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ARMY AVIATION

OFFICIAL PUBLICATION OF THE ARMY AVIATION ASSOCIATION OF AMERICA • MARCH-APRIL, 1994

AH-64D Longbow Apache

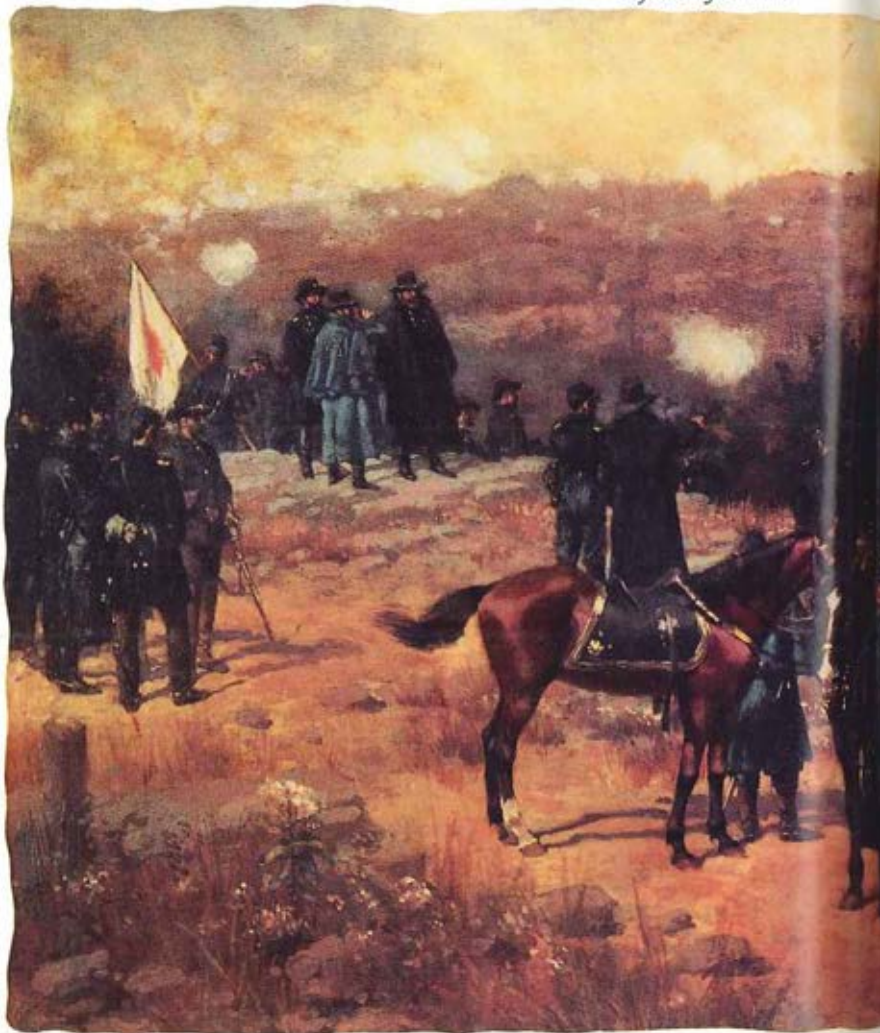


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FORTHCOMING ISSUES

May 1994 — AAAA Annual Convention Program Review and Photo Report with features on OH-58D Kiowa Warrior and AH-64D Longbow Apache.

June 1994 — RAH-66 Comanche Update and Special Focus on Simulation.

Briefings

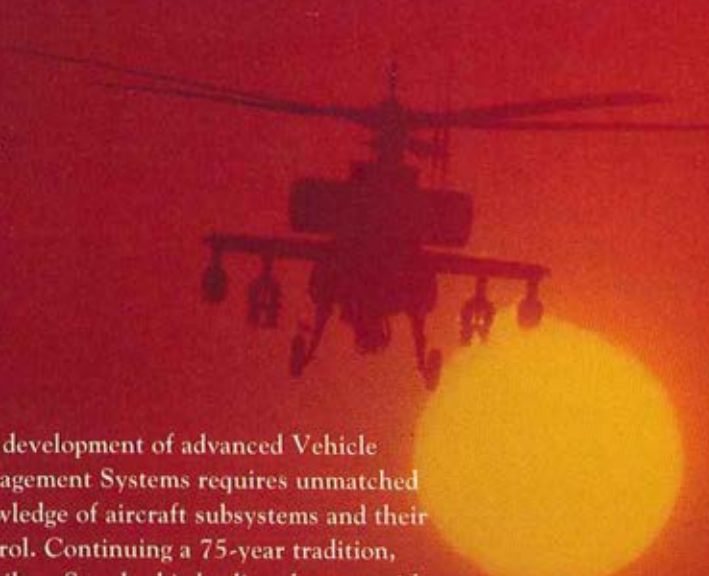
Ten Nevada Army National Guardsman received Nevada's second highest state award last year for their actions in apprehending a convicted killer of a Nevada Highway Patrolman. Using UH-1 Iroquois and CH-47D Chinook helicopters, the Guardsman assisted the Nevada Highway Patrol and Reno Police Department in a night assault that successfully captured convict Michael Sonner. The helicopter crews used night vision technology, which permitted them to locate the suspect. The recipients of the Nevada State Medal of Merit are: CW5 Lynn M. Billow, CW4 Frank L. Swisher, SFC Charles H. Henry, SGTs Bryan Soule, Don R. Gable, and Brian S. Coalwell, CW4 Danny J. Olavar, SSGs George L. Walden and James S. McNeill, and WO1 Darren F. Chrisman.

Benz Airborne Systems has announced the execution of an exclusive agreement with Fort Worth-based **DynCorp Aerospace Operations**. Aerospace Operations (AO) is one of the nation's largest Commercial and Government Services Companies with one billion dollars in annual revenues, 22,000 employees, and 200 sites worldwide. AO will provide marketing and installation support for the Benz-patented "Auto-Fault™" Chip Detector System to both military customers and the commercial airline market. Benz is currently under contract to retrofit McDonnell Douglas AH-64 Apache attack helicopters at Ft. Rucker, with DynCorp performing the installations.

Control Products Corporation (CPC) of Grand Prairie, TX has acquired Anaheim, CA-based **Specialty Lighting Inc.** Specialty Lighting manufactures a full line of exterior and cabin lights for commercial and military aircraft application. CPC currently manufactures all lighting requirements for crew station and cockpit lighting for both military and commercial aircraft, and is the world's largest supplier of NVG and other compatible aircraft lighting systems. Specialty Lighting will be moved to Grand Prairie in early 1994.

The sixth Longbow Apache prototype, manufactured by **McDonnell Douglas Helicopter Systems (MDHS)**, made its first flight on March 4, flying for a total of 30 minutes at the MDHS facility in Mesa, AZ. It is the second of two AH-64D prototypes to fly without the millimeter-wave Fire Control Radar (FCR). Longbow Apache teammates will use the aircraft to evaluate tactics, techniques, and procedures for FCR- and non-FCR-equipped modernized Apaches. To date, the six Longbow Apaches have a combined total of more than 700 flight hours, and will participate in a Force Development Test and Experimentation exercise beginning in October.

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FEATURE ARTICLES

- | | |
|---|-------------------------------|
| 8 Army Aviation in the Information Age | <i>MG John D. Robinson</i> |
| 22 Army Aviation Modernization | <i>MG Dewitt T. Irby, Jr.</i> |
| 34 The Year in Review: ATCOM | <i>MG John S. Cowings</i> |

1994 AAAA ANNUAL CONVENTION

- 38** Purposes & Objectives
- 40** National Executive Board
- 50** Chapter Structure
- 54** Industry Members
- 58** Charter Members
- 60** AAAA Annual Convention Committee
- 64** Annual Convention Exhibitors Map
- 66** Annual Convention Exhibitors
- 74** Annual Convention Program
- 85** CY 1993 National Award Winners
- 86-103** AAAA National Awards
- 104-106** AAAA Functional Awards
- 108** Hall of Fame

DEPARTMENTS

- | | |
|----------------------------------|------------------------|
| 120 AAAA News | 4 Briefings |
| 72 Advertisers Index | 84 Career Track |
| 118 Arrivals & Departures | 116 New Members |

FRONT COVER

***Paid advertisement:** An AH-64D Longbow Apache launches a Hellfire missile. The U.S. Army plans to equip 227 of its modernized AH-64Ds with the Longbow Fire Control Radar (FCR). The remainder of the fleet will be equipped to receive the Longbow FCR should operation requirements dictate. Caption provided by McDonnell Douglas Helicopter Systems. See "Briefings" for more Longbow news.*

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ARMY AVIATION IN THE INFORMATION AGE

In the days of Columbus, commerce and the stature of nations was dependent on traversing the globe in sailing ships. The captains of these ships knew that more wind in the sails meant that the competition would be outrun. The logical evolution was to increase the size and number of sails, which required larger masts. Sailing technology was focused on finding taller and more sturdy trees to accommodate greater sail area.

At the same time, an obscure engineer was pursuing a revolutionary notion. Probably a nonconformist and ridiculed by his contemporaries, he had the novel idea of using steam power and a propeller to power a ship. His concept was not bound by tradition nor limited by the acceptance of the current paradigms. In short order,

*A look
ahead to
Army
Aviation's
contributions
on the
battlefields
of the
21st Century.*

steam power and propellers became the standard. The obscure engineer's ideas changed the shipping industry and the world forever.

This historical anecdote is an example of an industry experiencing leap-ahead technology. In a similar

fashion, Army Aviation is at a watershed time in its evolution. With the end of the Cold War, America's Army has become a CONUS-based, contingency-oriented force. It is being organized and will be capable of rapid deployment anywhere in the world for a range of operations using all three dimensions of the battlespace. The Army must be capable of decisive, quick victories. The rapid transmission of information around the world has caused casualties to become a center of the gravity for the American people.



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The nation's Reserve Components must be harnessed in bold and creative ways to meet contingency needs; there is enormous potential in Reserve Component aviation. Change does not come easily and the Army is a very conservative organization. There is a tendency to proportionately downsize. However, there is a mandate to restructure and harness the technology of the Information Age. It is time to reset the course for the future decades — a time to attack and exploit success.

To its credit, the Army has embraced many opportunities in emerging technologies and proclaimed a desire to adopt more deployable, agile, leaner, and flatter organizations. The recent edition of FM 100-5 rightfully acknowledges the changed strategic environment, advances in technology, and the need for rapid projection to conduct a wide range of operations from warfighting to operations other than war. In effect, FM 100-5 sets the stage for change in doctrine but is not explicit on the architecture for the future. Without restructuring and changes in our overall investment strategy, we risk becoming a hollow force.

A vision for future conflict must include a major overhaul of the Reserve Components to more efficiently allocate functional responsibilities across the components. It will not be an easy task to make the Reserve Component totally relevant

for contingency operations without sweeping policy, statute, and organizational changes. Rapid mobilization of these important national resources will be essential. The Reserve Component must be comprised of lean, ad hoc, multi-functional, modernized forces committed to readiness for contingency operations.

Regardless of the operational scenario, deterrence is fundamental to our National Military Strategy. Consequently, deploying force must have a real and perceived lethality tied to a capability for timely force projection. Joint force deployments will be needed for both opposed and unopposed entry operations. The Army must have great flexibility to quickly develop and deploy force packages consistent with the demands of the warfighting CINCs across a wide range of uncertain scenarios.

Early entry forces must have the requisite capability to secure a lodgement and conduct defensive operations that have an immediate strategic effect or establish operational conditions for the conduct of decisive operations by follow-on forces. Early forces should be multi-functional and include, as a minimum, intelligence-producing systems, communications, infantry, artillery, aviation, air defense, engineers, and the appropriate CSS structure. Heavy forces, should they be needed, would be introduced in



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follow-on contingents. The transition from the Cold War mobilization paradigm to a rapid contingency force projection capability could very well prove the most difficult of all obstacles to overcome in breaking through institutional resistance to change.

Decisive victory at minimum cost results from establishing effective battle command and then dominating the battlespace. Our Army accomplishes this by conducting simultaneous and continuous operations in depth supported by tailorable, flexible logistics. This will require agile-minded and intuitive commanders, well-designed organizations, and state-of-the-art digital communication links. Hyper-communications, intensely focused information provided globally and almost instantly, have the potential to instantly link the strategic, operational, and tactical levels. We have entered an age where it may be possible to have near ground truth on the physical attributes of an adversary. With such information available at every moment, we then have a significant capability to sense his intent.

The attributes of the combined arms team are well documented. As we transition to this new age, we need to critically assess which technologies really give us leap-ahead capability. While Branch proponents are advocates, the really tough job is

to look across the proponents to decide how to integrate and apportion the investment for a desired capability. Intelligence systems, digital communication, agile and maneuverable armed reconnaissance, and attack platforms complemented with precision fires capabilities seem paramount.

