

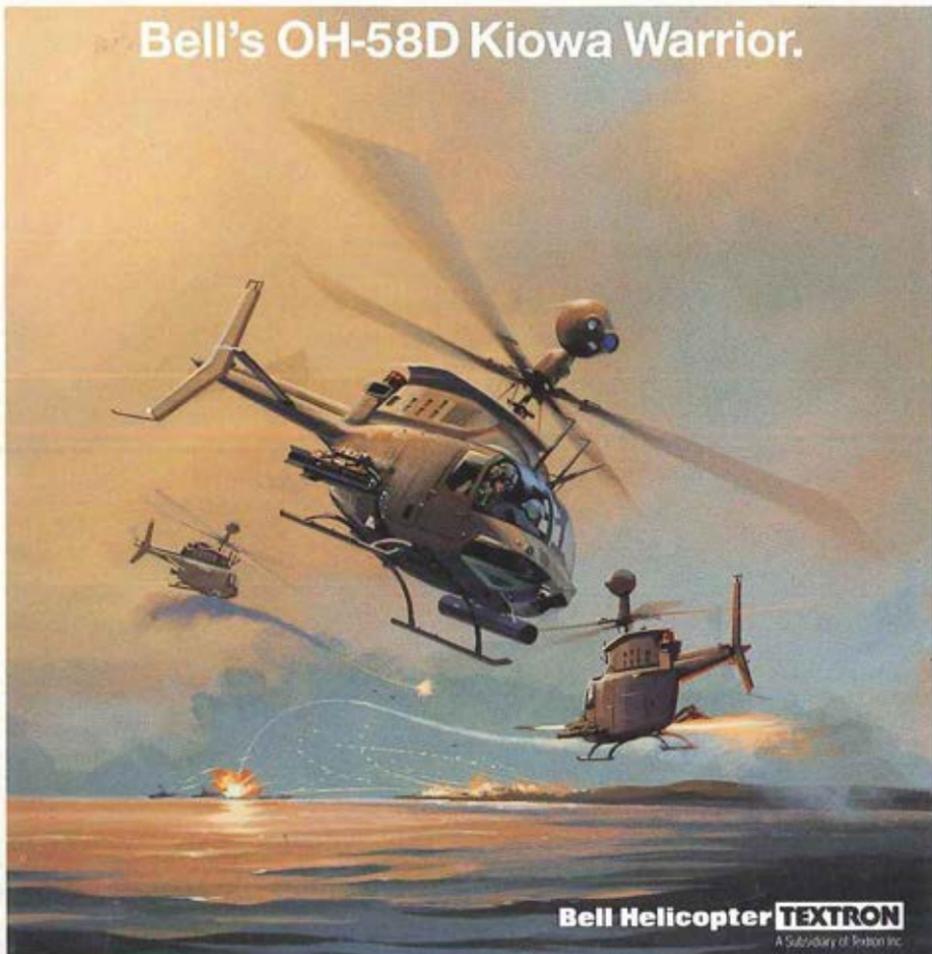


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The State of the Aviation Branch

By Major General John D. Robinson

To say we live in "interesting times" is an understatement. The end of the Cold War and the breakup of the Soviet Union obsoleted the strategy of containment. Current military planning is based on power projection with U.S.-based contingency forces capable of executing flexible deterrent options. These forces must be early deployers that are flexible, lethal, and expandible.

The U.S. is a unilateral military power and its Army must be prepared for "strategic surprise." No one knows the precise character or intent of future villains. Certainly, adversaries are lurking and history confirms a recurring need for military forces. But sadly, history also has chronicled a wholesale divestiture of capability after each buildup as our society searched for an always-elusive "peace dividend."

Today, armed conflict is on-going at 40 locations inside a band circumscribed 30 degrees north and south about the equator. Middle Eastern fundamentalists are gathering arms, and ancient hatreds abound while altered world markets have brought many nations to the verge of bankruptcy. In some places, drug cartels have become strong enough to carry out large scale attacks on legitimate governments.

The old bi-polar world has exploded into

MG Robinson is Chief, Aviation Branch, Commanding General, U.S. Army Aviation Center and Ft. Rucker, AL and Commandant, U.S. Army Aviation Logistics School.

new and frighteningly fragmented and uncertain multi-polar societies. Strange bedfellows have gained technical union and built credible tactical ballistic missile forces with conventional, nuclear, and chemical warhead inventories. Indeed, security planning in this era of "galloping instability" will remain complex. While some might argue these comments are military hyperbole, history confirms the combative nature of the human race; as much as we might like to think so, peace is not at hand. These uncertainties assured, we *must* be capable of decisive victory!

Clearly, opportunities exist for restructuring, but resistance to change continues. Look back at the Army's reluctant transition from horse to tank. While the fully mechanized *Blitzkrieg* was overrunning Europe, our doctrine was to move horses around the battlefield in trailers—to increase their mobility. Equestrian skills were still being taught in 1940.

The Army is the primary warfighting force of our nation. While advanced technology has changed the battlefield's dynamics, soldiers ultimately close with the enemy and consummate our will. Joint operations are essential and we may be certain of coalition arrangements in a wide variety of scenarios ranging from peacekeeping to a major war. Regardless of our calling along the operational continuum, we must win decisively which means winning fast and with minimum casualties.

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Army Aviation played a significant role in recent conflicts wherein cooperative interaction of fires with ground and air maneuver has been confirmed. Air maneuver leverages the third dimension in the ground regime and contributes powerfully in the combined arms fight. It is this maneuver-based doctrine that pits strength against weakness to break the enemy's will. Read Captain Richard Hooker's article, "Commander's Intent and the Art of Maneuver" in the December 1991 ARMY AVIATION Magazine. At the risk of being misinterpreted, air maneuver in modern battle must be executed in the "spirit of cavalry." In order to do this, Aviation's warfighting attributes in reconnaissance, security, SEMA, attack, assault, medium lift, and medical evacuation operations must be effectively combined in the complex caldron of joint and combined arms.

Looking Toward the Future

As the Army restructures and builds the future force, Aviation can lead the way in commitment to the Total Force. Unique opportunities exist in Aviation to bring Active, National Guard, and USAR components together for individual, crew, and battle drill training. Training facilities can be shared and we are already participating together in selected missions.

The "How to Fight" portion of our doctrine is about right; however, we are working hard on deployment and sustainment matters. Flying hours and training ammunition are priorities, as are distributed interactive simulation investments. Simulation provides enormous power. Accordingly, I will shortly establish a Simulation Directorate at Ft. Rucker, AL. We also hope to resource the CTCs with dedicated MILES/AGES-equipped aircraft. Force structure adjustments are being worked for the aviation brigade headquarters, the attack battalion, and maintenance organizations.

We are planning to shrink our helicopter types from ten to five, retaining only the most modern systems; fixed wing systems will be reduced from eight to four. We will continue Apache modernization and the

development of Longbow technology. OH-58D Kiowa Warrior Multi-Purpose Light Helicopter (MPLH) procurement will continue as we bring on an off-the-shelf training helicopter to replace the UH-1 for basic helicopter instruction. Some improvements will be applied to the Chinook fleet and we will continue to shape missile inventories, retaining only the most capable against known technologies. Comanche development will continue; a procurement decision will be made as the development matures.

Some officers entering the Branch will complete either the Infantry, Armor, or Artillery basic course before flight training. We will exchange officers among other TRADOC schools at the advanced course level. Small group instruction is being expanded into our warrant officer curricula, as we seek broadened responsibilities for Aviation warrant officers.

Finally, a word on protecting the force. As increasingly high cost technologies are harnessed, we must sharpen our risk management focus. Our profession is laced with hazardous activity. We are goal-oriented and imbued with a "can do" spirit. That's fine, but we must know when to crawl, walk, or run in our training. We can and must eliminate human error, an insidious enemy that occurs because of standards, training, leadership, or individual violations. Every time we have an accident, we risk killing or injuring a soldier. The result is sobering—we destroy an irreplaceable national warfighting asset.

As Branch Chief, my goal is to reduce Class A aircraft accidents to less than one per 100,000 hours of flying. We can do it but I must have your commitment. Regardless of your level of responsibility, ask these three questions: "Who will have the next accident in your unit?" "What kind of accident will it be?" "What are you doing about it?" If you haven't asked these questions, chances are you're not serious about warfighting and protecting your forces. Get involved. . . now!

These are my thoughts as we move toward the end of this century. I am private.
(Branch — continued on page 20)



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PEO Aviation: Not Business As Usual

By Major General Dewitt T. Irby, Jr.

The early nineties have brought with them a myriad of challenges for Army Aviation. The Persian Gulf War was the catalyst for the executive levels of the Army to re-evaluate the way we do business. Still, it was not only the immediate specter of war and the total

chaos that it represents that mandated the internal evolution; but, the requirement to ensure the Army's "survival" as a strong force capable of serving in defense of this great nation. The key was to realize that the sophisticated weapons, budgetary constraints, and inherent bureaucracy of a large organization would not allow the old "business as usual" to continue.

This set of circumstances sets the stage for the use of a visionary technique pioneered by the teachings of Dr. W. Edwards Deming in the 1950s and known today as Total Quality Management (TQM).



Total Quality Management is a business strategy. Once this philosophy is embraced by each member of the organiza-

MG Irby is Program Executive Officer, Program Executive Office, Aviation, St. Louis, MO.

tion, the foundation for a clear understanding of the mission and a commitment to the *continuous improvement* in the quality of the organization's products and services is created.

The use of Total Quality Management principles to manage the acquisition process of aviation materiel by the Program Executive Office has been proven to be indispensable in our quest to get top quality weapons systems in the hands of the soldier—our customer.

A Matter of Quality

In other words, "It's getting quality stuff" on time to the soldier. This simple sentence says a lot, but the bottom line is that the soldier is our customer and our mission is to provide the best products and services that will allow our force to function as a part of the combined arms team. The true results of any process can only be measured by how



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well the customer is satisfied.

The basic warfighting doctrine of the United States Army is AirLand Battle. The use of this doctrine reflects the successes of the combined arms team in past military conflicts. The *Army Aviation Modernization Plan for 1991* and beyond addresses the issue of Army Aviation's contribution to warfighting spanning the entire spectrum of levels of conflict. In accordance with this doctrine, Army Aviation is expected to participate in all facets of combat. The battlefield is no longer just a line drawn from here to there; it extends to the deepest areas of command and control location, rear echelons of support troops, and the closest reaches of combat troops. This doctrine requires that Army Aviation assets be given equal status as a partner in the combined arms team.

Customer's Needs

Aviation elements serve as a force multiplier for the ground commander who is ultimately required to direct the conduct of the battle. Helicopters put speed, mobility, and firepower at the commander's fingertips, ready to be employed anytime and anywhere on the battlefield. These missions could reasonably be expected during any level of conflict—from low intensity guerrilla warfare to high intensity strategic nuclear war. The days of the materiel developer reacting to the needs of the customer are here to stay.

TQM in the Army

In order to accomplish the requirement to meet the needs of the user, a team approach must be the mechanism to lead the change. The team approach was highlighted in a letter dated 30 March 1988 from then-Secretary of Defense Frank Carlucci that outlines the Department of Defense's policy statement on quality. This letter laid the foundation for the official use of Total Quality Management in the Department of Defense.

The policies espoused by former Secretary Carlucci and later echoed by the current Secretary make it clear that "... Quality is absolutely vital to our defense,



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and requires a commitment to continuous improvement." The results of the change to this management philosophy are typified by the Aviation Life Cycle Project that was first implemented by the Aviation Systems Command (AVSCOM). This model provides the organization with a logical laydown of its products and services supporting the design, development, acquisition, and sustainment of all supported Aviation Weapons Systems.

A Business Examination

The project provided an examination of the way this organization does its daily business. It wasn't a simple internal review. Every process was taken apart and flow charted. This allows the worker as well as management to see and understand, through graphical representation, the steps and procedures required to produce a product. This new perspective gives those people who function within the process an opportunity to develop new solutions to nagging unforeseen problems by targeting root causes rather than symptoms.

Looking Ahead

Business as usual is a thing of the past. Army Aviation is functioning in a time in our history that is marked by worldwide economic struggle. Management can provide decision makers with real time fiscal requirements based on needs that are tied to actual processes. To survive, this organization must adapt to get a fair share of the budgetary pie.

The Army of today has neither the time nor the monetary resources to develop and acquire weapon systems by trial and error. We must build our systems with a clear vision and purpose.

I view Total Quality Management, not as the panacea that will solve all the management challenges that must be faced, but as a methodology for finding answers to problems and questions that have not been solved or asked. It provides the "glue" that will allow this organization to function as a team.

Remember. . . We can't afford "business as usual"!



