Hello once again from the Director’s office of the Army Aviation Museum! It seems like every quarter is busier than the last with fresh restorations and changes to our existing exhibits. Over the past few months we have had to “tighten” things up to make room for aircraft, engines and new displays rolling in the back door.

Our local command graciously funded the purchase of cases and furniture for our long awaited “Army Values and Heritage Gallery”. This will be an important teaching element for our Soldiers and visitors to illustrate the service and sacrifice of men and women throughout Army Aviation History. We hope to have that fully stocked with stories and artifacts in the coming months. It will be dedicated to Mr. Walter D. Sabey, a former Army Aviator and beloved volunteer at our Museum for years. Walter was the Branch Chief for Attack and Scout Training to early 2013 it has been a whirlwind of a ride! Coming from a position as the Academic Director of theTraining Support Facility (TSF). One of these is the AH-66 Cheyenne. Once the gift offer is approved and work commences there will no doubt be a huge following on social media. I cannot emphasize enough how our Foundation has set the standard for all Army Museums throughout the country and supported us every step of the way.

Since coming to the Army Aviation Museum in early 2013 it has been a whirlwind of a ride! Coming from a position as the Academic Branch Chief for Attack and Scout Training to Museum Curator was a huge leap in disciplines. With the help of some great people and a lot of prayers the Army Aviation Museum has been wildly successful. Some say I exceeded my potential as a former Warrant Officer but these successes are certainly not by my hand alone.

In closing I would like to say that as we move into the winter months, visitation normally slows. This gives the Museum time to ramp-up for the coming spring and summer season with fresh ideas and improved interactions. I encourage all to visit our Museum and see the many changes and new displays.
GIFT SHOP

The Gift Shop has been a very busy place on many fronts. We have seen changes in our appearance, both with our physical store and in online store and new merchandise coming in weekly. October 3rd is the day the Gift Shop got a major facelift by opening its new doors. The doors were expertly installed and immediately gave the Gift Shop a sleek and professional look. Merchandise in the shop looks even better behind these beautiful doors.

With the weather finally cooling down, Christmas rapidly approaches and new merchandise is available. You can find us online at: www.armyaviationmuseum.org

SPOTLIGHT ON HISTORY

“Alonge we can do so little; Together we can do so much.”

~ Helen Keller

The AH-56 Cheyenne helicopter was a "game changer" in rotary wing technology. The General Electric T64-GE-16 engine delivered over 5,000 shp and it was to be the first production rigid rotor helicopter. The Cheyenne also had a pusher prop on the tail for additional speed or even reversal during diving attacks to control decent and stabilize firing. Designed to fly above 250 mph, the wings would assist aerodynamically for hover loads. Built by Lockheed, the program began in the late 1950's when a series of experiments would be built, each more stable and faster than its predecessor until the rotor system could be proven at high speed. Following the AH-56 Cheyenne, AH-56 in the mid 1960's. Cost overruns, politics, and the debut of the AH-1 Cobra all led to the demise of the Cheyenne program. Ten aircraft were built; one crashed during test flight killing the pilot David Bell, another was lost during wind tunnel testing, one is in the Ft. Polk Museum, another is at Ft. Campbell, four are derelict and the two in the collection of the Army Aviation Museum. Both of these beautiful machines require and deserve restoration.

In the past two years the Foundation has gifted approximately $200,000 to the Aviation Museum for the restoration of aircraft of great importance to Army Aviation history. These funds came from programs and events such as pavers, membership, golf tournaments, Museum donation lunchons and donations in honor, in memoriam, or just gracious donations. These are programs that were supported by individuals, and companies like you.

Thank you for helping the Foundation achieve our mission and goals.

Among the many works of art held in the Army Aviation Museum’s collection is one of a Wright Military Flyer shown taking off before a group of onlookers. The handwritten inscription at the lower right reads “Army Airplane No 1. Ft Sam Houston, Texas 2 March 1910 Pilot (signed) B D Foulouis Maj Gen’l USAF.