The Army's aviation forces break friction with the ground and maneuver in the ground regime. Aviation is not part of the aerospace environment — its primary mission is combat and combat support. Aviation units are employed as combined arms units and use the terrain in the same fashion as ground units. While offering unique advantages to the commander, they are subject to many of the same battlefield dynamics and physics of warfare as ground combat units.

Central to fighting Aviation is the concept of Aviation maneuver — to place the enemy in a position of disadvantage through the flexible application of combat power in the third dimension. For a long time, the Army resisted this notion; but there seems to be a greater acceptance now.

Synchronizing aviation and ground maneuver through reconnaissance, security, and attack operations increases operational tempo and gains positional advantage in both time and space over the enemy. Aviation is best focused in operations in the deep and flank areas against



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low dwell time, high value targets, or, in the case of more traditional combat scenarios, against follow-on echelons before they can move into the close operations area. Digitization of the battlefield is essential — it is the application of "Third Wave" technology to the way we fight.

In future operations, there is significant potential in both manned aviation platforms and unmanned systems for reconnaissance and security operations. The advantages and limitations of each capability will greatly complement our ability to see and sense enemy intent. There is significant potential in the combined use of manned and unmanned systems to discern ground truth and improve our capability for battlefield damage assessments.

There is also potential from the combining of aviation and air defense systems to "fill the air defense gaps" against low-flying threat aircraft. Using the air defense command and control network, aviation assets can be cued by air defense radars and are sufficiently flexible to be deployed along likely avenues of approach to ambush ingressing aircraft.

We must pay close attention to sustainment for the entire Army as we enter the high technology arena. Much can be done to harness information technologies to sustain the force using state-of-the-art diagnostic equipment in the hands of highly trained technical specialists. In avia-

tion, modern systems drive down operating costs and the number of skilled technicians needed to maintain the fleet.

Aviation's "Stripes on the Flight Line" and Technical Career Track programs for our noncommissioned officers are exactly on target and must be promulgated. The notebook computer provides nearly limitless possibilities.

We have already developed electronic logbooks, and they will soon become commonplace; technical manuals and parts requisition processes have the potential to become paperless. Aircraft data buses will record usage data to help predict fatigue and failure parameters. Twisting, bending, and torsion moments experienced by the aircraft will be compared with engineering designs to determine when and if a component should be changed. In short, prognostic technologies will give us release from the component time change mentality, help protect the force, and save millions in operations and support costs.

The recent publication of FM 100-5 gives important insight into future warfighting with its focus on force projection, operations other than war, decisive combat power, versatility, simultaneous operations, and the joint, combined, and interagency dimensions of warfare. The Army must respond quickly to uncertain contingencies and quickly project lethal,

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flexible, expandable, and supportable forces. Concepts long associated with aviation such as "fighting in the spirit of the cavalry" and operational tenets like agility, initiative, depth, synchronization, and versatility are the way the entire Army must be capable of fighting in the next century. In a sense, Army Aviation is already well-acquainted with the precepts of FM 100-5 and can easily adopt the Army's emerging operational concepts of battle across the full range of military operations.

We are well along in rewriting A²C² doctrine. Recently, the Combined Arms Center (CAC) authorized the Aviation Center to lead in development of the concept and coordinate among all combined arms airspace users; this will require joint coordination as well. Vertical airspace can be managed using a coordination altitude. However, the boundary between Army and USAF operations in the deep area will require considerable discussion.

The training base will be challenged to shift from "brute force thinking" to ways that will harness the power of the human brain. As more powerful sensors become available and lethal systems with greater

precision and lethality emerge, training regimes must adapt to harness soldier intellect; we must train for intellectual flexibility. Information Age technologies will demand agile-minded, intuitive leaders empowered to make quick battle decisions. Simulation is becoming increasingly important in training future warriors. Simulation can accelerate experience, compress learning time, and will become central in screening prospective young leaders.

As we move from the era of the

Huey and Cobra, significant investment must be made in the training base now to transition aviator and maintenance personnel from these mature systems to modern equipment.

There is no reason why traditional hierarchial staffs

cannot be streamlined and flattened. Information Age technology will provide greatly improved situational awareness and significantly alter traditional staff planning processes. We must be capable of identifying intuitive leaders and then train them to use the information produced in these new battlefield circumstances.

There is enormous potential for Information Age technologies to do much of the work currently done in

"The training base will be challenged to shift from 'brute force thinking' to ways that will harness the power of the human brain."



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the acetate and grease pencil environment. Many will resist such change because the computer has been intimidating for some. While Information Age technology will permit large amounts of information to be processed quickly, the question remains — will such a capability change the way we lead and fight?

Simulation technologies are increasingly being harnessed for both training and combat development purposes. Sophisticated networks will link combined arms elements in real, constructive, and virtual environments. Much of our individual, crew, and collective training will be done in a simulation environment; we can and should trade off some OPTEMPO to accomplish this. The simulation environment will permit mission rehearsal on terrain developed from a worldwide database containing natural and manmade terrain; dynamic terrain will be commonplace in our training environments. Sophisticated opposing forces with blue-gray technologies will offer significant challenges in these simulation environments.

It is not stretching too much to suggest we shall see it possible for aviators to go "on line" with their home personal computers and interact with other warriors on a simulation network. This has powerful implications for the National Guard and USAR components.

The Army will most likely increase

its investment in manned and unmanned sensors, intelligence-producing systems, space-age communications, joint precision fires, agile and maneuverable armed reconnaissance, attack and assault platforms, and missile technologies. In this high technology environment, the role of Army Aviation will greatly increase.

We will consummate the Aviation Restructure Initiative (ARI) and gain a streamlined force of fewer personnel equipped with the highest technology system possible. For ARI to succeed, the modernization plan must be executed; retaining old equipment is not a cost-effective investment strategy. Systems such as Longbow Apache, Comanche, Black Hawk, and the Chinook upgrade are pivotal in meeting the ground commander's needs in all dimensions of the battlespace. To fully reap the benefits of ARI, we must remain faithful to our modernization plan; it makes no sense to retain older, inefficient, and costly systems. Our R&D will focus on advanced composites, propulsion, sensors, missiles, avionics, visionics, electronic survivability equipment, and digital communications.

Technology will increase our knowledge on how to protect the force. We are just beginning to understand risk and its impact on crew coordination and cockpit decisions. In the past 30 years, Class A mishaps have been

(Info Age — continued on p. 114)

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Recent combat experience proved once again how capable and efficient our armed forces are, and how much they can accomplish with advanced-technology equipment and support. It demonstrated the importance of being able to conduct successful operations anytime, anywhere, in any type of weather.

Now more than halfway through full-scale development, the Martin Marietta-Westinghouse Longbow system is on track for 1995 production.

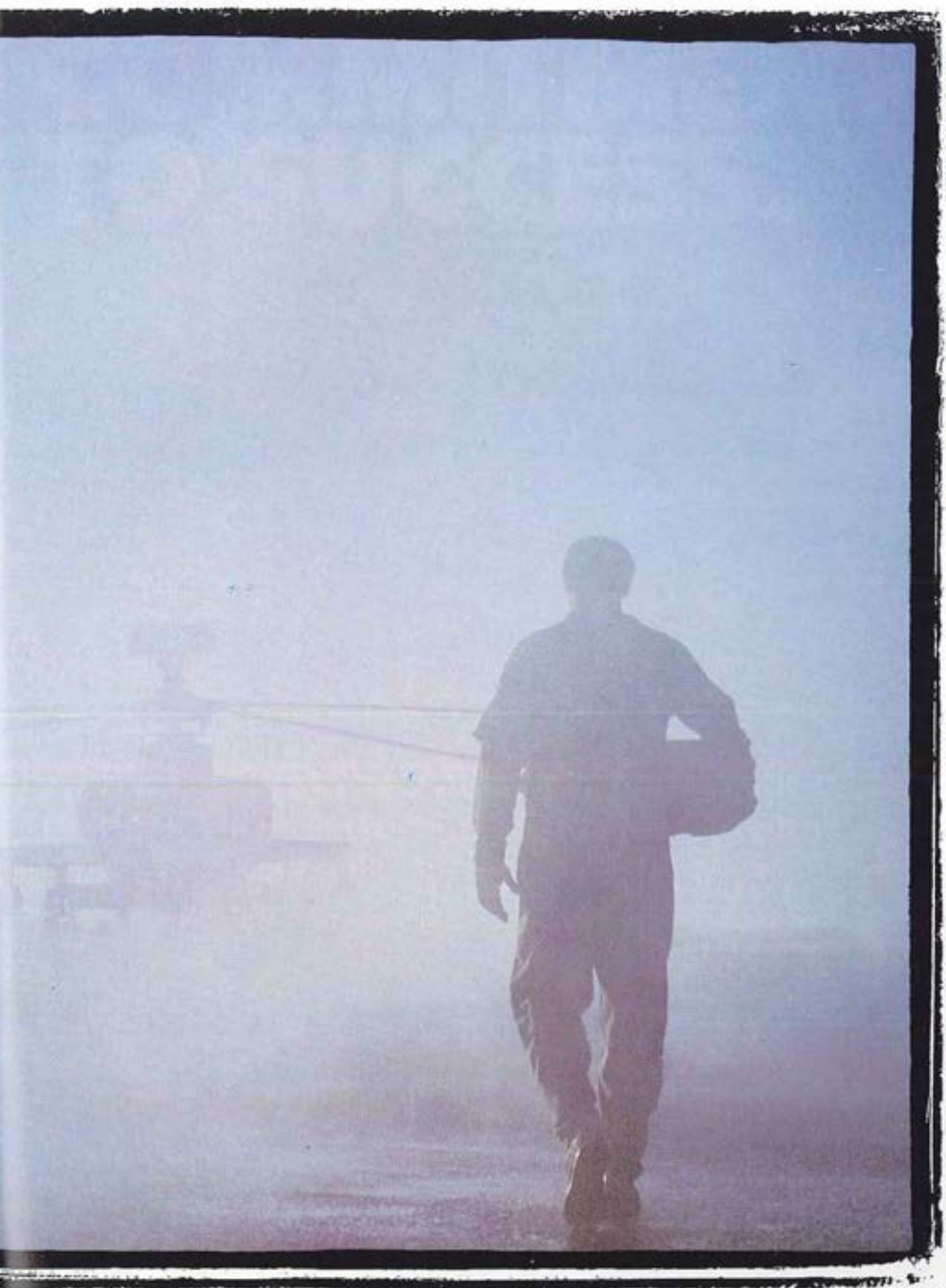
The Longbow Joint Venture is proud to be a part of the Army's Apache and Comanche team efforts, and its vision of a fully digital battlefield.

For us, as well as the Army, mission success is the only bottom line.

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ARMY AVIATION MODERNIZATION

We have made real progress in 1993 in focusing modernization efforts on the new National Military Strategy. Army Aviation's modernization complements the Army's mission of deploying forces and achieving land dominance through the five modernization objectives: Win the Information War; Project and Sustain the Force; Protect the Force; Conduct Precision Strikes; and Dominate the Maneuver.

Winning the Information War —

The main thrust in winning the information war is digitization of the battlefield. It allows the Army to see the battlefield, communicate via secure data links, and distribute information "real time". Major Army Aviation capabilities emerging in this overmatch area are:

How PEO, Aviation initiatives support the new National Military Strategy.

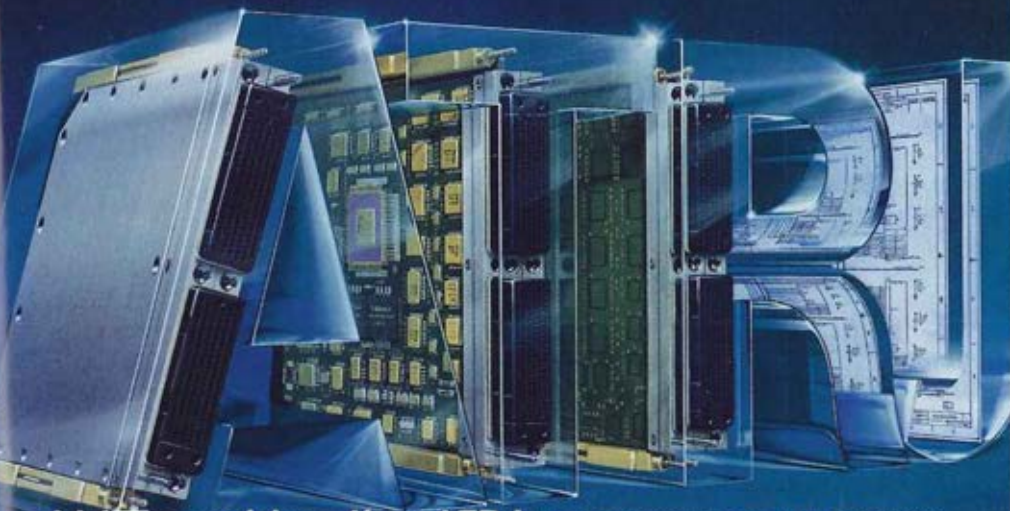
- *Comanche.* Comanche's design incorporates the voice and data-links to communicate reconnaissance observations, including aerial observation for artillery.