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Train As We Fight

By Major General Donald R. Williamson

The magnificent and historic performance of our Aviation forces and equipment during the DESERT STORM campaign was certainly a tribute to the leadership, training, and dedication of the commanders and soldiers, the support of industry, and the

DA civilians at Aviation Systems Command (AVSCOM) and Army Materiel Command (AMC). Our Army Aviation units, equipped with the most sophisticated helicopters in the world, sustained the highest readiness rates in history under the toughest of environmental conditions for helicopter operations. One must remember that this was not a 100 hour ground offensive, but an eight month war of endurance with the environment. The aircraft were rode hard and maintained under safe but battlefield conditions to keep every machine in a mission capable status.

When the order to return home came in mid-March of last year, the aircraft ran the spectrum of bank time and deferred maintenance (TBO com-

ponents, extended phases, worn blades, and eroded and underpowered engines and APUs).

Likewise, some unit integrity was lost as the aircraft, support equipment, and parts dribbled back over a period of about five to six months. There was also additional turbulence as "Stop Loss" was lifted and leave, change of command, PCS, and schools had unit personnel in constant motion. Not only did the units need time to reconstitute their focus, but it was soon revealed that the impact of the desert could have a long term impact on the helicopters and Aviation readiness. As a result, AVSCOM performed a complete tear down analysis of four major systems and found extensive long-term damage to components, sealed and sub-assemblies, mating surfaces, and wire bundles. Under the circumstances it made good sense to pull together a program of preventative maintenance and preparation for future operations. This all leads to the



MG Williamson is CG, U.S. Army Aviation Systems Command, St. Louis, MO.



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current AVSCOM focus on Army Aviation which includes Fleet Restoration, Contingency Support, and Future Investments.

AVSCOM has developed a contractor supported Special Technical Inspection and Repair (STIR) program (Phased Plus Components) to refurbish each of the modernized Desert Campaign Veterans as they reach Phase. In addition, all Apache rotor hubs will be cleaned, all surface bearings/bushings cleaned or replaced, and new strap packs installed. We hope to continue to expand our major On Location Repair sites to a regional concept that will provide more fix forward services to our Aviation Units. The Aircraft on the Ground (AOG) program is alive and doing very well. So far, our units appear to be playing the game with about 15% of the total requisitions AOG.

As a result of low volume, high payoff handling and shipping, we are able to complete delivery to CONUS and OCONUS units in only one and ten days respectively, but effort is underway to compress this even more. We are working with DA DCSOPS and the ARNG to get better utilization of the Guard's C-23B Sherpa fleet through the initiation of a cargo movement capability between CONUS regional sites.

An outgrowth of the desert campaign operations was activation of a full time AVSCOM Aviation Operations Center. This technical and logistics focal point is in full operation and will keep pace with worldwide Aviation operations, unit and systems readiness, technical, safety of flight and AOG support. Our Aviation Logistics Assistance Team (ALAT) consisting of a colonel, master warrant officer, CSM, Technical, Supply, and Procurement personnel have their bags packed, are Preparation for Overseas Replacement (POR) qualified and on call for movement to support worldwide contingency operations. They are empowered to call forward maintenance, armament, avionics and special repair activity teams, engineers, spares/repair parts, host nation support, and can expand as the situation dictates. An aviation battlefield spares package, non-divisional shop set, and AVUM special tools and support equipment have been identified and are being assembled as a contingency push package. There

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In recent U.S. Army tests, Longbow scored eight direct hits out of nine attempts against a variety of moving and stationary long-range targets.

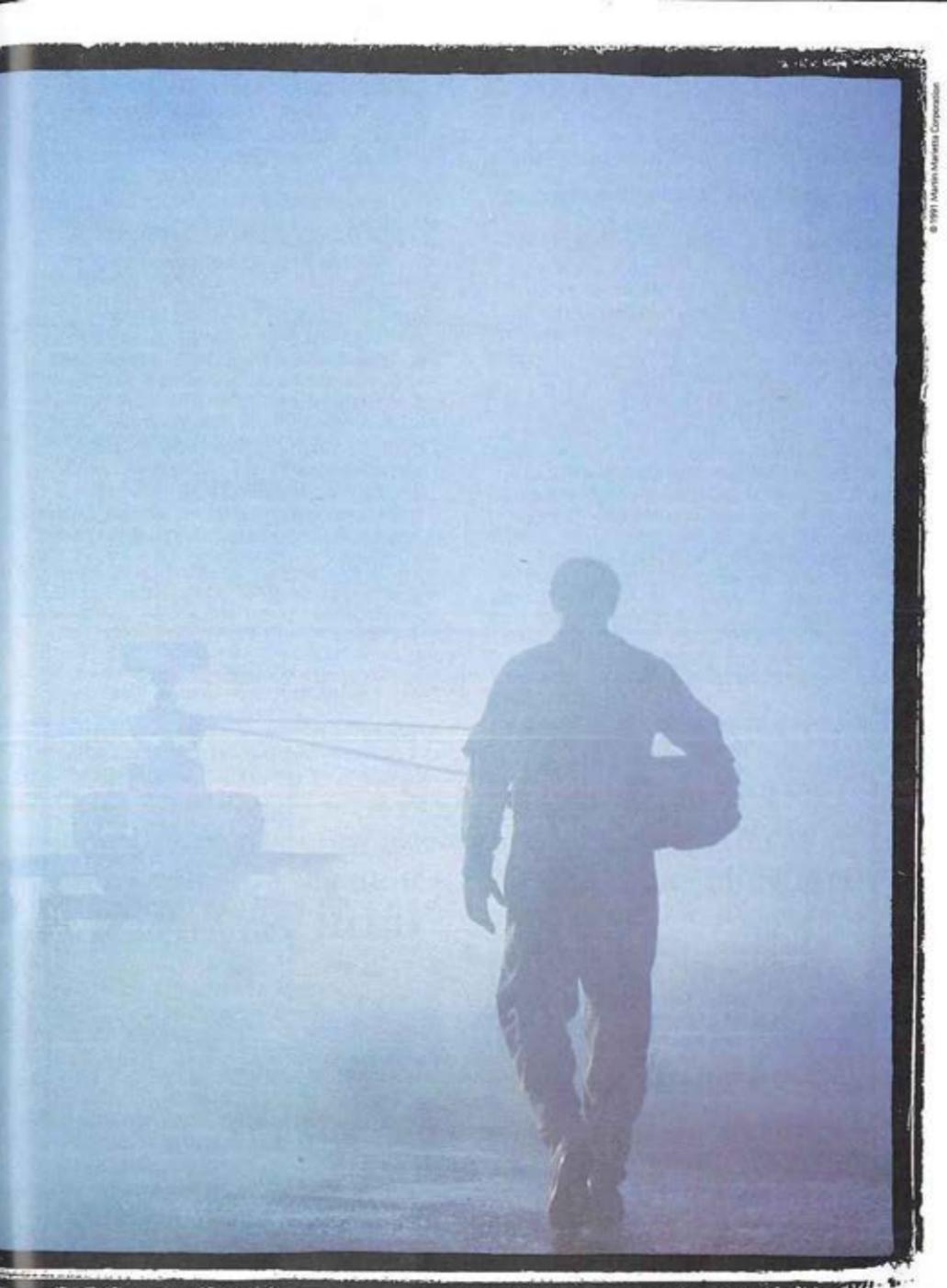
Operation Desert Storm proved just how capable and efficient our allied soldiers are, and how much they can accomplish when they have the equipment and support they need to back them up. It also demonstrated the importance of being able to see the enemy regardless of conditions.

The Longbow team would be proud to bring its capabilities to your defence. To us, mission success is the only bottom line.

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will also be increased activity to work on component reliability and durability improvements and best value contracting (good price, on time, and meeting expectations to further enhance weapons systems sustainment).

Investing in the Future

If we are to stay a world class leader, we must continue to improve the capability of our fleet. The next major improvement will be achieved through integration of proven technology into the Special Operations MH-47E and MH-60K. In the longer run, Army Aviation will stay on the leading edge with Apache Longbow, Comanche, and timely insertion of emerging technologies. It is imprudent to single out one system over the other, because it is the attack team that optimizes total Army Aviation capability.

The near term restoration, combined with contingency preparation and the continuous evolution and insertion of technology, coupled with development and

fielding of the Apache Longbow and Comanche, will ensure a pathway for a quality force that meets all of the important "ables"—*trainable, capable, survivable, sustainable, and fightable.*

||||

State of the Branch

(continued from page 6)

leged to serve as the Chief of Army Aviation; I am immensely proud of your enormous professional contribution to our Army. These are turbulent times, but there is a bright future for Army Aviation.

We have much to do and I greatly value input from the field. The Army Aviation warfighting teams at Ft. Eustis, VA and Ft. Rucker, AL look forward with you to the challenges and opportunities ahead. Thank you for your commitment to soldiering and the future.

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AAAA ORIGIN

The Army Aviation Association of America (AAAA) was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional-technical societies in existence, the AAAA has grown rapidly, receiving membership support of the majority of those military and civilian persons having an interest in this segment of the Armed Forces.

PURPOSES

To advance the status, overall esprit, and the general knowledge and efficiency of those persons who are professionally engaged anywhere in the overall field of U.S. Army Aviation, including the Aviation Branch and all of its components; the aerospace industry, the various activities in the Department of the Army that support Army Aviation, such as the Army development, supply, and maintenance agencies, and all other activities, military and civilian, that contribute to the furtherance of Army Aviation.

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army Aviation.

OBJECTIVES

REPRESENTING membership interests to the Army and the Legislative Branch.

FOSTERING a public understanding of Army Aviation and arousing a public interest in this segment of the military forces.

EXCHANGING ideas and disseminating information pertinent to Army Aviation through the media endorsed by the Association.

STIMULATING good fellowship nationally, regionally, and locally.

INSPIRING Army-wide and nationwide interest in Army Aviation careers.

CEMENTING relationships between those interested in Army Aviation in the active U.S. Army forces and the Reserve Forces of the U.S. Army.

MOTIVATING Army Aviation personnel to increase their knowledge, techniques, and skills.

MAINTAINING historical records.

CONDUCTING meetings, seminars, briefings, symposia, exhibitions, air meets, etc.

RECOGNIZING outstanding contributions within Army Aviation.

PROVIDING special group programs of benefit to the individual membership.

SPECIFIC PROGRAMS

ARMY AVIATION MAGAZINE: AAAA's publication keeps members abreast of developments in Army Aviation.

AAAA CHAPTERS: Every member is assigned to an AAAA Chapter when possible. Chapter meetings feature speakers who address topics of current interest in all fields: research and development, tactics, personnel, and equipment.

AAAA AWARDS PROGRAM: AAAA presents awards annually at the national and chapter level recognizing outstanding achievement in Army Aviation.

AAAA SCHOLARSHIP FOUNDATION: The Foundation awards scholarships annually to selected members of the AAAA and selected spouses, unmarried siblings, and unmarried children of current and deceased AAAA members.

AAAA HALL OF FAME: AAAA's program to recognize broad, long term individual contributions to Army Aviation.

ARMY AVIATION INFORMATION NETWORK & VIDEO LIBRARY: AAAA's library and information center on Army Aviation developments.

ARMY AVIATION CAREER TRACK: AAAA's employment referral service.

AAAA ANNUAL CONVENTION: AAAA's annual meeting encompasses the latest developments in the Army Aviation community through professional presentations and exhibits.

CONFERENCES AND SYMPOSIA: AAAA sponsors several conferences and symposia annually that address specific subject areas such as ASE, Avionics, Electronics, Product Support, etc.

LOCATOR SERVICE: AAAA's program to assist the member in his efforts to keep abreast of the location and professional qualifications of his contemporaries.

AAAA COMMITTEES: AAAA's task forces report to the AAAA National Executive Board on issues having an impact on Army Aviation.

CHAMPUS HEALTH SUPPLEMENT INSURANCE: AAAA's CommandCare program is available to active duty or retired military AAAA members and their dependents.



