augment several organizations comprised of National Guard, Reserve component, and civilian contractors called an ADMRU (Aviation Depot Level Maintenance Round Out Unit). The unit's Headquarters is based in Maryland. The ADMRU concept has never been tested or deployed. This is a high profile/visibility mission that could have lasting benefits for the state of Kentucky while the Army continues to downsize and restructure Aviation. Several meetings have taken place with the ADMRU staff in order to address future MOS training needs. Many of our soldiers will be to cross-trained in order to work on CH-47 Chinooks and AH-64 Apaches. Although Company F will be based in Kuwait, many operations will be conducted to the North as Forward Operating Cells (FOCs) and contact teams in Balad, Iraq and Bagram Afghanistan. The company commander Major DeMoss, expects to mobilize sometime in late Summer/early Fall 06, and deploy to Camp Arifjan, Kuwait around December 2006.

On 11 July 2006, Company F was mobilized in support of the Global War on Terrorism while at the same time preparing to re-organize into B Company, 351st ASB. For mobilization purposes Company F retained its designation during the mobilization and deployment. B Company, 351st ASB stood-up on 1 September 2006 as the rear detachment and continued to support the forward deployed company. After the report date, the company conducted Soldier Readiness Processing then settled into the routine of training for mobilization at Fort Dix, New Jersey. During the mobilization process, the unit was assigned to the Task Force (TF) Aviation Classification and Repair Activity Depot (AVCRAD) 06-08. The units time at Fort Dix gave F Company's soldiers substantial refresher training in basic soldier tasks, in addition to learning how these skills were to be adapted to the environment in Southwest Asia – entailing scenarios that involved convoys coming under attack, searching of villages, and defending bases. The next stop prior to deployment was Camp Rell, Connecticut, where the Company conducted training for their mission specific tasks specifically involving aviation maintenance. The general and specific training culminated in a week-long Staff Exercise (STAFEX), which was put together by six members of the 1107th AVCRAD during their tour Kuwait.

On 1 June 2006 Captain Phillip D. Robinson took command of Company F, 135th Aviation Regiment from Major Dale A. Demoss, and 1st Sergeant Richard A. Hackett continues to serve as the Company First Sergeant. The Company was deployed to Southwest Asia, staging from Patton Army Heliport located at Camp Arifjan, Kuwait, with members being dispatched to many of the 27-country Area of Operations including Iraq and Afghanistan. The AVCRAD Task Force, of which Company F is a key element, is engaged in nearly every facet of aviation operations one

can imagine – from routine maintenance, to specialized depot-level repairs; and from refueling operations, to ferrying aircraft in and out of the combat zones. Their mission makes the company a welcomed commodity wherever they go throughout the theater – knowing that help has arrived in restoring aircraft to airworthiness, damaging crashed or battle-damage helicopters, replacing components that have simply worn out due to the harsh heat and sand, or simply an extra wrench and set of hands to assist with the never-ending routine maintenance. The unit was welcomed home in early October 2007 at a ceremony conducted at the Heritage Hall in Lexington, KY after a police escort from the airport.



The forward deployed element of B/351st Aviation Support Battalion (Company F, 135th Aviation) shows a little Kentucky spirit in Balad, Iraq.

2. Detachment 1, Company H, 1-171st Aviation

December 2006-July 2007

OIF

6 pax (Long, Gabhart, Strayer, Lindfors, Logsdon, Christenberry)

Commanded by CW4 Dale L. Christenberry, six unit members were deployed in support of OIF and stationed at Ali Al Salem Air Base, Kuwait as part of Aviation Task Force Kuwait, Coalition Forces Land Component Command (CFLCC), starting 1 December 2006.

2007

Directorate of Army Aviation

MISSION:

The Army Aviation Directorate manages the State ARNG Aviation program. This includes direct responsibility for the Army Aviation Support Facility (AASF), Counter-drug Aviation Operations (CDAOPS) and the Operational Support Airlift (OSA) program. The AASF is located at the Boone National Guard Center (BNGC) in Frankfort and is responsible for training and standardization for all aviation personnel, the aviation safety program, and maintenance and modifications on assigned aircraft.

The AASF has 61 full-time employees to support 13 UH-60 "Blackhawk" helicopters and a total of 125 aviators and enlisted crewmembers. In addition, eight full-time personnel support the Operational Support Airlift mission with one C-12U (King Air) airplane and two C-23B (Sherpa) airplanes. Also, seven personnel are assigned to support the six Security and Support OH-58A helicopters.

The AASF also employs the services of 14 civilian maintenance contractors from L3 Integrated Systems, Vertex Aerospace, Inc. The Kentucky Army National Guard is assigned the following units, personnel, and aircraft/missions:

Headquarters, 63rd Theater Aviation Brigade

121 Aviation Soldiers

Army Service Component Command Aviation Brigade Headquarters

U.S. Army Northern Command (ARNORTH)

Headquarters, 1204th Aviation Support Battalion

220 Aviation Soldiers

Logistics Support Battalion Headquarters

29th Combat Aviation Brigade, 29th Infantry Division

A Company, 1204th Aviation Support Battalion

182 Aviation Soldiers

Logistics Distribution Company

29th Combat Aviation Brigade, 29th Infantry Division

B Company, 2-147th Aviation Regiment

79 Aviation Soldiers

Ten UH-60L Blackhawk Helicopters

34th Combat Aviation Brigade, 34th Infantry Division

C Company, 1-134th Aviation Regiment (Security and Support)

80 Aviation Soldiers

Six OH-58A+ Kiowa Helicopters

Headquarters, U.S. Army Northern Command (ARNORTH)

C Company, 1-169th Aviation Regiment

32 Aviation Soldiers

Three UH-60A Blackhawk Helicopters (Air Ambulance)

185th Theater Aviation Brigade, 66th Theater Aviation Command

B Company, 351st Aviation Support Battalion

129 Aviation Soldiers

Theater Level Aviation Intermediate Maintenance (AVIM) Company

185th Theater Aviation Brigade, 66th Theater Aviation Command

Detachment 3, H Company, 171st Aviation Regiment

9 Aviation Soldiers

Two C-23B Sherpa Utility Cargo Airplanes

Operational Support Airlift Command (OSACOM)

Detachment 11, Operations Support Airlift (OSA)

8 Aviation Soldiers

One C-12U King Air Personnel Transport Airplane

Operational Support Airlift Command (OSACOM)

Functions:

The functions of the AASF include: Performing maintenance, as well as modifications, of ARNG aircraft and equipment; providing training and standardization for aviation personnel;

directing and coordinating AASF operations and training activities; planning and establishing the standard operating procedures required for operation of assigned and transient aircraft; directing crewmember training for all aircrew members; providing flight clearance authority; providing aviation support as required by the Adjutant General; administering the Aviation Life Support Equipment (ALSE) program; implementing the Aviation Safety Program and providing a safe environment for all Army aviation personnel involved in aviation operations.

Significant Events:

Throughout FY07 Kentucky's Army Aviation units conducted Defense Support to Civil Authorities (DSCA) in the Continental United States (CONUS) and combat operations Outside the Continental United States (OCONUS) in support of the Global War on Terror (GWOT). Aviation units from Kentucky, along with individual soldiers, deployed to Iraq and Kuwait in support of Operation Iraqi Freedom (OIF), to Afghanistan in support of Operation Enduring Freedom (OEF), and to the Sinai Peninsula in support of Operation Bright Star (OBS).

Early in FY06 the President of the United States announced a plan, Operation Jump Start (OJS), to deploy United States National Guard troops along the United States–Mexico border. The deployment entailed enforcement of border security and construction of a fence along the border. Kentucky's aviation soldiers were among the first to deploy operated in the Tucson, AZ sector for nearly six months before returning home to begin the summer long counterdrug campaign in Kentucky.

In addition to supporting deployed soldiers and their families, one of the major objectives for this year was to qualify and train senior aviation command and staff in their new mission with U.S. Army Northern Command (ARNORTH) to support DSCA. As a result, many aviation soldiers and senior staff went to San Antonio, TX to receive formal training in Phase 2 of DSCA, a training program sponsored by ARNORTH, and participated in multiple simulated disaster exercise throughout the year.

While continuing to train and conduct aviation operations around the State and around the world, Kentucky's Army Aviation units continued to reorganize and transform under the Army's Aviation and Transformation Plan. A significant gain for Kentucky was the addition of the 1204th Aviation Support Battalion (ASB) to the force structure for the KYARNG. While this occurred in September 2006 the KYARNG aviation community met the challenge of standing up this new aviation support battalion and integrating into the northern Kentucky community of Independence, KY as a full partner in the community and the region. This was a major milestone for the Army aviation program.

During FY07 the following units were mobilized in support of OIF, OEF, and OJS:

- C Company, 1-134th Avn (Security and Support) – 14 Aviation Soldiers – Four OH-58A+ Kiowa Helicopters, assigned to Task Force Arizona, Yuma, AZ.
- Det 1, H Company, 1-171st Avn – 6 Aviation Soldiers – assigned to Task Force Kuwait, Coalition Forces Land Component Command (CFLCC), Ali Al Salem Air Base, Kuwait.
- F Company, 135th Aviation (reorganized into B Company, 351st ASB) – 126 Aviation Soldiers – Theater Level Aviation Intermediate Maintenance (AVIM) Company, assigned to ARCENT/CFLCC, Patton Army Heliport, Camp Arifjan, Kuwait.

- Ten additional aviation soldiers volunteered for deployment and were individually mobilized from KYARNG's aviation units for active duty in support of OIF and OEF.

Kentucky's aircrew members flew a total of 5,492 hours (CONUS and OCONUS) in FY07. A breakdown by type aircraft is provided below. As of 31 September 2007, KYARNG crewmembers have flown 184,214 hours (in peacetime and combat) and over 36 years without a Class A or B accident or combat loss. The KYARNG is only one of a handful of states to have such a distinguished aviation safety record.

FY07 (Total by Aircraft Type)

OH-58A+ 2,612.1 hours

UH-60A/L 1,876.3 hours

C-12U 707.0 hours

C-23B 296.6 hours

Headquarters, 63rd Theater Aviation Brigade



The 63rd Theater Aviation Brigade
Shoulder Sleeve Insignia was approved
on 20 July 2007.



The 63rd Theater Aviation Brigade Distinctive Unit
Insignia was approved on 30 August 2007.

2007 was a year of transition and one of diverse operations for the Brigade. First, and perhaps most visibly, a new Aviation Brigade was forged from the former Aviation Group. While there are complexities in numbers of personnel, types and amount of equipment, more than anything else, this redesignation means a new mission and organizational alignment, with the new Brigade as the centerpiece of the Aviation mission for the Army Service Component Command (ASCC) that was itself just recently redesignated from 5th Army to US Army North (ARNORTH). Building on the lessons of hurricanes Katrina and Rita, and the scores of scenarios that may befall the North American continent in the Global War on Terrorism, it suddenly seems like every waking moment of every member of the new Brigade is spent planning for such contingencies.

Beginning in November 2006 and throughout 2007, at least two dozen members of 63rd Aviation Brigade staff attended Phase II of the U.S. Army Northern Command's Defense Support of Civil Authorities Course in San Antonio, TX. Following DSCA qualification most of the brigade staff participated in Ardent Sentry 07 and other exercises simulating events of national importance.

A major milestone for the 63rd Theater Aviation Brigade was Department of the Army's approval of the Brigades new Soldier Sleeve Insignia (SSI) and Distinctive Unit Insignia (DUI). The SSI is represented by a shield-shaped embroidered item the top angled and coming to a point, blazoned as follows: Argent, a Pegasus rampant Sable; on a chief enarched Azure mullet of the first, an arrowhead Tenné charged with a mullet of the first; all within a 1/8 inch (.32 cm) border of the last. Overall dimensions are 2 1/2 inches (6.35 cm) in width and 3 1/4 inches (8.26 cm) in length.

Blue and orange are the colors traditionally associated with the Aviation units. The Pegasus symbolizes the Brigade's mission of flight and alludes to the unit's location, Kentucky, the horse capital of the world. The arched blue chief suggests the horizon and the 63rd Aviation's determination to accomplish any mission. The arrowhead with star signifies readiness and constancy, pointing up indicating the direction to a higher standard. The two rows of stars, six and three, indicate the number "63," the Brigade's designation.

The DUI is a Silver colored metal and enamel device blazoned as follows: Per chevron enarched Azure and Gris, on an arrowhead throughout counter-changed in chief a demi-Pegasus issuant Sable and in base a mulletty of the second. Attached to the sides and below the device a Red scroll inscribed "UNBRIDLED THUNDER" in Silver. Overall dimensions are 1 3/16 inches (3.02 cm) in height.

Blue is the color traditionally associated with the Aviation units. The shield represents defense. The arrowhead signifies readiness; pointing up, indicates the spirit of the aviation mission. The Pegasus symbolizes the Brigade's mission of flight, alluding to the unit's location, Kentucky, the horse capital of the world. The stars suggest constancy; the two rows of stars, six and three, allude to the number "63," the Brigade's designation

1204th Aviation Support Battalion

Shoulder Sleeve Insignia of the 29th Infantry Division.



As part of the Army Aviation Transformation plan, a Headquarters and Headquarters Company (HHC) and a Distribution Company (A Company) of the 1204th ASB was assigned to the KYARNG on 1 September 2006. The HHC, with 220 aviation soldiers is located in Northern Kentucky along with A Company, and 182 aviation soldiers. The 1204th currently has eight full-time employees. The Battalion is commanded by LTC Terry M. Orange, and the Battalion Command Sergeant Major is Russell Kevin Kalbaugh.

The wartime mission of the 1204th ASB will be to provide aviation logistics support to the 29th Combat Infantry Brigade (CAB), 29th Infantry Division. Until mobilized, these two companies will be under the Administrative Control (ADCON) of the 63rd TAB based in Frankfort, KY and will provide much needed manpower and logistics capability to the State of Kentucky during State emergencies and natural disasters. The immediate challenge for these two new Kentucky based units and the 63rd Aviation Brigade will be to fill the 402 new positions of these units.

The 1204th Aviation Support Battalion was deactivated in 2005 as part of the Maryland National Guard. The Kentucky National Guard received the 1204th ASB as "new growth" in the latter part of 2006, and activated portions of the 1204th, Aviation Support Battalion in October 2007. Kentucky has the Headquarters Element, the Headquarters Support Company (HSC), and the Alpha Distribution Company. The remaining companies of the Battalion reside in Alabama, Florida, and Texas. The 1204th Aviation Support Battalion, HSC, Combat Support, Heavy Brigade was established at its new station located at Independence, Kentucky. At full strength, the Headquarters Company and Alpha Company in Kentucky will exceed 400 personnel.

The 1204th Aviation Support Battalion mission is "On order, the 1204th ASB deploys to a theater of operations in order to provide Aviation Intermediate Maintenance (AVIM), Signal, and

Logistical support to a Combat aviation brigade. It also provides Military Support to Civil Authority to the citizens of the commonwealth and aviation support to the Governor's Counter-Drug Task Force."

B Company, 2-147th Aviation Regiment

The banner was displayed outside the Kentucky Army National Guard Black Hawk helicopter unit's operations trailer in Iraq.



After nearly 11 months of executing support missions in the Iraqi theater, B Company, 2-147th Aviation Regiment concluded its tour by providing orientation flights to its replacement battalion. On 24 October 2006, aircrews flew three of its eight Blackhawks to Udairi AAF, Kuwait. The remaining five aircraft were retained in Iraq for use by follow-on forces. Unit personnel underwent customs inspections on personal items and equipment, and enjoyed the PX, phone, theater, and sporting amenities offered by Camp Virginia.

Finally, on 27 Oct 2006, B Company boarded a bus to Kuwait International Airport. There they loaded onto a Freedom Flight for the trip stateside to Ft. Dix, NJ. Received by senior KY Guard Aviation leadership upon de-boarding the plane at McGuire AFB, they were also greeted by Ft. Dix veterans' business groups. Unit members continued four days of out-processing and enjoyed B Company, 2-147th Aviation Regiment, a post-deployment party prior to the trip back home.

On 1 November, B/2-147th Aviation officially concluded its tour in Iraq as the plane from Philadelphia landed in Lexington, KY. A welcome home ceremony commenced as a chartered bus transported all unit members to the Lexington National Guard Armory for the reunion with family and friends.

All personnel were officially de-mobilized on 4 December 2006. After two months of re-integrating into civilian life, B/2-147th Aviation held its first drill assembly on 20 January 2007.



Proud symbols flown over Southwest Asia – Old Glory and the Unbridled Spirit.

Throughout the rest of FY07 the unit focused on transforming from a 35-person company to a 79-person company made up of B/2-147th Aviation, Det 1 D/2-147th Aviation, Det 1 E/2-147th Aviation, and Det 1 HHC/2-147th Aviation and individual training. Many unit members completed professional education schools and aircraft transition courses. Two UH-60 instructor pilots transitioned to fixed wing aircraft, while 2 other instructor pilots attended Instrument Examiner qualification. Another UH-60 instructor pilot attended the CH-47 IP course, while four pilots attended the CH-47 aircraft qualification course in anticipation of KY Guard's future accession of Chinook helicopters. These demanding schools, along with retirements, new enlistees, prior service gains, and a change-of-command proved to be a year of reconstitution and reconsolidation for B Company.

In July 2007 CPT Adam Kearney, former platoon leader, took command from CPT Mark Brozak while another platoon leader, CPT Todd Veach, was assigned as detachment commander for Kentucky's newest UH-60 Air Ambulance detachment. 1SG Mark Newby was promoted and moved to the 63rd Aviation Brigade Command Sergeant Major position, while platoon sergeant Steve Morey was promoted as the unit's newest First Sergeant.

C Company, 1-169th Aviation Regiment

Hoist training was one of the primary objectives for Annual Training at the Wendell H. Ford Training Center.



FY07 began with C Company 1-169th Aviation Regiment transforming itself from an Air Assault Detachment to an Air Ambulance MEDEVAC unit. The unit and its three UH-60A helicopters abandoned its traditional Air Assault role for an aggressive training program to incorporate the medical treatment and transportation of patients. The new MEDEVAC role also required the recruitment and development of a new component to the KY Aviation program that has not been present for some time, the Flight Medic.

Early in the year members of the MEDEVAC learned new skills in creative and effective means, to include combined unit rehearsals and section battle drills. New equipment requirements were expeditiously procured thru loan and cross leveling from units throughout the state. The training program and successful supply initiatives allowed for a virtually instantaneous operational capability.

The unit was highly motivated by its early successes. Training of the 138th Field Artillery in MEDEVAC operations prior to their deployment, participation in Thunder Over Louisville / Governor's Derby Extraction Mission, development of a Flight Medic training program, and the aforementioned supply/battle drill successes resulted in a borderline boastful persona for this new unit. By mid-year the unit elected to further challenge itself during its very first Annual Training period. First time out of the gate the MEDEVAC committed itself to support a combined Annual Training with the 149th Infantry and the 1163rd Medical Company at WHFRTC. To add to the difficulties of a last-minute excursion to WHFRTC, no facilities were available for their operations. Confident and undeterred by minor inconveniences, such as a building, the unit kicked itself into overdrive and acquired the necessary equipment to operate out of tents. This

tent plan did not accommodate the extensive communication requirements of a MEDEVAC unit, so a last-minute player was requested from J6 that would fill the commo gap, the JISCC. Also undeterred and ready to march the JISCC satellite system pulled together the necessary personnel and movement plan to assist the MEDEVAC. The result was a newly organized MEDEVAC unit that proved itself capable of performing their METL tasks with zero infrastructure requirements. More than 500 KY National Guard Soldiers of the 149th, 1163rd, 138th, MP school, and 438th (most of which deploying OIF/OEF) received Air MEDEVAC training as a result of this units hard work and tenacity. A truly astounding accomplishment for a unit's first Annual Training period.

Flight crews and field hospital personnel load and unload patients from a UH-60A.



Their initiative and unyielding efforts paid off. Through support of deploying units within the state the MEDEVAC prepared itself for deployment and was called upon to do so in support of the citizens of Texas during Hurricane Dean. With little effort they deployed to Texas with an operational capability that would rival many battalion sized Tactical Operations. Nature spared Texas from disaster by diverting Hurricane Dean to southern Mexico, but in little more than two days the MEDEVAC unit positioned itself in Austin, TX and was ready to provide disaster relief.