The primary data-link is an Improved Data Modem (IDM) which is compatible

with the Airborne Target Handover System (ATHS), used in OH-58D and A-10 aircraft. Working jointly with Air Force Airborne Warning and Control System (AWACS) and JSTARS aircraft and intelligence satellites, the Comanche air crew will be able to coordinate and communicate critical battlefield data to Bridge/Battalion commanders as they quarterback the digital battlefield.

Comanche covers the battlefield in greater depth, speed, resolution, and accuracy in precision target, identi-

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fication, battle management, secure digital communication, and chemical and radiological surveys, allowing commanders a situational awareness never before experienced. Comanche's mission computers will tailor vast quantities of information, thus enabling situational and battlefield awareness never before available to our tactical commanders.

- *Longbow.* The Longbow is the first generation of weapons using high-speed 32 bit processors and a secure digital information sharing system. The IDM is integral to the Longbow's ability to pass variable message formats around the battlefield. It allows the crew to gather and distribute battlefield information horizontally to the shooter and vertically through the command net.

Like a communications switching and relay station, the AH-64D can focus information from sophisticated sensors and high speed data communication and create a framework that can help maximize the numbers of kills made by members of the combined arms team. The Longbow provides near real time battle damage assessment, a key to optimization of resources and success on the digital battlefield.

- *Aviation Electronic Combat (AEC).* Winning the information war is the key to integrated ASE and Avionics mission equipment. New capabilities allow information

to pass by voice or data, plus imagery, in modes which reduce its interception or exploitation. Winning the Information War implies use of all available information to extend the envelope of operations for all overmatch areas.

When integrated with avionics and other mission equipment, the onboard sensors provided by the Advanced Threat Radar Jammer (ATRJ) and Advanced Threat Infrared Countermeasure (ATIRCM) can be used to supplement and enhance other sensors or can provide independent remote sensors for the commander when offboard sensors are not available or are temporarily "blinded". Aviation's connectivity within the Combined Arms Team provides data to be shared and combined for a current, accurate picture of the conflict area.

- *Kiowa Warrior.* The IDM is also being qualified on the OH-58D. Other enhancements are Video Downlink, Charged Coupled Device (CCD) camera, and the Aviation Mission Planning System (AMPS). Video Downlink provides the capability to transmit TV or thermal images via secure VHF-FM, UHF, or HF communications to ground stations. The CCD camera, which replaces the Vidicon camera, provides better picture resolution, improved reliability, and improved detection range. The AMPS enables the crew to plan and rehearse missions.



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ITT DEFENSE & ELECTRONICS

● *Black Hawk.* Winning the information war and digitizing the battlefield requires installation of a state-of-the-art Command and Control (C&C) System on the UH-60. The Commander uses the C&C system to coordinate close air support, artillery, attack and maneuver elements. Enhancements include improvements to the Maneuver Control System and AMPS; satellite communications; improved high frequency nap of the earth communications; SINCARS; Commander's Tactical Terminal; a digital display map; and near real-time video imagery.

● *Chinook.* On the CH-47, improvements are being made in the areas of situational awareness and C&C. Global Positioning System (GPS) and the AN/ASN-128 Doppler will be installed on some CH-47Ds. HF radios and Improved FM (IFM) amplifiers along with SINGAR radios, will improve communications.

● *Special Operations Aircraft.* SOA aircraft are equipped with AHS, SINCARS, SATCOM, and HF radios. GPS, INS, Doppler, and digital map displays provide redundancy and accuracy in coordinating tactical details among involved units.

Project and Sustain the Force. Worldwide deployment of highly lethal forces on extremely short notice is fundamental to this overmatch area. Comanches are rapid-

ly transportable and self-deployable. Comanche's range of 1,260 nautical miles (with auxiliary tanks) enables self-deployment to Latin America in 16 hours, Europe in 24 hours, Southwest Asia in 30 hours, and Korea in 48 hours.

An air cavalry troop or an attack helicopter company of eight Comanches can move in one C-5 and a Comanche can debark from the C-130 and fight in only 22 minutes. Two C-5s can transport a Comanche battalion. Comanche uses lessons learned from Operation DESERT STORM. Once in the fight, three people can refuel and rearm a Comanche in 15 minutes, a three-fold improvement. A Built-In Test (BIT) reduces false removals and provides quick, easy troubleshooting with efficient fault detection/fault isolation. Battle damage assessment and repair are major design considerations.

The Longbow can either self-deploy or be quickly airlifted to the fight with early entry units. Longbow's presence early in a conflict will provide combat power for the buildup. During transit to the operational areas, crews can update their operational plans and threat library by use of the MPS, assuring situational awareness and combat effectiveness on arrival. Longbow has improved BIT, reduced numbers of Line Replaceable Units to stock and transport,

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and improved reliability of onboard systems.

AEC equipment, lighter and more deployable and automated MPS allows a quick launch toward a conflict area. Improved communications systems allow continuing enroute updates to mission planning and mission pre-flights over digital maps. Integration of ASE and Avionics systems allows updating of missions and threats. Real-time situation reports can be returned via the Improved Data Modem for pre-stationing of fuel and weapons for more rapid turnaround. The MPS also has a data transfer capability to pass back maintenance information.

The MH-60K and MH-47E are designed to rapidly deploy. Both are equipped with auxiliary fuel tanks and air-to-air refueling capability. These aircraft have deployment support kits which allow them to deploy on a self-sustained basis for 10 days. A "Go to War" kit supports the aircraft for another 30 days.

The UH-60L Black Hawk has auxiliary fuel tanks and has increased its Reliability, Availability, and Maintainability (RAM) by using sealed main rotor dampers and pitch change rod ends with elastomeric bearings, a higher reliability aircraft battery, and particle separators to protect the engines and auxiliary power unit.

Protect the Force. Comanche can operate in Nuclear, Biological, and Chemical (NBC) environments. Comanche crews can relay targeting information to air defense units and counter-fire artillery and quickly identify friend or foe. Rapid deployment enables Comanche to arrive early, quickly establishing a credible deterrent. Rapid force buildup expands the base lodgement, provides ground force protection, reconnaissance, security, and effective command, control, communication, and intelligence. Comanches can select routes and positions, provide surveillance and early warning, and enhance C³I and deep operations situations.

With its mast mounted radar in the air targeting mode capabilities, the Longbow can provide air over-watch for the ground commander during the early phases. Embedded GPS/inertial navigation onboard coupled with a non-cooperative target recognition radar and modern communications allows the AH-64D to serve as a ground commander's mini AWACS. Longbow can detect and classify ground targets using a low probability of intercept radar. It can pass that information to the ground commander, via secure data link, enhancing battlefield situational awareness.

Protecting the deployed forces is



Left: The VITAL VII visual display combines photographic and computer-generated images for a high degree of realism.



Above: Unaffected by weather, traffic or operational delays, simulators like the C-12 offer real savings in training costs and time.

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enhanced with integrated ASE and Avionics equipment. Precise position information from GPS allows for real-time target and threat information through ATRJ precision DF and ATIRCM missile warning. Real-time mission planning and threat updates, through the C&C aircraft and digital communications, provides the flexibility for a quick response to pre-empt or counterattack threats.

On Kiowa Warrior, the ANVIS display symbology system attaches to the night vision goggles and provides pilots with critical heads up flight information. The Data Transfer System (DTS) allows preplanning three complete missions onto a data transfer cartridge. This increases the commander's flexibility in planning and reacting to battlefield dynamics. An additional system planned for installation on the Kiowa Warrior to aid commanders in protecting the fleet is the Battlefield Combat Identification System (BCIS). The BCIS will increase situational awareness, providing aviators with a means of discerning friendly from threat forces.

The mission of SOA aircraft is insertion and extraction of Special Forces elements. An extensive array of ASE is provided to detect and help avoid particular threats. When avoidance is impossible, the ASE counters the threat and M-134 miniguns, mounted on each side of

the aircraft, suppress the threat. The Terrain Following/Terrain Avoidance radar adds a new dimension to the protection equation by allowing the terrain to be used more productively for masking even under adverse weather conditions.

The whole mission of Project Manager, Aviation Life Support Equipment (ALSE) is to "protect the force". ALSE modernization uses the latest technology to enhance the survival of aircrew personnel. The single most important strategy is to integrate the ALSE in the Army's close combat aircraft (AH-64, AH-1, CH-47D, RAH-66, OH-58D, and UH-60).

Conduct Precision Strikes. Comanche will conduct precision strikes across the battlefield, at close or deep ranges. In concert with JSTARS and ground stations, Comanche will integrate a significant amount of targeting data to make combat decisions and enhance targeting capability. The pilotage system provides Forward Looking Infrared (FLIR) and Image Intensification (I²) sensors and increased field-of-view and resolution that is totally integrated with the weapons. The inherent flexibility of Comanche aircraft provides commanders the ability to tailor their forces for specific situations by substantially increasing the ability of commanders to support a variety of responses.

The Longbow conducts precision

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attacks day and night, in all kinds of weather and battlefield obscurrencies. The ability to detect, classify, and prioritize targets and to coordinate the attack with other "shooters" in the area produces accurate steel-on-target results and assures devastating lethality against high-value targets whether moving or stationary. Combined with other assets, Longbow gives the force commander the ability to synchronize all available firepower to a point of convergence when operational requirements dictate.

Dominate Maneuver Battle.

Comanche will dominate the battlefield through close combat overmatch, digitization, mobility, and counter-mobility. By conducting pre-mission planning, mission rehearsal, and terrain analysis, Comanche pilots will rehearse in advance of a mission. This ability improves situational awareness, the knowledge of friendly and enemy locations and dispositions, and battlefield focus to increase mission effectiveness.

Comanche's systems increase situational awareness, allowing the air crew to respond rapidly to changing situations. It will be harder to detect Comanche helicopters on the battlefield. They will be able to search on the move, reducing the chances of engagement. A tactics expert system, a digital map, and extended range sensors will reveal key information

for better situational awareness. Comanche can display stored imagery in a masked position and sort and select targets with its aided target detection/classification system. Its radar frequency interferometer/radar warning receiver will help avoid engagement with the enemy until necessary and assist in locating targets.

In less than 30 seconds, the Longbow searches an area of 28 square kilometers, detects up to 256 targets, classifies those into one of five categories, and prioritizes those targets for attack. Longbow can pass that information by IDM or initiate an attack. Longbow is 16 times more lethal than the AH-64A. In some missions, Longbow is up to 40 times as effective. With its integrated digital communications suite, high-tech sensors, MANPRINT cockpit, and the ability to horizontally and vertically integrate the battlefield, the AH-64D is the dominating weapon system.

All five components of the Army's modernization objectives are at the heart of Army Aviation initiatives. These enhancements will ensure that the enemy can be met and defeated — now — and into the 21st Century with Army Aviation as an integral member of the Combined Arms Team.

★★

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



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THE YEAR IN REVIEW: ATCOM

Contrary to rumor, the U.S. Army Aviation and Troop Command (ATCOM) was not washed down the Mississippi River and out to the Gulf of Mexico by the 500 Year Flood.

1993 was a high watermark year for the command's St. Louis, MO headquarters in more ways than one. Its procurement, logistical, and technical centers overflowed with achievements including the acquisition of the New Training Helicopter (NTH), the completion of the Special Technical Inspection and Repair (STIR) program, and the beginning of the Rotorcraft Pilot's Associate (RPA).

In late March 1993, the Acquisition Center awarded a competitive contract to Bell Helicopter Textron, Inc. of Ft. Worth, TX for 102 TH-67

*The past,
present, and
future of the
Army Aviation
and Troop
Command
(ATCOM).*

Creek aircraft with an option for an additional 55 aircraft. Total value of the contract, including the option quantity, is about \$140 million. The option will be executed when the fiscal year 1994 funding becomes available.

The NTH will be used for Initial Entry Rotary Wing (IERW) training at the Army Aviation Center at Ft. Rucker, AL. Currently, about 225 UH-1 Iroquois are used, but its flying hour cost, coupled with the maintenance burden of this older aircraft, is making it cost prohibitive for training.

Replacement of the UH-1 by the TH-67 is projected to save up to \$1 billion over the next 20 years. The savings result from a significantly lower flying hour cost and from a lesser number of aircraft required.



*We all know the cost to put them
in the air...who knows the cost of*

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The primary objective of the NTH acquisition is to reduce IERW training cost without degrading training effectiveness.

The first two aircraft were delivered to the Army Aviation Center in mid-October 1993, less than seven months after the contract was awarded. The last of the 102 TH-67s is scheduled to be delivered in November 1995.