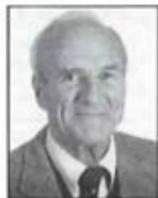
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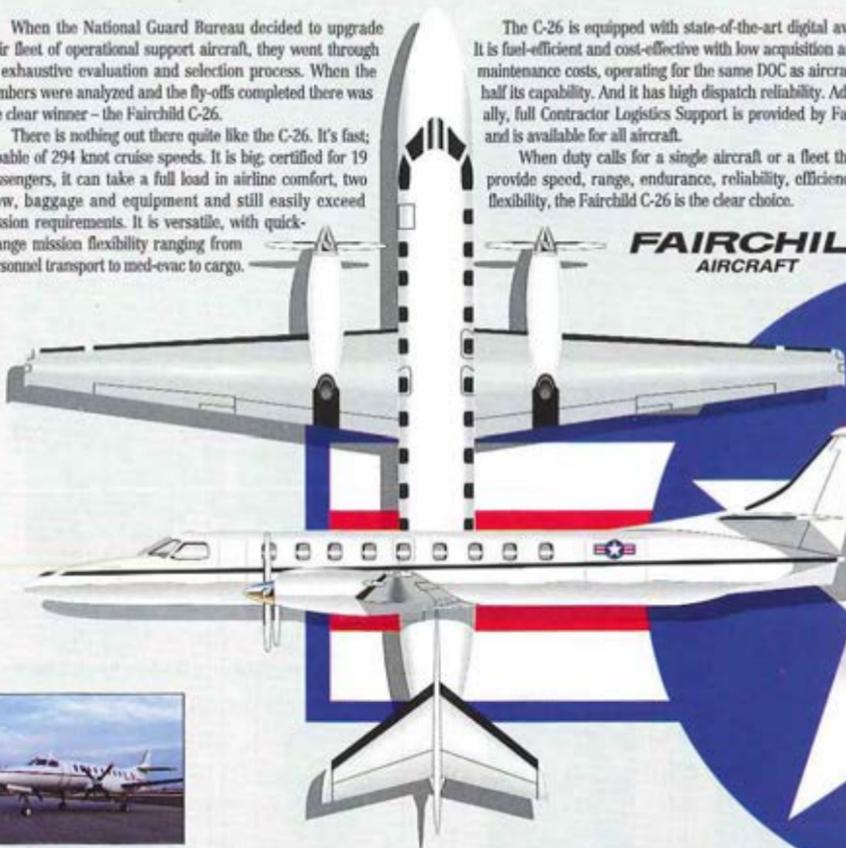
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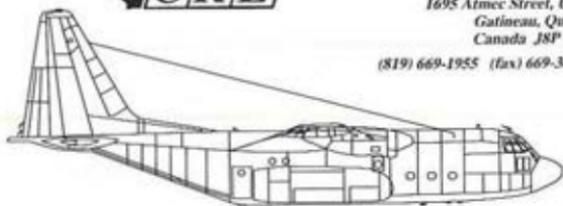


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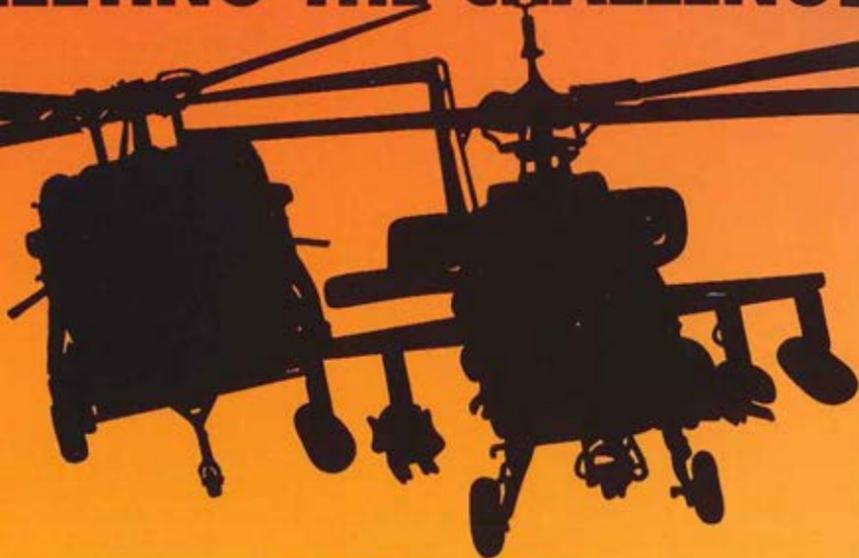
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On February 1, 1992, membership in AAAA's 59 Chapters totalled 13,500 members, or 85% of the Association's 15,851 members. The 59 Chapters are divided into three "equal" categories based on their 1 January memberships:

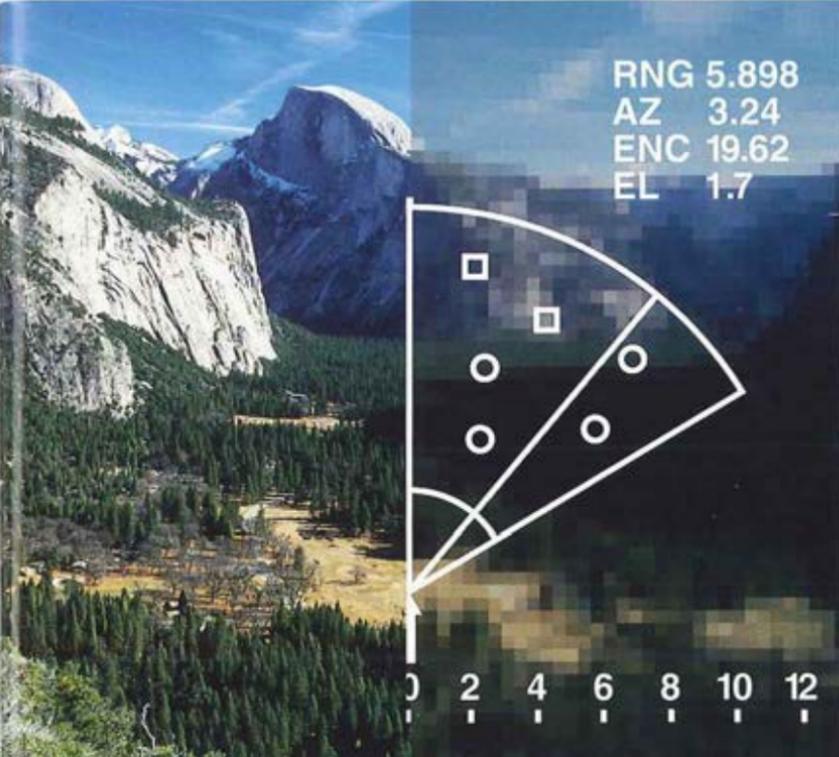
* a **Master Chapter** category includes the 21 largest Chapters with 160 or more members and covers 10,162 members or 75% of the total.

** a **Senior Chapter** category of 20 Chapters with 90 to 159 members, equaling 17% of the total.

*** an **AAAA Chapter** category of 18 Chapters having 25-89 members, comprising 8% of the total.

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|---|--|

(Industry Member Firms continued on p. 38)

In the 1990's, American defense contractors are facing a threat they never anticipated: the end of the Cold War. This event is the best news in 45 years. It also presents a real opportunity to redefine our country's defense requirements.

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(continued from page 36)

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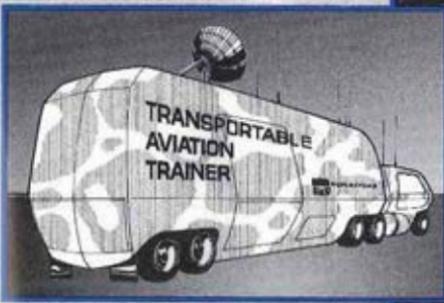
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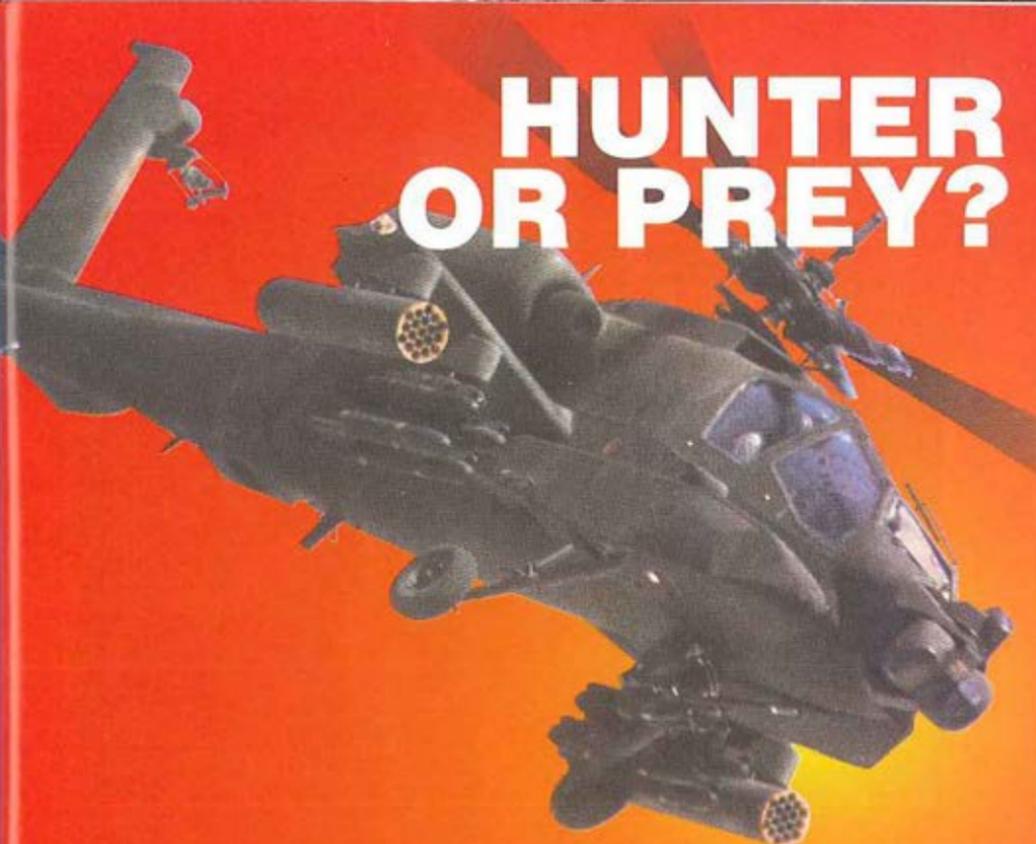
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 Adridge, George W., Jr., COL
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**Continued on
Page 44**

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1:00	10/10/80

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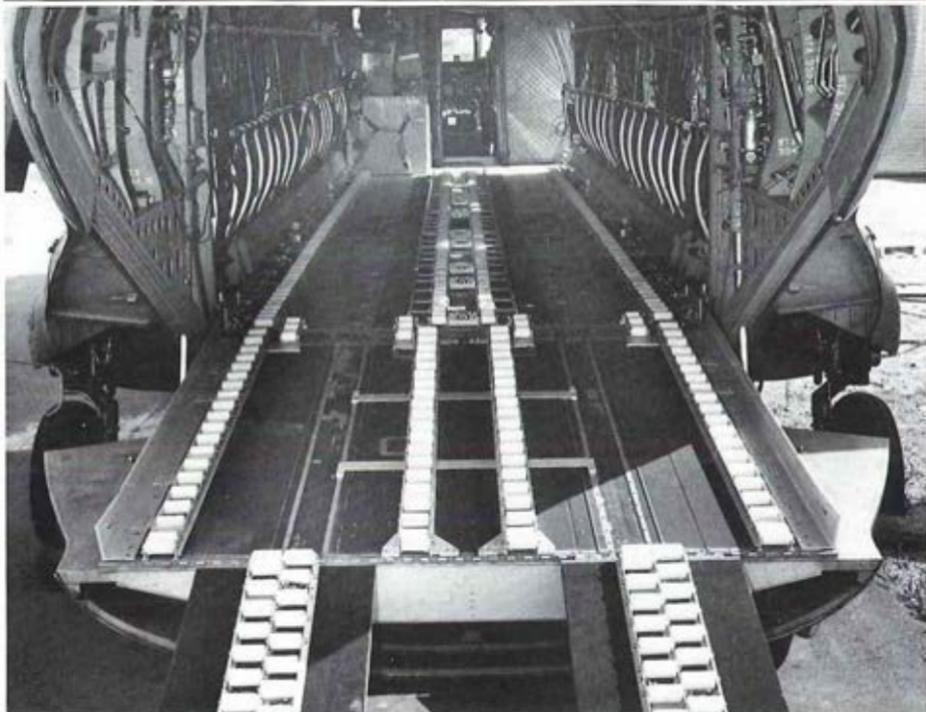
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AAAA CONVENTION PROGRAM

FRIDAY

SATURDAY

PROFESSIONAL SESSIONS

2:30 PM - 3:00 PM — GWCC Ballroom I & II

"The Changing Face of NATO"

MG EUGENE L. DANIEL

Deputy Chief of Staff for Operations,
Allied Forces Central Europe

3:00 PM - 3:30 PM — GWCC Ballroom I & II

"What Has USAREUR Done for Aviation Lately?"