Detachment 11, Operational Support Airlift (OSA)

Det 11 OSA conducted many missions in Central America, South America, and the Caribbean.



The C-12U is a critical asset for transporting senior military personnel and critical supplies throughout the CONUS and OCONUS theaters of operations.



Detachment 11, Operational Support Airlift Command (OSAC) Table of Distribution Allowance (TDA) is comprised of one C-12U twin engine turboprop airplane, six pilots, two flight operations specialists and two contract mechanics which is based at the Capital City Airport in Frankfort, Kentucky. Due to deployments and reassignment the unit has operated at most of this fiscal year with four pilots and one augmentee from the Joint Force Headquarters (JFQ). The Kentucky State Flight Detachment is commanded by CW5 Delynn H. Gibson and its headquarters element is located at Ft. Belvoir, Virginia.

The unit's primary mission of support is to Joint Operational Support Airlift Command (JOSAC) located at Scott AFB, IL. JOSAC fulfills Department of Defense air transportation requirements with priority airlift assets of which Detachment 11 is an integral component. Detachment 11 flew missions throughout the continental United States as well as missions to the Caribbean and Central America which included the Naval Base at Guantanamo Bay, Cuba, Puerto Rico, St. Croix, and Soto Cano Air Base in Honduras. The majority of Detachment 11's missions involved transportation of high-ranking government and military officials from throughout the Department of Defense, airlift support to senior members and organizations of the KYNG, transportation of soldiers who were deploying or returning from deployment in support of OIF and OEF in Afghanistan, and movement of precious cargo such as blood and plasma between military installations. From 1 October 2006 to 30 September 2007, Detachment 11 OSAC flew 672 hours in support of state and federal missions, exceeding its programmed flying hour program by 12%, moving 594 passengers and 5900 lbs. of cargo; and while continuing its accident-free safety record dating back to the unit's inception in August 1994.

Detachment 11 flew missions in support of Operation Jump Start, Operation New Horizons, Operation Palmetto Ghost, **Operations Bahamas Turks and Caicos (OPBAT)**, and Joint Interagency Task Force (JIATF) South. Detachment 11 also supported numerous missions transporting key personnel to Guantanamo Bay in support of the Global War on Terror. In addition to successfully executing an ambitious flying hour program the unit maintained a high level of training readiness. During the year, unit pilots completed aircrew coordination refresher, instructor pilot qualification training, dunker training, refresher training in simulator, and required pilot readiness training and evaluations. Assistance was provided to other fixed wing units in regards to aviator training and evaluations by the OSACOM designated Standardization Instructor Pilot within this unit. One unit pilot was deployed to Germany for the first six months of the fiscal year to support operations in the European theatre of operations. Due to the high level of readiness that Detachment 11 maintains, it continues its status as available for immediate worldwide deployment in support of the Global War on Terrorism.

Detachment 3, H Company, 171st Aviation Regiment

The C-23B Sherpa is Kentucky's workhorse for quickly moving personnel and primary cargo.



During FY07 Detachment 3, H Company, 171st Aviation Regiment conducted mission operational support under the Operational Support Airlift Agency (OSAA) scheduling system for the Army and Army National guard under the command of CW4 Dale L. Christenberry. Six unit members were deployed in support of OIF and stationed at Ali Al Salem Air Base, Kuwait as part of Aviation Task Force Kuwait starting 1 December 2006. The unit spent considerable time and resources completing Soldier Readiness Processing (SRP) prior to their movement to the mobilization station.

In addition to their OCONUS mission, crew members returning from deployment remained active providing to various bases throughout the CONUS. One member of the Detachment volunteered to spend several days at the deployment station working maintenance issues on deploying aircraft. During the year the unit was also tasked to move several aircraft to/from San Antonio, TX for a special depot level inspection on the C-23 fuel tanks. Throughout the year, the Detachment continued to support the movement of Kentucky soldiers to/from their mobilization stations.

B Company, 351st Aviation Support Battalion (Formerly known as F Company, 135th Aviation Regiment)

The forward deployed element of B/351st ASB (F Company, 135th AVN) shows a little Kentucky spirit in Balad, Iraq.



On 11 July 2006, F Company was mobilized in support of the Global War on Terrorism while at the same time preparing to re-organize into B Company, 351st ASB. For mobilization purposes F Company retained its designation during the mobilization and deployment. B Company, 351st ASB stood-up on 1 September 2006 as the rear detachment and continued to support the forward deployed company.

After the report date, the company conducted Soldier Readiness Processing then settled into the routine of training for mobilization at Fort Dix, New Jersey. During the mobilization process, the unit was assigned to the Task Force (TF) Aviation Classification and Repair Activity Depot (AVCRAD) 06-08. The units time at Fort Dix gave F Company's soldiers substantial

refresher training in basic soldier tasks, in addition to learning how these skills were to be adapted to the environment in Southwest Asia – entailing scenarios that involved convoys coming under attack, searching of villages, and defending bases. The next stop prior to deployment was Camp Rell, Connecticut, where the Company conducted training for their mission specific tasks specifically involving aviation maintenance. The general and specific training culminated in a week-long Staff Exercise (STAFEX), which was put together by six members of the 1107th AVCRAD during their tour Kuwait.

On 1 June 2006 CPT Phillip D. Robinson took command of F Company, 135th Aviation Regiment from MAJ Dale A. Demoss, and 1SG Richard A. Hackett continues to serve as the Company First Sergeant. The Company was deployed to Southwest Asia, staging from Patton Army Heliport located at Camp Arifjan, Kuwait, with members being dispatched to many of the 27-country Area of Operations including Iraq and Afghanistan. The AVCRAD Task Force, of which F Company is a key element, is engaged in nearly every facet of aviation operations one can imagine – from routine maintenance to specialized depot-level repairs; and from refueling operations, to ferrying aircraft in and out of the combat zones. Their mission makes the company a welcomed commodity wherever they go throughout the theater – knowing that help has arrived in restoring aircraft to airworthiness, damaging crashed or battle-damage helicopters, replacing components that have simply worn out due to the harsh head and sand, or simply an extra wrench and set of hands to assist with the never-ending routine maintenance. The unit was welcomed home in early October 2007 at a ceremony conducted at the Heritage Hall in Lexington, KY after a police escort from the airport.



While the main element was deployed, the Rear Detachment of F Company (B Company, 351st Aviation Support Battalion) – commanded by 1LT Marcus D. Cammuse – continued to train and prepare soldiers for future and follow-on deployments, in addition to tending to the needs of the families of those deployed and deploying. The tempo of operations for the Rear Detachment remained robust, with many soldiers taking on several additional duties and roles while the main element of the Company was deployed – including conducting individual and crew-served weapons qualification, convoy operations, drivers training, participating in Staff Exercises, and attending the scores of briefings and classes required of every soldier.

Company C, 1st Battalion, 134th Aviation Regiment

Showing the Kentucky colors in Yuma, Arizona.



Known formally as the Reconnaissance and Interdiction Detachment (RAID) for Kentucky, this unit was reorganized into Company C, 1-134th Aviation (Security and Surveillance) as part of the overall U.S. Army Aviation Transformation Plan. The company headquarters, along with six specially equipped OH-58A+ helicopters and 80 aviation soldiers, is located in Kentucky, and is commanded by MAJ Gary Dwayne Lewis. The company has a small detachment consisting of two OH-58A+ helicopters located in Indiana, while the Security and Surveillance Battalion headquarters is located in Nebraska.

These specially equipped OH-58 helicopters are used Homeland Defense missions such as border patrol operations, in addition to Defense Support missions such as Search and Rescue, law enforcement support and counter-drug eradication. In addition to supporting Kentucky law enforcement agencies and the Commonwealth during floods and fires, Company C (-) has a regional response mission to provide Defense Support to Civil Authorities (DSCA) during natural disasters along the gulf coast, in addition to having supported Operation Winter Freeze along the northern border with Canada.

During FY07 Company C (-), 1-134th Aviation flew 2,612.1 hours and conducted 1800 hours in support of reconnaissance and surveillance missions assisting federal, state and local law enforcement agencies with criminal arrests, and seizing property, currency and illegal drugs in addition to being an integral asset in the war on drugs and to the internal security of the United States. In addition, from 15 October 2006 to 15 March 2007, the unit flew 580 hours in support of Operations Jump Start in Yuma AZ, leading to the capture of 920 illegal aliens, 5900lbs of processed Marijuana, and 19 SUVs. In addition to the multiple deployments experienced this year, 9 pilots within the unit completed the High-Altitude Training Site in Gypsum CO. Each aircrew member worked with power management during all modes of flight. Within the OH-58 community KY is known for high standards and assists other states with training and evaluations.

Joint Support Operations (JSO) Aviation Section

As in each of the last several years, the aviation program played a big role supporting the Governor's Marijuana Strike Force by flying 3,106.0 total hours in support of counter-drug operations, resulting in 3,966 marijuana plots and 429,139 marijuana plants being eradicated. Kentucky's Counterdrug Support Program is recognized by National Guard Bureau as one of the finest in the nation.

Since 1990 the Counterdrug aviation program has flown over 50,000 hours and performed over 17,000 Rappels and Special Patrol Insertion/Extraction System (SPIES) iterations without

a Class A or B aviation - or aviation related - human error accident. Kentucky is one of the few states in the nation approved by NGB to conduct tactical egress operations in support of marijuana eradication. Although Kentucky does not have a formal Counterdrug Training mandate from NGB, its personnel are considered the subject matter experts and travel around the country providing assistance to other State Counterdrug programs.



Army Guard soldiers and Kentucky State Police along with many other agencies work side-by-side to protect Kentucky's youth from the harmful effects of drugs.

State and Federal Support

Each year the Kentucky Army National Guard provides aircraft and crews for hurricane relief to the Gulf States and to help fight forest fires in Kentucky during the October and November fire season. Both have become annual events for KYARNG aircrew members. Each September and October, Kentucky's aviation units "Gear Up" for fire season by conducting aircrew qualification and refresher training in Water Bucket Operations, Water Survival Training, and Helicopter Emergency Egress training. This year was no different. With one of the dries years on record, KYARNG flight crews geared up for a potentially fierce fire season. As part of this effort Kentucky's aircrew members conducted Underwater Egress Training (UET) with Helicopter Emergency Egress Device (HEEDS) emergency air systems.

Kentucky's Army Aviation Program is nationally recognized as one of the best in the nation. Many of its aviation soldiers assist with National programs and committees that have an impact on Army Aviation around the country and the globe. As evidence of this fact, two Aviation Warrant Officers from the 63rd Theater Aviation Brigade received national honors for distinctive service and achievements obtained while deployed in support of Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF).

W5 Dean Stoops accepts in inducted into the Honorable Order of the Eagle Rising Society on June 15th 2007 at Ft. Rucker, AL.





CW5 Mark Grapin receives the McClellan Aviation Safety Award during the Army Aviation Association of America annual convention in Atlanta, GA in May 2007.

In May 2007, CW5 Dean E. Stoops, 63rd Aviation Brigade Standardization Officer, was selected as one of two recipients of the 2006 EAGLE RISING AWARD sponsored by the Military Officers Association of America (MOAA) and the U.S. Army Warrant Officer Career Center (WOCC) in Ft. Rucker, AL. Established in 2004, the Order of the Eagle Rising Society recognizes individuals who have contributed significantly to the promotion of the Warrant Officer Corps in ways that stand out in the eyes of the recipient's seniors, subordinates, and peers. These individuals must also demonstrate the highest standards of integrity and moral character, display an outstanding degree of professional competence, and serve the United States Army community with distinction.

While the Eagle Rising Society is a relatively new order, its current members reflect the "who's-who" of the Army Warrant Officer Corps and includes such distinguished Warrant Officers as CW4 (Ret) William L. Ruf – an Army aviator who was appointed to the Army Executive Flight Detachment (Presidential Flight), serving as the helicopter pilot for Presidents Eisenhower and Kennedy; CW4 (Ret) Donald E. Hess – the first President of the United States Army Warrant Officers Association from 1972-1973 and later Historian Emeritus and Advisor to the Warrant Officer Heritage Foundation; and CW4 (Ret) Michael J. Novosel – an Army aviator who was awarded the Medal of Honor for his heroism on October 2, 1969.

As the first National Guardsman to ever receive the honor, The Eagle Rising Award was presented to CW5 Stoops on June 15th, 2007 during the Army Birthday Ball at Ft. Rucker, AL. The award was presented by Vice Admiral Norb Ryan Jr, MOAA President and Chief Executive Officer, and Major General Virgil L. Packett II, Commanding General, U.S. Army Aviation Warfighting Center and Fort Rucker.

In addition, another 63rd Aviation Brigade Warrant Officer, CW5 Mark W. Grapin was named winner of the JAMES H. MCCLELLAN AVIATION SAFETY AWARD for 2006. Sponsored by General Electric Aircraft Engines in memory of James H. McClellan, a former Army aviator who was killed in a civil aviation accident in 1958, this award is presented annually to an individual who has made an outstanding individual contribution to Army aviation safety in the previous calendar year.

In 2006, CW5 Grapin distinguished himself while serving as the Aviation Safety Officer (ASO) for Udairi Army Airfield Kuwait, the 63rd Aviation Group, and ARCENT/CFLCC in support of OIF and OEF. In this capacity he served as the ASO for all three commands and was responsible for all aspects of a broad and proactive aviation safety program at the airfield, group, and theater level. He developed new and innovative aviation and ground safety programs, accident prevention programs, safety promotion and education programs, and accident reporting tools. Mr. Grapin developed or assisted in developing airfield, country and theater policies, regulations, and procedures pertaining to all areas of safety management. He was the principle

or co-author of five separate theater-level interservice safety and standardization publications for the Third United States Army, USARCENT, and CFLCC; all of which were first-of-their-kind publications for this command. Without a doubt, Chief Warrant Officer Grapin enhanced not only the safety posture of Army Aviation in the Central Command AOR, but also that of other service flight safety programs in theater. Being a master of his trade, CW5 Grapin demonstrated the vision, leadership and technical skills required to shape safety doctrine at various complex levels, spanning two continents with influence reaching around the globe. As a result of these accomplishments CW5 Mark Grapin was awarded the honor and title of “*Army Aviation Safety Officer of the year for 2006*”. The Vice Chief of Staff of the Army, General Richard A. Cody, presented the award during the Army Aviation Association of America (AAAA) annual convention held in Atlanta, GA from 9-12 May 2007.

Summary

FY07 closed with a collective plate full of planned exercises, deployments, training, and preparedness for response in the event of a natural disaster or other Homeland Defense missions. These individual, collective, and organizational experiences also gave these Aviation units a significant infusion of development, proficiency and growth – that will certainly pay dividends in the future missions and needs of the Commonwealth and our Nation. The Kentucky Army Aviation Program enjoys its success having built upon the sound performance of past and present aviation leaders, crewmembers, and support personnel. As the Director of Aviation for the KYARNG, I intend to continue to build upon these underpinning successes to further improve the readiness and capabilities of the KYARNG aviation program.¹⁵⁸

2008



Systems, Vertex Aerospace, Inc.

Throughout FY08 Kentucky’s Army Aviation units conducted Defense Support to Civil Authorities (DSCA) in the Continental United States (CONUS) and prepared for combat operations Outside the Continental United States (OCONUS) in support of the Global War on Terror (GWOT). While units returned from overseas early in the FY, individual soldiers remained deployed to Iraq and Kuwait in support of Operation Iraqi Freedom (OIF), and to Afghanistan in support of Operation Enduring Freedom (OEF).

The AASF has 63 full-time employees to support 13 UH-60 Black Hawk helicopters and a total of 125 aviators and enlisted air crewmembers. In addition, 16 full-time personnel support the OSA mission with one C-12U Huron airplane and two C-23B+ Sherpa airplanes. Also, eight personnel are assigned to support the six Security and Support (S&S) OH-58A+ helicopters. The AASF also employs the services of 12 civilian maintenance contractors from L3 Integrated

¹⁵⁸ Annual Report, 2007, pp. 33-46.

Early in FY06 the President of the United States (POTUS) announced a plan, Operation Jump Start (OJS), to deploy United States National Guard troops along the United States–Mexico border. The deployment entailed enforcement of border security and construction of a fence along the border. Kentucky’s aviation soldiers were among the first to deploy and operated in the Tucson, AZ sector for nearly six months before returning home to begin the summer long counterdrug campaign in Kentucky. This year, ten KYARNG aviation soldiers again deployed for this mission from 1 January 2008 to 15 February 2008.

Two hurricanes brought destruction to the U.S. this year – Hurricanes Ike and Gustav, and KYNG aviation soldiers were ready to provide support to help the citizens affected by the storms. Eight helicopters were deployed to Louisiana carrying supplies and Soldiers from other KYNG units on 30 August in support of Hurricane Gustav. Soldiers from five of the 63rd TAB units deployed to assist the victims of Hurricane Gustav. Those units included: B Co, 2-147th; C Co 1/169th; C Co 1-376th; DET 3 171st AVN; and DET 11 OSA, with a total of 41 aviation soldiers. B Co 351st deployed to Louisville to provide assistance to Louisville Gas and Electric (LG&E) in restoring power to hundreds of thousands of Kentuckians in Louisville. During FY08 the following units were mobilized in support of Civil Authorities following these hurricanes, as well as in support of (ISO) OIF, OEF, and OJS:

- C Company 1-376th Avn (S&S) – Ten Aviation Soldiers and four OH-58A+ Kiowa Helicopters ISO OJS, Tucson, AZ.
- B Company 351st AVN – 54 Soldiers ISO Hurricane Ike relief efforts in Louisville, KY.
- 1204th ASB – 30 soldiers ISO of Hurricane Ike relief efforts in Northern Kentucky.
- B Company 2-147th, C Company 1/169th, C Company 1-376th, Det 3 171st AVN, Det 11 OSA – 41 Soldiers and their aircraft ISO

Hurricane Gustav Relief efforts in Louisiana. Ten additional aviation soldiers volunteered for deployment and were individually mobilized from KYARNG’s aviation units for active duty ISO OIF and OEF.

Kentucky’s air crewmembers flew a total of 5,425.1 hours (CONUS and OCONUS) in FY08 – a break-down by type aircraft is provided below. As of 31 September 2008, KYARNG crewmembers have flown 189,639 hours (in peacetime and combat) and over 37 years without a Class A or B accident or combat loss. The KYARNG is only one of a few states in the entire nation to have such a distinguished aviation safety record.

FY08 (Total by Aircraft Type)

OH-58A+	2326.2 hours
UH-60A/L	2181.4 hours
C-12U	491.0 hours
C-23B+	426.5 hours



**Headquarters and Headquarters Company (HHC),
63rd Theater Aviation Brigade (TAB)**

HHC continues to prepare for the mission of serving as the only Aviation Brigade Headquarters for USARNORTH in the event of a terrorist attack or natural disaster on U.S. soil. The highlight for HHC in 2008 was the participation in the National Level Exercise (NLE) 02-08 at Ft Lewis, WA. This was the first DSCA exercise that HHC attended as a whole Company, which provided challenges to the organization that enabled procedural and operational changes necessary to adapt for such actual events. Soldiers during this exercise had to take the skills learned for

fighting the traditional enemy and translate those skills into how to provide stability and support operations post-natural disaster and/or terrorist attack.

In NLE 02-08, the HHC Soldiers reacted to both a notional massive terrorist attack within the city of Seattle, smaller terrorist attacks or suspected terrorist attacks throughout Washington, and prepare for split operations to respond to a category four hurricane on the East Coast. While the exercise was challenging for HHC, the Soldiers in the unit stepped up to the plate to run 24-hour operations and left Ft. Lewis having completed their mission and gaining some insight into the future operations for the Brigade Headquarters. Once the exercise was over, Chaplain (LTC) Graetz planned an Morale, Welfare, and Recreation (MWR) trip on the day before leaving Ft Lewis. Soldiers had the choice of visiting Mt. Rainer, the Seattle Space Needle, and attending a Seattle Mariners game – or all three. HHC continues to prepare and train for their new mission of being the Aviation Brigade Headquarters for USARNORTH, in being ready to answer the call to provide Aviation support in the event of a terrorist attack or natural disaster.