In late July 1993, the Omnibus Engineering Test Services contract was awarded for all Army aircraft. A single-year, indefinite-quantity type contract with four option years was awarded as a result of the formal source selection process. A cost-plus, fixed-fee contract with firm fixed-price provisions was awarded to Dayton T. Brown Co. of Bohemia, Long Island, NY so that aircraft parts from alternate sources can be tested to assure compliance with original qualification standards. It also promotes the expansion of competition in the acquisition of critical parts for all Army fixed and rotary wing aircraft. The minimum amount for this contract is \$1 million, the maximum amount is \$150 million over the five-year life of the contract.

Along with these contracts, the Acquisition Center and the Helicopters Division of Boeing Defense and Space Group of Philadelphia, PA signed a contract in August 1993 to modernize additional

CH-47C Chinooks. The contract calls for Boeing to modernize 11 of the aircraft beginning this calendar year. These aircraft were operated for nearly two decades by the Royal Australian Air Force. The first four aircraft will be delivered to the RAAF; the Army will receive the final seven, which were purchased from Australia.

The value of the contract is \$67 million; however, this total does not include a substantial dollar amount of government-furnished equipment, primarily for engines and avionics equipment.

In October 1993, Paul Bogosian became the Acquisition Center's new executive director and by the end of Fiscal Year 1993, the center executed the following obligations:

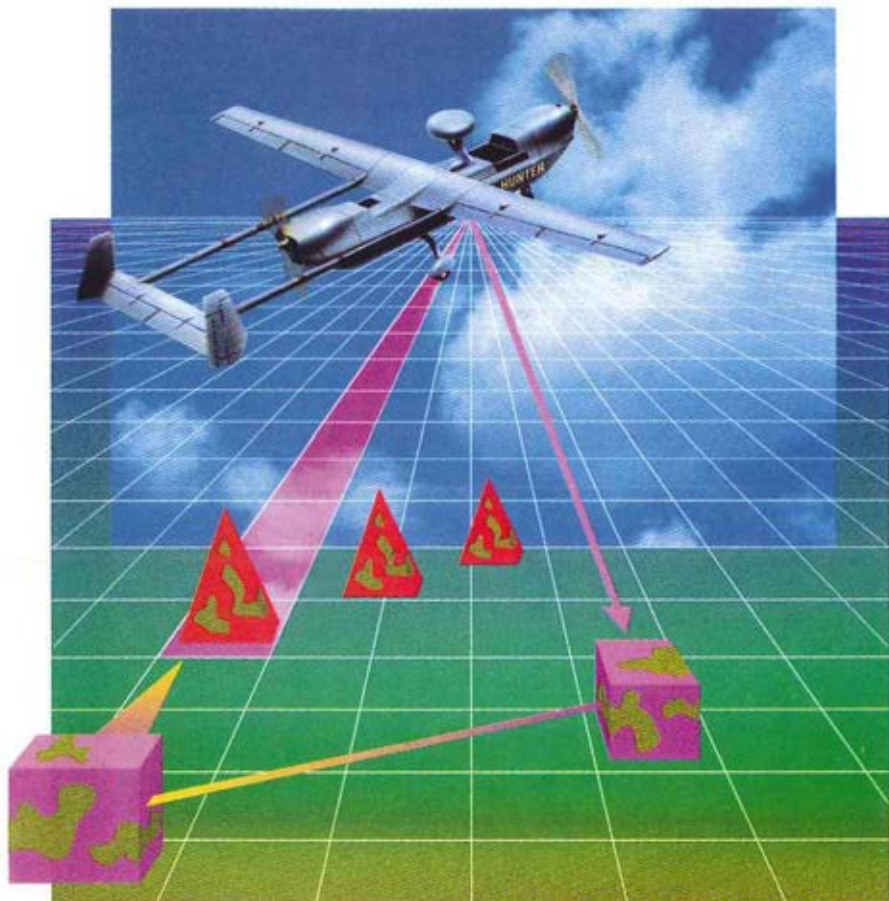
- Defense Business Operating Fund-R — \$310.6 Million
- Defense Business Operating Fund-C — \$97.3 Million
- Operation/Maintenance Army — \$95.2 Million
- Other Procurement Army — \$120.1 Million
- Foreign Military Sales — \$403.6 Million
- Total — \$1,026.8 Million

While the Acquisition Center was achieving procurement excellence, our Integrated Material Management Center (IMMC) was excelling in logistics power projection.

(ATCOM — cont. on page 110)

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Purposes & Objectives

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 members of the AAAA and 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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The D.A.V. Warning and Surveillance system for helicopters detects, classifies, and identifies air threats. This covert pulse doppler radar system provides 360° coverage in a compact module designed for light helicopter installations. It detects and locates low flying air threats including hovering helicopters at safe distances. After detection, the D.A.V. classifies airplanes and helicopters and identifies helicopters by type. The system is designed to operate in all weather and battlefield conditions and

provides very short reaction times. Its location accuracies are compatible with EO/IR devices including missile seekers. The D.A.V. installs easily on helicopter rotor hubs and is compatible with current and future helicopters such as the AH64, OH58D, UH60, AH6, MH6 and RAH66. By adding the D.A.V. to your helicopter, you provide the capability to find the threat, locate the threat, and identify the threat . . . before it finds you.

This program is a cooperative effort with Dassault Electronique.

Demonstration flights of the D.A.V. radar have been conducted in France for the U.S. Army. The demonstration was organized by the French Ministry of Defense and took place from 1-8 June 1993. The D.A.V. operated onboard a French Puma helicopter with one U.S. Army UH-1, one U.S. Army UH-60, and one French Army Gazelle as the target aircraft. U.S. Army representatives stated they were completely satisfied with the execution of the demonstration and data analysis is ongoing.



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It's time we put this whole Huey upgrade program into perspective. It's time we stop talking about gas mileage and horsepower and which engine has what features.

And it's time we start looking at the big picture.

Replacing the T53 engine currently in the Huey will mean retro-fitting hundreds of helicopters. It will mean re-training thousands of mechanics, and building a new parts inventory. It's a process that will cost America over a billion dollars.

As for gas mileage? It will take a more fuel-efficient engine over thirty years of continuous flying to recoup this

billion dollar investment. Thirty years, just to get us back to zero. Somehow it just doesn't add up.

Of course, there's more to the Huey upgrade program than money. The T53

is the only engine that has a proven track record in a single engine environment. No matter how much you spend, you can't replace that.

All told, we think you'll agree: the argument for switching away from the T53 engine doesn't hold water. Or gas, for that matter.



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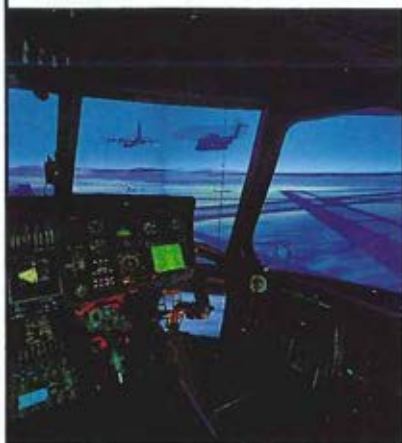
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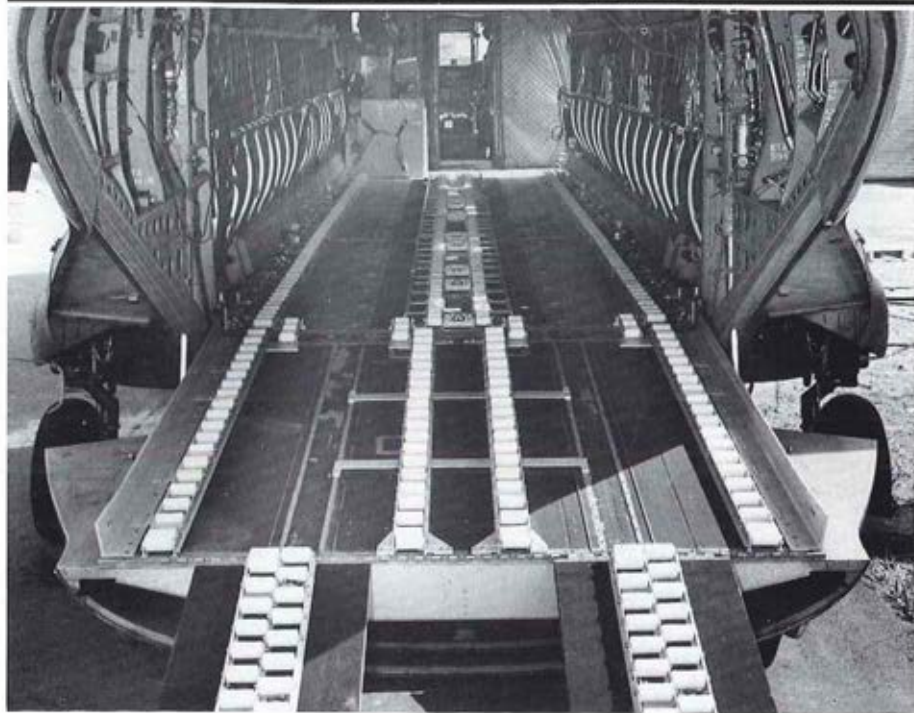
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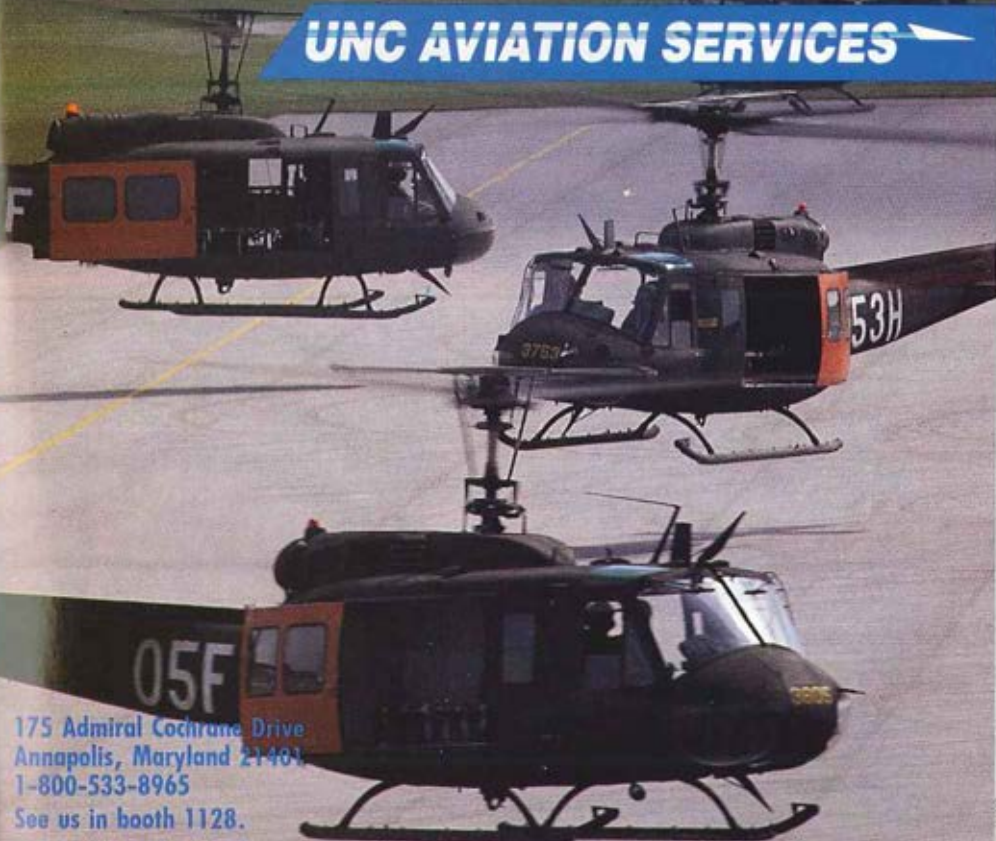
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 Smith, James C., MG
 Smith, Joseph P., COL
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 Spears, Leroy C., LTC
 Stech, Richard J., CWO
 Steine, Joel R., LTC
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 Stevens, Story C., MG
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 Tolson, John J., III, LTC*
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 Uliery, Vincent L., COL*
 Underwood, Orrie J., LTC
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 Walden, Oliver W., COL
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 Wann, Henry S., LTC
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**Continued on
Page 62**