GEN CROSBIE E. SAINT

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3:30 PM - 4:00 PM — GWCC Ballroom I & II

"Army Aviation in U.S. Southern Command"

COL RICHARD H. WHITE

Commander, 128th Aviation Brigade

4:00 PM - 4:30 PM — GWCC Ballroom I & II

"Power Projection Contingencies in the Pacific Theater"

BG LAWSON W. MAGRUDER

Deputy Director for Strategic Planning and Policy,
U.S. Forces Pacific

4:30 PM - 5:00 PM — GWCC Exhibit Halls B&C

EXHIBIT HALL REFRESHMENT BREAK

7:00 PM - 8:30 PM — Regency Ballroom

Hyatt Regency

AAAA PRESIDENT'S RECEPTION

9:00 PM - 1:00 AM — Lower Level

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AAAA CHAPTER RECEPTIONS

7:00 AM - 7:30 PM — GWCC Room 216

REGISTRATION AND TICKET SALES

7:00 AM - 8:00 AM — GWCC Room 205

FIRST LIGHT BREAKFAST

Guest Speaker: **LTG BILLY M. THOMAS**

Deputy Commanding General for RD&A
U.S. Army Materiel Command

7:00 AM - 8:00 AM — GWCC Ballroom Foyer

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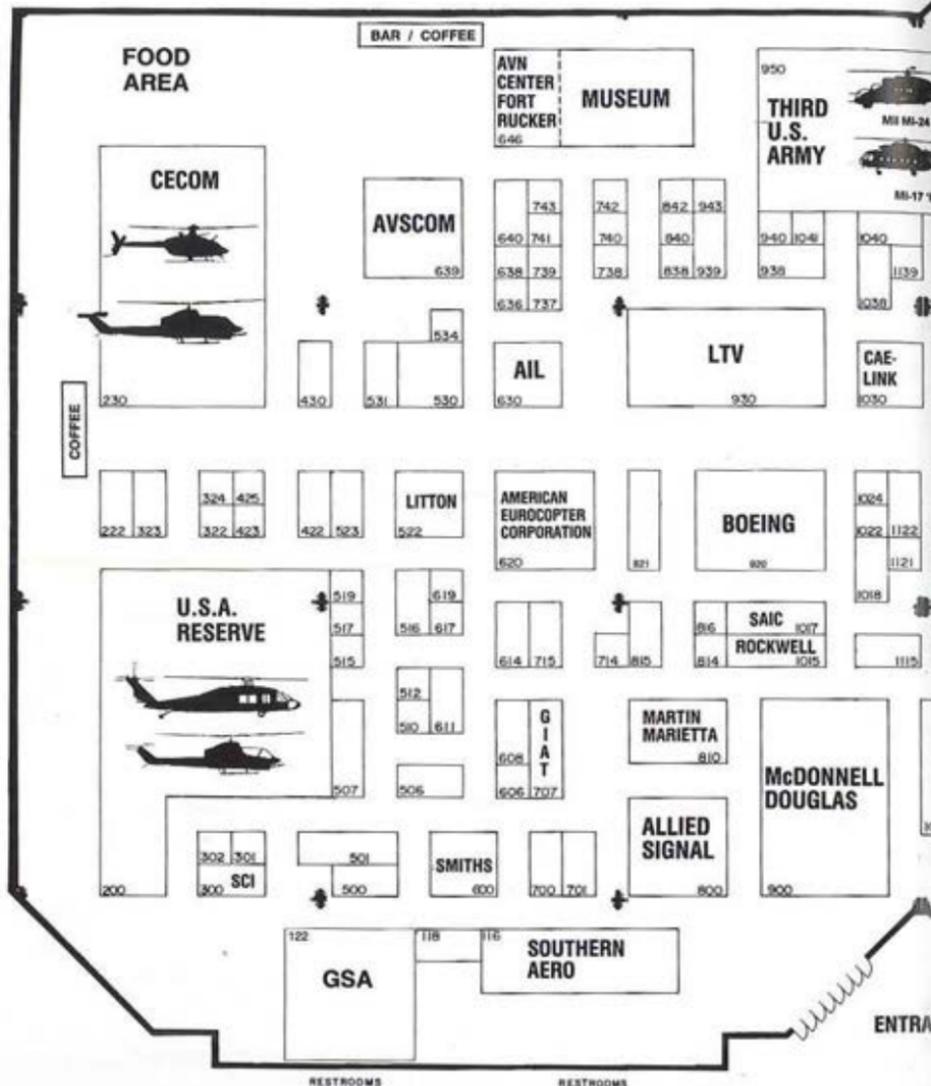
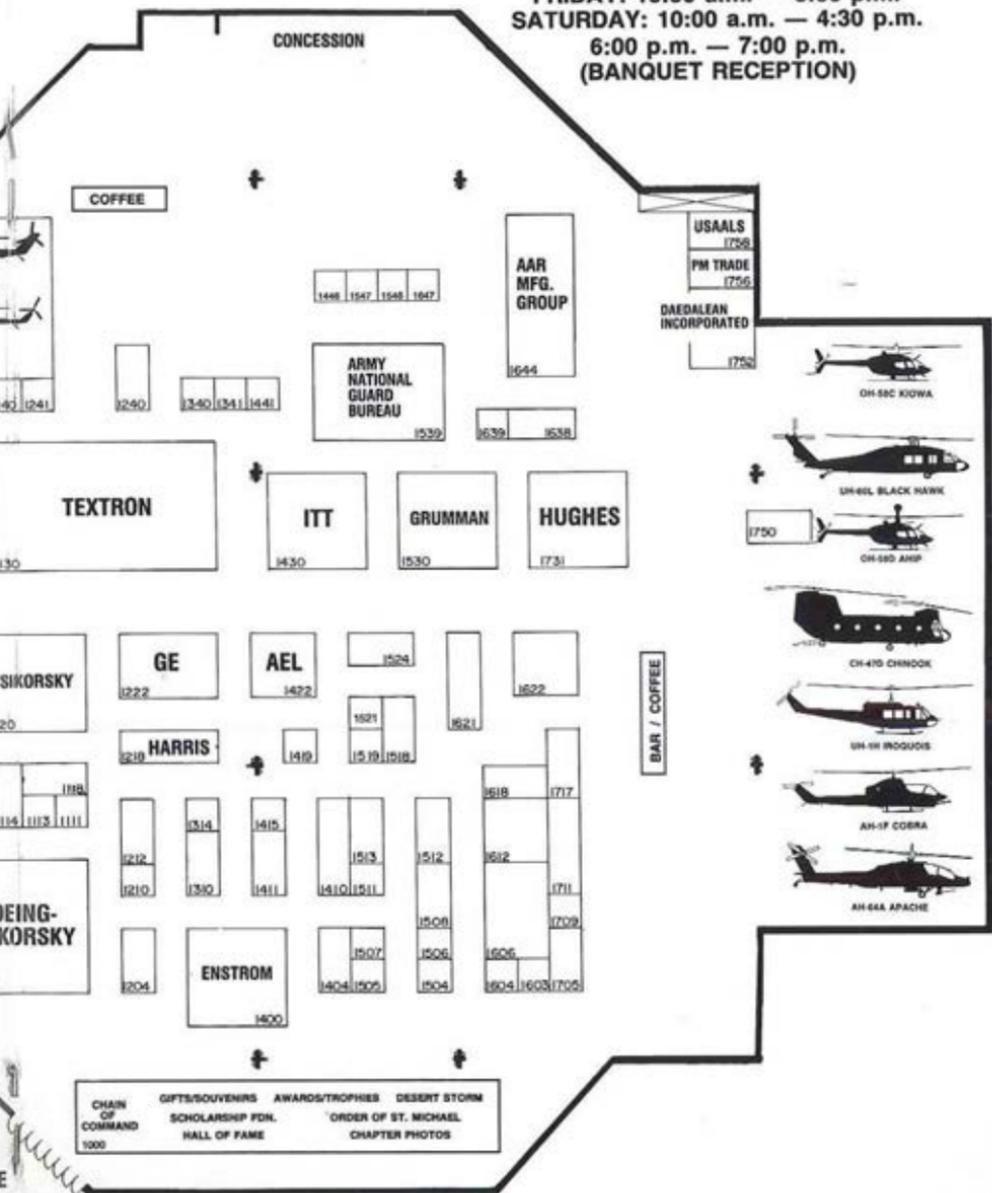


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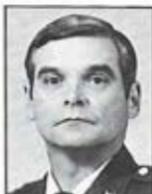
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1968—25th Aviation Battalion (Infantry Division), LTC Kenneth J. Burton, Commander, and CSM William H. Bennett, Senior NCO.

1969—101st Airborne Division (Airmobile), LTG Melvin Zais and LTG John M. Wright, Jr., Co-Commanders; CSM Robert A. Young and CSM William T. Mixon, Co-Senior NCOs.

1970—1st Squadron, 9th Cav, 1st Cav Div (Airmobile), COL Robert H. Nevins, Cdr, and CSM John F. Adams Jr., as the Senior NCO.

1971—F Battery, 79th FA, 3rd Brigade, MAJ Lawrence E. McKay, Jr., Commander, with SFC Lionel S. McDonald as the Senior NCO.

1972—227th Aviation Battalion, 1st Cav Division, LTC Frank L. Henry, Commander, with CSM James W. Reed as the Senior NCO.

1973—155th Aviation Company (Attack Helicopter), MAJ Kermit E. Larson Jr., Commander, and SFC Ray M. Teer, Senior NCO.

1974—210th Aviation Battalion (USARCARIB), LTC Joseph R. Koehler, Commander, and CSM Stephen M. Cole, Senior NCO.

1975—334th Aviation Company (Atk Hel), MAJ Gary F. Ramage, Commander, and 1SG Charles Lewis, Senior NCO.

1976—7th Squadron (Atk Hel), 17th Cavalry, 6th Cav Brigade (Air Combat), LTC Gary F. Dolin, Commander, and 1SG Leon S. Wozniak, Senior NCO.

1977—242nd Aviation Company (ASH), MAJ Gary D. Johnson, Commander, and 1SG James E. Fuller, Senior NCO.

1978—17th Aviation Group (Combat), COL George F. Newton, Commander, and CSM Albert P. Liwang, Senior NCO.

1979—146th ASA Company (Aviation) (Forward), MAJ Kenneth Loudermilk, Commander, and 1SG James Jones, Senior NCO.

1980—59th Air Traffic Control Battalion, LTC Albert E. Hervey, Jr., Commander, and CSM Johnnie M. Byram, Senior NCO.

1981—U.S. Helicopter Team, MAJ Roy Mann, Coach, and SGM John P. Traylor, Senior NCO.

1982—70th Transportation Bn (AVIM), LTC William E. Turner, Commander, and CSM Hulon Jackson, Senior NCO.

1983—160th Aviation Battalion (AHX Reinforced), COL Terence M. Henry, Commander, and SGM Mitchell G. Yahner, Senior NCO.

1984—210th Combat Aviation Battalion, LTC Theodore A. Duck, commander, and CSM Everett Grundon, the Senior NCO.

1985—210th Combat Aviation Battalion, LTC Michael H. Abbott, Commander and CSM Everett Grundon, the Senior NCO.

1986—238th Aviation Company, 24th ID (M) MAJ Jesse M. Danielson, Commander, and 1SG Frederick G. Jaehn, the Senior NCO.

1987—17th Assault Helicopter Co., Avn Bde, 25th Infantry Div, CPT Christopher A. Acker, Commander, and SFC Michael G. Whittaker, the Senior NCO.

1988—9th Cavalry Brigade, 9th Infantry Div, COL Joseph D. Carothers, Commander, and CSM Markast S.E. Bess, Senior NCO.

1989—Aviation Brigade, 7th Infantry Division (Light), COL Douglas R. Terrell, Commander, and CSM Claud W. Sisco, the Senior NCO.

1990—377th Medical Company (Air Ambulance), 52nd Medical Battalion MAJ Richard H. Agosta, Commander, and 1SG Albert L. Johnson, Senior NCO.

1991—Aviation Brigade, 101st Airborne Division (Air Assault) COL Thomas H. Garrett, Commander, and CSM Richard A. Howard, Senior NCO.

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OUTSTANDING AVIATION UNIT (RC) AWARD

BACKGROUND—The Reserve Component Aviation Unit Award was sponsored by Textron Lycoming and was presented annually from 1969 through 1984. In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve. The trophies are sponsored by Textron Lycoming.

1969—1105th Aviation Company (Assault Helicopter) Iowa-ARNG, MAJ Robert C. Cummings, Commander, and 1SG Arnold J. Newsum, Senior NCO.

1970—24th Medical Company (Air Ambulance) Nebraska-ARNG, MAJ Roger W. Fosbender, Cdr., and 1SG Andrew M. Alexander, Senior NCO.