1204th Aviation Support Battalion (ASB)

As part of the Army Aviation Transformation plan, an HHC and a Distribution Company (A Company) of the 1204th ASB was assigned to the KYARNG on 1 September 2006. The HHC, with 220 aviation soldiers is located in Northern Kentucky, along with A Company, and 182 aviation soldiers. The 1204th currently has eleven full-time employees. The Battalion is commanded by LTC Terry M. Orange, and the Battalion Command Sergeant Major is Russell K. Kalbaugh.

The wartime mission of the 1204th ASB is to provide aviation logistics support to the 29th Combat Infantry Brigade (CAB), 29th Infantry Division. Until mobilized, these two companies are under the Administrative Control (ADCON) of the 63rd TAB based in Frankfort, KY and provide much needed manpower and logistics capability to the State of Kentucky during State emergencies and natural disasters. The immediate challenge last year for these two new Kentucky-based units and the 63rd TAB, was to fill the 402 positions in the Battalion. In FY 08, the 1204th more than doubled its strength within a year from 103 Soldiers to 229.

The 1204th ASB mission is *“On order, the 1204th ASB deploys to a theater of operations in order to provide Aviation Intermediate Maintenance (AVIM), Signal, and Logistical support to a Combat aviation brigade. It also Provides Military Support to Civil Authority to the citizens of the Commonwealth and aviation support to the Governor’s Counter-Drug Task Force.”*

This year, the Department of the Army (DA) approved the Distinctive Unit Insignia (DUI) for the 1204th. Below is a description of the new unit crest and the symbolism attached to it:



“A Silver and enamel shield-shaped device 1-3/16 inches in length overall blazoned as follows: Per saltire Gules (Brick red) and Tenné, on a roundel per bend Argent (Silver Gray) and Azure, a Pegasus for-cene Or. Attached below a Brick red scroll inscribed ‘WINGS OF THUNDER’ in Silver.

“Brick red alludes to the color associated with the Logistic branch and denotes the logistical support provided by the 1204th ASB. Golden Orange, the color traditionally associated with Aviation units, suggests the area of operation, which the unit sustains. The disc illustrates the main rotor of a helicopter, symbolizing the backbone of Army Aviation. It also signifies the continuous commitment of the 1204th to continuous commitment to maintaining and protecting the security of the nation and Kentucky, the unit’s home state. The blue and gray division alludes to the parent

headquarters, the 29th Combat Aviation Brigade and the battalion's past rich military heritage. The Pegasus, a winged horse from Greek mythology, symbolizes strength and flight, the primary mission of the 1204th."

Along with fulfilling all the typical training requirements for the year, the 1204th completed and participated in a variety of other events to include: The CSM's Warrior Challenge, Field Training Exercises (FTXs), getting Soldiers qualified and certified in drivers training, recruiting events, and community outreach. The 1204th held several Open House receptions so that members of the community were able to visit, and take word of the organization back to the surrounding community about their existence and what the opportunities they provide for the Independence, KY community. They partnered with organizations like the American Legion, Veterans of Foreign Wars, and Moose Lodge; and coordinated a Black Hawk landing at four high schools in Kenton County to spark interest in Army Aviation. Another partnership that continued



to flourish is that with the Success Academy, where the 1204th teaches a class on Fridays to students and participates in Physical Training with them. The full-time staff of the 1204th participates in recruiting activities every week. Recruiting is at the forefront of their current goals and mission. At this rate, the 1204th should be at full-strength soon with the recruiting momentum and enthusiasm of the Soldiers in the unit.

Soldiers from the 1204th training on crew-served weapons during April IDT.

B Company, 2-147th Aviation Regiment

B Co, 2-147th Aviation Regiment's mission is to mobilize and deploy to the theater of operations, and conduct air assault and air movement operations as assigned by Division. At the state level, B Co provides MSCA to the citizens of the Commonwealth and aviation support to the Governors Counter-Drug Task Force.



Throughout FY08, the unit continued to transform into a 76-person company consisting of B/2-147 AVN, DET 1 D/2-147, DET 1 E/2-147, and DET 1 HHC/2-147. The company grew from 52 assigned on 1 Oct 07 to 87 assigned as of the end of the FY. Unit members completed Advanced Individual Training, Professional Education Schools, and aircraft transitions.

Throughout FY08, unit members participated in various aviation missions supporting the AASF as well as Counter-Drug Operations. In June, the company conducted annual training to support the 1/149th IN BN in Artemus, KY at The Disney Training Site. Annual training focused on Air Assault operations consisting of multi-ship assault and movement, aerial gunnery, FRIES, SPIES, and rappelling. DET 1 D/2-147 and DET 1 E/2-147 focused on supporting operations, to include ground movements, FARP operations, and ground maintenance.

In September, B/2-147 AV was called upon to support Louisiana in response to Hurricane Gustov relief. The company flew in excess of 120 flight hours conducting Search And Rescue (SAR), damage assessment, movement of life sustaining supplies across southern Louisiana.

C Company, 169th Aviation Regiment



C Company, 169th Aviation Regiment (Air Ambulance) is a Medical Evacuation (MEDEVAC) helicopter detachment stationed in Frankfort Kentucky and is comprised of three UH-60A Black Hawk helicopters and 32 Soldiers to include pilots, crew chiefs, medics, maintainers and support personnel. The mission of C Company is to deploy and conduct Aeromedical Evacuation in the designated Area of Operations, and support the National Defense Strategy, and provide DSCA within the Commonwealth and throughout the region.

In FY08 C Company deployed in support of Hurricanes Dean and Gustav in addition to the severe flooding in Indiana. This unit takes great pride in its domestic role to support the citizens of Kentucky and the U.S. C Company continues to train in mission tasks such as rescue hoist operations, enroute medical care and medical evacuation to maintain the highest level of readiness. Due to the constant state of alertness around the world, the unit stands ready and prepared to deploy at a moment's notice in support of the assigned mission both foreign and domestic.

Detachment 11 OSAC

Based at the Capital City Airport in Frankfort, Kentucky, Detachment 11 OSAC is comprised of one C-12U twin engine turboprop airplane, six pilots, two flight operations specialists and two contract mechanics. The unit has two augmentee pilots from the Joint Force Headquarters (JFHQ). The Kentucky State Flight Detachment is commanded by CW5 Delynn H. Gibson and its headquarters element is located at Ft. Belvoir, Virginia.



The unit's primary mission of support is to Joint Operational Support Airlift Command (JOSAC) located at Scott AFB, IL. JOSAC fulfills Department of Defense (DoD) air transportation requirements with priority airlift assets of which Detachment 11 is an integral component. The detachment flew missions throughout the continental United States. The majority of Detachment 11's missions involved transportation of high-ranking government and military officials from throughout DoD, airlift support to senior members and organizations of the KYNG, transportation of soldiers who were deploying or returning from deployment ISO OIF and OEF in Afghanistan, and movement of cargo between military installations. A wing spar bolt replacement prevented the unit from flying during October and November. A C-12D was flown on loan from the Fixed Wing Army Aviation Training Site (FWAATS) during the month of December. Nevertheless, from 29 November 2007 to 30 September 2008, Detachment 11 flew 627 hours in support of state and federal missions, exceeding its programmed flying hour program by 4.5 percent, moving 491

passengers and 4,170 lbs. of cargo; all the while continuing its accident-free safety record dating back to the unit's inception in August 1994.

Detachment 11 flew missions in support of Hurricane Gustav in Louisiana and Mississippi; as well as supporting numerous missions transporting wounded soldiers from Alexandria, Louisiana to San Antonio, Texas ISO the Wounded Warrior Mission. In addition to successfully executing an ambitious flying hour program the unit maintained a high level of training readiness. During the year, unit pilots completed air-crew coordination refresher, refresher training in simulator, and required pilot readiness training and evaluations. Assistance was provided to other fixed-wing units in regard to aviator training and evaluations by the OSAC-designated unit Standardization Instructor Pilot. One member of the detachment was also detailed to Nebraska to investigate an aircraft accident.

In March 2008, Detachment 11 underwent an Aviation Readiness Management Survey (ARMS) in which the unit was rated as Commendable in Safety and Training, also resulting in the detachment having received an overall Commendable rating – the first unit 'Commendable' given within the state and Fixed-Wing units nationwide.

Due to the high level of readiness that Detachment 11 maintains, it continues its status as being available for immediate worldwide deployment ISO the Global War on Terror (GWOT).

Detachment 3, H Company, 171st Aviation Regiment



During FY08 Detachment 3, H Company, 171st Aviation Regiment conducted numerous missions ISO OSAC, the Commonwealth of Kentucky and OIF. Commanded by CW4 Dale Chrisenberry, a decorated veteran of the Viet Nam War and OIF, three members of the unit returned from deployment in 2007. Stationed at Ali Al Salem Air Base, Kuwait as part of Aviation Task Force Kuwait (ATF-KU), they flew personnel

and equipment throughout the theater utilizing low-level flight techniques under hot weather and high gross-weight conditions. CW4 Richard S. Lindfors completed his second OIF tour in November 2007, having first deployed as a Black Hawk pilot-in-command (PC) in 2004-2005. CW4 Chrisenberry and SSG Troy Logsdon completed their second tours in December 2007, both having served previous OIF tours in 2004.

In addition to their OCONUS mission, crewmembers returning from deployment remained active providing support throughout the United States. In early September 2008 the unit deployed to New Orleans ISO Hurricane Gustav relief. Crewed by CW4 Kenneth Grider, CW4 Baker, SSG Logsdon and SSG Will Pope, the C-23 flew missions out of New Orleans while remaining in Huntsville, AL for overnight stay and safety from the following weather.

Also, beginning in September 2008, CW4 Grider was selected to attend the C-23 Pilot's NVG course at FWAATS in Clarksburg, WV, where he remained afterwards to instruct three follow-on classes. CW4 Chrisenberry was selected to attend the C-23 Cockpit Safety Modification conference where he provided input to the glass cockpit installation proposals for future Sherpas.

In 2007 Detachment 3 was authorized to increase manning to 200 percent authorized, allowing for the accession of six M-day Flight Engineers which enhanced the unit's flexibility and mission support. Soldiers added to the roster included SSG Glenn Cartwright, SSG Pope, SGT

Daryl Casey, SGT Mike Hagan, SGT Anthony Shick, and SGT Ron Stafford. Also added to the roster were CW4 Baker and CW2 Chad Russell, who transferred from the UH-60 community to provide pilot support. Due to the newly assigned crews and high visibility among various airborne units, many of Detachment 3's hours were dedicated to Readiness Level (RL) progression and paratroops throughout CONUS. Overall, Detachment 3 logged over 430 flight hours ISO OSAC and the KYARNG.

On 1 September 2008 CW4 Chrisenberry relinquished command of Detachment 3 H/171st Avn to CW4 Baker. Mr. Chrisenberry's six years of command were highlighted by three successful deployments of the detachment to OIF while compiling zero class A, B, or C accidents.

B Company, 351st Aviation Support Battalion

After last year's deployment to Kuwait, B Co spent this year re-organizing and focusing on training. The post-deployment training schedule has been rigorous with B Co improving their numbers in almost all categories of training.

B Co completed over 1,490 hours of Aircraft and Component maintenance, trained all Soldiers in ULLS-A-E systems, improved Air Warrior Task (AWT) training from zero to 72 percent in 19 tasks, increased Individual Weapons Qualification (IWQ) from 11 to 79 percent qualified, improved Army Physical Fitness Test (APFT) from 44 to 76 percent passed, and maintained a 98 percent individual drill training (IDT) attendance rate.

Another major event this year for the unit was the Staff Ride to Perryville Civil War Battlefield National Historical Site for 64 of the B Co Soldiers as part of the Noncommissioned Officer Professional Development (NCOPD) and Officer Professional Development (OPD) Program.

Even after their deployment to Kuwait last year, B Co. was ready to serve again when Governor Beshear ordered them to active duty in order to support the city of Louisville in the aftermath of Hurricane Ike on 16 September 2008. The unit's specific mission was to utilize 26 HMMWVs, one HEMTT Fueler and one Five-Ton Wrecker to support LG&E crews restoring power to citizens of Louisville. These Soldiers performed the tasks of ECPs, TCPs, and Wire Watching duties.

The major accomplishments include restoring power to the homes of over 306,000 civilians, completing over 23 man-hours of vehicle maintenance to Military vehicles, and completing over 48 man-hours of vehicle maintenance to LG&E vehicles. On 23 September 2008, B Co. completed their mission in assisting LG&E and the citizens of Louisville.



C Company, 1st Battalion, 376th Aviation Regiment (Security and Support [S&S])

Known formerly as the Co C 1/134th Aviation S&S for Kentucky, this Table of Distribution and Allowances (TDA) unit was reorganized into the Modified Table of Organization and Equipment (MTOE) C Company, 1-376th Aviation (Security and Support) as part of the overall U.S. Army Aviation Transformation Plan. The company headquarters, along with six specially equipped OH-58A+ helicopters and more than 80 aviation soldiers is located in Frankfort Kentucky, and is commanded by MAJ Gene T Roach, Jr. The company has a small detachment consisting of two OH-58A+ helicopters located in Decatur Illinois, while the Battalion Headquarters is located in Nebraska.



These specially equipped OH-58A+ helicopters are used for Homeland Defense (HD) missions such as border patrol operations, Civil Defense Support missions such as SAR, law enforcement support, and counter-drug. In addition to supporting Kentucky law enforcement and civil authorities in and around the Commonwealth during natural disasters. C Company (-) has a regional response mission to provide DSCA during natural disasters along the gulf coast, in addition to having supported Operations along the northern and southern border with Canada and Mexico.

During FY08 C Company (-), 1-376th Aviation flew 2,300 hours without a serious accident, and conducted 1,811 hours in support of reconnaissance and security missions. This unit assisted federal, state and local law enforcement agencies with criminal arrests, seizing property, currency, and illegal drugs. In addition to being an integral asset in the war on drugs, Co. C is a vital asset to the internal security of the United States. From 1 January 2008 to 15 February 2008, the unit deployed ten aviation soldiers ISO OJS in Tucson AZ, completing 41 sorties, flying 184 hours without a serious accident, leading to the arrest of 362 illegal immigrants, and assisted in the seizure of 1,129 lbs of narcotics. In August 08 the unit deployed three aircraft, and 15 soldiers to the gulf coast ISO hurricane relief operations for Hurricane Gustav. Co C successfully flew 52 hours without a serious accident and drove over 3,000 miles without a serious accident ISO that operation. Four pilots within the unit completed specialized training at the High-Altitude Training Site in Gypsum, CO, where each aircrew member learned to apply advanced-level power management during all modes of flight. Within the Observation Helicopter community, Kentucky is known for high standards and assists other states with training and evaluations.

Joint Support Operations (JSO) Aviation Section



As in each of the last several years, the JSO Aviation Section played a substantial role supporting the Governor's Marijuana Strike Force by flying 2,312.6 total hours in support of counter-drug operations, resulting in 4,378 marijuana plots and 336,172 marijuana plants being eradicated. Kentucky's Counterdrug Support Program is recognized by National Guard Bureau (NGB) as one of the finest in the nation. Since 1990 the Counterdrug aviation program has flown over 52,000 hours and performed over 18,000 Rappels and Special Patrol Insertion/Extraction System (SPIES) iterations without a serious aviation – or aviation related – human-error accident. Kentucky is one of the few states in the nation

approved by NGB to conduct tactical egress operations in support of marijuana eradication. Although Kentucky does not have a formal Counterdrug Training mandate from NGB, its personnel are considered the subject matter experts and travel around the country providing assistance to other State Counterdrug programs.

In addition to the service JSO provides to the state through drug eradication, the JSO Aviation team found themselves in a SAR mission this year that saved the life of a 74 year-old Bell County resident. In the bitter cold of mid-January, this elderly man suffering from Schizophrenia and Alzheimer's was reported missing by his great-niece, who called the police and the search was on. Twelve hours after the search began, it was a KYNG aircraft that spotted the man on a mountain, suffering from hypothermia and a few cuts and bruises. His survival is attributed to the quick response and professionalism of the law enforcement in the area and the JSO Aviation Section.

Individual Mobilizations

LTC Mark L. Sherman deployed with the Light Infantry Embedded Training Team (ETT) to Afghanistan on 21 December 2007. He was one of ten aviation soldiers who volunteered for deployment and were individually mobilized for active duty ISO OIF and OEF. The ETT consisted of Soldiers assigned to various major commands within the KYARNG.

In Afghanistan the ETT provided training and support to the Afghan National Army and police, including participation in patrols and actions against hostile forces. LTC Sherman's primary job was to coordinate Focused District Development for the Afghan National Police in the provinces of Paktika, Paktya, Ghazni, and Khost. He also provided mentorship to the Afghan Regional Command East, Chief of Police and their staffs based at Gardez, Afghanistan.



LTC Sherman was promoted from Major during his deployment, and upon his return to home station, was assigned as the Executive Officer (XO) of the 63rd TAB.

Summary

FY08 closed with a collective plate full of planned exercises, deployments, training, and preparedness for response in the event of a natural disaster or other HD missions. These individual, collective, and organizational experiences also gave these Aviation professionals and units a significant infusion of development, proficiency and growth – that will certainly pay dividends in the future missions and needs of the Commonwealth and our Nation. The Kentucky Army Aviation Program enjoys its success having built upon the sound performance of past and present aviation leaders, crewmembers, and support personnel.

2009

Directorate of Army Aviation

Mission: The Army Aviation Directorate manages the State ARNG Aviation program. This includes direct responsibility for the Army Aviation Support Facility (AASF), Counter-Drug Aviation Operations (CDAOPS) and the Operational Support Airlift (OSA) program. The AASF is located at the Boone National Guard Center (BNGC) in Frankfort and is responsible for training

and standardization for all aviation personnel, the aviation safety program, and maintenance and modifications on assigned aircraft.

The AASF is commanded by LTC Michael Ferguson and has 56 full-time employees to support 13 UH-60 Black Hawk helicopters and a total of 125 aviators and enlisted air crew members. In addition, 16 full-time personnel support the OSA mission with one C-12U Huron airplane and two C-23B+ Sherpa airplanes. Also, eight personnel are assigned to support the six Security and Support (S&S) OH-58A helicopters. The AASF also employs the services of 12 civilian maintenance contractors from L3 Integrated Systems, Vertex Aerospace, Inc. The Kentucky Army National Guard is assigned the following units, personnel, and aircraft/missions:

Functions: The functions of the AASF include: Performing maintenance, as well as modifications, of ARNG air-craft and equipment; providing training and standardization for aviation personnel; directing and coordinating AASF operations and training activities; planning and establishing the standard operating procedures required for operation of assigned and transient aircraft; directing crewmember training for all air crew-members; providing flight clearance authority; providing aviation support as required by the Adjutant General; administering the Aviation Life Support Equipment (ALSE) program; implementing the Aviation Safety Program and providing a safe environment for all Army aviation personnel involved in aviation operations.

Significant Events: FY 09 began with a Brigade Change of Command as COL Benjamin F. Adams III relinquished Command to COL Aaron T. Barrier. Throughout FY09 Kentucky's Army Aviation units conducted Defense Support to Civil Authorities (DSCA) in the Continental United States (CONUS) and prepared for combat operations Outside the Continental United States (OCONUS) in support of the Global War on Terror (GWOT). The State of Kentucky was wrought with destruction by a severe Winter Ice Storm in January and February of 2009. KYNG aviation soldiers were ready to provide support to help the citizens affected by the storm. The entire Brigade was activated and conducted various missions to include door-to-door wellness checks of the Kentucky citizens affected by the storm.

Kentucky's air crewmembers flew a total of 5,243.7 hours in FY09 – a breakdown by type aircraft is provided below. As of 31 September 2009, KYARNG crew members have flown 194,883 hours (in peacetime and combat) and over 36 years without a Class A or B accident or combat loss. The KYARNG is only one of the few states in the entire nation to have such a distinguished aviation safety record. This total includes over 90 hours flown in support of our local community as we assisted in the statewide recovery from the Winter Ice Storm in January and February.¹⁵⁹

FY09 (Total by Aircraft Type)

OH-58A+ 2411.7 hours

UH-60A/L 1890.5 hours

C-12U 406.0 hours

C-23B+ 535.5 hours

TOTAL HOURS: 5243.7

Hours Without Class A/B accident: **36 194,883 - over 36 years.**

1. Company B, 2/147th ASSAULT
August 2009 – September 2010,
OEF KFOR 12

¹⁵⁹ Annual Report, 2009, 63-77.