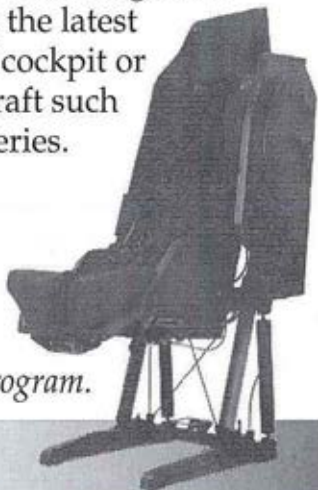
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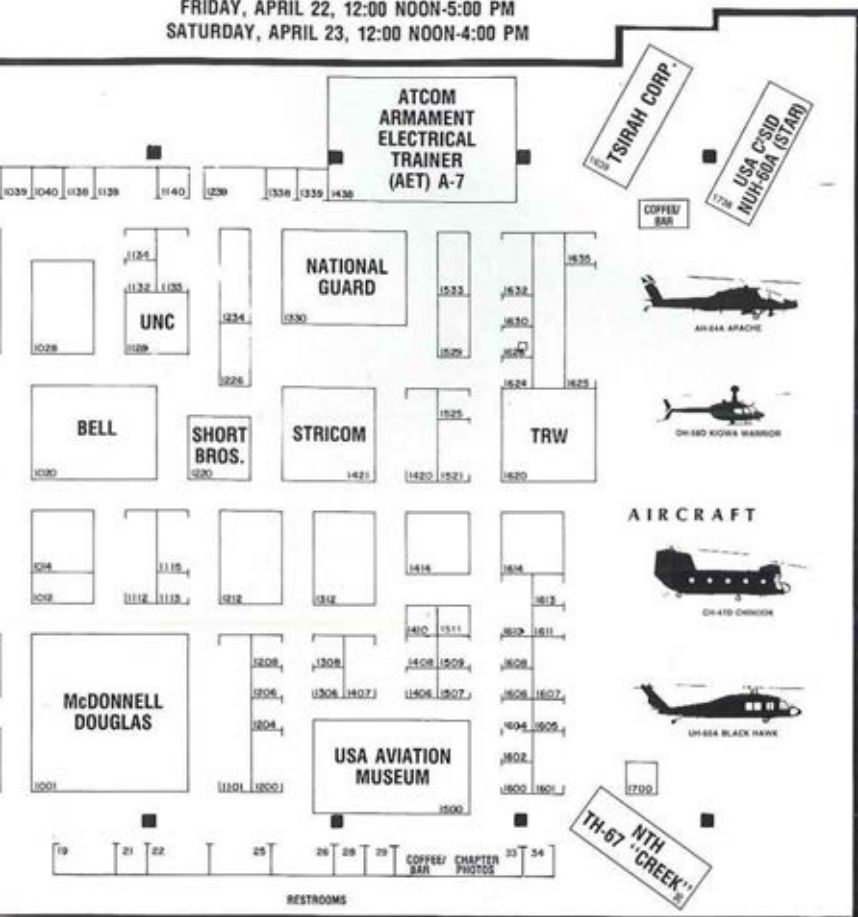
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LIST OF AAAA CONVENTION EXHIBITORS

AAAA.....	714
Army Aviation Association of America, Inc.	
AAAA Scholarship Foundation, Inc.	
Gifts & Souvenirs	
AAAA Chapter Photo Area.....	33
AADCO Advertising.....	306
AAR Manufacturing Inc.....	738
AAR Advanced Structures	

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AAR Cadillac Manufacturing.....	738
---------------------------------	-----

Acme-Utah Research, Inc.	1239
AEL Industries, Inc.....	520
Aero Division	
Cross Systems Division	
Systems Division	
Aeronautical Accessories, Inc.	1408
AIL Systems Inc.	22
AlliedSignal Aerospace.....	722
Allison Engine Company, Inc.	1300
American Helicopter Society.....	1635
ARINC Research Corporation.....	938
Armed Forces Insurance.....	1406
Armed Forces Journal International.....	429
Beech Aircraft Corporation.....	1414
Bell Helicopter Textron, Inc.	1020
Better Engineering Mfg., Inc.	406
BF Goodrich Aerospace.....	1133
BF Goodrich Flight Systems Inc.	
Jet Electronics and Technology Inc.	
Boeing Defense and Space Group.....	928
Helicopters Division	
Boeing Sikorsky.....	727
Breeze-Eastern.....	512
CAE-Link Corporation.....	1420

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SYSTEM" (AWSS)**

Cartwright Electronics, Inc.	832
-----------------------------------	-----

CASA Aircraft, USA, Inc.....	608
Chadwick-Helmuth Company	702
Chandler Evans Control Systems Division.....	1630
Chelton, Inc.	538
Chrysler Technologies Airborne Systems, Inc.....	26
COBRO Corporation.....	1521
Composite Technology, Inc.	901

CONAX FLORIDA CORPORATION

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Conax Florida Corporation.....	1632
--------------------------------	------

Control Products Corporation.....	613
DAC International, Inc. (see following ad).....	1410

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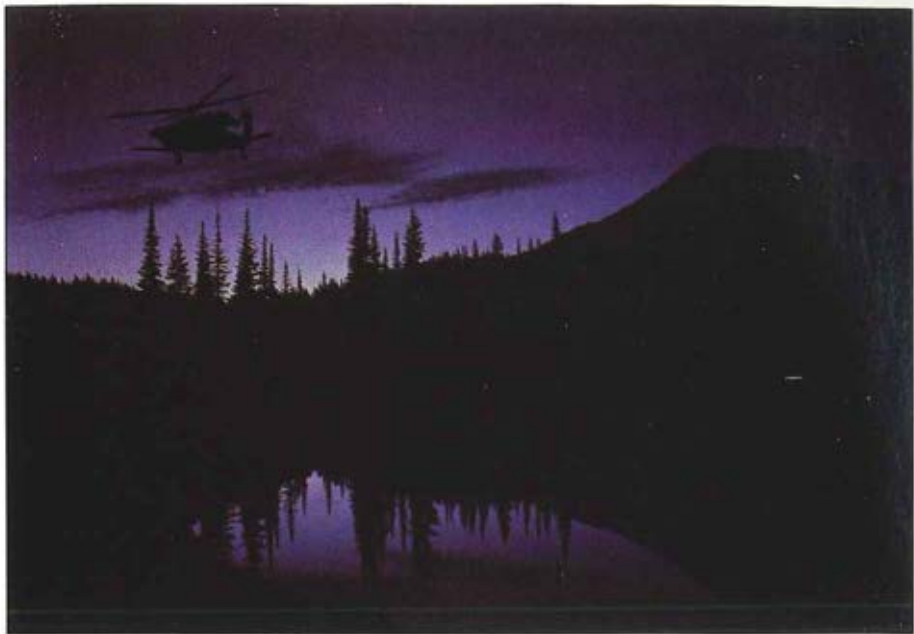
FLIGHT VISIONS INC.	1410
--------------------------	------

Dayton T. Brown, Inc.	1140
Engineering & Test Division	
Decisions and Advanced Technology.....	1611
Associates Inc.	
Decision-Science Applications, Inc.....	1600
Simulation and Training	
DuPont.....	839
DynCorp.....	1610
Aerospace Operations, Fort Rucker Division	
Elbit Systems of America, Inc.	414
Electronics & Space Corp.	1014

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E-Systems, Inc.	314	Lockheed Corporation.....	532
Evans & Sutherland Computer Corp.	1312	Lockheed Sanders, Inc.	
Simulation Division		Lockheed Aircraft Service Co.	
Fairchild Defense Company.....	535	Lockheed Aircraft Service Co. — Ontario	
Fairchild Defense		Lockheed Aeromod Centers	
Fairchild Controls		Lockheed Support Systems, Inc.	
FlightSafety International.....	902	Locite Luminescent Systems, Inc.	21
FLIR Systems, Inc.	639	Loral Corporation.....	507
FN HERSTAL.....	739	Loral Electro-Optical Systems	
Fokker Aircraft U.S.A., Inc.	410	Loral Fairchild Systems	
Frasca International, Inc.	432	Loral Federal Systems.....	511
GE Aircraft Engines.....	25	Lucas.....	1338
GEC-Marconi Electronic Systems Corp.	801	Lucas Western Electro Systems Division	
General Services Administration.....	500	MAC Tools and Stanley Vidmar.....	408
Tools and Appliances Commodity Center		Magnavox Electronic Systems Company.....	1038
Grimes Aerospace Company.....	1626	Magnitek.....	611
Grumman Corporation.....	420	Airborne Power Supplies	
Hamilton Standard.....	1028	Transducers/Accelerometers	
a unit of United Technologies Corporation		Martin Marietta Corporation.....	907
Helicomb International, Inc.	515	Armament Systems	
Helicopter Club of America.....	1602	Electronics & Missiles	
The Hertz Corporation.....	304	Information Systems	
Rent-A-Car		Westinghouse Electric Corporation	
Honeywell.....	19	McDonnell Douglas.....	1001
Military Avionics Division		Modern Technologies Corporation.....	1529
Horizons Technology, Inc.	1605	Mustang Engineered Technical Apparel.....	1525
Howell Instruments, Inc.	1212	NavCom Defense Electronics, Inc.	324
Hughes Aircraft Company.....	700	Northrop Corporation.....	1234
Aerospace & Defense		ESD - Hawthorne, ESD - Rolling Meadows,	
Hughes Missile Systems Company		B-2 Division	
Commercial & Industrial		Olympus America Inc.....	434
Ingersoll-Rand Company.....	1139	Industrial Fiberoptic Division	
Innovative Logistics Techniques, Inc.	1204	Parker Hannifin Corporation.....	1601
(INNOLOG)		Photo-Sonics, Inc.	836
Interface Products, Inc.	1507	PREMIER Aviation, Inc.	1208
International Technologies (Lasers).....	334	PROAV International Aviation Services Corp.	800
Monterey Bay Group		Reflectone, Inc.	310
ITT Defense and Electronics.....	526	Republic Electronics Company.....	533
ITT Avionics		RMS Technology, Inc.	300
ITT Aerospace/Communications		Robertson Aviation.....	703
ITT Gilfillan		Rockwell International.....	1101
Kaiser Electroprecision.....	1113	CACD - Collins Avionics & Communications Div.	
Kaman Aerospace Corporation.....	400	TSD - Tactical Systems Div.	
Kavours, Inc.	1306	Rotor & Wing.....	440
Kerns Manufacturing Corporation.....	428	Phillips Business Info, Inc.	
Korry Electronics Company.....	803	Aviation Equipment Maintenance	
Liton Industries, Inc.	401	Avionics Magazine	
Liton Applied Technology		Sabreliner Corporation.....	320
Guidance & Control Systems Division		SBS Engineering, Inc.	1606
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Science Applications International Corp. (SAIC).....	1607	US Army Aviation Technical Test Center.....	1700
Computer Systems		CH-47D Chinook	
Army Systems Analysis Division		AH-64A Apache	
Tactical Systems		UH-60A Black Hawk	
Scientific Atlanta, Inc.	1115	OH-58D Kiowa Warrior	
Signal Processing Systems		US Army Combat Aviation Training Brigade.....	1407
SFIM, Inc.	1200	US Army Materiel Command.....	1533
The Shephard Press Ltd.....	1624	ATCOM	
Defence Helicopter		USA Command, Control & Systems.....	1738
Short Brothers (USA), Inc.....	1220	Integration Directorate (C2SID)	
Sierra Technologies, Inc.	1226	NUH-60A (STAR)	
Sierra Research Division		USA New Training Helicopter.....	36
Sikorsky Aircraft.....	710	TH-67 "CREEK"	
a unit of United Technologies Corporation		Army National Guard.....	1330
Simula Government Products Inc.	1112	US Army Operational Support.....	326
Smiths Industries, Aerospace.....	615	Airlift Command	
Snap-On Tools Corp.	506	US Army Vehicle Structures Directorate - ARL.....	302
Sparta, Inc.	1040	Loads and Dynamics Division	
State of Alabama.....	1613	Structural Mechanics Division	
Alabama Commission on Aerospace		US Army STRICOM.....	1421
Science and Industry		Operational Test and Experimentation Command.....	332
City of Ozark		TEXCOM Aviation Test Directorate	
Alabama Development Office		PEO Aviation (PM SOA).....	120
Systems Research Laboratories, Inc.....	802	MH-47E	
Talley Defense Systems.....	1132	MH-60K	
TEAC America, Inc.	900	US Army Reserve.....	200
Industrial Video Products Division		US Army Space & Strategic Defense Command.....	1625
Teledyne Electronic Systems.....	838	US Army Space Command	
Tesla Industries, Inc.	330	USA 160th SOAR (Recruiting Team).....	438
Texas Instruments.....	425	Versatron Corporation.....	1134
Defense Systems & Electronics Group (DSEG)		Vickers Inc./Tedeco Div.	1604
Texstar, Inc.	430	Vietnam Helicopter Crew Members Association.....	1339
Textron Lycoming.....	828	Vision Technologies.....	442
TRACOR Aerospace, Inc.	34	VITRONICS INC.	
Trimble Navigation.....	1608	SERVICE	
Military Systems Division		COMMITMENT	
TRW IAI.....	1620	EXPERIENCE	
TSIRAH Corporation.....	1639	THE BEST VALUE IN TECHNICAL SUPPORT	
TWA.....	328	FOR RESEARCH AND DEVELOPMENT	
UNC Aviation Services.....	1128	VITRONICS INC.	510
UNC Lear Siegler		Westinghouse Electric Corporation.....	907
USAA.....	1206	White Sands Missile Range.....	431
US Army & Air Force Exchange Service.....	433	Wing Enterprises, Inc.	1138
US Aeromedical Research Laboratory.....	29	Wright Tool Co.	
US Air Force Sacramento Air Logistics Center.....	435	Manufacturer of a complete line of tools to	
US Army Aviation & Troop Command		support maintenance activities ... dedicated to	
(ATCOM).....	1438	quality, innovation, value and services	
Advanced Attack Helicopter		Wright Tool Co.	1308
Dept. of the Army (Serv-Air, Inc.)		Il Morrow Inc.	28
Armament Electrical Trainer (AET) (A-7)		Commercial Products Division	
USA Aviation Center, USAA/VNC.....	1614		
US Army Aviation Electronic Combat.....	529		
US Army Aviation Museum Foundation, Inc.	1500		
US Army Aviation Museum			
US Army Aviation Applied Technology Dir.	539		