1971—997th Aviation Co. (Assault

Helicopter) AZ-ARNG, MAJ James H. Cowan, Cdr., and 1SG Dale S. Swensen, Senior NCO.

1972—307th Aviation Co. (Heavy Helicopter) Alabama-ARNG, MAJ Arthur E. Fleet, Commander, and 1SG John F. Hoskins, Senior NCO.

1973—445th Aviation Company (Assault Helicopter) Oklahoma-ARNG, MAJ Karl M. Frank, Commander, and 1SG Kenneth Inman, Senior NCO.

1974—536th Aviation Co. (Assault Support Helicopter) Texas-ARNG, MAJ Joe E. Harry, Commander, and SGT Joseph Kimball, Senior NCO.

1975—1042nd Military Intelligence Company (Aerial Surveillance) Oregon-ARNG, MAJ Loren W. Franke, Commander, and 1SG Donald MacPherson, Senior NCO.

1976—300th Aviation Co. (Assault Helicopter) Texas-USAR, MAJ Jerry Stokely, Commander, and 1SG Jack Powell, Sr. NCO.

1977—Troop E, 19th Cav/29th Brigade, Hawaii-ARNG, MAJ Bernard M. Watson, Commander, and MSG Richard Y. Tabe, Senior NCO.

1978—49th Transportation Company (Medium Helicopter) California-ARNG, MAJ Lawrence Fuller, Commander, and 1SG Sidney G. Richards, Senior NCO.

1979—Brigade Aviation Section, HHC, 92d Sep. ID Puerto Rico-ARNG, CPT Anibal Torres, Commander, and 1SG Hector Doran, Senior NCO.

1980—190th Aviation Company (Medium Helicopter) Kansas-ARNG, MAJ Thomas A. Staaedt, Commander, and 1SG Paul M. Green, Senior NCO.

1981—717th Medical Detachment, New Mexico-ARNG, MAJ George B. Faulhaber, Commander, and SFC Nancy J. Reutner, Senior NCO.

1982—138th Aviation Company (EW), Florida-USAR Orlando, Florida, MAJ Arthur S. Johnson, Commander, and SFC James E. Dennis, Senior NCO.

1983—D Company, 28th Combat Aviation Battalion, North Carolina-ARNG, MAJ Julius H. Avant, Commander.

1984—40th Combat Aviation Battalion, CA-ARNG, LTC James Ghormley, Commander, and CSM William J. Selling, Senior NCO.





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OUTSTANDING USAR UNIT OF THE YEAR AWARD

BACKGROUND—During the 1969-1984 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAA. In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve, with each trophy being sponsored by Textron Lycoming.

1985—219th Transportation Co. (Aircraft Maintenance) (IS), 102nd ARCOM, Scott AFB, IL, MAJ Gilbert E. Boen, Commander, and 1SG Ronnie G. Greeling, Senior NCO.

1986—282nd Aviation Co. (Combat Support) (Corps), 787th Maintenance Bn (GS), Ft. Rucker, AL MAJ Gregory N. Beaman, Commander, and 1SG Jackie J. Bradley, Senior NCO.

1987—C Co., 2d Battalion, 158th Aviation Regiment, Olathe, KS, MAJ Thomas W. Melsenzahl, Jr., Commander, and 1SG Jerry W. Clemmer, Senior NCO.

1988—185th Trans. Co. (AVIM), Glenview, IL, MAJ David C. Roberts, Commander, and 1SG Richard C. Beatty, Senior NCO.



1989—HQ, 244th Theater Aviation Group, Glenview, IL, COL Charles V. Nolan, Commander, and CSM Richard T. Koralik, Senior NCO.

1990—2nd Battalion (Attack Helicopter), 123rd Avn. Rgt., 6th Infantry Div. (Light) (Round Out), 88th ARCOM, St. Paul, MN, LTC Kenneth A. Sorensen, Commander, and CSM Bruce F. Lohn, Senior NCO.

1991—7th Battalion, 158th Aviation Regiment (Combat), Scott Air Force Base, IL, LTC James M. Richey, Commander, and CSM Ronnie G. Greeling, Senior NCO.

OUTSTANDING ARNG UNIT OF THE YEAR AWARD



BACKGROUND—During the 1969-1984 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAA. In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National

Guard and the U.S. Army Reserve, each trophy being sponsored by Textron Lycoming.

1985—Company C, 26th Aviation Battalion, Florida Army National Guard, MAJ David J. Cook, Commander, and 1SG Billy R. Cowart, Senior NCO.

1986—45th Aviation Battalion (Light Helicopter Combat), Oklahoma Army National Guard, LTC Leroy A. Wall, Commander, and MSG Charles B. Connell, Senior NCO.

1987—1st Battalion, 111th Aviation (AH) Florida Army National Guard, Jacksonville, FL, LTC Donald I. Adkison, Commander, and SGM Billy R. Cowart, Senior NCO.

1988—1st Battalion, 130th Aviation Regiment, 449th Avn Group, Morrisville, NC, LTC Duncan M. Stephens, Commander, and CSM Clarence L. Hodge, Senior NCO.

1989—1st Battalion, 131st Avn Regt., 167th Support Command (Corps), Montgomery, AL, LTC Don E. Stagg, Cdr., and CSM Harold M. Johnston, Senior NCO.

1990—Company G, 3rd Battalion, 149th Aviation Regiment, Texas Army National Guard, Grand Prairie, TX MAJ Richard B. Keene, Commander, and 1SG Thomas B. Lewis, Senior NCO.

1991—1109th Aviation Classification and Repair Depot, Mobilization AVCRAD Control Element, Connecticut Army National Guard, Groton, CT COL Paul J. Flagg, II, Commander, and CSM George H. Allard, Jr., Senior NCO.

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ROBERT M. LEICH AWARD

BACKGROUND—This AAAA Award is named in memory of BG Robert M. Leich, the AAAA's first president (1957-59), and Awards Committee Chairman for 23 years. The award is sponsored by the Grumman Corporation and is presented to a unit or individual for sustained contributions to Army Aviation, or for a unique one-time outstanding performance.

1973—34th General Support Group (AHM&S). Accepted for the unit by MG Alton G. Post and COL Donald H. Jersey, and CSM Samuel Ring. (For 1965-1972 Period).

1976—101st Airborne Division (Air Assault). Accepted for the unit by MG John A. Wickham, Jr., Commander. (For Reforger 1976)

1978—Corpus Christi Army Depot. Accepted for the Depot by COL Charles F. Drenz, Commander. (For 1961-1978).

1979—U.S. Army Aviation Board. Accepted for the Board by COL Robert A. Bonifacio, President, USAVNBD. (For 1976-1980).

1980—U.S. Army Aviation Development Test Activity and all Predecessor Units. Accepted for the Activity and Units by COL William E. Crouch, Jr. (For 1945-1981).

1981—Aviation Applied Technology Laboratory. Accepted for the Laboratory by COL Emmett F. Knight. (For 1957-1982).

1982—U.S. Army Engineering Flight Activity,

Edwards AFB, California. Accepted for the unit by COL Lewis J. McConnell, Commander. (For 1960-1983).

1983—Mississippi Aviation Classification Repair Activity Depot, MSARNG. Accepted for the unit by COL James H. Burns, Commander. (For 1971-1984).

1984—U.S. Army Safety Center. Accepted for the unit by COL Joseph R. Koehler, former Commander. (For 1955-1984).

1986—Davison Aviation Command. Accepted for the unit by COL John A. Lasch, III, Commander, and CSM William H. Fountain, Senior NCO.

1987—CSM William H. Fountain. U.S. Army Davison Aviation Command, Ft. Belvoir, VA.

1988—Task Force 118, 18th Aviation Brigade Ft. Bragg, NC. Accepted for the unit by LTC Edmund E. Hughes, Commander and 1SG Danny L. Etzie, Senior NCO.

1989—U.S. Precision Helicopter Team, Ft. Rucker, AL. Accepted for the Team by LTC Robert E. Harry, Commander, CW3 Jon A. Iserminger, Pilot, CW3 Rudolph V. Hobbs, Co-Pilot, and SSG John L. Degand, Crew Chief.

1990—Mr. Richard L. Ballard. Office, Assistant Secretary of the Army for RDA, Washington, DC.

1991—Army Aviation Systems Command. Accepted by MG Donald R. Williamson, Commander, and CSM Richard P. Mullen, Senior NCO.



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DAC OF THE YEAR AWARD

BACKGROUND—This AAAA Award, sponsored by Boeing Helicopters, is presented annually to the Dept. of the Army Civilian who has made an outstanding individual contribution to Army Aviation in the previous calendar year.

1976—Joseph P. Cribbins, Special Assistant for Aviation Logistics; Office, Deputy Chief of Staff for Logistics; Department of the Army, Washington, D.C.

1977—John B. Greenwell, Deputy Director of Materiel Management, U.S. Army Troop Support and Aviation Materiel Readiness Command, St. Louis, MO.

1978—Sherman C. Hines, Equipment Specialist, U.S. Army MIRCOC Field Maintenance, 2d Armored Cavalry Regiment, APO New York.

1979—M. Margaret Brown, Aircraft Equipment Manager, Aviation Office, USA Troop Support & Materiel Readiness Command, St. Louis, MO.

1980—John J. Stanko, Jr., Chief, Army Aviation Division, National Guard Bureau, Aberdeen Proving Ground, Maryland.

1981—Michael J. Hoffman, Aerospace Engineer, U.S. Army Troop Support and Aviation Materiel Readiness Command, St. Louis, MO.

1982—Frank Soliz, Chief, Engine Shops Div, Corpus Christi Army Depot, Corpus Christi, TX.

1983—Carolyn Chapman, Aviation Program Specialist, Office of the Deputy Chief of Staff for Logistics, Dept. of the Army, Washington, D.C.

1984—Robert A. Robbins, Test Pilot, U.S. Army Aviation Engineering Flight Activity, Edwards AFB, California.

1985—Paul L. Hendrickson, Aircraft Systems Division, Directorate for Materiel Management, U.S. Army Aviation Systems Command, St. Louis, Missouri.

1986—Charles C. Crawford, Jr., Technical Director, U.S. Army AVSCOM, St. Louis, Missouri.

1987—Daniel M. McEneaney, Director of Engineering, U.S. Army Aviation Systems Command, St. Louis, Missouri.

1988—John L. Shipley, Deputy Director, U.S. Army Aviation Applied Technology Directorate, U.S. Army Aviation Research and Technology Activity, AVSCOM, Fort Eustis, VA., and **John A. McLaughlin**, Deputy Project Manager, Army Helicopter Improvement Program, (AHIP), St. Louis, MO.

1989—John K. Shannon, Chief, Logistics Management Division, Advanced Attack Helicopter AH-64 (APACHE) Program Management Office, PEO Aviation, St. Louis, MO.

1990—Daniel J. Rubery, Logistical Director, U.S. Army AVSCOM, St. Louis, MO.

1991—James R. Ray, Chief, Logistics Assistance Branch, U.S. Army Aviation Systems Command, Europe.

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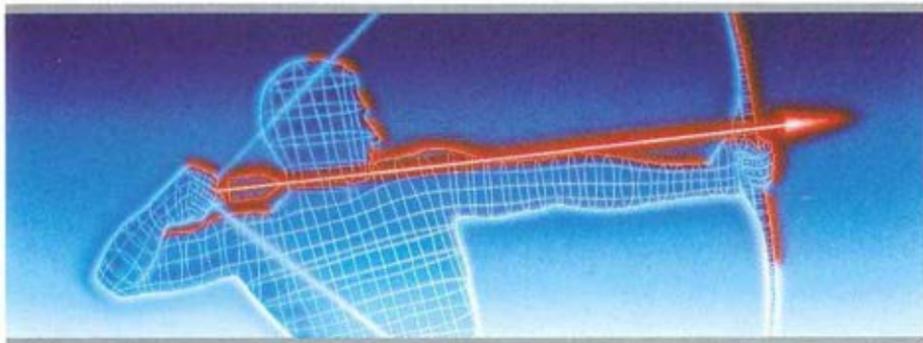
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Advanced composites, microelectronics and detonics play an expanding role in the defense industry. At Giat Industries, our expertise is supported by continuing investments in these areas to ensure that we anticipate the fast-changing operational needs of today's armed forces.

Masters of Action.

The defense industry faces a global future. To meet this challenge, Giat Industries implements an active teaming and technology transfer policy. And invests over 15% of revenues in R&D - resulting in over 1,000 patent applications worldwide. At Giat Industries, we're already creating the shape of the future.