61 PAX.

Commander: Captain Michael Armstrong.

First Sergeant Bill Stocker.

Platoon Leaders: Captain Marcus Cammuse, Captain Stephen Martin, First Lieutenants Jeff Newnum, Dante Steadman, Miles Miller.

Company B, 2-147th spent 21 days at WHFRTC for our pre-mobilization Annual Training, 6-26 June 2009. While there, all 60 personnel deploying in support of KFOR 12 completed individual weapons qualification, all Army Warrior Tasks, Army Warrior Battle Drills, and Theater Specific Individual Training. The unit prepared and mobilized in support of KFOR 12 starting with 1st Army Training at Camp Atterbury, Indiana. Company B, 2-147th arrived to camp Atterbury on 10 August 2009 and left for Hoenfels, Germany on 28 September 2009. While at Camp Atterbury Company B, 2-147th trained on Aviation Specific tasks and compiled more than 275 hours of accident and incident free flying. Once training at Camp Atterbury was complete, all personnel deployed to Hoenfels, Germany to complete validation at the Joint maneuver Readiness Center. While at JMRC, Company B completed validation and flew more than 280 hours. On 25 October 2009, B Company self-deployed 8 UH60 aircraft and 36 personnel from the JMRC in Hoenfels, Germany to Camp Bondsteel Kosovo. The self-deployment took 6 days, and the company flew through more than 5 European countries enroute to our final destination. Once at Camp Bondsteel B Company began the RSOI process with A Company, 1-207th Aviation from Alaska. On 14 November 2009 TF Aviation took command of the mission during our TOA ceremony.



SFC Matt Singer, Platoon Sergeant for Co. B, 2-147th assists in completing Aerial Gunnery while deployed to Kosovo.





RAMJANE/RAMIJAN, Kosovo – Soldiers from Multinational Battle Group East's Aviation element took advantage of an aerial gunnery opportunity 3-5 May, completing a training requirement while on a peacekeeping mission in Kosovo. About 20 crew chiefs from Bravo Company, 2-147th Aviation Battalion, Kentucky National Guard, took part in the aerial gunnery qualification range, which consisted of firing an M-240B machine gun from a UH-60 Blackhawk helicopter in various scenarios. The scenarios ranged from firing while landing to a high-speed pass while engaging targets. The coordination between pilot and gunner is part of the challenge provided by this annual event. The flight instructors created tactical scenarios that included current Tactics, Techniques and Procedures learned from military operations around the globe. The pilots get a chance to log challenging, tactical flight time, while the crew chiefs qualify on the weapons. The entire crew benefits from the training, especially as it relates to aircrew coordination. "It went pretty smooth," said Chief Warrant Officer John Radford, a UH-60 pilot from Burlington, Ky. "These guys are getting familiar with the calls and knowing when to clear the weapon. The quicker we can get these newer guys trained on how the whole system works the better they will be when deployed in the future."

Aviators of Bravo Company, 2-147th Aviation Battalion, returned 22 July, after a year-long peacekeeping deployment in Kosovo. The Kentucky unit mobilized with 11 UH-60 Blackhawk helicopters, supporting sling load and water bucket, firefighting operations, troop transport and hoist operations and medical evacuation missions for US and NATO troops and civilians.

2. Detachment 2, Company C, 169TH Aviation MEDEVAC (UH60)

August 2009 – September 2010

OEF KFOR 12

21 PAX

Commander: Captain Gabriel Spicer.

June 2009 began with a 3-week Annual Training in Preparation for mobilization to Kosovo. Unit completed 100% Army Warrior Training validation and concluded in July with the unit hosting the last family day prior to deployment, which included spouse rides and hoist demonstration. C Company began their 45-day Mobilization at Camp Atterbury, IN in August and validated MEDEVAC mission sets and collective training. During September, the unit transitioned to a 21-day USAERU Validation/ Joint Training Exercise at Hohenfels Germany.

3. Detachment 3, H Company, 171st Aviation (C23 Sherpa)

December 2009 – January 2011

OIF 10-12

10 PAX

In June 2009, the detachment received official Department of Army Mobilization Order 1582-09, directing H Company and all detachments to prepare for deployment to Operation Iraqi Freedom in December 2009. With detachments in Florida, Texas, and Kentucky, the company headquarters in Georgia began planning pre-mobilization activities and issuing directives for its detachments. In July, Detachment 3 conducted a 2-week Annual Training preparing air crews for duties in theater. In addition to training flights and safety classes, Det 3 conducted a Staff Ride to Perryville Battlefield near Danville, KY and held the 1st Annual Loadmaster Rodeo. C-23 Flight Engineers competed in several scenarios of loading, securing, and calculating DA Form 365-4's as timed events, with SGT Daryl Casey and SSG Will Pope as the winners.



Detachment 3, H Company, 171st Aviation Regiment: Personnel from left to right CW4 Harold Grider, CW4 Dale Christenberry, SSG Glenn Cartwright, SGT Anthony Shick, SSG William Pope, SGT Ronald Stafford, and CW4 Keith Baker.

4. Operation Support Airlift, Detachment 11 (OSA) (C12)

On 8 April 2009, Detachment 11 was mobilized and deployed to Balad Air Base, Iraq in support of Operation Iraqi Freedom. During this deployment, they are performing an Intelligence, Surveillance, and Reconnaissance mission.

Forward deployed personnel were:

CW5 James L. Chanley
 CW4 Gerald A. Carroll
 CW4 John A. Boyle
 CW3 Joseph E. Mattingly
 CW2 Justin M. Frye
 CW2 Vincent A. Benfatti
 SFC Tom L. Goosey
 SGT Zachary A. Downs

Rear unit personnel were:

CW5 Donald E. Livingston
 CW2 Brian K. Carlisle
 SGT Theodore P. Bohn

From 1 October 2008 to 30 September 2009, Detachment 11 flew 374 hours in support of state and federal missions, moving 258 passengers and 200 lbs. of cargo while continuing its accident-free safety record dating back to the unit's inception in August 1994. In addition, they flew over 1,500 hours while deployed. Also in 2009, the unit was awarded the JOSAC Unit of the Year award (small unit EAST) for FY08. Due to the high level of readiness that Detachment 11 maintains, it continues its status as being available for immediate worldwide deployment ISO the Global War on Terrorism (GWOT).



Soldiers and Aviators from Detachment 11, OSAC pose in front of the KYNG C-12 Huron.

2010

Directorate of Army Aviation

Mission:

The Army Aviation Directorate manages the State ARNG Aviation program. This includes direct responsibility for the Army Aviation Support Facility (AASF), Counter-Drug Aviation Operations (CDAOPS) and the Operational Support Airlift (OSA) program. The AASF is located at the Boone National Guard Center (BNGC) in Frankfort and is responsible for training and standardization for all aviation personnel, the aviation safety program, and maintenance and modifications on assigned aircraft.

The AASF is commanded by LTC Michael Ferguson and has 56 full-time employees to support 13 UH-60 Black Hawk helicopters and a total of 125 aviators and enlisted air crewmembers. In addition, 16 full-time personnel support the OSA mission with one C-12U Huron airplane and two C-23B+ Sherpa airplanes. Also, eight personnel are assigned to support the six Security and Support (S&S) OH-58A helicopters. The AASF also employs the services of 12 civilian maintenance contractors from L3 Integrated Systems, Vertex Aerospace, Inc. The Kentucky Army National Guard is assigned the following units, personnel, and aircraft/missions:

Functions:

The functions of the AASF include: Performing maintenance, as well as modifications, of ARNG air-craft and equipment; providing training and standardization for aviation personnel; directing and coordinating AASF operations and training activities; planning and establishing the standard operating procedures required for operation of assigned and transient aircraft; directing crewmember training for all air crewmembers; providing flight clearance authority; providing aviation support as required by the Adjutant General; administering the Aviation Life Support Equipment (ALSE) program; implementing the Aviation Safety Program and providing a safe environment for all Army aviation personnel involved in aviation operations.



Significant Events:



Throughout FY10 Kentucky's Army Aviation units conducted Defense Support to Civil Authorities (DSCA) in the Continental United States (CONUS) and participated in operations Outside the Continental United States (OCONUS) in support of the Global War on Terror (GWOT) and KFOR.

Kentucky's air crewmembers flew a total of 4,708 hours in FY10 – a breakdown by type aircraft is provided below. As of 31 September 2009, KYARNG crew members have flown 199,591 hours (in peacetime and combat) and over 37 years without a Class A or B accident or combat loss. KYARNG is only one of the few states in the entire nation to have such a distinguished aviation safety record. Aviation Safety Program and providing a safe environment for all Army aviation personnel involved in aviation operations. Significant Events: Throughout FY10 Kentucky's Army Aviation units conducted Defense Support to Civil Authorities (DSCA) in the Continental United States (CONUS) and participated in operations

Outside the Continental United States (OCONUS) in support of the Global War on Terror (GWOT) and KFOR. Kentucky's air crewmembers flew a total of 4,708 hours in FY10 – a breakdown by type aircraft is provided below. As of 31 September 2009, KYARNG crew members have flown 199,591 hours (in peacetime and combat) and over 37 years without a Class A or B accident or combat loss. KYARNG is only one of the few states in the entire nation to have such a distinguished aviation safety record.

FY 10 (Total by Aircraft Type)

OH-58A+	2588 hours
UH-60A/L	1424 hours
C-12U	360 hours
C-23B+	336 hours
Total Hours:	5243.7

Hours Without Class A/B accident: 199,591 – over 37 years.

KYARNG Aviation Organizations

Headquarters and Headquarters Company (HHC), 63rd Theater Aviation Brigade (TAB)

HHC continues to prepare for the mission of serving as the only Aviation Brigade Headquarters for USARNORTH in the event of a terrorist attack or natural disaster on U.S. soil. The Mission assumed by 63rd Theater Aviation Brigade is the Chemical, Biological, Radiological, Nuclear and High-Yield Explosive (CBRNE) Consequence Management Reaction Force (CCMRF). There are currently 35 Soldiers on Active Duty Orders in addition to the 17 AGR Soldiers for the BDE supporting the mission. The highlight for HHC in 2010 was the participation in the Vibrant Response 11.1 CPX in Ft. Riley, KS. This DSCA exercise included our General Support Aviation Battalion and the Aviation Intermediate Maintenance Company, which provided challenges to the organization that enabled procedural and operational changes necessary to adapt

for such actual events. Soldiers during this exercise had to take the skills learned for fighting the traditional enemy and translate those skills into how to provide stability and support operations post-natural disaster and/or terrorist attack.

During this exercise, the HHC Soldiers reacted to a notional massive terrorist attack of a 10KT nuclear bomb within Omaha, NE. While the exercise was challenging for HHC, the Soldiers in the unit exceeded all expectations and established the standard for TF Aviation support with 24-hour operations alleviating the pain and suffering of citizens affected by such an attack.



1204th Aviation Support Battalion (ASB)

The 1204th Aviation Support Battalion Headquarters, along with its Headquarters & Support Company (HSC) and Alpha Company (A CO) are located in Northern Kentucky. The wartime mission of the 1204th ASB is to provide aviation logistics support to the 29th Combat Infantry Brigade (CAB), 29th Infantry Division. Until mobilized, this Battalion is under the Administrative Control (ADCON) of the 63rd Theater Aviation Brigade (TAB) based in Frankfort, KY and provides manpower and logistics capabilities to the State of Kentucky during State emergencies and natural disasters. The immediate challenge for these two new Kentucky-based units and the 63rd TAB, was to fill the 390 positions in the Battalion. In FY 10, the 1204th continued to improve its strength from 335 Soldiers to 379 Soldiers in preparation for an FY11 mobilization.

In December 2009, the battalion received the ALERT order for an upcoming mobilization. With that alert, additional funding became available to full-time support and training. In January 2010, eight Officers and Soldiers augmented the full-time staff in preparing plans and identifying resources for the pre-mobilization training requirements. The Battalion headquarters, HSC and A CO conducted 21 days of annual training (AT) and 55 drill assembly periods instead of the traditional 15 days and 48 drills. The main collective training was conducted at Bluegrass Army Depot (BGAD) in Richmond Kentucky from 26 July through 15 August. Also, many Soldiers attended MOS specific or specialized training related to their duty assignments. Some attended in addition to AT while others attended in lieu of AT.

The 1204th ASB (Kentucky elements) is involved in manning and training the new Soldiers in the unit, and working towards an overseas contingency deployment during FY11. The unit has also developed and implemented an aggressive training program so all the Soldiers can attend military training and schools to ensure personnel and unit success. These courses include but are not limited to MOS re-classification, ASI qualifiers, officer and non-commissioned officer professional development, new equipment training, and specialized courses such as combative and weapons craft.

Members of the 1204th conducted state active duty for winter storm relief from late December 2009 through early January 2010. Soldiers and equipment were sent to Eastern and Southeastern Kentucky as a result of snow and ice induced power outages stopping the treatment and flow of potable water in several rural communities.

All the while, members of the 1204th, especially full-time support staff, assisted area recruiters with high school programs. These efforts resulted in a steady flow of qualified and capable new Soldiers into the battalion.

B Company, 2-147th Aviation Regiment



B Co, 2-147th Aviation Regiment's mission is to mobilize and deploy to the theater of operations, and conduct air assault and air movement operations as assigned by Division. In keeping with the tradition of the Kentucky Army National Guard receiving the call to duty, once again Bravo Company, 2/147th AVN and Det. 1 Delta Company 2/147th AVN answered the call for deployment to Kosovo. With a total of 8 UH-60A/L Blackhawk's and 60+ soldiers, both companies on August 7th, 2009, headed for Camp Atterbury, IN for mobilization training, Hohenfels, Germany for more theatre-oriented training and eventually self-deploying to Kosovo.

Both B Co. and Det. 1 D Co. received the alert order for deployment to Kosovo during the early winter of 2008. Immediately, plans were made for a revamped training schedule to coincide with possible deployment. Many of the traditional 2-day drills were turned into 3 or 4 days and Annual Training (AT) was bumped up to 3 weeks from 2. This time was used for RL progression of pilots and crew chiefs and was a time for our maintainers and support personnel to gain more familiarity in their MOS. AT was used to "check off" soldier tasks that are required by the Active Duty Army prior to National Guard units deploying overseas.

On August 7, 2009, soldiers from B and D Co.'s said goodbye to family and loved ones and boarded buses destined for Camp Atterbury, IN. In addition to Kentucky, soldiers from South Carolina, Virginia, and Hawaii would form Task Force Aviation for KFOR 12. Soldiers would spend the next XX weeks in Indiana completing mobilization training. This time was also used for aircrew members to qualify on aerial gunnery at Ft. Knox, KY and dunker/HEEDS training in Ft. Rucker, AL. In September, approximately 20 mechanics, crew chiefs and pilots departed IN and flew to Manheim, Germany to receive the aircraft that were shipped weeks earlier. These soldiers would spend the next few weeks unfolding, test flying and performing required maintenance prior to the rest of the task force arriving in Hohenfels, Germany for further training. In addition to these soldiers, another group of approx. 12 soldiers left Camp Atterbury the last week of September and departed for Hohenfels, Germany to be an advanced party for the task force. These personnel set up housing accommodations, workspaces and misc. duties prior to arrival of the task force. Aircraft from Manheim started arriving to Hohenfels on the 1st of October and after a week, the rest of the task force arrived from Camp Atterbury.

In Hohenfels, members of Task Force Aviation were subject to rigorous training exercises similar to those soldiers could possibly experience in theatre. The use of Quick Reaction Forces (QRF), recon, CASEVAC, and numerous other scenarios were some of what soldiers were required to plan for and execute. Along with the flying, aircrew members were given the opportunity to work with various members of allied nations of NATO. Throughout all the hours of flying and wrench turning, members of B Co. successfully completed all training



requirements mishap free and were certified to deploy downrange. On around Oct. 20th, pilots and crew chiefs from B Co. successfully selfdeployed all 8 aircraft from Hohenfels to Kosovo. The ferry flight took soldiers through various countries and was a rare opportunity for members to experience Southeastern Europe. After a couple of weather delays, aircraft and aircrews arrived at Camp Bondsteel, Kosovo on Oct. 26th.

Immediately after getting boots on ground in Kosovo, soldiers from Task Force Aviation went to work on beginning the transfer process for taking control from their counterparts in KFOR 11 they would be replacing. After 2 weeks of local orientation flights and signing over inventories, KFOR 11 departed for home and TF Aviation was left to carry on with the mission.

Pilots and crew chiefs from B Co. and maintenance personnel from Det. 1 D Co. would spend the next 8 months carrying on the peacekeeping mission in Kosovo in stride. During this time, B Co. was afforded the opportunity to train and fly with members of the armed forces of various countries to include: Germany, Croatia, Sweden, French, Ireland, Switzerland, Portugal, Italy, Greece, Turkey and numerous other allied nations serving in Kosovo. Foreign service members were trained in boarding and unboarding the Blackhawk, sling loading, air assault missions, CASEVAC and QRF's. B Co. became the second aviation unit to sling load the Portuguese M-11 VBL light attack vehicle. B Co. was tasked with VIP missions to and from the airport in Pristina, the country's only airport. VIP's included: Sergeant Major of the Army, Commander U.S. Army Forces Europe, Supreme Allied Commander Europe, Commander 7th Fleet, Senators and Congressmen from North Dakota and Kentucky's own TAG and Aviation Brigade Commander. QRF standby played an everyday role as each day there would be 2 crews on standby for the day and 2 crews for the night.

Soldiers from Det. 1 D Co. would fall under Det. 1 D Co. 1/177th AVN, which encompassed maintainers and support personnel from Virginia, Hawaii, New York and South Carolina. These soldiers would continue day in and day out, the struggles and everyday hassles of supporting a fleet of UH-60's. Though the days were often long, members were seizing their opportunities during their free time whether it be taking college classes on post, MWR trips around the country or playing intermural sports.

Even though being thousands of miles away from home, soldiers found ways to entertain themselves. During each holiday, there was a cookout at the hangar, which usually proceeded into a game of dodgeball. There were always get togethers for the Kentucky basketball and football games. Around the time of the Kentucky Derby, there was a Derby party in the hangar. Which was a team of 2 racing around a track on a horse head and stick body against other teams. Cookouts with their aviation counterparts from Croatia were a weekly event.

As the summer started to roll around, both companies began the process of packing up and preparing for their replacements to arrive. Their replacements from Iowa arrived around the beginning of July and just like B Co., they hit the ground running. IP's, SI's and FI's flew round the clock with their replacements on local orientation flights. Once KFOR 13 took the helm, B Co. left and flew the aircraft back to Germany. Upon arrival in Germany, crew chiefs immediately began the process of cleaning the aircraft for Custom's to inspect. After the Custom's inspection was complete, the aircraft were folded and sealed. The Crew Dog's would work 12-14 hours a day for a week to complete this process for 11 aircraft, to include the 3 MEDEVAC aircraft.



As a testament to the superior leadership and soldiers of B Co., there were no major accidents whether on the ground or in the air. B Co. flew a total of thousands of mishap-free flight hours upon leaving Frankfort to arrive back approximately home 12 months later. Of the thousands and thousands of man-hours worked, there were no major ground mishaps. B Co. returned to Kentucky on July 10th, 2010.

C Company, 169th Aviation Regiment

C Company, 169th Aviation Regiment (Air Ambulance) is a Medical Evacuation (MEDEVAC) helicopter detachment stationed in Frankfort Kentucky and is comprised of three UH-60A BlackHawk helicopters and 32 Soldiers to include pilots, crew chiefs, flight medics, maintainers and support personnel. The mission of C Company is to deploy and conduct Aeromedical Evacuation in the designated Area of Operations, and support the National Defense Strategy and provide DSCA within the Commonwealth and throughout the region. FY09-10 has been an extremely productive year for C Company beginning with support to the Commonwealth during the February Ice Storm where the unit provided 2 UH-60 helicopters for 24-hour quick response medical evacuation throughout the affected area. In April, the Soldiers conducted a MUTA 10 aviation training exercise in preparation for mobilization. During this time C Co trained in key mission tasks such as rescue hoist operations, enroute medical care, and medical evacuation.

June began with a 3-week Annual Training in Preparation for mobilization to Kosovo. Unit completed 100% Army Warrior Training validation. C Company began their 45-day Mobilization at Camp Atterbury, IN in August and validated MEDEVAC mission sets and collective training. During September, the unit transitioned to a 21-day USAERU Validation/ Joint Training Exercise at Hohenfels, Germany.