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ADVERTISERS' INDEX

AAR Advanced Structures.....	53	Lucas Aerospace.....	95
AAR Cadillac Manufacturing Division.....	55	Martin Marietta Corporation.....	20-21
AIL Systems Inc.	91	McDonnell Douglas Helicopter Company.....	Cover I
Beech Aircraft Corporation.....	51	Merlin Engineering.....	93
BEI Defense Systems Company, Inc.	9	Northrop.....	111
Bell Helicopter Textron.....	81	Parker Bertea Aerospace.....	47
Boeing Sikorsky.....	Cover II-3	PREMIER AVIATION, INC.	103
CAE-Link Corporation.....	43	Photo-Sonics, Inc.	77
Canadian Marconi Company.....	71	Reflectone, Inc.	27
Avionics Division		ROBERTSON AVIATION.....	59
Cartwright Electronics Inc.	62	Rockwell International.....	Cover III
CASA.....	115	Collins Avionics and Communications	
Chadwick Helmut.....	109	Sabreliner Corporation.....	73
Chrysler Technologies Airborne Systems Div.....	17	SBS Engineering, Inc.	48
Composite Technology, Inc.	97	Serv-Air, Inc.....	13
DynCorp.....	35	SFIM.....	97
Era Aviation, Inc.	109	Short Brothers (USA), Inc.....	Cover IV
E-Systems.....	11	Sierra Technologies, Inc.....	7
Electronics and Space Corp.....	39	Sierra Research Div.	
EVANS & SUTHERLAND.....	119	Sikorsky Aircraft.....	67
FlightSafety International.....	29	a unit of United Technologies Corporation	
GEC Marconi Electronic.....	114	Simula, Inc.....	61
Systems Corporation		SMITHS INDUSTRIES.....	49
Grumman.....	89	Aerospace and Defense Systems, Inc.	
Hamilton Standard.....	5	TEAC AMERICA, Inc.....	93
a unit of United Technologies Corporation		Textron Lycoming.....	45
HELICOMB INTERNATIONAL, INC.	63	TRW.....	37
The Hertz Corporation.....	INSERT	TSIRAH Corporation.....	103
HORIZONS TECHNOLOGY, INC.	99	UNC AVIATION SERVICES.....	57
Howell Instruments, Inc.....	41	USAA.....	69
Hughes Danbury Optical Systems, Inc.....	31	Versatron Corporation.....	19
Hughes Missile Systems Company.....	33	Westinghouse Electronic Systems.....	20-21
Innovative Logistics.....	107	Il Morrow Inc.	117
Techniques, Inc. (INNOLOG)			
ITT Avionics.....	23		
ITT Electro-Optical Products.....	25		
Kaiser Electroprecision.....	107		
Korry Electronics Company.....	75		
LHTEC — Allison & Garrett.....	101		
Litton Applied Technology.....	15		
Lockheed Support Systems Inc.....	87		
Loral Electro-Optical Systems.....	79		

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Nightshield material means smart, custom NVIS solutions at less cost, in less time, than with glass. It's safer, installs faster, and lasts longer.

And it can meet your requirements exactly. We adjust the formula for your precise NVIS lighting needs, and shape filters that fit your hardware to a tee.

Nightshield filters are the latest innovation from Korry Electronics, the leader for more than 50 years in lighted display products. And the pioneer in advanced filter materials and testing technology for NVIS applications.

Made in the USA, our Nightshield filters have already been proven on NVIS retrofits for the AH-1, A-6, F-14D, F-16, C-130, OH-58D, and SH-60B.

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HARRISON



MADDOX

[illegible]

7:00 AM - 5:00 PM — CCC Room 132

Registration and Ticket Sales

7:00 AM - 8:30 AM	—	CCC Hall 5 Foyer
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Eye-Opener Coffee Break

7:00 AM - 8:30 AM — CCC Room 130

Speakers' & Awardees' Breakfast

7:30 AM - 5:00 PM — CCC Room 118

Press Room Open

(Sponsored by GE Aircraft Engines)

OPENING PROFESSIONAL SESSION

8:30 AM - 9:00 AM — CCC 120 Complex

“Welcome to St. Louis”

The 1994 Professional Program

“Army Aviation: Advancing onto the 21st Century”

MG BENJAMIN L. HARRISON, RET.

President, AAAA

9:00 AM - 9:30 AM — CCC 120 Complex

“Keynote Address”

GEN DAVID M. MADDOX

**Commander-in-Chief, U.S. Army Europe
and Seventh Army**

9:30 AM - 10:00 AM — CCC 120 Complex

**Presentation of AAAA
Aviation Unit of the Year Awards**

10:00 AM - 5:00 PM — CCC Halls 4 & 5

Army Aviation Technology Exhibition Open

10:00 AM - 12:00 NOON — CCC Halls 4 & 5

Exhibit Hall Coffee Break

(Cash Bar Open 11:00 AM — 5:00 PM)

[illegible]

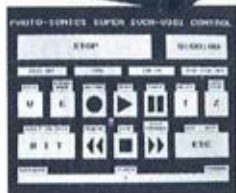


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Now ready for full-scale production, MILES AGES II is the choice for realistic training before the first chance of combat.

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FRIDAY



REEDER

[illegible]

PROFESSIONAL SESSIONS

9:00 AM - 9:35 AM — CCC 120 Complex

MG JOHN D. ROBINSON

Army Aviation Branch Chief and

Commanding General, USAVNC and Ft. Rucker, AL

9:35 AM - 10:05 AM — CCC 120 Complex

Presentation of Individual Awards

10:05 AM - 10:40 AM — CCC 120 Complex

MG DEWITT T. IRBY, JR.

Program Executive Officer, Aviation, St. Louis, MO

10:40 AM - 10:55 AM — CCC Hall 5 Foyer

Refreshment Break

10:55 AM - 11:30 AM — CCC 120 Complex

MG JOHN S. COWINGS

Commanding General, U.S. Army Aviation and
and Troop Command, St. Louis, MO

11:30 AM - 12:00 NOON — CCC 120 Complex

THE HONORABLE IOE R. REEDER

Under Secretary of the Army, Washington, D.C.

12:00 NOON - 5:00 PM — CCC Halls 4 & 5

Army Aviation Technology Exhibition Open

12:00 NOON - 1:00 PM — CCC Halls 4 & 5

AAAA Exhibit Hall Buffet Luncheon

SPOUSE TOUR

12:15 PM - 4:30 PM — CCC 7th St. Plaza Entrance

Grant's Farm

Buses Depart CCC at 12:15 PM

Buses Return to AAAA Hotels by 4:30 PM

1:00 PM - 2:00 PM — CCC Halls 4 & 5

Exhibit Hall Coffee Break

(Cash Bar Open Until 5:00 PM)

1:00 PM - 3:00 PM	—	CCC Room 263
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AAAA NEB/Chapter Presidents Session

[illegible]

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AAAA CONVENTION PROGRAM

FRIDAY	6:30 PM - 8:30 PM—St. Louis Ballroom	Preconvene	APRIL 22
FRIDAY		Adam's Mark	APRIL 22
FRIDAY	President's Reception Registration/Ticket Sales		APRIL 22
FRIDAY	7:00 PM - 8:30 PM	— St. Louis Ballroom	APRIL 22
FRIDAY		Adam's Mark	APRIL 22
FRIDAY	AAAA President's Reception		APRIL 22
FRIDAY	9:00 PM - 1:00 AM	— Promenade Ballroom	APRIL 22
FRIDAY		Adam's Mark	APRIL 22
FRIDAY	AAAA Chapter Receptions		APRIL 22
FRIDAY	Bus Service to and from AAAA Hotels		APRIL 22
FRIDAY	from 9:00 PM-1:00 AM		APRIL 22
SATURDAY	7:30 AM - 4:00 PM	— CCC Room 132	APRIL 23
SATURDAY	Registration and Ticket Sales		APRIL 23
SATURDAY	7:30 AM - 9:00 AM	— CCC Hall 5 Foyer	APRIL 23
SATURDAY	Eye-Opener Coffee Break		APRIL 23
SATURDAY	7:45 AM - 9:00 AM	— CCC Room 276	APRIL 23
SATURDAY	First Light Breakfast		APRIL 23
SATURDAY	By Invitation Only		APRIL 23
SATURDAY	Guest Speaker:		APRIL 23
SATURDAY	LTC WILLIAM H. FORSTER		APRIL 23
SATURDAY	Military Deputy to the Assistant Secretary of the Army		APRIL 23
SATURDAY	(Research, Development, and Acquisition), OASA (RDA).		APRIL 23
SATURDAY	8:00 AM - 12:00 NOON	— CCC Room 118	APRIL 23
SATURDAY	Press Room Open		APRIL 23
SATURDAY	(Sponsored by GE Aircraft Engines)		APRIL 23
SATURDAY	PROFESSIONAL SESSIONS		APRIL 23
SATURDAY	9:00 AM - 12:00 NOON	— CCC Room 120	APRIL 23
SATURDAY	Operations/Training Forum		APRIL 23
SATURDAY	MG JOHN D. ROBINSON		APRIL 23
SATURDAY	Commanding General, USAAVNC and Ft. Rucker, AL		APRIL 23
SATURDAY	Panelists Include: COL Russell E. Adams, Directorate of		APRIL 23
SATURDAY	Evaluation and Standardization, USAAVNC; CSM Fredy		APRIL 23
SATURDAY	Finch, Jr., Command Sergeant Major, USAAVNC; COL(P)		APRIL 23
SATURDAY	Thomas W. Garrett, Commander, U.S. Army Safety Center;		APRIL 23
SATURDAY	LTC Robert L. Johnson, Jr., Chief, Aviation Proponency,		APRIL 23
SATURDAY	USAAVNC; COL Thomas E. Johnson, Asst. Commandant,		APRIL 23
SATURDAY	USAAALS; BG John F. Michitsch, Commanding General, U.S.		APRIL 23

AAAA CONVENTION PROGRAM

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Army STRICOM; COL Palmer J. Penny, Directorate of Simulation, USAAVNC; BG John M. Riggs, Deputy Commanding General, USAAVNC; COL Robert M. Stewart, Director of Combat Developments, USAAVNC

9:00 AM - 12:00 NOON — CCC Room 121

Acquisition Forum

MG DEWITT T. IRBY, JR.

Program Executive Officer, Aviation

Panelists Include: MG Ronald E. Adams, Director of Requirements (Combat), ODSCOPS; COL Robert C. Atwell, PM, Longbow; COL Edwin P. Goosen, PM, Kiowa Warrior; MG Ronald V. Hite, Deputy for Systems Management, OASA (RD&A); BG Orlin L. Mullen, PM, Comanche; COL Roy P. (Pat) Oler, Chief of Simulation; COL Chester L. Rees, Jr., PM, Utility Helicopters; COL Thomas E. Reinkober, PM, AEC; COL James R. Snider, PM, Advanced Attack Helicopter.

9:00 AM - 12:00 NOON — CCC Room 123

Logistics Forum

MG JOHN S. COWINGS

Commanding General, U.S. Army ATCOM

Panelists Include: Paul Bogosian, Executive Director, Acquisition Center, USAATCOM; COL Robert J. Hoppes, Chief, Aviation Logistics Office, ODCSLOG, HQDA; Thomas L. House, Executive Director, Aviation Research, Development, and Engineering Center, USAATCOM; Daniel J. Rubery, Executive Director, Integrated Materiel Management Center, USAATCOM; COL Julian A. Sullivan, Deputy Commander, USAATCOM; COL Arnold E. (Sandy) Weand, Director, Weapons Systems Management, USAATCOM.