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ARMY AVIATOR OF THE YEAR AWARD

BACKGROUND—Sponsored by the Sikorsky Aircraft Division of UTC, this Association award is presented annually at the AAAA Annual Convention to the Active Duty or Reserve Component Army Aviator who has made an outstanding individual contribution to Army Aviation during the previous calendar year.

1958—CPT James T. Kerr, U.S. Army Transportation Test & Support Activity, Ft. Rucker, AL.

1959—CWO Clifford V. Turvey, U.S. Army Aviation Test Board, Ft. Rucker, Alabama.

1960—CWO Michael J. Madden, U.S. Army, Transportation Board, Ft. Eustis, Virginia.

1961—CPT Leyburn W. Brockwell, Jr., HS, XVIII Airborne Corps, Ft. Bragg, N.C.

1962—CPT Emmett F. Knight, 57th Aviation Company, U.S. Army, Vietnam.

1963—MAJ Marquis D. Hilbert, John F. Kennedy Center for Special Warfare, Ft. Bragg, NC.

1964—MAJ Paul A. Bloomquist, 57th Medical Detachment (Helicopter Ambulances), U.S. Army, Vietnam.

1965—CPT James A. Scott, III, 219th Avn Company, U.S. Army, Vietnam.

1966—CWO Jerome R. Daly, 121st Avn Company, U.S. Army, Vietnam.

1967—CPT Robin K. Miller, 114th Assault Helicopter Company, U.S. Army, Vietnam.

1968—MAJ Patrick H. Brady, 54th Medical Det. (Hel. Ambulances), U.S. Army, Vietnam.

1969—CWO John I. O'Sullivan, 174th Avn Co., U.S. Army, Vietnam.

1970—LTC Robert M. Molinelli, 2d Squadron, 17th Cav, 101st Airborne Div. (Airmobile), U.S. Army, Vietnam.

1971—CPT Ronald A. Radcliff, F Troop, 4th Cavalry, 1st Aviation Brigade, U.S. Army, Vietnam.

1972—MAJ Theodore J. Dolloff, Company D, 227th Aviation Battalion, 1st Cavalry Division, Fort Hood, Texas.

1973—CWO Norman E. York, 71st Aviation Company, (Assault Helicopter), APO New York.

1974—MAJ Eugene L. Richardson, HHD, Military Bureau, Maine Army National Guard.

1975—CWO Robert R. Hawkins, 7th Squadron (Assault Helicopter), 17th Cavalry, Fort Hood, Texas.

1976—CWO Randy F. Dyer, 155th Aviation Company, (Attack Helicopter), Ft. Ord, CA.

1977—MAJ William S. Reeder, Jr., 334th Aviation Company (Attack Helicopter), APO NY.

1978—CWO Michael B. Farmer, Air Troop, 2d Armored, Cavalry Regiment, APO NY.

1979—CWO Ernest W. Rickenbacker, 60th Co., 6th Battalion, 1st Aviation Brigade, U.S. Army Aviation Center, Ft. Rucker, Alabama.

1980—CWO Richard S. Seefeldt, Project Manager's Office (BLACK HAWK), U.S. Army Materiel Development and Readiness Command, St. Louis, Missouri.

1981—CWO George D. Chrest, D Troop, 1st Squadron, 9th Cavalry, 1st Cavalry Division, Fort Hood, Texas.

1982—2LT Richard G. Hatch, 2d Staff and Faculty Company, Fort Eustis, Virginia.

1983—CWO Anthony G. Kraay, C Company, 3rd Combat Aviation Battalion, APO NY.

1984—COL Robert L. Stewart, NASA Astronaut, Johnson Space Center, Houston, Texas.

1985—CWO Roger W. Duprey, HHC, 229th Attack Helicopter Battalion, 101st Airborne Division (Air Assault), Ft. Campbell, KY.

1986—LTC Kenneth R. McGinty, 3/6th Cavalry, 6th Cavalry Brigade (AC), Fort Hood, Texas.

1987—CW4 James M. Call, 237th Medical Detachment, Ft. Ord, CA.

1988—CW4 Myron F. Babcock, C Co., 228th Aviation Regiment, Ft. Wainwright, AK.

1989—CW3 Jon A. Iseminger, U.S. Precision Helicopter Team, Ft. Rucker, AL.

1990—CW2 Jim M. Sandberg, C Company, 1st Battalion, 149th Aviation Regiment, 49th Armored Division, Texas Army National Guard, Houston, TX.

1991—CW3 James C. Kalahan, 4th Squadron, 17th Cavalry Regiment, XVIII Airborne Corps, Ft. Bragg, NC.





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AVIATION SOLDIER OF THE YEAR AWARD

BACKGROUND—The AAAA's "Aviation Soldier of the Year Award" is sponsored by Bell Helicopter Textron. It is presented at the Annual Convention of the Army Aviation Association.

1960—MSG **Robert R. Young**, Airfield Operations Command, Fort Rucker, AL.

1961—SFC **James C. Dykes**, 225th Signal Detachment U.S. Army, Vietnam.

1962—SFC **James K. Brock**, First Aviation Company (Caribou), U.S. Army, Vietnam.

1963—SFC **Robert M. George**, Utility Tactical Transport Company, U.S. Army, Vietnam.

1964—MSG **Cyril G. Manning**, 13th Aviation Battalion, U.S. Army, Vietnam.

1965—SFC **Donald MacNevin**, 114th Aviation Company, U.S. Army, Vietnam.

1966—SP5 **Dennis L. Falgout**, 1st Cav Division (Airmobile), U.S. Army, Vietnam.

1967—SFC **Jesse J. Dodson, Jr.**, 405th USA Transportation Maintenance Detachment, U.S. Army, Vietnam.

1968—SFC **William R. Baum**, 122nd Maintenance Battalion, 3d AD, U.S. Army Europe.

1969—SFC **Dennis L. Jantz**, 240th Aviation Company (Assault Helicopter), U.S. Army, Vietnam.

1970—SP5 **Dennis M. Fujii**, 237th Medical Detachment (Air Ambulance), U.S. Army, Vietnam.

1971—SP5 **Richard G. Hatch**, 3rd Brigade, 1st Cavalry Division (Airmobile), Fort Hood, TX.

1972—SFC **Robert H. Vaughan**, 4th Battalion, (Aerial Field Artillery), 77th Field Artillery, 101st Airborne Division (Airmobile) Fort Campbell, KY.

1973—SFC **Robert J. Coleman**, C Co., 159th Aviation, (ASH), 101st Airborne Division (Airmobile), Fort Campbell, KY.

1974—SP5 **Gregory J. Maurakis**, B Company, 101st Aviation Battalion, 101st Airborne Division (Airmobile), Fort Campbell, KY.

1975—MSG **John R. Montgomery**, USA Aviation Precision Demonstration Team, Fort Rucker, AL.

1976—SP5 **Charles W. Ball**, 146th Medical Detachment (Helicopter Ambulance), West Virginia ARNG.

1977—SGT **Chris B. Archer**, 236th Medical Detachment (Helicopter Ambulance), APO NY.

1978—SFC **James L. Fielder**, 129th Aviation Company (Assault Helicopter), Fort Bragg, NC.

1979—SFC **Leland E. Hinely**, Co A, 501st Aviation Battalion (Combat), APO NY.

1980—SFC **James D. Glendinning**, Air Trp, 11th Armored Cavalry Regiment, APO NY.

1981—Staff SGT **William G. Patterson**, 54th Medical Detachment (Helicopter Ambulance), Fort Lewis, WA.

1982—SFC **Ronald L. Boese**, Platoon Sgt, Aeroscout Platoon, Combat Aviation Troop, 11th Armored Cavalry Regiment, APO NY.

1983—SP4 **David T. Amos**, 196th Aviation Co., (ASH), 269th Combat Aviation Battalion, Fort Bragg, NC.

1984—SSG **Ronnie Garrett**, 11th Combat Aviation Squadron, 11th Armored Combat Aviation Squadron, APO NY.

1985—SP4 **James A. Clement**, 568th Transportation Company, 222d Aviation Battalion (Air Combat), Ft. Wainwright, AK.

1986—SSG **Richard E. Frye**, 377th Med Co (AA), APO San Francisco (before being assigned to the 82d Aviation Brigade, Fort Bragg, NC).

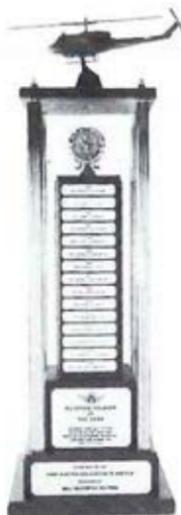
1987—SSG **Beau A.H. Tatsumura**, B Co, 2d Aviation Battalion (Combat), APO SF.

1988—SSG **John E. Rhodes**, Task Force Phoenix, 4th Brigade, 1st AD, APO NY.

1989—SSG **Eric J. Harris**, 4th Squadron, 2d Armored Cavalry Regiment, Feucht Army Airfield, APO NY.

1990—SSG **Robert Martinez**, C Company, 3rd Battalion, 1st Aviation Regiment, APO New York.

1991—SSG **Everett F. Smith, III**, 1st Battalion, 24th Aviation Regiment, Hunter Army Airfield, GA.



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JAMES H. McCLELLAN AVIATION SAFETY AWARD

BACKGROUND—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, the award is presented annually to a person who has made an outstanding individual contribution to Army Aviation safety in the previous calendar year.

1958—MAJ Arne H. Eliasson, Aviation Safety Division, Headquarters, 7th Army, APO NY.

1959—COL John L. Inskip (Co-Winner), U.S. Army Primary Helicopter School, (USAPHS), Fort Wolters, TX.

1959—Raymond L. Thomas, (Co-Winner), Southern Airways Company (Manager, Contract Operations).

1960—No award given by the AAAA in Calendar Year 1960.

1961—COL Spurgeon H. Neel, Jr., U.S. Army Hospital, Ft. Rucker, AL.

1962—COL James F. Wells, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, AL.

1963—COL Conrad L. Stansberry, Hqs, U.S. Army, Europe, APO NY.

1964—Ralph B. Greenway, Army Aviation Directorate, OACSFOR, Department of the Army.

1965—Gerard M. Bruggink, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, AL.

1966—CPT Gary R. Ramage, 228th Assault Helicopter Battalion, U.S. Army, Vietnam.

1967—Francis P. McCourt, U.S. Army Aviation Laboratories (AVLABS), Ft. Eustis, VA.

1968—COL Russell P. Bonasso, U.S. Army Board for Aviation Accident Research (USABAAR), Fort Rucker, AL.

1969—COL Robert W. Bailey, U.S. Army Aero-medical Research Laboratories, Ft. Rucker, AL.

1970—COL Eugene B. Conrad, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, AL.

1971—BG William W. Spruance, Air National Guard, Wilmington, DE.

1972—CWO Ralph S. Park, 155th Aviation Company (Attack Helicopter), Fort Ord, CA.

1973—CPT Charles F. Nowlin, U.S. Army Agency for Aviation Safety (USAAWS), Ft. Rucker, AL.

1974—CWO George L. Allen, Simmons Army Airfield, Ft. Bragg, NC.

1975—CWO Alfred J. Cargen, Ret., Hqs, Fifth U.S. Army, Fort Sam Houston, TX.

1976—MAJ Arthur M. Mountcastle, 101st Aviation Group, 101st Airborne Division (Air Assault), Fort Campbell, KY.

1977—CWO Fate (Jim) Hutchins, 129th Aviation Co. (Assault Helicopter), Ft. Bragg, NC.

1978—CWO Frankie C. Wilson, 207th Aviation Company, APO NY.

1979—CWO Harold D. Hintze, Student, U.S. Army Warrant Officer College, Ft. Rucker, AL.

1980—CWO Peter D. Maskunas, B Troop, 4th Squadron, 7th Cavalry, 2d Armored Division, APO SF.

1981—SFC Gerald L. Johnson, U.S. Army Aeromedical Research Laboratory, Ft. Rucker, AL.

1982—No award given by the AAAA in Calendar Year 1982.

1983—CW2 Richard L. Williams, Headquarters & Headquarters Detachment, 2d Combat Aviation Battalion, Camp Casey, Korea.

1984—CW4 Ralph V. Tolbert, 6th Cavalry Brigade, (Air Combat), Ft. Hood, TX.

1985—CW4 Thomas M. Cloud, D Company, 7th Aviation Training Battalion, Aviation Training Brigade, Ft. Rucker, AL.

1986—CW3 Dean R. Coder, HHC, 4th Brigade, 1st Armored Division, APO NY.