The MEDEVAC ferried their aircraft from Germany to Kosovo along with B CO 2/147th AVN, meeting the rest of the company at Camp Bondsteel, Kosovo in late October. Within days of assuming the mission in the Kosovo area of operations, C Company executed the first Air Medical Evacuation on foreign soil with a Kentucky UH-60 Blackhawk.

During the months to follow, C Company conducted patient loading and unloading training with approximately 750 personnel from 13 NATO nations. All the while maintaining 24 hours a day, 7 days a week first up and second up MEDEVAC coverage. 16 live MEDEVAC missions completed over nine months with injuries ranging from sprained ankles to cardiac arrest. Soldiers and Aviators from DET 11, OSAC pose in front of the KYNG C-12 Huron. were

In July the MEDEVAC redeployed their aircraft back to Germany and arrived back at MOB station Camp Atterbury, IN for the demobilization process. After successfully completing their mission in the Balkans', Det 2 C Company 169th AVN was demobilized on 21 July 2010.

Detachment 11 OSAC



Based at the Capital City Airport in Frankfort, Kentucky, Detachment 11 OSAC is comprised of one C-12U twin engine turboprop airplane, eight pilots, three NCOs and two contractor mechanics. CW5 Dale Chrisenberry assumed command from CW5 James L. Chanley on 18 Jun 2010.

The unit's primary mission is to train and season aviators to support combatant commanders in times of conflict. This is accomplished by providing peacetime airlift support to Joint Operational Support Airlift Command (JOSAC) located at Scott AFB, IL

and to its headquarters element located at Ft. Belvoir, Virginia. JOSAC fulfills Department of Defense (DoD) air transportation requirements with priority airlift assets of which Detachment 11 is an integral part. The detachment fly's missions throughout the continental United States. The majority of Detachment 11's missions involved transportation of high-ranking military personnel and DoD government officials, airlift support to senior members and organizations of the KYNG, transportation of soldiers deploying to or returning from tours supporting OIF and OEF, and movement of cargo between military installations. Additionally, Detachment 11 continues to fly wounded soldiers from Alexandria, Louisiana to San Antonio, Texas in support of the Wounded Warrior Program.

The unit's primary endeavor in the first half of FY10 was continuing to provide the Joint Task Force with timely and effective fixed-wing Intelligence, Surveillance, and Reconnaissance (ISR) support while deployed to Joint Base Balad, Iraq in support of Operation Iraqi Freedom (OIF-IV). On 8 Apr 2009, Detachment 11 was mobilized and deployed to Joint Base Balad, Iraq in support of Operation Iraqi Freedom and returned home to Frankfort, KY on 2 Mar 2010.

Forward deployed personnel were:

CW5 James L. Chanley
CW4 Gerald A. Carroll
CW4 John A. Boyle
CW3 Joseph E. Mattingly
CW2 Vincent A. Benfatti
SGT Zachary A. Downs

Rear unit personnel were:

CW5 Donald E. Livingston
CW2 Brian K. Carlisle
SGT Theodore P. Bohn
CW2 Justin M. Frye
SFC Tom L. Goosey

From 1 Oct 2009 through 2 Mar 2010, Detachment 11 completed its overseas tour in support of OIF-IV. While deployed, Detachment 11 completed more than 260 combat missions

and flew over 4400 hours on a single airframe in support of the Joint Task Force. This was the highest OPTEMPO this unit has ever experienced and they completed it without incident or accident. From 3 Mar 2010 through 30 Sep 2010, Detachment 11 flew 220 hours in support of state and federal missions, moving more than 150 passengers and more than 1000 lbs. of cargo while continuing its accident-free safety record dating back to the unit's inception in August 1994.



Detachment 3, H Company, 171st Aviation Regiment



This unit's primary mission is the transportation of troops and materials, both CONUS and OCONUS, by means of the C23 Sherpa, a non-pressurized, twin engine, turbo-prop aircraft. Detachment 3 crewmembers provide mission support as scheduled by the Operational Support Airlift Agency (OSAA) in addition to the Commonwealth of Kentucky. Specialized capabilities of this unit include the airdropping of troops and supplies, as well as low-level tactical flight.

Leading Detachment 3, H Company, 171st Theater Aviation Company (TAC) is CW4 Keith S. Baker. In his second year of command, he is privileged to serve with pilots CW4 Kenneth H. Grider, CW4 Richard S. Lindfors, CW4 George E. McMakin, CW2 Chad W. Russell, and Flight Engineers SFC Troy E. Logsdon, SSG Glenn A. Cartwright, SSG William M. Pope, SGT Jonathan V. Strayer, SGT Daryl B. Casey, SGT Allen J. Gootee, SGT Anthony W. Shick, SGT Andrew D. Medley, and SGT Joseph H. Hardin.

With deployment pending in late 2009, Det 3 crew members underwent both aviation and non-aviation training in various places. Throughout the year they trained in Army Warrior Tasks and in October 2009 deployed to Robins AFB, GA to join up with their Headquarters Company and sister detachments for premobilization and low-level navigation flight training. They soon followed on to the Fixed Wing Army Aviation Training Site in Clarksburg, WV for Night Vision Goggle (NVG) qualification. In November 2009 Det 3 personnel underwent weapons qualification at Wendell Ford Training Center in Greenville, KY. Finally in December 2009, Det 3 mobilized and deployed to Balad, Iraq, in support of Operation Iraqi Freedom.

Non-deploying personnel CW4 McMakin, SFC Logsdon, SSG Cartwright, along with CW4 Baker, who returned early from deployment, comprised the Det 3 Rear Detachment.

During its OIF tour, Det 3 crewmembers logged a total of well over 4000 individual flight hours, safely transporting personnel and cargo throughout the theater of operations. Pilots and flight engineers alike held several key positions in the company such as Instructor Pilot, Tactical Operations Officer, Supply Officer, Flight Operations Specialist and Safety NCO. Most of the Det 3 Soldiers had one or more combat deployments in their career, highlighting their dedication to duty while sacrificing much time away from family. Their Spouses and Families are to be commended for their sacrifice and service as well.

Rear detachment personnel, from December 2009 through September 2010, logged over 400 aircraft flight hours in support of Kentucky, OSAA, and training missions. During this period,

Det 3 Rear crewmembers transported well over 300 passengers and over 44,000 lbs. of cargo, along with dropping over 1400 paratroopers. In March 2010, Rear Detachment flight personnel began supporting the Army's new Low Cost Low Altitude (LCLA) airdrop training program located at Fort Campbell, KY. The LCLA program is the preferred method of resupply for the Special Forces troops operating in the bases and mountains of Afghanistan.

In September 2010, as spearheaded by Col Aaron Barrier, 63rd Theater Aviation Brigade commander, Det 3 was selected by the Operational Support Airlift Agency to receive two C-23C1 models, which are upgraded with new Collins ProLine 21 "glass" cockpits. The only operational detachment worldwide to receive this model, it is targeted for both OSAA and the CBRNE Consequent Management Response Force (CCMRF) missions. Due to its multi-role capability, upgraded avionics and High Frequency (HF) radio capability, it is ideally suited to respond to terroristic and natural events in which joint military forces are called upon to support.



Although initially slated to fold the flag in FY11 due to Army fixed Wing reorganization, Detachment 3 found new life in its CCMRF mission and is now poised to continue its outstanding support through FY15.

B Company, 351st Aviation Support Battalion



Company B 351st ASB is located in Frankfort, Kentucky. Its primary mission is to provide aviation maintenance support to the Kentucky Army National Guard rotary wing fleet. For Fiscal Year 10, B Company 351st ASB has expanded its role in the Kentucky National Guard and accelerated its unit strength to 116%, well above NGB goals. The Soldiers of B Company 351st ASB not only maintained a high mission capable rate for the state's UH-60s and OH-58s, but also stepped up to provide support for state and nationwide

emergency response as well as high quality instructors to cover the Army Warrior Task requirements for the 63rd TAB.

FY10 has continued to see improvement in almost all areas of training and personnel. Aviation maintenance experienced an increase in man-hours from the FY09 with 2,044.5 man-hours completed compared with 1808.5 hours the year before. This increase can be attributed to improved training site selections for annual training at the CT AVCRAD and the reception of several new helicopters for the ASB to maintain. With the Assault and MEDEVAC detachments deployed to Kosovo, B Co 351st ASB was charged with maintaining a rear detachment of 28 soldiers that contributed greatly to available manpower for maintenance.

New guidelines have improved MOS training with hands on experience in real and simulated operating environments. Annual Training sites were selected on the basis of comprehensive aviation maintenance training. CT AVCRAD in Groton, CT provided hundreds of man-hours of training for all MOS'. The number of Soldiers MOSQ increased to 77% from 67%

in FY09. Individual Weapons Qualification was completed with 100% of the available unit qualified. AWT training improved to >95% of the available unit trained in 14 Army Tasks, an improvement of over 14% from FY09. For FY10 B Co ASB also completed the CSM Challenge in April 2010, and provided high quality instructors in Land Navigation, SINGARS, and Marksmanship. Special emphasis has been placed on driver's training and qualification. Physical fitness is one area where passing rates have dropped from 80% in FY09 to 75% of the unit in FY10. These issues are being addressed and measures are being taken to have soldiers meet the standard. A weight control program has been put in place with 14% of the unit on weight control status. For FY11 B Co 351st ASB expects marked gains in APFT pass rates.

B Co 351st ASB stood ready in FY 10 to provide personnel and support in missions across the state. 20-22 December 2009, 15 Soldiers were activated for State Active Duty during the winters storms to provide generator support for water pumping stations in Pikeville, Hyden, and Neon, KY. Soldiers volunteered even with the possibility of being extended through the Christmas holiday. Water service was quickly restored and Soldiers provided secondary support to the local fire department in supplies distribution to those affected by the winter storms. Soldiers even refused accommodations in a local hotel to reserve space for those who needed it. Secondary accommodation was made in a Red Cross shelter and fire station. The missions were a complete success, and all Soldiers received State Active-Duty Service Ribbons. Bravo Co 351st ASB has also provided support in the redeployment home of the AIR ASSAULT And MEDEVAC detachments from Kosovo in South Carolina. Soldiers from the unit have also participated in several Funeral Details and have performed flawlessly in honoring the deceased.

C Company, 1st Battalion, 376th Aviation Regiment (Security and Support [S&S])

Known formerly as the RAID for Kentucky, this Table of Distribution and Allowances (TDA) unit was reorganized into the Modified Table of Organization and Equipment (MTOE) C Company, 1-376th Aviation (Security and Support) as part of the overall U.S. Army Aviation Transformation Plan. The company headquarters, along with six specially equipped OH-58A+ helicopters and more than 80 aviation soldiers is located in Frankfort Kentucky, and is commanded by MAJ Dwayne Lewis. The company has a small detachment consisting of two OH-58A+ helicopters located in Decatur Illinois, while the Battalion 58A+ Headquarters is located in Nebraska.

These specially equipped OH-58A+ helicopters are used for Homeland Defense (HD) missions such as border patrol operations, Civil Defense Support missions such as SAR, law enforcement support, and counterdrug. In addition to supporting Kentucky law enforcement and civil authorities in and around the Commonwealth during natural disasters.

C Company (-) has a regional response mission to provide DSCA during natural disasters along the gulf coast, in addition to having supported Operations along the northern and southern border with Canada and Mexico. During FY10 C Company (-), 1-376th Aviation flew 2,555 hours without a serious accident.



This unit assisted federal, state and local law enforcement agencies with criminal arrests, seizing property, currency, and illegal drugs. In addition to being an integral asset in the war on drugs, Co. C is a vital asset to the internal security of the United States.

Co. C OH-58 helicopters fly over KY searching for Marijuana as the JSO support team conducts Eradication UH-60 Conducting Marijuana Eradication Joint Support Operations (JSO) Aviation Section As in each of the last several years, the JSO Aviation Section played a substantial role supporting the Governor's Marijuana Strike Force by flying 1,907 total hours in support of counter-drug operations, resulting in 6,800 marijuana plots, 306,000 marijuana plants being eradicated and 582 arrests.



Kentucky's Counterdrug Support Program is recognized by National Guard Bureau (NGB) as one of the finest in the nation.

Since 1990 the Counterdrug aviation program has flown over 58,000 hours and performed over 20,000 Rappels and Special Patrol Insertion / Extraction System (SPIES) iterations without a serious aviation – or aviation related – human-error accident.

Kentucky is one of the few states in the nation approved by NGB to conduct tactical egress operations in support of marijuana eradication. Kentucky's Counter Drug personnel are considered the subject matter experts and travel around the country providing assistance to other State Counterdrug programs. In addition to the service JSO provides to the state through drug eradication, the JSO Aviation team is also the Search and Rescue asset.

Summary

FY10 closed with a collective plate full of planned exercises, deployments, training, and preparedness for response in the event of a natural disaster or other HD missions. These individual, collective, and organizational experiences also gave these Aviation professionals and units a significant infusion of development, proficiency and growth – that will certainly pay dividends in the future missions and needs of the Commonwealth and our Nation. The Kentucky Army Aviation Program enjoys its success having built upon the sound performance of past and present aviation leaders, crewmembers, and support personnel.

Army Aviation Support Facility

Major Accomplishments:

- OH-58 Flight Hours: 2467, Average Operational Rate (OR): 81%
- UH-60 Flight Hours: 1596.8, Average Operational Rate (OR): 75%
- Safety: No aircraft accidents (Class A – D) No lost time injuries
- Have flown over 198,000 hours without a Class A or B accident.

Major Maintenance Actions: OH-58

- 11 Phase Maintenance Inspections (PMI)
- 6 Maintenance Work Orders (MWOs) for Transponder (APX-100)
- 5 MWOs for Inlet Barrier Filters (Replaced particle separator)
- Rewired all 6 OH-58 cockpit sections

- Numerous major component replacements (2 engines, 3 sets of MR blades, 2 sets of TR blades, transmission, etc.)

Major Maintenance Actions: UH-60

- 9 PMI inspections, (6 PMI-2 – Heavy, 3 PMI-1 – Light)
- 19 120-hour Inspections (9 conducted with PMI inspections)
- 3 Heater MWOs for Medevac aircraft (electric heater for patient care)
- 2 Hoist MWOs for Stay-Behind aircraft
- 2 Beaded panel repairs and 1 Station 348 beam repair (major sheet metal repairs)
- Completed 4 deployment MWOs
- Prepped 11 aircraft for overseas deployment
- Received 2 aircraft, on temporary loan, from NGB: aircraft have had major issues that we have addressed: (re-rigging of both aircraft, electrical problems, eng replacement)
- Coordinated and “borrowed” 7 aircraft from other states. (1 – NY, 1 – NJ, 5 – VA) We have given those aircraft back in better shape then we received them

Operational Support:

- Over 200 Operational Support Airlift (OSA) missions flow
- Supported the 123 STS from the KYANG
- Supported the 149 Bde
- Supported the 166th Avn (Active Duty) aircrew from Ft Knox
- Supported the CCMRF mission, including a FTX
- State Active Duty (SAD): Ky Derby, Thunder over Louisville, fugitive search, and 4 missing person searches.
- CDOPS support
- Re-Deployed 11 aircraft from Charleston, VA Kosovo deployment

Budget:

- FY10: Executed \$500,000 in our 116 OPTEMPO account, \$341,000 in our AFTP Account.
- \$220,000 in our 1L account, and over \$3,000,000 in our OPTEMPO accounts at the MS AVCRAD.

Personnel:

- 22 personnel deployed from the AASF: 14 from maintenance and 8 from operations.
- Maintenance is manned at less the 50% of requirements (includes deployed soldiers)
- There are 9 contractors working in maintenance. Also, 2 contractors are deployed as members of the KYARNG.

Operation Support Airlift, Detachment 11 (OSA) C12

May 2010
OIF 09-11
TF TORCH
9 PAX

2011 – 2012

1. 1204TH Combat Support Battalion / Aviation Support Battalion
August 2011 – September 2012
OND 12-14
323 PAX

Deployed under 29th Combat Aviation Brigade
Commander: Lieutenant Colonel Tom Roach
Command Sergeant Major Tim Walton

Frankfort, Ky. -- The 1204th Aviation Support Battalion received the Meritorious Unit Commendation from the Department of the Army for the unit's exceptional meritorious service in Iraq in support of Operations New Dawn and Enduring Freedom. Kentucky, Alabama, Maryland and Florida service members that mobilized with the battalion are eligible to update their records and authorized to permanently wear the commendation ribbon on their Army service uniform. The 1204TH received the citation for meritorious service in support of military operations from Aug. 24, 2011, to Aug. 10, 2012. Its mission was to provide sustainment operations to the 29th Combat Aviation Brigade, Maryland Army National Guard. Under the leadership of Lt. Col. G. Tom Roach Jr. and Command Sgt. Maj. Tim Walton, the 1204th was the last aviation support battalion to operate in Iraq. The battalion was assigned to clear all equipment, buildings, and personnel while operating the last two refueling points in the country. After the withdrawal of all combat forces in Iraq, including Kentucky's 149th Maneuver Enhancement Brigade, the 1204th moved to Kuwait and continued to support the 29th Combat Aviation Brigade. "This award was earned by the critical work done by operations, mess section, medical, transportation, water purification, fuel distribution, signal support, supply management, ground and aircraft maintenance personnel," said Roach, "At every step in the operation, the Soldiers did a phenomenal job and they should never underestimate the importance or quality of their service." During their 10 months in theater, Soldiers performed hundreds of missions in Iraq, Qatar, Kuwait and Afghanistan. Soldiers of the 1204th recovered \$1.8 million dollars of lost or abandoned equipment in Iraq, provided level-three medical care to nearly 11,000 personnel in Kuwait, received and inventoried more than 300 shipping containers of miscellaneous aviation equipment, completed 496 aviation work orders in Afghanistan, transported more than 2,500 Soldiers to R&R and maintained 440 pieces of ground equipment. It was the determination and due diligence of Tom Beyard, Senior Enlisted Advisor in the Maryland National Guard to ensure the unit award was processed and published by U.S. Army Human Resources Command, said Roach. Beyard served as the 29th Combat Aviation Brigade Command Sgt. Major during the deployment. The Meritorious Unit Commendation is awarded to units for exceptionally meritorious conduct in performance of outstanding services for at least six continuous months during a period of military operations against an armed enemy. The Iraq mobilization was the only overseas mission for the 1204th Aviation Support Battalion, which was inactivated during a ceremony Jan. 10, 2016 due to an Army unit realignment.

CAMP BUEHRING, Kuwait -- On 28 Sept. 2012 the six-man Ammunition Section of Alpha Company, 1204th Aviation Support Battalion, was formally recognized for their hard work and dedication in support of Operation New Dawn and Operation Enduring Freedom. Since the middle of November, the Ammunition Section has been working with the 261st Ordnance Company, an Army Reserve Unit based out of West Virginia. Together they were able to contribute to the success of one of the most dynamic strategic sustainment operations in the history of the United States Army. "You all should be extremely proud of yourselves, for you have accomplished the largest single logistical operation since World War II," said Col. David L. Jones of the 113th Sustainment Brigade. Jones was referring to the ammunition turn-in and repositioning of equipment from the drawdown in Iraq. In just three months a five man team consisting of Staff Sgt. Jason Maszor, Sgt. Kyle Clifton, and three Soldiers from the 261st received, processed, repackaged, and condition coded 26 million rounds of ammunition valued over \$45 million,

according to the 261st Ordnance Co. The remaining members of the Ammunition Section; Spc. Glenn Dunn, Spc. Duston Logan, Spc. Lee Millar, and Spc. Brandin Smith worked alongside other Soldiers of the 261st and conducted over 7,000 inter depot transfers, issues, receipts, and shipments that amassed to over 150 million rounds valued at over \$475 million. For their hard work and dedication, the "Ammo Dawgs" of Alpha Co. were awarded achievement medals from the 261st Ordnance Company. Clifton from Crestview Hills, Ky., was awarded the Army Commendation Medal, Maszor, a native of California, Ky., Dunn of Dry Ridge, Ky., Logan from Alexandria Ky., Millar of Grant's Lick, Ky., and Smith from Crittenden, Ky., were awarded the Army Achievement Medal. Dunn, Logan, and Smith were also recognized for their hard work in preparing detonations for demilitarization with the 788th EOD Company. "It was an honor to work with both Active Duty EOD Soldiers and fellow ammunition Soldiers from the Army Reserves," said Logan. "It made me feel distinguished that another unit would take the time to acknowledge the hard work and accomplishments that we completed". Capt. Todd Allen, Alpha Co. commander said of the Soldiers, "It is great to see that their work did not go unrecognized. They are a great section of Soldiers and I am proud to have them in Alpha Company."