Major General Benjamin D. Foulois occupies a privileged place in the history of Army Aviation. Foulois first entered the U.S. Army in 1898 to serve in the Spanish-American War, but was mustered out after several months. He rejoined the next year at the age of 18 and quickly ascended the ranks, becoming a Second Lieutenant in 1901. Assigned to the Signal Corps, he served in various capacities at home and overseas. In 1908 he was sent to the Army Signal School where he wrote the thesis, “The Tactical and Strategic Value of Dirigible Balloons and Aerodynamical Flying Machines”, displaying an early grasp of aviation’s importance in future conflicts. A quote from Foulois' thesis reads, “In all future warfare, we can expect to see engagements in the air between hostile aerial fleets. The struggle for supremacy in the air will undoubtedly take place while the opposing armies are maneuvering for position.”

Foulois was essentially saying that the flying machines would seek to gain air supremacy before any offensive actions. Nobody, at least in the U.S. Army, had really talked about this before him. Quite prophetic!

Foulois was selected as one of three Signal Corps officers to receive flying instruction. He took instruction from the Wright Brothers before being sent to Ft. Sam Houston to complete his training on his own. On 13 July 1912, he became only the fifth Army officer to be rated as an aviator. During the war Foulois was able to witness first hand the importance of military aviation on the battlefield. After the armistice he and General Billy Mitchell, were the leading proponents of a strong, independent Air Force. Foulois later served as Chief of the Army Air Corps from 1931 until his retirement in 1935. After his retirement MG Foulois was a tireless champion of a strong and versatile Air Force, and was an important voice in the military aviation world until his death in 1967 at the age of 87.

MG Foulois was one of our nation’s very first military aviators, and the first Army officer to “stay the course”, remaining in Aviation for his entire career. Every Army Aviator who has come after can trace his or her heritage straight back to him. His contributions to military aviation were many. Foulois was a man of action as well as a man of vision. He was there at the very birth of aviation. As the saying goes, “Cometh the hour, cometh the man”. We are indeed fortunate he came along!

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The approximate $14,000 raised during the tournament will go to the restoration of the NASA RSRA.

29 September was a fantastic day for fun, fundraising, networking and golf. After a solid week of torrential rain, the skies magically opened up and God said “Let’s Golf”. Golfers came out from many different organizations to support the AAMF and to help raise funds for this year’s target project, the NASA Rotor System Research Aircraft, RSRA.

The incredible RSRA was produced by Sikorsky in 1979, for a joint NASA/Army project, and designed to investigate the concepts involved with stopping the main rotor in flight. This concept gave the aircraft the vertical flight stability of a helicopter, and the horizontal cruise capability of a conventional aircraft. The technology and aircraft are both important cogs in the Army Aviation history wheel and more than worth of preservation.

The Museum was not the only winner that day. The golfers all played well but there were several that came out on top. For Gross we had: 1st place - Golf Bandits, Kelly, Eldridge, Kelly and Williams, 2nd place - Birdies and Eagles (BAE), Tyner, Dawson, Ankrum and Henries, 3rd place - DES, Brown, Sherry Niles and Bonilla. Net winners were: 1st place M1, Wood, Faria, Stanfield, and Kelley, 2nd place Boeing, Rollinger, Gray, Allman and Allman, and 3rd place - Team McFarvey, Seychters, Buchanan, Judah and McFarvey. Closest to the line winner was Dennis Grafner and Best Team Name went to the Weapons of Grass Destruction: Freeberg, Geer, Perlik and McIntyre. The ball drop winners were Eric Schwegler, Bo Hood, Jeremy Smith and Ryan McFarvey. Congratulations to all golfers and thank you for helping us reach our goals!

Tournaments like this do not happen all by themselves and there are so many that deserve thanks for making it happen: Stan Tanna and his incredible crew at the golf course and Divots, the Gift Shop manager, Linda Gentzyel, and staff member Angela McHugh, volunteers Ray Gentzyel, Tim Edens, Deborah Kennedy, Richard Frye, Stafford Thompson, and Floyd Rodgers and the Friends of Army Aviation - Ozark. And a special thank you to Mr. Robert Michell and staff for bringing the 2016 golf project, the UH-1 Mike Model Huey, to the course for the day.

The Foundation set a goal, and your support made it happen. THANK YOU!!