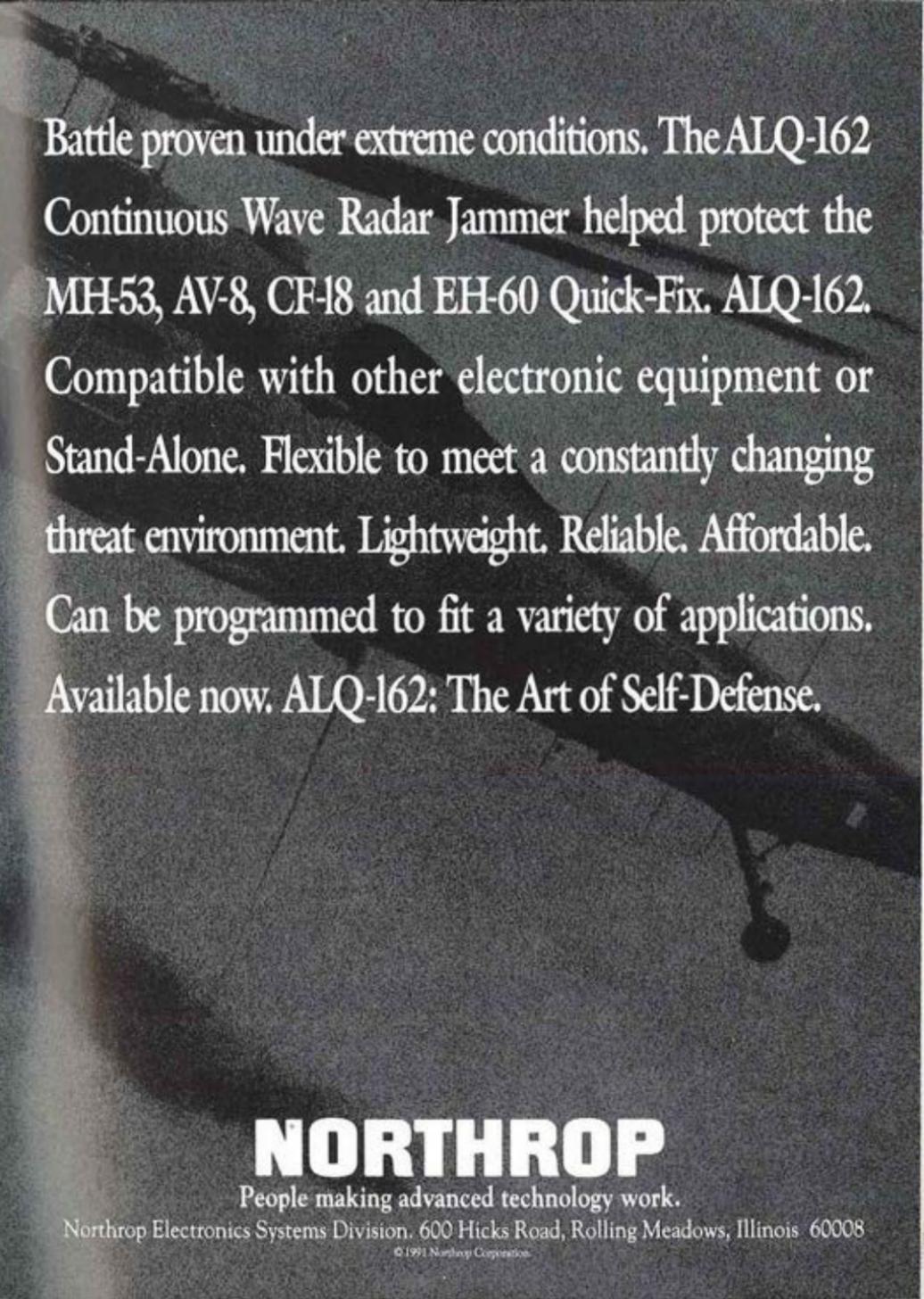
1987—CW2 Gary D. Braman, S Troop, 4th Squadron, 11th Armored Cavalry Regiment, APO NY.

1988—CW3 Henry M. Yerger, 377th Medical Company (Air Ambulance), APO SF.

1989—CW2 William K. Manuel, 1-212th Aviation, Aviation Training Brigade, Lowe Army Airfield, Ft. Rucker, AL.

1990—CW4 Lawrence R. Burbank, Aviation Division National Guard Bureau, Aberdeen Proving Ground, MD.

1991—CW4 Stephen V. Rauch, Combat Aviation Brigade, 3rd Infantry Division, APO AE.



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OTHER NATIONAL AWARDS

Functional Awards are those AAAA awards that address a specific area or specialty within the aviation community, such as the "ASE", "Air/Sea Rescue", "Trainer of the Year", "Howze Gunnery", "Aviation Logistics Support Unit", and "Army Aviation Materiel Readiness" awards.

Aircraft Survivability Equipment Award

BACKGROUND—The AAAA's "Aircraft Survivability Equipment Award" is sponsored by Loral Electronics Systems, and is presented annually to "the person who has made an outstanding individual contribution to Army Aviation in the area of Aircraft Survivability Equipment during the awards period encompassing the previous calendar year."

1985—MAJ Michael F. Blacker, Chief, Aviation Division, Ft. Huachuca, AZ.

1986—CW4 Perry M. Smith, Systems Manager, Directorate of Training and Doctrine,

U.S. Army Aviation Center, Ft. Rucker, AL.

1987—Mr. Richard Paoella, Project Leader, Infrared Countermeasures U.S.A. Communications and Electronics Command, Ft. Monmouth, NJ.

1988—MAJ Steve L. Ash, Assistant Program Manager, ASE Project Manager's Office, PEO Aviation, St. Louis, MO.

1989—Mr. Joseph N. Graziano, Director, Tactical Systems, ITT Avionics

1990—CW3 Stephen L. Woods, 1st Battalion, 1st Aviation, Fort Riley, KS.

Howze Gunnery Award

BACKGROUND—The AAAA's "Howze Gunnery Award" is sponsored by General Hamilton H. Howze, Ret., and is presented annually to "the top AH-1 and AH-64 crew in the annual GEN Hamilton H. Howze Gunnery Competition. Individual replicas of the permanent trophy are sponsored by Rockwell International Corporation, and are presented to the top three crews.

1989—CW2 John S. Van Buren and 1LT Michael J. Blatz, of B Company, 1st Battalion, 3rd Aviation Regiment, 2nd Armored Division, APO New York.

1991—WO1 Jose E. Trejeda and CW2 John L. Kercheville, AH-1 crew, C & D Trps, 1-7 Cavalry, 1st Cav Div, Ft. Hood, TX; CW2 Jarrett R. Brewer and WO1 Kevin E. Smith, AH-64 crew, C Troop, 6th Cav Regt, Ft. Hood, TX.

Army Aviation Trainer of the Year Award

BACKGROUND—The AAAA's "Army Aviation Trainer of the Year Award" is sponsored by the CAE-Link Corporation, Link Flight Simulation Division, and is presented annually to "the trainer who has made an outstanding individual contribution to Army Aviation during the awards period encompassing the previous calendar year."

1984—SFC(P) Walter D. Smith, Dept. of NCO Training, USAALS, Ft. Eustis, VA.

1985—CPT Michael R. Rumpy, 1st Battalion, 1st Avn. Bde. (Air Assault), Ft. Rucker, AL.

1986—CW2 William H. McCollister, 7th Aviation Training Brigade, Ft. Rucker, AL.

1987—MAJ James D. Thurman, Apache Training Brigade, Ft. Hood, TX, and SSG Bobby W. Eades, Academic Branch, Air

Operations Division, DOET, USAAVNC, Ft. Rucker, AL.

1988—MAJ Mark S. Wentlent, Task Force 118 18th Aviation Brigade, Ft. Bragg, NC, and CW4 Robert J. Monette, D Company, 1st Battalion, 14th Aviation Regiment, Aviation Training Brigade, Ft. Rucker, AL.

1989—CW4 Russell A. Hunter, Instructor Pilot, E Company, 160th SOAG (Airborne), Fort Campbell, KY.

1990—CW4 Michael S. Kather, Company Standardization Officer, B Company, 1-14th Aviation, Aviation Training Brigade, Fort Rucker, AL.

1991—CW3 John S. Moltenberry, Track Chief, OH-58D Maintenance Test Pilot Course, USAALS Ft. Eustis, VA, and SGT Christopher M. Pakutka, Aeroscout Observer, Palehorse 4/2 Armored Cavalry Regiment, Feucht, Germany.

Air/Sea Rescue Award

BACKGROUND—Sponsored by Lucas Aerospace, this AAAA National Award will be presented "to the crew or crew member who has performed a rescue using a personnel rescue hoist that saved the life or eased the suffering of an individual or individuals during

the awards period encompassing September 1 through October 31.

1991—**CW3 Scott Berrier**, Standardization Instructor Pilot, and **CW3 Julian Council**, Instructor Pilot, A Troop, 4th Squadron, 17th Cavalry (AIR)(RECON), Fort Bragg, NC.

Outstanding Aviation Logistics Support Unit of the Year Award

BACKGROUND—The AAAA's "Outstanding Aviation Logistics Support Unit of the Year Award" is sponsored by the Army Aviation Association of America, and is presented annually to "the Active Army or Reserve Component Aviation Unit that has made an outstanding individual contribution to or innovation in the logistic support of Army Aviation during the awards period encompassing the previous calendar year."

1987—**Corpus Christi Army Depot (CCAD)**, Corpus Christi, Texas.

1988—**3rd Battalion, 9th Aviation Regiment**, Ft. Lewis, Washington.

1989—**B Company, 3rd Battalion, 501st Aviation Regiment**, APO San Francisco.

1990—**8th Battalion, 158th Aviation Regiment, Operation DESERT STORM**, APO New York; **8th Battalion, 101st Aviation Regiment, Operation DESERT STORM**, APO NY.

1991—**8th Battalion, 101st Aviation Regiment**, Ft. Campbell, KY, and **CT AVCRAD**, Groton, CT.

Army Aviation Materiel Readiness Award for Contribution by an Individual Member of Industry

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contribution by an Individual Member of Industry" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to "the individual member of industry that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1984—**John R. Myers**, VP & General Manager, Avco Lycoming Division.

1985—**Bill Lauth**, President, Bodine Tool & Machine Co.

1986—**Dick Deichman**, Structures Engineer, Sikorsky.

1987—**Victor Conner**, Senior Apache Fielding Rep., Ft. Hood, McDonnell Douglas Helicopter Company, and **David M. Carpenter**, Senior Logistics Administrator, General Electric Co.

1988—**Donald P. Manahan**, Chairman of the Board, COBRO Corporation.

1989—**Richard D. Walter**, President, Beech Aerospace Services, Inc.

1990—**Mr. Cebie Strickland**, Director, Operations, DYNCORP, Fort Rucker Division.

1991—**Mr. Harry Frazier**, Saudi Arabia Site Supervisor/Director of Operations, DYNCORP.

Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to "the industry team, group, or special unit that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1983—**Boeing Vertol Technical Publications Group**

1984—**Bell Helicopter Textron, Customer Support Services Division.**

1985—**Sikorsky Support Services.**

1986—**Dynalectron.**

1987—**DYNCORP.**

1988—**Bell Helicopter Textron Inc.**

1989—**Lockheed Support Systems, Inc.**

1990—**GE Aircraft Engines, T700 Customer Support Operations**

1991—**Lockheed Support Systems, Inc.**

Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to "the small business organization that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1983—COBRO Company.

1984—General Mechatronics.

1985—COBRO Company.

1986—AviBank Manufacturing.

1987—Aerodyne Investment Casting, Inc.

1988—(co-winners) Kent Associates & The Stalker Corporation.

1989—Schweizer Aircraft Company.

1990—Associated Company, Inc. and Clamshell Buildings, Inc.

1991—Southern Aero Corporation

Army Aviation Materiel Readiness Award for Contributions by a Major Contractor

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contributions by a Major Contractor" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to the "major defense contractor that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1983—GET-700 Product Support Operations

1984—No Award Given.

1985—Grumman Aerospace.

1986—Bell Helicopter Textron.

1987—COBRO Corporation.

1988—Beech Aerospace Services, Inc.

1989—DYNCORP.

1990—Lockheed Support Systems, Inc.

1991—DYNCORP.

Outstanding ROTC Cadet Award

BACKGROUND—The selection of the most outstanding ROTC Cadet who has been selected for the Army Aviation Branch is accomplished by a Selection Board under the leadership of the Commander, U.S. Army ROTC Cadet Command, Fort Monroe, Virginia, in November of the year prior to the Cadet's graduation. The selection is based upon the following criteria: Overall College Board scores - Advanced Camp performance

- Grade Point Average - Leadership qualities and Ranking by PMS (Professor of Military Science - usually an 05 from his/her university).