Specialists Glenn Dunn, Spc. Duston Logan, and Brandin Smith, all of the 1204th Aviation Support Battalion, were awarded the Army Achievement Medal in Camp Buehring, Kuwait, 28 June 2012. The Soldiers assisted in the drawdown of ammunition out of Iraq following the reposturing of U.S. Forces in 2011. (U.S. Army photo by Staff Sgt. Jason Maszor)



Kentucky's Adjutant General, Maj. Gen. Edward W. Tonini speaks to the soldiers of the 1204th Aviation Support Battalion during a welcome home ceremony at the Florence Freedom Baseball Stadium in Florence, Ky., 18 August 2012. The Independence, Ky., based 1204th, spent a year in the Persian Gulf region in support of Operation New Dawn.

West Liberty, KY in the aftermath of the March 2011 tornado. *Courtesy of KYNG Public Affairs.*



2013

1. Detachment 1, Company C, 2-238th MEDEVAC (UH-60)

July 2013 – August 2014

OEF 13-15

23 PAX

Commander: Captain Jimmy Candiff

Udairi Army Airfield, Camp Buehring, Kuwait.

Det 1 CO C 2-238th Aeromedical Evacuation deployed from July 2013 – May 2014 to Camp Buehring, Kuwait ISO OEF. KY detachment deployed under INNG CO C 2-238th Commanded by MAJ Scott Oden. For the actual deployment, CPT James Caniff was moved to the Executive Officer, CPT Jessica Miller (Tharp) was the Platoon Leader for KY Detachment 1, Platoon Sergeant was SFC Michael Ball. They split the company into two rotations, first rotation was two INNG detachments 2012-2013, second rotation was 1 INNG detachment, Platoon Leader was CPT Ken Watkins and us. Both rotations were responsible for medical evacuation for entire Kuwait AOR. While there we conducted shipboard operations on LSVs. conducted Partnership exercises with Kuwait and Saudi Arabia. We served under the 36th and 42nd ID.



Kuwait Christmas 2013 - Tyler Johnson, Heather Mehlretter, Jessica Miller, Joshua Fogle, Kevin Keith, Jimmy Caniff.

Saudi Arabia: April 12, 2014 - Jeremy Lowe, Jessica Miller, Mike Powers, Joe Krestan, Nathan Keach, Wallace Kand, Joshua Fogle, INNG.





Al Jahrah: March 27, 2014 - Jessica Miller, Joshua Fogle, Mike Powers, Nathan Keach.



Detachment 1, Company C/238th 20 February 2016.

2. W7Y4 KY Operation Support Airlift (OSA) Detachment 11
December 2013
OEF 13-15
7 PAX

In 2013 the Kentucky National Guard received its first Eurocopter UH-72 Lakota Helicopters.



2014

1. B CO 2/147

June 2014 – April 2015

OEF 14-16

50 PAX

From CPT Cliff Flanagan, Company Commander: Aug 2014-Apr 2015. We were tasked to be the CAC company. Deployed with 2-147th proper HHC/BN/BDE all out of Minnesota. A Co didn't deploy but C did (Iowa). Medevac was out of Rhode Island. ATS out of Massachusetts. We were TF Shield. B Co flew VIP's around Kuwait. Primarily to and from Camp Arifjan and Ali Al Salem. Main mission focused on the ARCENT Commander LT Gen Terry. We also flew Gen Lloyd Austin (CENTCOM Cdr/ secdef) during a Thanksgiving visit. Including Chuck Hagel (secdef). And other various foreign dignitaries. ISIS was on the rise so C co got sent up to Baghdad about half way through. And most of us stayed behind. We also supported ground units and conducted deck landing quals monthly. CEFS tanks were installed in anticipation of flying to Iraq so we got to train with those too.

1SG Hedden

LTs McClard and Lowe

PSGs Lona and Army



All the Fathers of B Co 2-147 collected together for a Father's Day photo.



Renegade crew members take time to pose for a picture with their counterparts in the Kuwaiti Defense Forces
9 September 2014.



Group photo taken June 7, 2014.



2015

1. B Company, 351ST AVIM GSAB

February 2015 – January 2016

OEF-OSS 15-17

75 PAX

Commander: Major Frank “Chip” St. Charles.

B Company, 351st mobilized in support of Operation Inherent Resolve and Operation Spartan Shield on 15 February 2015 to Ft. Hood, TX, deployed to Camp Buehring, Kuwait in April of that year, with the final Soldiers arriving home around midnight of Christmas Eve of 2015. B Co’s mission was to serve as the Aviation Intermediate Maintenance Company (AVIM) for the 185th Aviation Brigade within the CENTCOM AOR. In addition, B Co provided the Downed Aircraft Recovery Team for Kuwait and Iraq, working alongside a special detachment of Marines and USMC Ospreys responsible for personnel recovery. At its peak, B Company, 351st consisted of 305 National Guard Soldiers from 12 States along with Active-Duty Soldiers. While deployed, B Company sent Soldiers to Jordan, Saudi Arabia, and Iraq.

1SG: Nathan Keach

QC: CW5 Chris Leet

MTP: CW4 Richard Kimberlin

ASO: CW4 Kevin Mudd

PC: CPT Jacob Piper

PC WO: CW4 Calcaterra

PC NCO: SFC Nesselrode









2018



CW5 Steve Knight and Governor Andy Bashear.

1. 245th Aviation Battalion, Company C, Detachment 4 (was 135th Aviation, 3rd Battalion)
Commander: CW5 Knight
March 2018 – March 2019
OEF – OSS 18-20
9 PAX

FY18 started with the unit qualifying aviators in the C-12R model aircraft they would operate in theater while preparing for a deployment in support of Operation Enduring Freedom Kuwait/Operation Inherent Resolve. This marked the units second consecutive deployment to operate as the Regional Flight Center at Ali Al Salem AB, Kuwait. During the deployment, Det 4. was paired with the Idaho State Flight Detachment, operating 3 C-12R model aircraft. The combined unit flew missions throughout the CENTOM AOR, primarily in support of OIR, and focusing on DV movements from 0-6's to the 2, 3, and sometimes 4 star level, as well as time critical cargo and passenger movement for Special Operations Forces and the RFC's higher, the 449th CAB and subsequently the 35th CAB. The unit flew the majority of its missions to Iraq, but also frequently flew to Jordan, Egypt, Saudi Arabia, Bahrain, Qatar, UAE, Oman, and Turkey, supporting battlefield circulation for the CENTCOM Commander. The first rotation departed for Ft. Bliss, TX 16 March, 2018, and arrived in country to conduct relief in place 24 March, 2018. The 2nd rotation mobilized mid July, 2018, and arrived in theater late July, 2018, to relieve the 1st rotation. The second rotation was relieved early December 2018, demobilized, and returned to home station mid December 2018. Despite having at least half of the unit deployed for all but one month of FY23 Det 4. had a busy year CONUS, with 375 hours flown, including a total of 88 missions successfully completed, and 14 C-12Y qualifications conducted. During the deployment, the combined KY/NY C-12 HOA flew over 815 hours, 738 passengers and 48,244 pounds of cargo during the execution of 143 missions, all accident and incident free, continuing the units long established reputation of safe and efficient operational performance.

Below is a list of the unit personnel that were deployed in support of Operation Enduring Freedom and Operation Inherent Resolve (OEF/OIR).

Commander-CW5 D. Steve Knight whole deployment

Pilots: CW4 Eric Mattingly 2nd rotation

CW4 Chad Russell 1st rotation

CW4 Kevin Keith 1st rotation

CW3 Jeff Little 2nd rotation

CW3 Jonathon Tidei whole deployment

DET NCOIC-SFC Corey Smith 2nd rotation

15P (Flight Operation Specialist)

SSG Rob Carson whole deployment

SSG Austin Lynn 2nd rotation

SPC Zach Widener 1st rotation



CW5 Steve Knight and CW3 Jonathon Tidei display the Commonwealth of Kentucky flag following one of the unit's final flights in theater.

Flight line DFAC, Left: CW2 Miles Soppe, Idaho SFD, CW4 Kevin Keith KY SFD, SFC Rob Carson, KY SFD, Right; CW3 Jonathon Tidei KY SFD, CW4 Spencer Widman, Idaho SFD, CW4 Chad Russell, KY SFD.





CW3's Jeff Little and Jonathon Tidei fly across Saudi Arabia enroute to Aquaba and Amman, Jordan.

Soldiers of the RFC repairing a sunshade after a sandstorm outside the RFC flight operations building.



CW5 Steve Knight waiting for passengers, sharing the ramp in Erbil, Iraq with a KYANG C-130 of the 165th AS that was simultaneously deployed to Ali Al Salem AB, Kuwait.



First rotation pilots CW4's Russell and Keith prepare to depart the theater.

2019

1. B Company, 2-147th Aviation
February 2019-February 2020
OSS 19-21
71 PAX

B Company, 2-247th operated as part of an aviation taskforce that provided aviation support across Kuwait, Iraq, and Syria in support of Operation Inherent Resolve and Operation Spartan Shield.

Commander- CPT Terrel McClard
1SG- Steve Army
1st Platoon Leader- CPT Christopher Englen
2nd Platoon Leader- 1LT Jacob Conner

Joe Krestan
Anthony Ewers
Michelle Ewers
Mark Sallin
Jeremiah Lane
Dmitry Kharin
Richard Singleton
Christopher Norris
Tyler Whittaker
Christopher Jones
Michael Richardson
Stephanie Crask, Hall, (Whatever it is this week.)
Tyler Kramer
ohn Barrett

Joseph Mcknight
Evan Vreeland

B Co 2-147 unit members in Erbil, Iraq.



Air Assault Training in Kuwait. Pilots: CW4
Anthony Ewers and 1LT Jacob Conner.

B Co 2-147 Pilots after completing Operation Dragon Havoc. An
Air Assault in support of MARSOC and Iraqi CTS to the
Makhmour Mountains in Northern Iraq.





CW3 Mike Richardson and 1LT Jacob Conner conducting deck qualifications in the North Arabian Gulf/Persian Gulf.



CW3 Mike Richardson and 1LT Jacob Conner conducting deck qualifications in the North Arabian Gulf/Persian Gulf.





2020

(COVID hit March time-frame)

1. Detachment 1, Company C, 2-238TH MEDEVAC (UH-60)

April 2020 – 26 September 2021

OFS 20-22

21 PAX

Commander: Captain Jonathan Strayer.



Members of Det. 1, Charlie Company, 2nd Battalion, 238th Aviation Regiment MEDEVAC leave Afghanistan on an Air Force C17 after their overseas deployment on 14 Oct. 2020.



Staff Sgt. Stephen Parker and Staff Sgt. Shaun Morris, along with pilots, Capt. Jonathan Strayer and Chief Warrant Officer Kristan Beard, conduct hoist and joint MEDEVAC training with U.S. Marines over New Antonik, Afghanistan July 2020. (U.S. Army National Guard photo by Sgt. Ryan Hunter, 2nd Battalion, 238th Regiment MEDEVAC Flight Medic.)



Kentucky National Guard, Blue Grass Airport training for emergency response. October 2020.

2021

1. C Company, 1-376th Aviation

November 2021- October 2022

Southwest Border support mission

Commander(s): MAJ Jim Weber and MAJ Nathaniel Brown
(company commanders swapped half-way through)

1SG: Robert Unger

Readiness: SFC Brian Hedden

Av Mx Section: SFC Jaison Kinser/CW4 Rick Kimberlin

Flight Platoon: SFC Tyler Hellard/1LT Patrick Carlisle

Ground Maintenance: SFC Jess Sova

Supply: SSG Melissa Licavoli

Stands: CW2 Patrick Ferguson.

FI/SI: SGT Alex Smith, Ben Imboden, Chaz Hockensmith

El Paso Sector OIC CPT Zachary Crick

Operations Section: 1LT Daniel Christian/SFC Robert Carson

WOs

PC: CW2s Jason Smith, CW2 James Ashbrook, CW2 Matthew Clark

PI: CW2 Evan Roberts, CW2 Bo Alvey







2022

1. 2-245th Aviation Company, C Detachment 4 – Fixed Wing (C-12 plane)

November 2022-December 2023

OEF-HOA 23-25

4 PAX

Commander: CW5 Kevin Keith.

FY23 started out immediately after Det. 4 became the first C-12 State Flight Detachment to field the C-12Y model. The unit was challenged with a dual mandate to serve as an ad hoc schoolhouse for C-12Y qualification training for other states as they fielded their C-12Y models, as well as preparing for a deployment in support of Operation Enduring Freedom/Horn of Africa. While normally unit's transfer their aircraft to other states as part of the OSACOM share plan, Det 4. retained their assigned aircraft throughout the mobilization to support C-12Y model qualifications for OSACOM units and DES.

The unit rapidly qualified their assigned personnel in the C-12Y, while maintaining currency in the C-12U model that the unit would operate overseas. The first rotation departed for Ft. Bliss, TX 16 November, 2022, and arrived in country to conduct relief in place 29 November, 2022. CW4 Russell, Det 4 SP/IE conducted multiple C-12Y qualifications for the fielding/training initiative, while at the same time training and preparing 2nd rotation crewmembers for the mobilization. The 2nd rotation mobilized 5 April, 2023, and arrived in theater 22 April, 2023, to relieve the 1st rotation. During the deployment, Det 4. was paired with Det. 1, the NY State Flight Detachment, operating 2 C-12U model aircraft supporting CJTF-HOA from Camp Lemmonier, Djibouti. The combined unit flew missions to many austere locations in Kenya, Somalia, and Ethiopia to meet a wide range of mission requirements in theater. Upon demobilization, 1st rotation personnel rapidly resumed supporting missions within JOSAC/OSACOM and the DOD realm operating the retained C-12Y, flying 38 missions and nearly 200 hours with a single crew available and without flight operations support. The second rotation was relieved 18 August, demobilized, and returned to home station 29 August, 2023. Despite having at least half of the unit deployed for all but one month of FY23 Det 4. had a busy year CONUS, with 375 hours flown, including a total of 88 missions successfully completed, and 14 C-12Y qualifications conducted. During the deployment, the combined KY/NY C-12 HOA flew over 815 hours, 738 passengers and 48,244 pounds of cargo during the execution of 143 missions, all accident and incident free, continuing the units long established reputation of safe and efficient operational performance.

Senior Aviation Officer-CW5 Kevin W. Keith

Pilots- CW4 Chad Russell

CW4 Jeff Little

CW4 John Tidei

CW5 Travis Rogers

CW2 Thomas Creed

DET NCOIC (OSACOM Coordinator)- SFC Melissa Bohn

15P (Flight Operation Specialist)-SPC Dakota Meadors

First rotation personnel:

CW4 Jeff Little

CW4 John Tidei

CW2 Thomas Creed

SGT. Joshua Eisenback

Second rotation personnel:

CW5 Kevin Keith

CW4 Chad Russell

CW5 Travis Rogers

SFC Melissa Bohn

L/R Josh Eisenback, Jonathan Tidei, Jeff Little, Thomas Creed



Baledogle, Somalia.



Manda Bay, Kenya



CW5 Rogers and CW4 Russell



L/R Russell, Rogers, Greek, Keith, McCauley, Davis, Bohn, Kilventon, Meadors.

Kentucky National Guard Aviators responded to rescue operations in Eastern Kentucky in July and August 2022.



2023

Aviation Day at the Capital City Airport, September 2023.



2024

1. 63rd Theater Aviation Brigade (TAB)

October 2024 – February 2025

Stateside – Taskforce Watchtower US Secret Service

12 PAX

2025

C Company, 1st Battalion, 376th Aviation Regiment, en route to UK Hospital to practice landing a Lakota on the heliport. *Photos courtesy of the KyNG PAO.*



Detachment 1, 2/238th MEDEVAC

June 2025-April 2026

OJG (Operation Joint Guardian) – KFOR 25-27

Kosovo

Higher Command Headquarters: Michigan Army National Guard

35 PAX

Commander: Captain Corey Oney

Captain Kiker Moses

Captain David Judd

1LT Dustin Haubner

1LT Thomas Stout

CW4 Joseph Krestan
CW3 Kristan Beard
CW3 Jeremy Cossel

SFC Ryan Stull
SSG Ryan Hunter
SSG Maurice Ferguson
SSG Ashley Renye
SSG William Flynn (from Engineers
– TOD)
SSG Logan Krathaup
SGT Emma Boaz
SGT Brian Klotz

SPC Trevor Holt
SPC Diaz Bolden
SPC Jacob Maier
SPC Taylor Purvis

CW2 Daniel Guerrant
CW2 Quiten Boyd
CW2 Travis Holt

SGT Brian Kob
SGT Charles Hall
SGT Emily Klar
SGT Allen Christie
SGT Dylan Johnson
SGT Joshua Drake
SGT William Thorn
SGT Cecil Harris
SGT Joshua Miller

SPC Coleson Stevens
SPC Joshua Templeton
SPC Andrew Johnson





CPT Corey Oney addresses the crowd at their departure ceremony at the AASF in Frankfort, KY April 28, 2025.



On Wednesday, May 14th, 2025, Soldiers of the Detachment 1, Company, 2-238th General Support Aviation Battalion were conducting their post mobilization CTE for a MASCAL at Fort Cavazos, TX when one of the role players for a vehicle rollover went down for heat exhaustion. SSG Ashley Renye was pulled from treating a role player by one of the OC/Ts to treat the injured Soldier and immediately took life-saving actions. This was a first for 1st Army Evaluators to have an actual MEDEVAC during a CTE. SSG Renye's actions demonstrate the true readiness of our Soldiers and her ability to transition seamlessly from training to real life care. As we continue to talk "Brilliant at the Basics," let SSG Renye's actions be an inspiration and reminder of what it means to hone your Soldier skills.



APPENDICIES

The Aircraft

Fixed-Wing Aircraft

Fixed Wing Aircraft of Kentucky Army National Guard

Note: Every attempt was made to use KYNG aircraft in the photos but those are not available in every instance. Our thanks to Colonel (Ret) Al Alfaro for this list and his book: *Paper Trail of the Kentucky National Guard (1792-2003)*.



L-5 Sentinel

Two place observation / reconnaissance airplane. Vultee-Stinson. Engine: One Lycoming O-435-1 engine -185 hp. Cruise speed: 100 mph. Service ceiling: 15,800 ft. Max Range: 420 miles. Metal frame fuselage with wood and metal airfoil structure and fabric covered. Drop rear seat permitted carrying litters or cargo. Originally used only by Army Air Corps served from 1942 - during first part of Korean war. Also called O-62.¹⁶⁰ No hint has been found to establish when the Kentucky

Army National Guard received its first fixed wing aircraft or even what that aircraft was. We know that the first units reconstituted in Kentucky after the total mobilization of World War II received federal recognition on 23 September 1946. Until research reveals more surrounding these early years, this will be the assumed date of the first fixed wing aircraft in the Kentucky Army National Guard.



L-16 Aeronca

Two place observation / reconnaissance airplane. Engine: Continental O-190-195 hp. Cruise speed: 81 mph. Service ceiling 14,500 ft. Range: 252 miles. Metal frame with fabric covering was the military version of the Aeronca "Champion". Army started purchasing 1948 used extensively in early part of the Korean War.