9:00 AM - 11:00 AM	—	Rose Garden Room
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Spouse Breakfast

In Honor of the Awardee Wives

12:00 NOON - 4:00 PM — CCC Halls 4 & 5

Army Aviation Technology Exhibition Open

12:00 NOON - 1:00 PM — CCC Halls 4 & 5

AAAA Exhibit Hall Buffet Luncheon

1:00 PM - 4:00 PM	—	CCC Halls 4 & 5
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Exhibit Hall Social/Chapter Photos

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AAAA CONVENTION PROGRAM

SATURDAY



SUNDAY

AAAA Get-Away Breakfast

APRIL 24

CAREER TRACK

If you'd like to take advantage of the Career Track employment referral service, but you're not yet a member of AAAA, the solution is simple: Fill out a membership form and send it in along with your request for a Career Track application. Your ad will run in the next available issue.

Active AAAA members may have a 30-word classified employment ad published in two consecutive issues of ARMY AVIATION MAGAZINE free of charge. Write to the AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880-2000, or call (203) 226-8184 for Career Track applications. Inquiring organizations contact the National Office.

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94-03-02

1993 AAAA NATIONAL AWARD WINNERS



AVIATOR OF THE YEAR
CW2 Gerhard P. Turner
A Company, 3d Battalion,
227th Aviation Regiment
APO AE



SOLDIER OF THE YEAR
SGT Joseph T. Ebuon
B Company, 1st Battalion,
58th Aviation Regiment (Corps)
Fort Bragg, NC



JOSEPH L. CRIBBINS DAC OF THE YEAR
Rickie L. Barron
Directorate of Evaluation and Standardization
U.S. Army Aviation Center
Ft. Rucker, AL



JAMES H. McCLELLAN AVIATION SAFETY
CW5 James H. Raiford
Aviation Branch Safety Office
U.S. Army Aviation Center
Fort Rucker, AL



ROBERT M. LEICH
U.S. Army Aviation
Logistics School (USAALS)
Fort Eustis, VA
COL Thomas E. Johnson



ROBERT M. LEICH
U.S. Army Aviation
Logistics School (USAALS)
Fort Eustis, VA
SGM Alan A. Gott



AVIATION UNIT (ARMY)
10th Aviation Brigade
10th Mountain Division (LI)
Fort Drum, NY
COL Lawrence E. Casper



AVIATION UNIT (ARMY)
10th Aviation Brigade
10th Mountain Division (LI)
Fort Drum, NY
CSM Dwight J. Brown



AVIATION UNIT (USAR)
7th Bn, 158th Avn Regt (CBT)
146th Avn Group (CBT)
Scott Air Force Base, IL
LTC James M. Richey



AVIATION UNIT (USAR)
7th Bn, 158th Avn Regt (CBT)
146th Avn Group (CBT)
Scott Air Force Base, IL
CSM Warren O. Berry



AVIATION UNIT (ARNG)
1st Bn, 106th Avn Regt
ILARNG
Peoria, IL
LTC Michael A. Marvin



AVIATION UNIT (ARNG)
1st Bn, 106th Avn Regt
ILARNG
Peoria, IL
CSM Frederick A. Lane

OUTSTANDING AVIATION UNIT AWARD

BACKGROUND—Sponsored by the McDonnell Douglas Helicopter Company, this award is presented annually by the AAAA "to the Active Army Aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any Active Army Aviation unit that has met the foregoing criteria is eligible for consideration.

1959—First Recon Squadron (Sky Cavalry), 2nd U.S. Army Missile Command (Medium), LTC Robert F. Tugman, Commander.

1960—937th Engineer Company (Aviation) (Inter-American Geodetic Survey), LTC Jack W. Ruby, Commander.

1961—45th Transportation Battalion (Helicopter), accepted by MAJ Milton P. Cherne for LTC Howard B. Richardson, Commander.

1962—USA Utility Tactical Transport Company, MAJ Ivan L. Slavich, Commander.

1963—11th Air Assault Division and attached 10th Air Transport Brigade, MG Harry W.O. Kinnard, CDR, 11th Air Assault Div., COL Delbert L. Bristol, 10th Brigade Commander.

1964—13th Aviation Battalion, LTC Jack V. Mackmull and LTC J.Y. Hammack, Co-Commanders, 13th Aviation Battalion.

1965—1st Cavalry Division (Airmobile), MG Harry W.O. Kinnard, Commander, and SGM Kenneth W. Cooper, the Senior NCO.

1966—1st Aviation Brigade, MG G.P. Seneff, Jr., Commander, and Brigade SGM Douglas W. Sims, Senior NCO.

1967—52nd Combat Aviation Battalion, LTCs Raymond G. Lehman, Jr.; Edward P. Luckert, Jr.; Paul C. Smith, Co-Commanders, and SGM Ernest J. Winters, Senior NCO.

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 (USARCIB), 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. Herve, Jr., Commander, and CSM Johnnie M. Byram, Senior NCO.

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OUTSTANDING AVIATION UNIT AWARD (continued)

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. Whitaker, the Senior NCO.

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

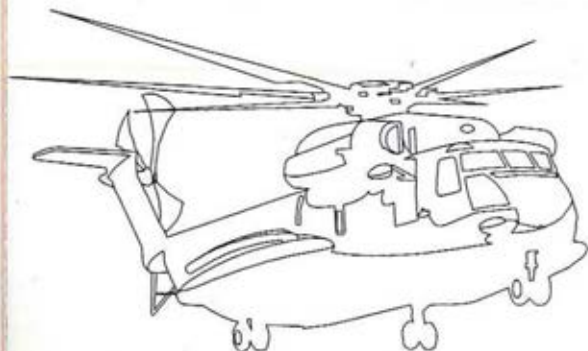
1989—Aviation Brigade, 7th Infantry Division (Light), COL Douglas R. Terrell, Commander, and CSM Claud W. Sisco, the Senior NCO.

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.

1992—12th Aviation Brigade, COL Thomas M. Hayes, Commander and CSM Timothy L. Fosque, Senior NCO.

1993—10th Aviation Brigade, 10th Mountain Division (LI), COL Lawrence Casper, Commander and CSM Dwight J. Brown, Senior NCO.



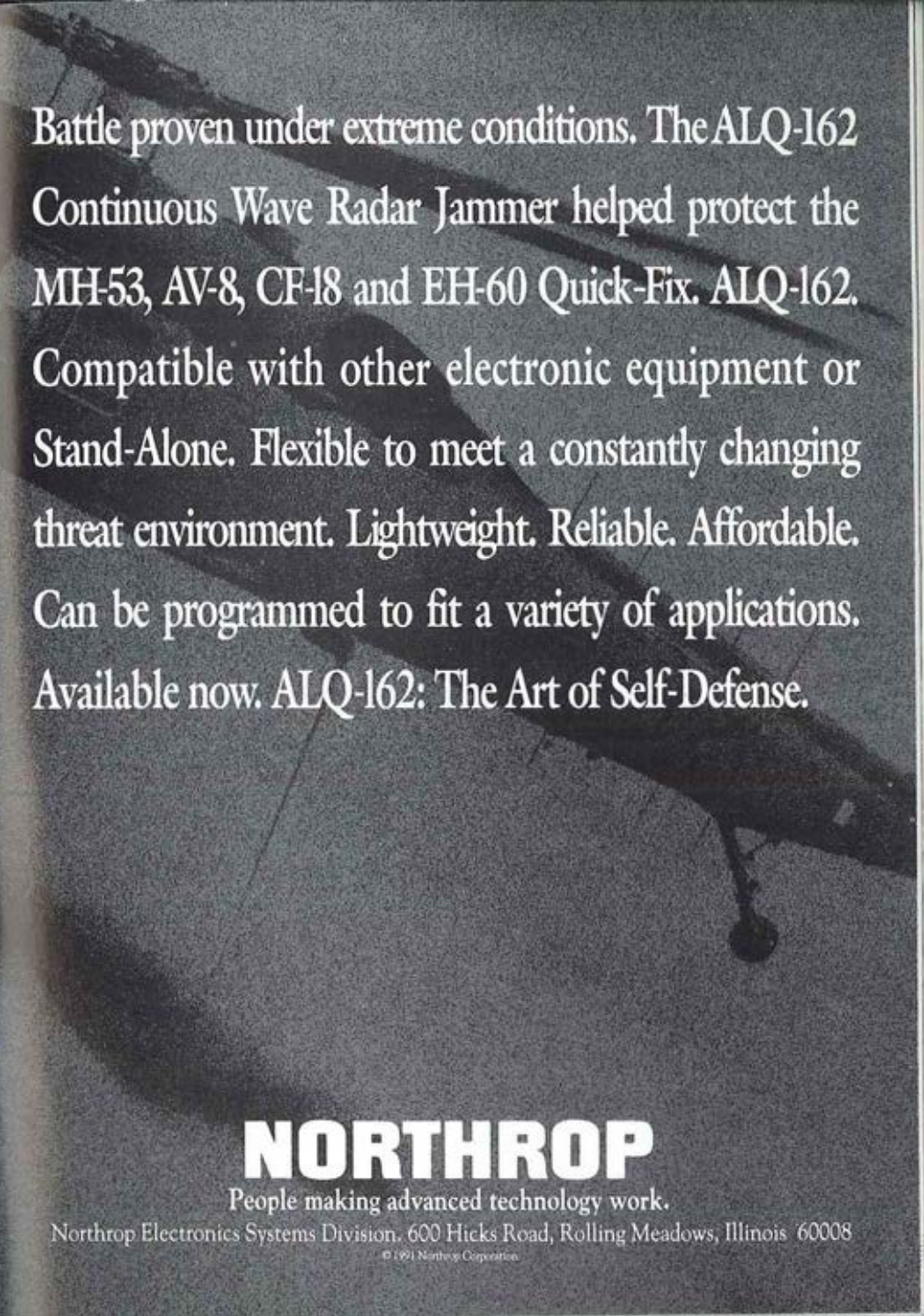
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OUTSTANDING AVIATION UNIT (RC) AWARD

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. Franka, 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 Fallier, 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. Staadt, 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.

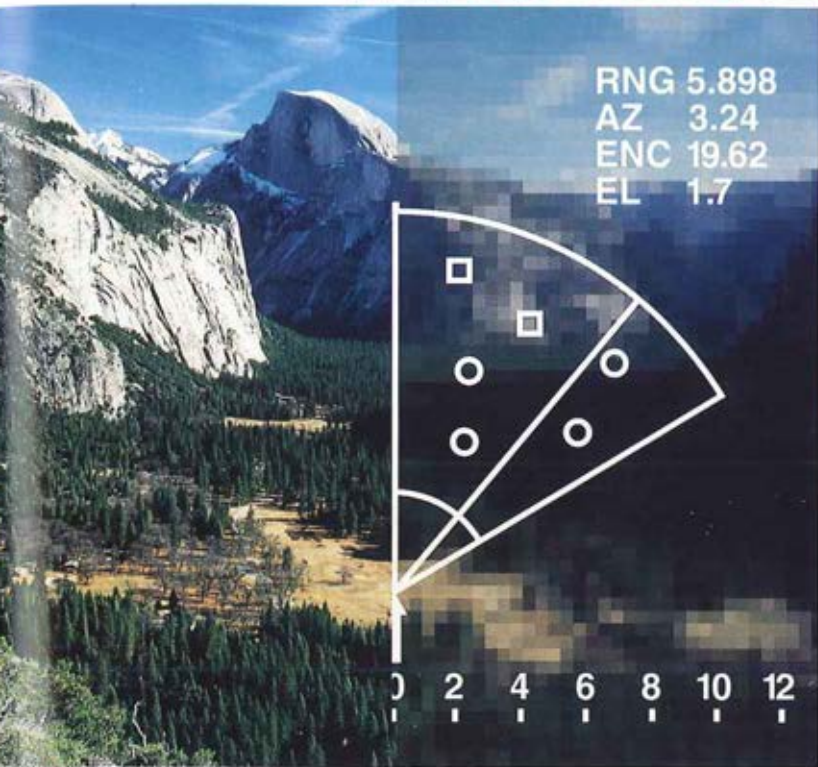
1982—138th Aviation Company (EW), Florida-USAR Orlando, Florida, MAJ Arthur S. Johnson, Commander, and SFC James E. Dennis, Senior NCO.

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. Meisenzahl, 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.

1992—2-123 Attack Helicopter Battalion, 6th Infantry Division (L) (Roundout), Saint Paul, MN, LTC Daniel J. McGraw, Commander, CSM Gary C. Gustner, Senior NCO.

1993—7th Battalion, 158th Aviation Regiment (CBT) 146th Aviation Group (CBT) Scott Air Force Base, IL, LTC James M. Richey, Commander and CSM Warren O. Berry, Senior NCO.

OUTSTANDING ARNG UNIT OF THE YEAR

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 L. 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. Hodges, 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 Paluel J. Flagg, II, Commander, and CSM George H. Allard, Jr., Senior NCO.

1992—1st Battalion (Attack Helicopter) 211th Aviation Regiment, West Jordan, UT, LTC Robert G. Holt, Commander and CSM Travis R. Heywood, Senior NCO.

1993—1st Battalion, 106th Aviation Regiment, ILARNG, Peoria, IL, LTC Michael A. Marvin, Commander and CSM Frederick A. Lane, Senior NCO.