1988 — Pedro G. Almeida

1989 — Michael A. Flynn

1990 — Gregory T. Lang

1991 — Louis A. Birdsong

Outstanding USMA Cadet Award

BACKGROUND—The selection of the most outstanding U.S. Military Academy Cadet who has been selected for the Army Aviation Branch is accomplished under the leadership of the Commandant immediately following the Branching of a USMA Class in the January before graduation. The selection is based on the following criteria: 1) Academic: Four year academic performance (GPA); 2) Military Leadership: Four year military training performance and leadership including Basic Training, Field Training, Advanced Military Training as well as military specialty schooling/training such as air assault, ranger or airborne training. Also included are peer and

officer leadership evaluations for leadership positions held throughout the academic year; 3) Physical Aptitude: Four year physical education performance including military physical aptitude evaluations such as the Army Physical Readiness Test (APRT) and the indoor obstacle course; and 4) Extra Curricular Activities: Participation as a class officer or in intercollegiate athletics, clubs, and associated activities involved in cadet life.

1988 — Kenneth S. Prygoski

1989 — Charles T. Tully, Jr.

1990 — H. Dave Wood

1991 — Christopher J. Watrud



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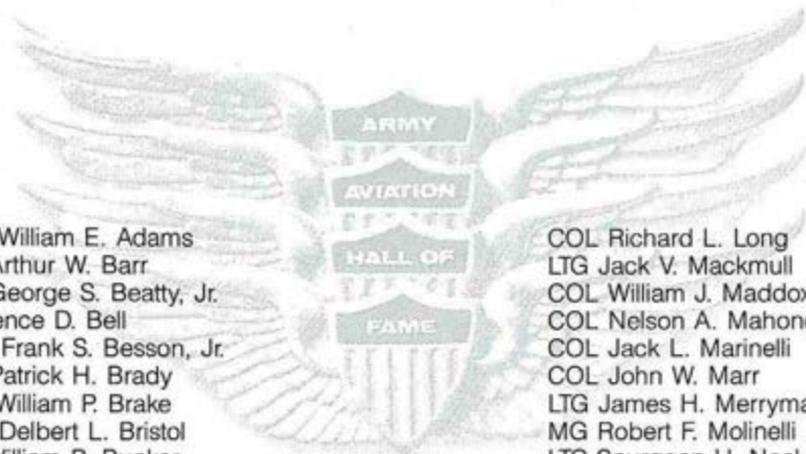
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COL Frank L. Henry
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GEN Hamilton H. Howze
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CW4 Donald R. Joyce
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Arthur & Dorothy Kesten
LTG Harry W. O. Kinnard
BG Robert M. Leich
COL Robert F. Little, Jr.

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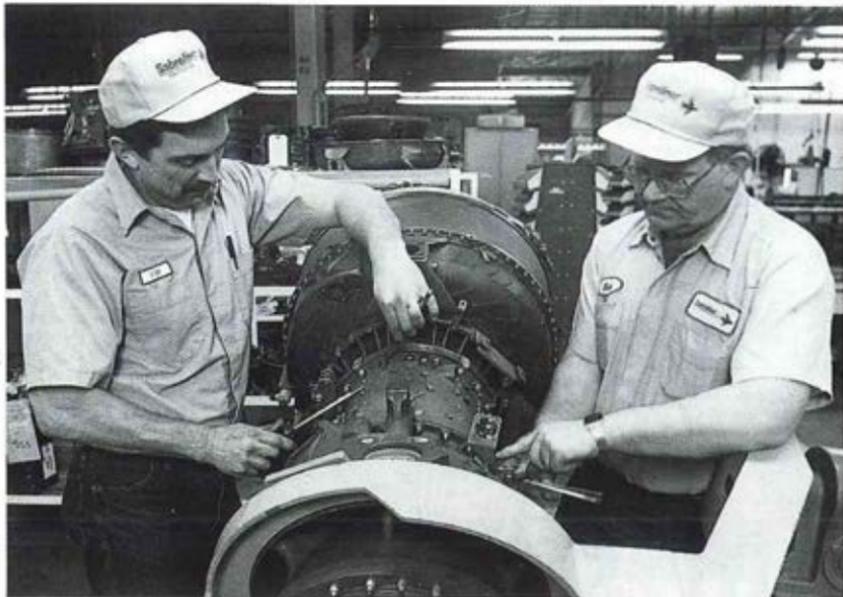
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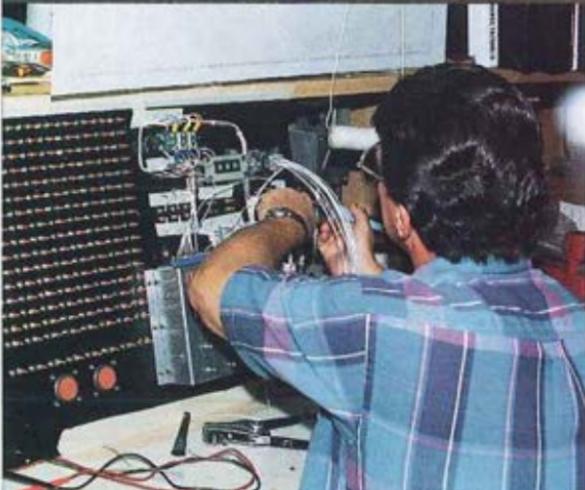
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MAJ Bryan E. Campbell (VP, Membership).



The U.S. Army Aviation Museum was recently awarded its first certification by the Army Museum System. The certification process reviews all aspects of the museum operation, including its conformation to the standards of AR 870-20. Of the current 66 active Army museums, 4 have achieved certified status or been recertified. Above left to right, are MG George S. Beatty, Jr., Ret., Chairman of the AAAA Museum Foundation, Steve Maxham, Director of the Army Aviation Museum, and MG Richard D. Kenyon, Ret. Chairman, Executive Committee, Army Aviation Museum Foundation.



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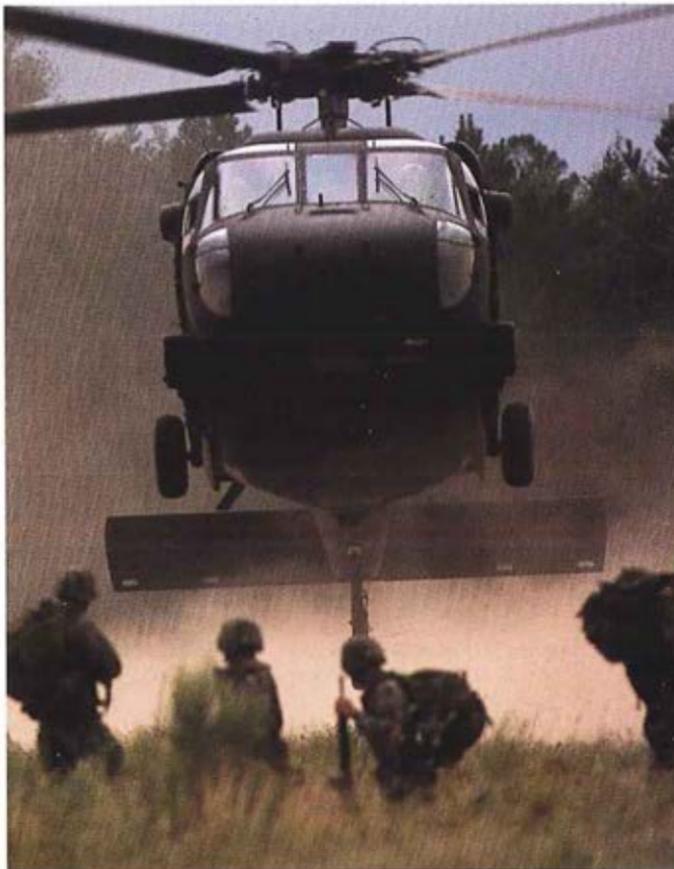
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1992 PRODUCT SUPPORT SYMPOSIUM



Above, Joseph P. Cribbins, Chief, Aviation Logistics Office, Office of the Deputy Chief of Staff for Logistics (ODCSLOG), presents his opening comments at the 18th Annual Product Support Symposium. The Symposium is an annual event, sponsored by the Lindbergh Chapter of the Army Aviation Association of America.

The 18th Annual AAAA Joseph P. Cribbins Product Support Symposium was held 4-6 February 1992 at the Stouffer Concourse Hotel, St. Louis, MO.

Kicking off the Professional Sessions were MG Dewitt T. Irby, Jr., President of the Lindbergh Chapter and PEO, Aviation, and Mr. Joseph P. Cribbins, Special Assistant to the DCSLOG, DA and Chief, Aviation Logistics Office.

MG Donald R. Williamson, Commanding General, U.S. Army Aviation Systems Command, delivered the Government keynote address. He was followed by Edward J. Renouard, Executive VP and General Manager, Boeing Defense and Space Group, Helicopters Division, who stressed the importance of a good rapport between the Army and industry, particularly as

fostered by the Product Support Symposium.

The presentations over the next two days focused on a wide range of topics from aviation lessons learned in past conflicts to Program Executive Office business opportunities. Several of the presentations ended in question and answer sessions.

This year, the awards were made at the Wednesday evening dinner. The AAAA Outstanding Aviation Logistics Support Unit of the Year Award was presented to co-winners, the 8th Battalion, 101st Aviation Regiment, and the CT AVCRAD. Both units served in Operation DESERT STORM, and are commanded by LTC James H. Pillsbury and COL Fahuel J. Flagg, II, respectively. The award was presented in recognition of each unit's outstanding Aviation Intermediate

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The AAAA Army Aviation Materiel Readiness Award for Contribution by an Individual Member of Industry went to **Mr. Harry Frazier** of DynCorp. Mr. Frazier volunteered to serve as the senior contractor for the Theater Aviation Maintenance Program (TAMP) during Operation DESERT SHIELD/STORM from 12 September 1990 to 12 September 1991. He effectively led over 520 DynCorp employees in an unprecedented, efficient, and effective aviation maintenance and supply operation.

The AAAA Army Aviation Materiel Readiness Award for Contribution by a Major Contractor was awarded to **DynCorp**, Reston, VA. As one of the "first in and last out", DynCorp's dedication to the war effort was without precedence. Every Aviation unit in Southwest Asia benefited from its presence, with over 670,000 maintenance manhours provided.

Lockheed Support Systems, Inc., Arlington, TX, took the AAAA Army Aviation Materiel Readiness Award for Contribution by an Industry Team, Group, or Special Unit for direct support of F Co, 227th Avn Bn, 1st Cavalry Division and elements of the Aviation Brigade, 2nd Armored Division, during Operation DESERT SHIELD/STORM.

Southern Aero Corporation of Ozark, AL was winner of the AAAA Army Aviation Materiel Readiness Award for Contribution by a Small Business Organization. Southern Aero displayed an uncanny ability in developing support equipment, and an approved Value Engineering Change Proposal (VECP) saved the Army an estimated \$92,000 in UH-1 retirement costs.

After the National Award presentations, comedian Guest Speaker August DiFlorio, posing as the Assistant Italian Ambassador to the United States, made a hilarious presentation on the State of the World.

Also honored at Wednesday's keynote luncheon were members of the Lindbergh Chapter, who were recognized for their performance in the Annual AAAA Membership Drive. The star recruiter this year was Jan Garmon who signed up 43 new members and won round-trip airfare to the AAAA Annual Convention in Atlanta, GA. Second with 32 new members was Susan Barnes who was awarded \$100.00 for her efforts. Susan Werkmeister placed third with 28 new members, MG John Klingenhagen, Ret. was fourth with 16 and Mike McClellan came in fifth with 14 new members. All three received \$50.00 in spending money.

Special thanks are again due to the Committee: Chairman Ken Kellogg; Co-Chairmen Norbert Patla and Robert Vlasios; Administrator Susan Werkmeister; Awards, Dick Ropp, and Dave Keating; Registration, Mary Amrein, Vicki Avenevoli, Susan Barnes, Kathy Cappone, Phyllis Hartle, Jan Garmon, and Susan Werkmeister for another outstanding Lindbergh Chapter event.

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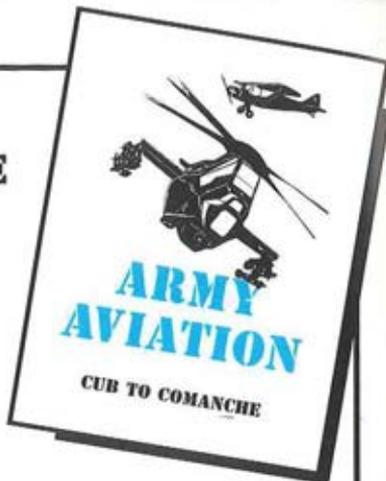
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