L -19 Bird Dog Cessna

Three place observation / reconnaissance airplane. The first ones reportedly came into the KYARNG inventory in 1951. Manufactured by Cessna Aircraft Co. Engine: Continental O-470-11 - 216hp. Max speed: 130mph Service ceiling: 18,500ft Range: 530mi Produced from the end of 1950 and remained in service until the late 1970s. The Bird Dog was derived directly from the Cessna

170, a commercial model in production in 1950. In 1962 the different versions were renamed, in

¹⁶⁰ Army Aviation Magazine, August 16, 1967, Volume 16, Number 8.

sequence, O-1A, O-1B, TO-1D and O-1E. In 1965 the Army turned over all fixed-wing observation aircraft to the Air Force.¹⁶¹



TO-1D Bird Dog

Similar to L-19A, but equipped with dual instrument panels and powered by a 210hp O-470-15 engine driving a constant speed propeller. Used by the Army as an instrument flight trainer. The Army purchased 310 examples beginning in 1956. In 1962 surviving machines were redesignated TO-1D.¹⁶²



L-17 Navion

Four place utility / liaison airplane manufactured by Ryan and North American. Engine: Continental O-470-7. 205 hp. Cruise Speed: 121 mph Service Ceiling: 10,900 ft. Max Range: 592 mi. The L-17 was used by the military services from the late 1940s through the early 1960s for liaison, reconnaissance, personnel and light cargo carrying mission. It was originally designed for civilian use by North American Aviation, Inc. The

Army Air Forces ordered 83 military versions under the designation L-17A.¹⁶³

Used extensively in the Far East during the Korean War for troop and VIP transport, aeromedical evacuation. All L-17s were re-designated U-18s in 1962. When they were phased out, they were given to Army flying clubs.¹⁶⁴



L-20 / U-6 Beaver DeHavilland

Formerly L -20 came into the army system in 1951. In 1962 the L-20 was designated the U-6. The U-6A "Beaver" was manufactured by DeHavilland Aircraft of Canada, Ltd. Nearly 1,700 DHC-2 Beavers were built by DeHavilland Canada between 1947 and 1967 The L-20A saw USAF service in both the Korean Conflict and Vietnam

War. The Beaver was designed as an all-purpose utility capable of being equipped with wheels, skis, standard floats, or amphibious floats. A later development, MK III, has a turboprop engine. One of the most successful bush planes ever, in 1987 the Beaver was chosen as one of Canada's ten most important engineering achievements of the century.¹⁶⁵

¹⁶¹ http://www.gruntonline.com/US_Forces/US_Aircraft/us_aircraft4.htm

¹⁶² http://www.gruntonline.com/US_Forces/US_Aircraft/us_aircraft4a.htm

¹⁶³ <http://www.globalsecurity.org/military/systems/aircraft/l-17.htm>

¹⁶⁴ <http://www.wpafb.af.mil/museum/annex/an29.htm>

¹⁶⁵ <http://www.globalsecurity.org/military/systems/aircraft/u-6.htm>



U-3B Cessna

Popularly known in the Air Force as the "Blue Canoe," the U-3 is the military version of the Cessna 310 light twin-engine transport. The prototype made its first flight on January 3, 1953. Production for the civilian market began in 1954, and in 1957, the USAF selected the aircraft for service as a light administrative liaison, cargo and

utility transport. The Air Force eventually bought 160 of the 310s "off-the-shelf" under the original designation L-27A, later changed to U-3A. Thirty-five more were delivered in 1960-61 as U-3Bs—all weather versions with more powerful engines, additional cabin windows, a longer nose and a swept vertical fin. The engines are six-cylinder, horizontally opposed, Continental engines of 285 horsepower each that drive controllable-pitch, full-feathering propellers. The aircraft normally has a seating capacity of five but can be configured for six. Maximum speed is 238 miles per hour at sea level, and cruising speed is 223 miles per hour at 7500 feet. The Cessna 310 was first flown in January 1953. The aircraft is unpressurized.¹⁶⁶



U-9 Aero Commander

Five place utility, command / liaison aircraft. Powered by two Lycoming GO-480-1 piston engines of 550 hp. Max speed of 255 mph and cruise speed of 198 mph. Service ceiling of 22,900 feet. Max range 1,150 st. mi. The first U-9 (YL-26) was obtained by the Army in 1953.¹⁶⁷



U-21 UTE

The US Army procured the first three King Air 200s, designated the RU-21J, in 1971. The U-21 Ute military version of the Beechcraft King Air A90 aircraft was deployed in a variety of configurations, including the U-21A/D/G, U-21F,

and U-21J. The U-21 is an eight-place, fixed-wing aircraft used for troop and command transport, medevac, reconnaissance, and cargo. The U-21 Ute twin turbine, propeller driven utility aircraft has a normal cruise speed of 210 knots and an endurance of over 5 hours flying time. This low-wing utility aircraft has reversing propellers and retractable tricycle landing gear. The Operation Support Airlift (OSA) Command was created in FY-92 and combined Active and Reserve Component OSA operations, began the retirement of non-standard aircraft (T-42, U-8, U-21), and started the modernization of the remaining fleet of C-12, C-20, C-21 and C-26 airplanes. In June 1993 the Chief of Staff Army gave the continental United States (CONUS) OSA mission to the ARNG. The Army aviation's overall goal relative to the fixed wing fleet is to reduce the current

¹⁶⁶ <http://www.globalsecurity.org/military/systems/aircraft/u-3.htm>

¹⁶⁷ Army Aviation Magazine August 16, 1967 p 41.

number of models from 21 to 4, including procurement of a new C-XX Short Range (SR) to perform missions currently performed by U-21, et al.¹⁶⁸



C-12 Huron

The C-12 Huron, a twin turboprop passenger and cargo aircraft, is the military version of the Beachcraft Super King Air. The US Army ordered 60 military passenger-carrying King Air A200s, designated the C-12A, beginning in FY1973. Worldwide deployment began in July 1975,

with a total of 380 ordered by US armed forces by the late 1990s. The C-12 aircraft, manufactured by Raytheon Aircraft Company (RAC) (formerly Beech Aircraft Corporation), is a high-performance, T-tail, pressurized, monoplane that accommodates places for a pilot, co-pilot, and passengers. This all-metal, low wing, twin turbo-prop aircraft is powered by two Pratt and Whitney PT6A-41/42/65 turbo prop engines. The Government's C-12 aircraft fleet is similar to the Beech Super King Air 200 & 1900C. The aircraft provides operational support for military bases, sites, fleet and shore units. The C-12 Huron will continue to be the mainstay of Operation Support Airlift (OSA) through the year 2010.¹⁶⁹



C-23 Sherpa

The Kentucky Army National Guard received its first C-23B Sherpa in April 1997. The Sherpa is an all-freight version of the Shorts 330 regional airliner with a 5 ft-6-inch square cabin section over an unimpeded hold length of 29 ft. Through loading is provided via a large forward freight door, and via a full width, hydraulically operated rear ramp door with removable roller conveyors. The C-23 Sherpa is the Army National

Guard's answer to missions requiring an aircraft that is capable of faster, higher-altitude and longer-distance coverage than helicopters. The Sherpa comes with a low operating cost due to its simple, robust construction, compared to that of other cargo aircraft.¹⁷⁰

¹⁶⁸ <http://www.globalsecurity.org/military/systems/aircraft/u-21.htm>

¹⁶⁹ <http://www.globalsecurity.org/military/systems/aircraft/c-12.htm>

¹⁷⁰ <http://www.globalsecurity.org/military/systems/aircraft/c-23.htm>



T-42 Beach

Bought by army in 1965 used as instrument trainer civilian equivalent of Beechcraft B55 Baron. In the spring of 1987, there were four T-42 Barons assigned to the 140th Signal Detachment in Frankfort, KY. 65-12693 received from Arizona Guard, 65-12698 received from Wyoming Guard, 65-12727, and 65-12679 received from Maryland Guard, according to CW5 (R) Ed Tatlock Aircraft

65-12679 was a historical aircraft. It was the first T-42 purchased for the U.S. Army Fixed Wing Training program. It had an 8-digit transponder, which was unusual. All transponders in the later aircraft were 7 digits. He said that KYNG tried to give that airplane to the museum at FT Rucker, AL, but they did not want it. It was picked up by a person from the Pensacola, FL Navy museum and flown there for rework and display. CW5 (RET) Ed Tatlock thinks all the T-42's were gone by the spring of 1992. Along with all other reciprocating engine fixed wing in the U.S. Army inventory.

Rotary-Wing Aircraft

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.

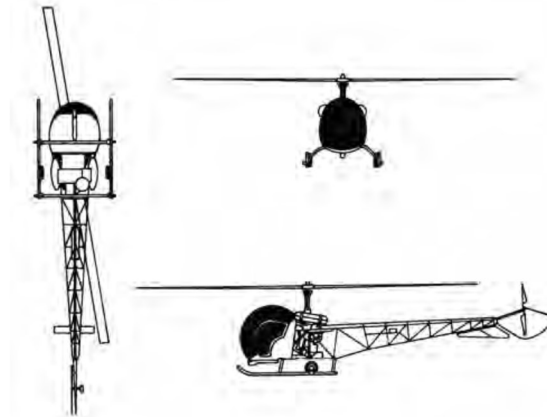
Wings: Dual-blade main rotor located above body midsection behind the cockpit.

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.

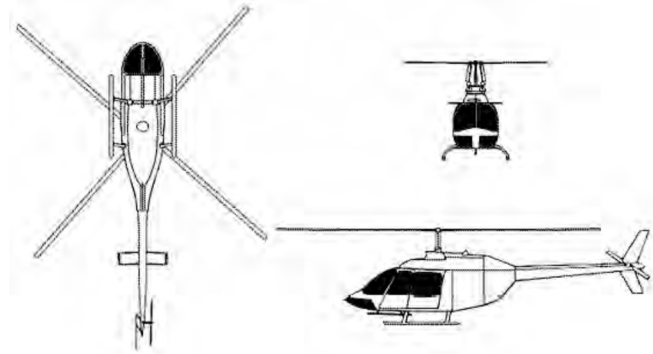
Wings: Two-blade main rotor on top of aircraft midsection.

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 boomerangshaped.

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).

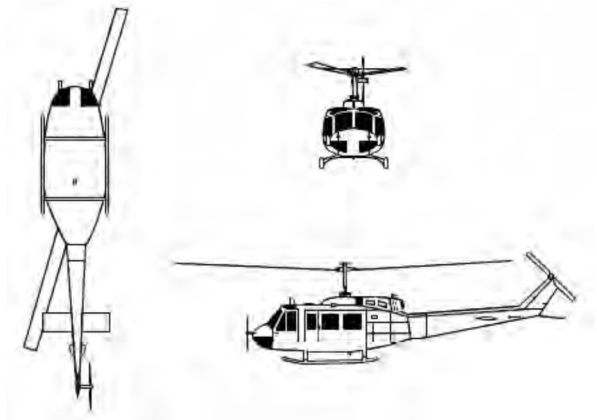
Dimensions: Length: 42 ft. Rotor diameter: 48 ft.

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 sweptback 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.



UH-72A (Lakota)

UH-72A Lakota, Utility Helicopter.

American Eurocopter.

Country of Origin: USA.

Crew: Two.

Role: Observation.

Dimensions: Length: 13 ft.

Rotor diameter: 11 ft.

Wings:

Engine: 2xSafran Arriel 1E2 738 shp.

Fuselage:

Tail:



The Army Aviation Support Facilities (AASF).

Army Aviation Support Facilities – Boone National Guard Center, Frankfort.

The original building was constructed in 1971, with the main block of the building having been dedicated in 1974. The building is composed of a large, two-and-a-half story airplane/helicopter hangar with two, two-story wings on either end. The hangar is constructed of brick, with bands of windows running along the top of the building. The walls on either end of the building are metal doors that slide open to allow access for the helicopters. Contained in the two wings of the building are many work rooms, storage areas, and offices.

Two additions to the main hangar were added in 1974-75, and a hangar extension was constructed in 1978. On the interior of the building, some rooms have been subdivided, and others have been changed from their original function. For instance, the original surveillance room is now a storage room, and the original supply room has been used as the operations room since 1982.

Within the Army Aviation Support Facility (AASF) building are many smaller offices and subdivisions, such as the Avionics room, where they bench test electronic equipment. Other areas of the building include the hydraulics room, the engine shop, the reconnaissance/raid room, the spy room, the prop & motor shop, and the test pilot's room. There is a sheet metal shop in the building, as well as an oil/fluid storage area. There is also a helicopter control room, where they watch the take-off of the helicopters and monitor their flight paths.

Behind the main building is a cold storage shed that was erected in 1993-94. A new, "interim" hangar was constructed near the original hangar in 1996-97. This building is all-metal, and it has one whole sliding wall which opens to the exterior. The new hangar has insulation lining the walls on the interior, and it has a concrete floor. Light fixtures are suspended from the metal beam roof and vents line one wall. The hangar is also used for maintenance and storage purposes. The land behind the hangars has been graded and helicopter landing pads and hardstands have been added.

Historical:

The AASF was originally located in Louisville at Bowman Field. Bowman Field was the state airport, and it served as the home of the National Guard until the late 1960s (1967-68), when the Boone National Guard Center was completed at the state airport in Frankfort. Besides Bowman Field, a hangar at Capital City Airport was used as the AASF prior to completion of the current facility in 1971.

Besides their main Army mission, the National Guard has many other duties. The Army National Guard flies support missions for other state agencies, flies the governor and heads of state to other areas of Kentucky, and provides air transportation for forest fire work and flood duties. The Kentucky National Guard has participated in clean-up efforts in North Carolina after Hurricane Hugo, and they flew Vice President Al Gore during the floods of 1997. The Army Guard Aviators participated in counter-drug task force activities, flying over parts of the state looking for illegal drugs and contraband. The Air Guard participates in many of the same missions as the ground forces of the Kentucky Army National Guard.

Due to their recent construction dates, the two hangars are not eligible for the National Register of Historic Places.



Light Aviation Section Bowman Field 1953. The KYNG rented hanger space from Kentucky Flying Service according to Joseph Van Fleet. This be the first hanger used by the Kentucky Army National Guard.



Frankfort Armory and Capitol City Airport, ca. 1957, prior to the construction of the AASF in 1971.



The old AASF, now Capital City Airport hanger.



Inside the first AASF at Capital City Airport.



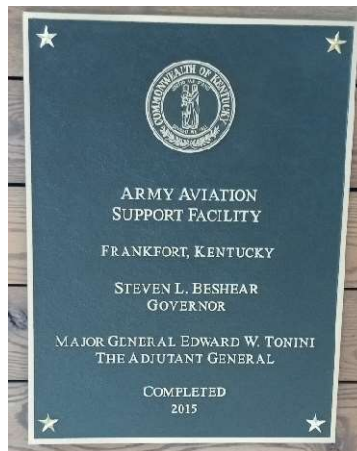


1971 AASF Boone National Guard Center





Current AASF Boone National Guard Center



Army Aviation Support Facility Commanders and State Army Aviation Officers (SAAO)

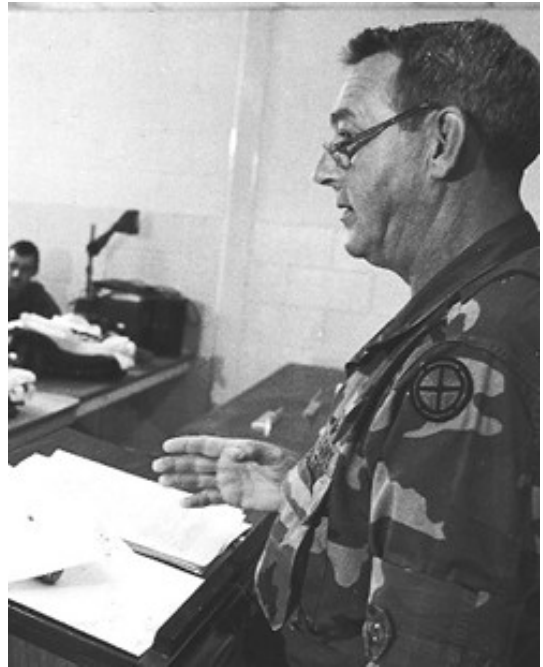
Colonel John Isham Faulkenberry, Sr.
First State Army Aviation Officer
1949 – 1970



Colonel David F. Fleming
State Army Aviation Officer and AASF Commander
1970 – 1988



Colonel Thomas M. Quisenberry
State Army Aviation Officer and AASF Commander
1988 – 1995



Colonel Scott Shannon
State Army Aviation Officer and AASF Commander
1995 – 1999



Colonel Benjamin F. Adams III
State Army Aviation Officer and AASF Commander –
1999 – 2009



Colonel Michael Ferguson
State Army Aviation Officer and AASF Commander –
2009 – 2011



Colonel Brian Abney
State Army Aviation Officer and AASF Commander –
2011 – 2018



Major Gabriel Spicer
AASF Commander
2018 – 2020



Lieutenant Colonel Jeremy (Adam) Kearney
AASF Commander
2020 – 2022



Lieutenant Colonel Stephen D. Martin
AASF Commander –
2022 – Present



Kentucky Army Aviation Units Past and Present

Current Organization **63rd Theater Aviation Brigade**

751st Troop Command

2-147th Aviation

HHC, Detachment 1, 2-147th Aviation

Company B, 2-147th Aviation

Company D, Detachment 1, 2-147th Aviation

Company E, Detachment 1, 2-147th Aviation

2-238th Aviation

HHC, Detachment 3, 2-238th Aviation

Company C, Detachment 1, 2-238th Aviation

Company D, Detachment 4, 2-238th Aviation

Company E, Detachment 4, 2-238th Aviation

2-245th Aviation

Company C, Detachment 4, 2-245th Aviation Regiment

351st Aviation Support Battalion

Company B (-), 351st Aviation Support Battalion

1-376th Aviation

Company C, 1-376th Aviation

ARNG Flight Detachment KY OSA

133rd Public Affairs Detachment

202nd Army Band

Disbanded Organizations

Aviation Section, 138th Field Artillery

Aviation Section, 623rd Field Artillery

Aviation Section, 201st Engineers

Battery A, 5th Target Acquisition Battalion, 138th Artillery

Drone Platoon, Headquarters and Headquarters Battery, 5th Target Acquisition Battalion.

XXIII Corps Artillery Aviation Detachment (Provisional)

Battery F (Aviation, Corps Artillery), 138th Field Artillery

Company C, 42nd Aviation Battalion

35th Aviation Brigade, 35th Infantry Division (Mech)

63rd Aviation Group

Company B, 1/114th Aviation Regiment (Air Helicopter)

Detachment 2, HHC, 1/132nd Aviation Regiment

Company D, 1/132nd Aviation Regiment (Target Acquisition and Reconnaissance Company)

Reconnaissance and Air Interdiction Detachment (RAID), 134th Aviation Battalion

Company E, 135th Aviation Regiment (Assault Helicopter)

Company F, 135th Aviation Regiment (Aviation Intermediate Maintenance) (- Detachment 1),

35th DISCOM

Detachment 1, HHC, 140th Signal Battalion

169th Aviation Regiment

Detachment 3, Company H, 171st Aviation Regiment
Detachment 1, Company B, 1/185th Aviation Regiment (Air Assault)
Detachment 1, Company B, 189th Aviation Regiment
Detachment 1, 199th Medical Company (Air Ambulance)
438th Aviation Company (Airmobile Light)
438th Aviation Company (Assault Helicopter)
441st Medical Detachment (Helicopter Ambulance)
470th Medical Detachment (Helicopter Ambulance)
640th Field Artillery Battalion (Observation)
718th Combat Support Aviation Company
718th Aviation Company (Assault Helicopter)
Detachment 1, 1155th Transportation Company (Aircraft Maintenance)
2113th Transportation Company (Aircraft Maintenance), 35th DISCCOM

Kentucky Aviation Hall of Fame



Kentucky Aviation Hall of Fame

The Kentucky Aviation Museum proudly serves as the official Aviation Hall of Fame for the Commonwealth of Kentucky, a distinction granted by the Kentucky General Assembly in 1994. Since its founding in 1996, the Kentucky Aviation Hall of Fame has honored Kentuckians and those with strong ties to the state who have made significant contributions to aviation and aerospace.

Each year, a new inductee is enshrined, celebrating their outstanding achievements in these fields. In addition to recognizing individuals, the museum also presents the annual *Aviation Achievement Award*. This prestigious honor is bestowed upon a school, group, or company that has made remarkable efforts to promote aviation and further the growth of the aerospace industry in Kentucky.

By recognizing these outstanding individuals and organizations, the Kentucky Aviation Hall of Fame plays a key role in preserving the legacy of aviation in the Commonwealth and inspires future generations of aviators and aerospace professionals.

Two Kentucky Army Aviation Guardsmen have been enshrined in the Hall of Fame.



Colonel David Franklin Fleming

Colonel David F. Fleming had a front seat for so much change in the modernization of Army Aviation in milestones from the Korean War, to the integration of the venerable UH-60 Blackhawk on Kentucky Guard flightlines. Within just a few days after Col. David Fleming Officially retired in January of 1988 as State Army Aviation Officer for the Kentucky Army National Guard word was received from Washington that the 28-year-old, twin-engine Cessna U-3B airplane, Col Fleming's plane, was also being retired – a fitting end to a 38-year aviation career of flying Bird-dogs to Blackhawks

Fleming went to helicopter flight school in 1960. It was an Air Force flight school for Army pilots at Gary Air Force Base in San Marcos, Texas. And, not long after that, the Kentucky Guard got some more OH-13s, followed by a few OH-23 Hillers.

Shortly after Fleming was appointed commander of the Army Aviation Facility in 1970, Kentucky's first UH-1 Huey landed at Frankfort. During his tenure, Kentucky Army Guard aviators flew 74,352 accident-free flying hours in a fleet of military aircraft that grew to include the U-9, T-42, UH-1B, UH-1D, UH-1H, UH-1V and finally, the first entire company of UH-60 Blackhawks to be fielding in the National Guard in the United States.

When asked how the KYARNG aviation program had changed over the years, Col. Fleming replied, “It started out as a small section that provided an aerial observation platform for the ground commander, now it’s evolved into the aviation brigade – the fourth combat brigade of the modern Army division. The advent of the Aviation Branch in April of 1984 really had a lot to do with that. Now, I think that while aviation continues its mission as a division combat element, it will also have to turn its attention to air-to-air combat in order to survive on the battlefield.”

While he claimed the Bell OH-13 was “the smoothest flying aircraft we ever had,” the U-3 was still known as “Colonel Fleming’s plane” in the Guard aviation community; even though he admitted he felt the U-3 had some inherent flaws. The Army Aviation Support Facility for Kentucky, in Frankfort, was named in Col. Fleming’s honor in May 2000.¹⁷¹



Colonel Roy E. Osborne

Born on June 22, 1904, in Covington, Kentucky, Roy E. Osborne emerged as a genuine pioneer in Kentucky aviation. Growing up in Lawrenceville and Williamstown, his curiosity about the sky evolved into an extraordinary journey. Inspired by barnstormer Captain Boyd in 1923, Roy’s dreams took flight as he learned to navigate the skies under Boyd’s mentorship, nurturing a lifelong passion for aviation. After graduating from Embry-Riddle Flying School in 1928, Roy’s expertise drew attention. In 1931, he became Kentucky’s inaugural Air Board Inspector, a trailblazer in the state’s aviation realm. Transitioning to the Kentucky Highway Patrol in 1936, Roy’s dedication shone through, propelling him through the ranks. He performed over 50 parachute jumps by 1941, showcasing his commitment. The call of duty led Roy to enlist in the Army Air Corps during World War II, embarking on a journey as a skilled military aviator. His exceptional skills were acknowledged in roles ranging from certified engineering test pilot to an operations officer. After the war, he embraced his roles in the Kentucky State Police and United States Navy Reserve. In 1953, Roy piloted the first Kentucky State Police plane, a pivotal moment leading to his appointment as the “Aviation Officer.” His unwavering commitment led him to the Kentucky Air National Guard, where he was Lt. Colonel in the Air Force and Deputy Chief of Staff in the 123rd Fighter Bomber Group. Leaving an indelible impact, Roy’s visionary leadership as Commissioner of the Department of Aeronautics and Director of

¹⁷¹ https://aviationky.org/hall_of_fame/col-david-f-fleming/

Airport Development shaped Kentucky's aviation industry. With over 14,000 flying hours, he cemented his status as a true pioneer, etching his legacy into the skies and hearts of Kentucky.¹⁷²

¹⁷² https://aviationky.org/hall_of_fame/col-roy-e-osborne/



Kentucky Veteran Hall of Fame

The purpose for which the foundation has been organized is exclusively charitable and educational; more specifically, to honor Kentucky military veterans and to educate through the Kentucky Veterans Hall of Fame (KVHOF) Website their outstanding accomplishments.

At an annual banquet numerous Kentucky military veterans are inducted into the hall of fame and awarded the "Hall of Fame Medallion" recognizing their military service to our nation and to the Commonwealth of Kentucky. The inductees will be selected for their valorous military service to our country and for their combined military/civilian service to our community, state and nation.



Benjamin F. Adams, III, Class of 2022.



Dean E. Stoops, Class of 2022.

Kentucky Medal for Valor.



The Kentucky 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.

Specialist Five Dean LeRoy Wuchterl

Headquarters and Headquarters Battery
1st Howitzer Battalion, 138th Field Artillery
Kentucky Army National Guard, Buechel, Kentucky

23 April 1960:

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 Four Eugene Herman Liter

Headquarters and Headquarters Battery
1st Howitzer Battalion, 138th Field Artillery
Kentucky Army National Guard, Buechel, Kentucky

23 April 1960:

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
Kentucky Army National Guard, Buechel, Kentucky

23 April 1960:

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 flames 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
Kentucky Army National Guard, Buechel, Kentucky

23 April 1960:

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.

Captain Archie T. Stone

441st Medical Detachment (Helicopter Ambulance)
Kentucky Army National Guard, Frankfort, Kentucky

23 August 1975:

Displayed conspicuous acts of courage, gallantry, and valor.

Woman Saved from Watery Death

Four People Cared When It Counted

About 9:35 p.m. Saturday Jenevieve Young was on the threshold of a watery death.

Today she is alive because four men came to her aid when every second counted.

. . . The car driven by Mrs. Young left Richmond Road and entered the reservoir bordering the highway there at a slow rate of speed then floated away from the bank where it sank in about nine feet of water.¹⁷³

Two of the men who assisted with the rescue of Mrs. Young were Captain Stone and Staff Segreant Ray Garrison, Jr.

Chief Warrant Officer Two Raymond E. Garrison Jr.

441st Medical Detachment (Helicopter Ambulance)
Kentucky Army National Guard, Frankfort, Kentucky

23 August 1975:

Displayed conspicuous acts of courage, gallantry, and valor. (See information on Captain Archie T. Stone, above.)

Staff Sergeant Hugh Cyrus Ross

470th Medical Detachment (Helicopter Ambulance)
Kentucky Army National Guard, Frankfort, Kentucky

15 August 1977:

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 maneuvered, in high winds and deteriorating weather, over the church where a crew chief 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 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 personnel safety. The combined efforts of this highly skilled crew was responsible for saving the lives of these people. This heroic act reflect great credit upon themselves and the Kentucky Army National Guard.

¹⁷³ *Lexington Herald*, 25 Aug 1975, p. 1, 16.



Adjutant General Frymire with Ross, at left, and Cross, at right, after awarding them the Kentucky Medal for Valor

Specialist Five Harmon D. Cross

201st Engineer Battalion

Kentucky Army National Guard, Ashland, Kentucky

15 August 1977:

SP5 Harmon Dale Cross distinguished himself by an act of courage and gallantry; above and beyond the ordinary call of duty. On the morning of 5 Apr 77 SP5 Cross and the crew of a UH-1 medical evacuation helicopter were sent to Pineville, KY 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 aircraft was maneuvered, in high winds and deteriorating weather, over the church where he was lowered by hoist 60-70 feet to the church roof. The ladies were then raised to the aircraft one by one. Because of low fuel and a heavy load he was forced to remain stranded 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 effort of this highly skilled crew was responsible for saving the lives of these people. This heroic act reflects great credit upon themselves and the Kentucky Army National Guard.

MSG Harmon D. Cross is the only known individual to receive the Kentucky Medal for Valor twice. The first event was during April 1977 and the second in January 1978. The first award was presented in the fall of 1977. His second award for events transpiring in January 1978 was not presented until December 2007.



From left to right SGT Harmon Cross, SGT John Larka and SSG Hugh Ross receive the Kentucky Medal for Valor from MG Frymire, the Adjutant General. At right is State Command Sergeant Major Marion Williams.

Sergeant First Class Robert A. Baker

Company E, 135th Aviation Battalion
Kentucky Army National Guard, Frankfort, Kentucky

22 February 1990:

For Meritorious act of heroism involving voluntary risk of life at Friedberg, 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

Headquarters and Headquarters Company, 35th Aviation Brigade
Kentucky Army National Guard, Frankfort, Kentucky

22 February 1990:

For Meritorious act of heroism involving voluntary risk of life at Friedberg, 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 Battalion
Kentucky Army National Guard, Frankfort, Kentucky

22 February 1990:

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.

Chief Warrant Officer Four Sanford Logan Weiler, Jr.

Retired

Kentucky Army National Guard, Frankfort, Kentucky

18 October 1992:

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 Four James E. Cary

Company E, 135th Aviation Brigade, 35th Infantry Division (Mechanized)

Kentucky Army National Guard, Frankfort, Kentucky

07 December 1992:

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.



Kentucky Adjutant General Donald C. Storm presents the Kentucky Medal of Valor to Harmon Cross, Lloyd Bailey and Willoughby Goin for their actions nearly 30 years prior to receiving the award. (photo by KG-PAO)

Captain Willoughby S. "Sandy" Goin, III

Kentucky Army National Guard, Frankfort, Kentucky

Awarded 06 December 2007

29 January 1978:

For heroism involving voluntary risk of life on 29 January 1978, following an automobile accident in Pineville, Kentucky. These Kentucky guardsmen responded when called upon to assist

in efforts to transport Miss Kathy Campbell from Pineville to Lexington, Kentucky in an effort to save her life. Overcoming extremely hazardous conditions the crew was able to safely and successfully complete the mission. Their courageous actions and concern for human life brings great credit upon themselves and are in keeping with the finest traditions of the Kentucky National Guard.

Warrant Officer One Lloyd B. Bailey

Kentucky Army National Guard, Frankfort, Kentucky

Awarded 06 December 2007

29 January 1978:

For heroism involving voluntary risk of life on 29 January 1978, following an automobile accident in Pineville, Kentucky. These Kentucky guardsmen responded when called upon to assist in efforts to transport Miss Kathy Campbell from Pineville to Lexington, Kentucky in an effort to save her life. Overcoming extremely hazardous conditions the crew was able to safely and successfully complete the mission. Their courageous actions and concern for human life brings great credit upon themselves and are in keeping with the finest traditions of the Kentucky National Guard.

Staff Sergeant Harmon D. Cross

Headquarters and Headquarters Company, 201st Engineer Battalion

Kentucky Army National Guard, Ashland, Kentucky

Awarded 06 December 2007

29 January 1978:

For heroism involving voluntary risk of life on 29 January 1978, following an automobile accident in Pineville, Kentucky. These Kentucky guardsmen responded when called upon to assist in efforts to transport Miss Kathy Campbell from Pineville to Lexington, Kentucky in an effort to save her life. Overcoming extremely hazardous conditions the crew was able to safely and successfully complete the mission. Their courageous actions and concern for human life brings great credit upon themselves and are in keeping with the finest traditions of the Kentucky National Guard.

NOTE: MSG Harmon D. Cross is the only known individual to receive the Kentucky Medal for Valor twice. The first event was during April 1977 and the second in January 1978. The first award was presented in the fall of 1977. His second award for events transpiring in January 1978 was not presented until December 2007.

Sergeant First Class Jeremy Lowe

Detachment 1, C Company, 2-238th Aviation Regiment

Kentucky Army National Guard, Frankfort, Kentucky

Awarded 21 June 2024

28 July 2022:

For valor while participating in aerial flight as a Flight Paramedic with Det 1, C Co. 2-238th Aviation while conducting lifesaving rescue operations in Eastern Kentucky following devastating floods on 28 July 2022. On that date, after a rescue boat crew ran out of fuel and were washed down river, Sergeant First Class Jeremy Lowe, at great peril and risk to his own life, while utilizing a human anchor, entered the rushing flood water to be guided by a tether into an attic window to rescue two additional victims that were already in chest deep water. Had his human

anchor slipped from the roof, or if he had been swept away by floating debris, he would likely have been carried away and drowned. The professional competence, aerial skill, and devotion to duty displayed by Sergeant First Class Lowe reflect great credit upon himself and the Kentucky Army National Guard.

Staff Sergeant Ryan Hunter

Detachment 1, C Company, 2-238th Aviation Regiment
Kentucky Army National Guard, Frankfort, Kentucky

Awarded 21 June 2024

For valor while participating in aerial flight as a Flight Paramedic with Det 1, C Co. 2-238th Aviation while conducting lifesaving rescue operations in Eastern Kentucky following devastating floods on 28 July 2022. On that date, after a rescue boat crew ran out of fuel and were washed down river, Staff Sergeant Ryan Hunter at great peril and risk to his own life, acted as a human anchor to guide a fellow Flight Paramedic through the rushing flood water and into an attic window to rescue two additional victims that were already in chest deep water. Had he slipped from the roof, or if he had been dragged into the flood water as his fellow paramedic was swept away by floating debris, they would have both likely drowned. The professional competence, aerial skill, and devotion to duty displayed by Staff Sergeant Hunter reflect great credit upon himself and the Kentucky Army National Guard.



Order of the Broken Wing



History of the Army Aviation Broken Wing award: Highly regarded and rarely awarded to aircrew members that operate aircraft under Army control. The Broken Wing Award was established in March 1968; since then, hundreds of aircrew members have been awarded the Broken Wing Award through extraordinary actions. These aircrew members preserved lives and equipment, saving the U.S. Army millions of dollars.

Julius Dee “J. D.” Porter

1969

William T. Falin, Jr.

1981

Gerald A. Carroll

1998

Rollin E. Knifley

1999

Commemorative Artwork by LTC (R) John T. Hoza

About the Artist

LTC (R) John T. Hoza, United States Army Retired, is a native of Ohio and began his military career with the Ohio Army National Guard. He went on active duty, attended rotary wing flight school at Fort Rucker, and served two tours in Vietnam with the 173rd Airborne Brigade and the 1st Aviation Brigade. While in Vietnam he met and flew with Kentucky Army National Guard member Willoughby S. “Sandy” Goin, and they became lifelong friends. LTC (R) Hoza and his wife Sandy now reside in Earlsyville, Virginia.

LTC (R) Goin was familiar with LTC Hoza's artistic ability and asked him to produce the artwork commemorating the 50th Anniversary of Rotary Wing Aviation in the Kentucky Army National Guard to great acclaim and won an award from the Historic Confederation of Kentucky.

LTC Goin called on him again to assist in commemorating the 60th Anniversary of Fixed Wing Aviation in the Kentucky Army National Guard.





Kentucky Heritage Prints



A Kentucky National Guard Heritage Painting by Dave Russell

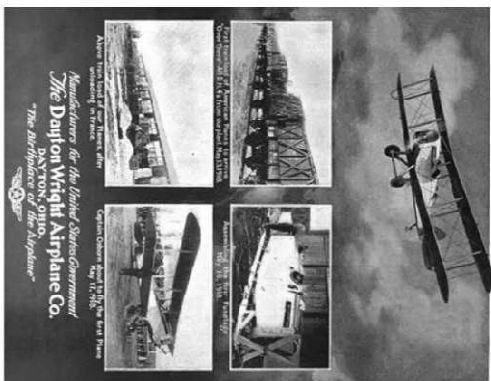
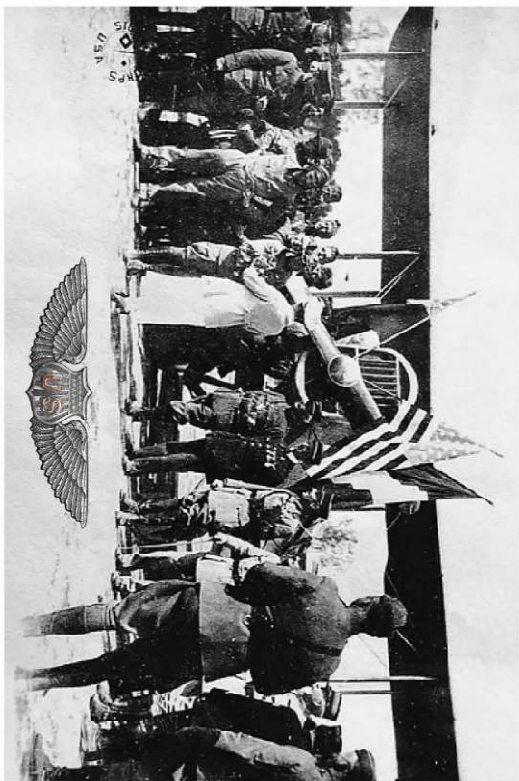
Crossing the Tigris



Two Kentucky Army National Guard UH-60A Black Hawk helicopters from Detachment 1, Company B, 1st Battalion, 189th Aviation Regiment fly over the Tigris River between Balad (LSA Anaconda), Baghdad (Camp Victory) and other central-Iraq sites. Commanded by 1st Lt. Mark Sallin and based in Frankfort, Ky., "Det 1" mobilized in support of OPERATION IRAQ FREEDOM on September 7, 2004 and demobilized on November 23, 2005. The unit's 26 personnel and five UH-60As flew more than 3,700 combat hours in all weather extremes and conditions, from 130 degree temperatures to blinding sand storms. During flights over rural areas, flight crews waved at local citizens below and often "airdropped" sealed bags of candy and soccer balls for the children.

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Unbridled Service



Captain Bee Rife Osborne

First Aviator of the Kentucky Army National Guard

On May 18, 1918, the first American-built airplane took to the skies over the Rensselaer Aerodrome outside of Paris, France, at its controls was a native of Woodford County, Kentucky, First Lieutenant Bee Rife Osborne. The significance of this historic first flight of an American aircraft piloted by an American officer was an indication to her allies and enemies that America was truly and completely committed to the war effort, with men, material and industry.

Bee R. Osborne was born on November 22, 1886, in Midway, Woodford County, Kentucky. In August 1915, the Kentucky National Guard established its first Signal Company at Lexington. Bee was one of the first to answer the call, joining the unit on September 1, 1915. He was promoted to the rank of First Class Sergeant in Company A, Signal Corps, Kentucky National Guard.

Osborne had no interest in flying, until a representative of the Aero Club of America came to an evening drill of the company. At one time, Bee stated, a gentleman from the Aero Club "made a talk on the subject (of flying) and asked whether anyone would volunteer to go for instruction, and I didn't have any more sense than to say I would go." Osborne was an ideal candidate to become an aviator, he was small in stature and was later described as a stock, grim-faced, hard-nosed little pilot, who would fly anything he could get off the ground.

Osborne became the Kentucky National Guard's first trained Army Aviator. In January 1917, Osborne earned his Reserve Military Aviator certification and his FNAI (Federation Aeronautique Internationale) pilot's license No. 623.

On April 6, 1917, the United States declared war on Imperial Germany. On September 9, 1917, Osborne was assigned to the 1st Aero Squadron, the first unit of the United States Army Air Corps to arrive in France. By October 1917, he was the chief test pilot for the Air Corps in France. He was considered a top-top pilot, cautious while taking the necessary chances which was an integral part of his mental makeup as a test pilot.

On May 11, 1918, the first American-built "Liberty" arrived in France. The first flight of this aircraft took place on May 18, 1918, with First Lieutenant Bee R. Osborne as pilot. Osborne had never laid eyes on the aircraft until just prior to take-off. Osborne admitted he was scared to test the plane since it was brand new.

Osborne was unaware of the big celebration planned for the flight. He received many bouquets of flowers and French commendations. Mrs. Florence Kendall, a prominent American War Worker christened ship, "Lady Florence." Years later Osborne recalled that when he received flowers from Mrs. Kendall, he told her to "Hold those flowers until I come down, I might need 'em" then, "alluding to the possibility that his flight might not be a success.

It was written at the time that "the first flight of the Liberty plane marked the beginning of a distinct change of the Army Air Corps from a half-passive, haphazard air service to an active, comprehensive program of operations from which important results were made." This was the beginning of America's modern Airpower known the world over.

Captain Osborne was honorably discharged on September 13, 1920. Bee returned to Kentucky following the war. Where he spent the remainder of his life, passing away on December 22, 1968.

A 1947 Lexington newspaper article stated, "Dayton has the Wright brothers and North Carolina has its Kitty-hawk, but Lexington has edged into the historic niche of the early days of flying with a quiet, silver-haired little man who in his day scored a couple of 'firsts' that give him an undisputed place in the saga of American air power, Bee Rife Osborne."

J. B. Brown Kentucky Army National Guard Aviation Photographs







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