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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 Med. Det. (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 Co., 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 Abn 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, TX.

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, MO.

1981—CWO George D. Chrest, D Troop, 1st Squadron, 9th CAV, 1st CAV DIV, Fort Hood, TX.

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

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

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

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, TX.

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.

1992—MW4(P) Randolph Wise Jones, B Company, 1/160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.

1993—CW2 Gerhard P. Turner, A Company, 3rd Battalion, 227th Avn Regt, APO AE.



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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. Falo, 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 Regt., 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.

1992—SSG Donald C. Maddox, E Troop, 4th Squadron, 17th Cavalry 18th Aviation Brigade, Fort Bragg, NC.

1993—SGT Joseph T. Ebuon, B Company, 1st Battalion, 58th Aviation Regiment (Corps), 159th Combat Aviation Group (Airborne), Fort Bragg, NC.



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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 (USABAAAR), 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 (USABAAAR), 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 (USABAAAR), 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 (USABAAAR), 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 (USAAVS), 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 Div., 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.

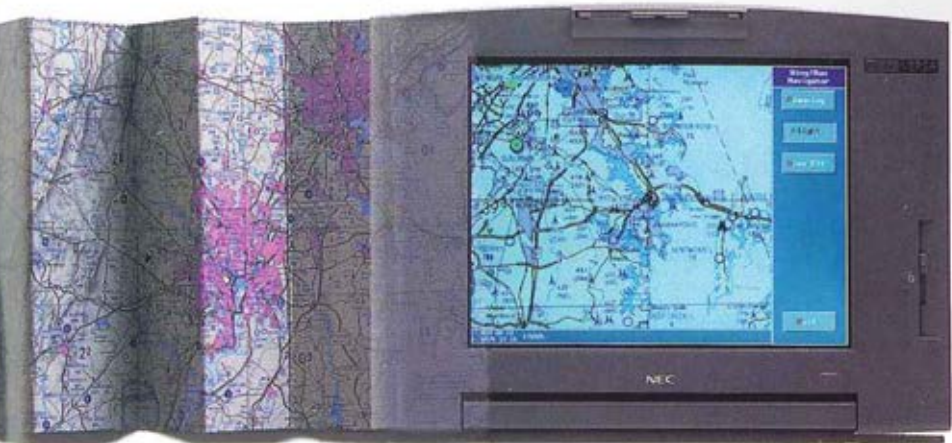
1989—CW2 William K. Manuel, 1-212th Aviation, Aviation Training Brigade, Lowe Army Airfield, Ft. Rucker, AL.

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.

1992—CW4 Michael S. Olin, A Company, 1/501st Aviation, 17th Aviation Brigade K-16 (Seoul Air Base) Unit #15238, APO AP.

1993—CW5 James H. Raiford, Aviation Branch Safety Office, U.S. Army Aviation Center, Fort Rucker, AL.



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JOSEPH P. CRIBBINS DAC OF THE YEAR AWARD

BACKGROUND—This AAAA Award is sponsored by Boeing Helicopters. Named for Mr. Joseph P. Cribbins, the award's first recipient in 1976, this award is presented annually to the Department 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 MIRCOM 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, MD.

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 D. Robbins, Test Pilot, U.S. Army Aviation Engineering Flight Activity, Edwards AFB, CA.

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

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

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

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, Logistics Director, U.S. Army AVSCOM, St. Louis, MO.

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

1992—James E. Speigner, Chief, Airfield ALERT Section, Headquarters and Headquarters Detachment, 1st Battalion, 212th Aviation, Aviation Training Brigade, Fort Rucker, AL.

1993—Rickie L. Barron, Directorate of Evaluation and Standardization (DES), USA-ANVC, Fort Rucker, AL.





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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. It 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, USAVNB. (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. 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, Sr. 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. Elzie, Senior NCO.

1989—U.S. Precision Helicopter Team, Ft. Rucker, AL. Accepted for the Team by LTC Robert E. Harry, Commander, CW3 Jon A. Iseminger, 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.

1992—U.S. Army Combat Aviation Training Brigade, III Corps & Fort Hood. COL Gerald D. Saltness, Commander and CSM Jerome G. Chappelle, Senior NCO.

1993—U.S. Army Aviation Logistics School (USAALS), Fort Eustis, VA. COL Thomas E. Johnson, Commander and SGM Alan A. Gott, Senior NCO.

AAAA TOP CHAPTER AWARD

BACKGROUND—This AAAA Award is presented annually to the AAAA Chapter deemed "Top Chapter" based on its meeting activity, to include unusual, innovative, and successful programming; membership growth; pursuit of a local AAAA Awards Program; participation in community affairs; maintenance of a full Executive Board slate; and its interface with the National Office in the administration of its Chapter affairs.

1973—Aviation Center Chapter

1974—Lindbergh Chapter

1975—Air Assault Chapter

1976—Monmouth Chapter

1977—Air Assault Chapter

1978—Lindbergh

1979—Aviation Center Chapter

1980—Franconia-Marne Chapter

1981—Corpus Christi Chapter and Lindbergh Chapter (tie)

1982—Morning Calm Chapter

1983—Morning Calm Chapter

1984—Air Assault Chapter

1985—Morning Calm Chapter

1986—Lindbergh Chapter

1987—Redcatcher Chapter

1988—Lindbergh Chapter

1989—North Texas Chapter

1990—Morning Calm Chapter

1991—Morning Calm Chapter

1992—Corpus Christi Chapter

1993—Colonial Virginia Chapter

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AAAA 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 O5 from his/her university).

1988 — Pedro G. Almeida

1989 — Michael A. Flynn

1990 — Gregory T. Lang

1991 — Louis A. Birdsong

1992 — Victor S. Hamilton

1993 — Roy R. Trumble, IV

AAAA 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

1992 — Michael D. McKay

1993 — Marc A. Wehmeyer

AIRCRAFT SURVIVABILITY EQUIPMENT AWARD

BACKGROUND—Sponsored by Loral Electronics Systems, this National Award 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 August 1 through July 31. Prior to 1992, the awards period encompassed the 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 Paoletta, Project Leader, In-

fared 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, Nutley, NJ.

1990—CW3 Stephen L. Woods, Brigade ASE Officer/Pilot, Fort Riley, KS

1991—Mr. Larry Johnson, an Electronic Warfare Integration Engineer with the Naval Air Warfare Center, Point Mugu, CA.

1992-1993—CW4 Bradford A. Powell, CH-MH47 Project Officer, System Integration and Maintenance Office, 160th SOAR(A), Fort Campbell, KY.

AVIONICS AWARD

BACKGROUND—Sponsored by Cubic Defense Systems, Inc., this National Award is presented to the person who has made an outstanding individual contribution to Army Aviation in the area of Avionics during the awards period en-

compassing August 1 through July 31.

1993—CPT Keith J. Kranhold, Brigade Signal Officer, 128th Aviation Brigade, U.S. Army South, APO AA.

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.

1992—WO1 J. Tucker Rojas, **WO1 Christopher S. Latin**, **SGT Anthony Robinson**, and **SPC Dwane Means**, 377th Medical Company (AA), APO AP.

1993—50th Medical Company (Air Ambulance) Ft. Campbell, KY.

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 September 1 through August 31."

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

1985—CPT Michael R. Rampy, 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, USAA/NC, 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.

1992—CW3 William Oates, SIP and MTFE, P Troop, 4th Squadron, 3rd Armored Cavalry Regiment, Ft. Bliss, TX.

1993—SFC Alexander A. Tejada, Senior Instructor/Writer, U.S. Army Aviation Logistics School, Fort Eustis, VA.

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.

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.

1992—D Troop, 2nd Squadron (Recon) 9th Cavalry, Fort Ord, CA.

1993—E Company, 228th Aviation Regiment (AVIM), Albrook Air Force Station, Panama, APO AA.

Army Aviation Materiel Readiness Awards

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 Tech. 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.
1992—Lockheed Support Systems, Inc.
1993—DYNCORP. Contract Field Team 10-2S

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
1992—Realtime Digital Inc.
1993—Sabreliner Corp.

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.
1992—Lockheed Support Systems, Inc.
1993—Sikorsky Aircraft Div., UTC

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 Eng., 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.
1992—Mr. Earl West, Chief, Advanced Helicopter Avionics Systems, DynCorp, Ft. Rucker Division, Ft. Rucker, AL.
1993—Mr. Dennis R. Weaver, Field Service Rep., Martin Marietta Corporation, Illesheim, Germany.



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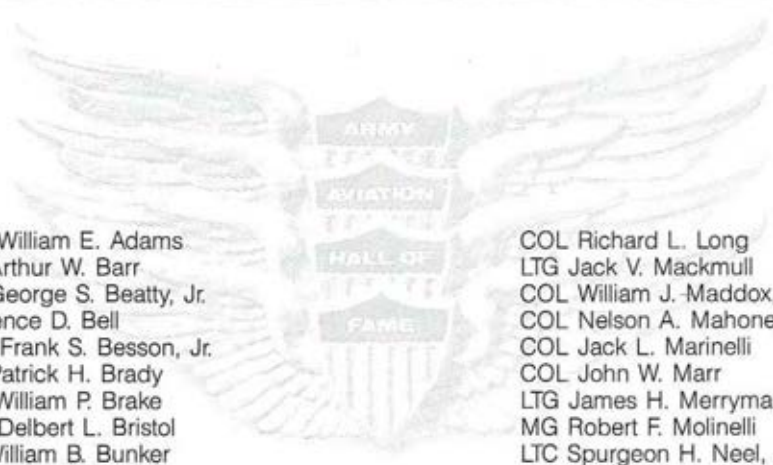


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ATCOM (continued from page 36)

STIR, the largest Army Aviation field maintenance effort ever undertaken, continued throughout last year. The total program budget was \$438 million and performed maintenance on 911 force modernized aircraft.

This effort was a Department of the Army approved program funded by the Office of the Secretary of Defense to perform an enhanced phase maintenance inspection with integration of Maintenance Work Orders (MWOs) and Engineering Change Proposals on Southwest Asia aircraft to repair the environmental damage caused during Operations DESERT SHIELD and STORM. Its ultimate objective is to extend the life of the Army's modernized fleet of rotary-wing aircraft.

The STIR program began in 1993 with a budget of more than \$197 million. The STIR program was 100% obligated in fiscal year 1993, with \$65 million for labor and operation, and more than \$132 million for repair parts and supplies.

"Currently, 95% of all STIR aircraft have been returned to operational units ... the program will be completed late in the second quarter of Fiscal Year 1994."

STIR is centrally located at ATCOM headquarters and as of October 1993, there were two military, six government, and about 32 contractor personnel responsible for processing repair parts requests and managing the worldwide production flow of aircraft.

At the peak of the program there were more than 2,200 personnel, but this number has steadily declined as the program reaches completion. A significant milestone was reached on 30 August 1993 when the last aircraft was inducted. Currently, 95% of all STIR aircraft have been returned to operational units. It is anticipated that the program will be completed late in the second quarter

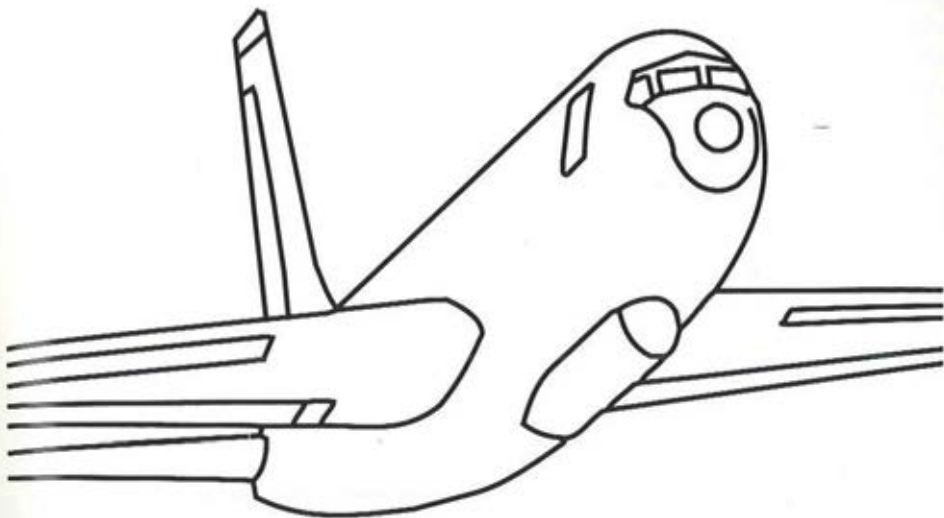
of Fiscal Year 1994.

The following are the types of aircraft inducted and the number completed:

- AH-64A Apache — 262
- CH-47D Chinook — 170
- OH-58D Kiowa Warrior — 51
- UH-60A/L Black Hawk — 428
- Total — 911

In addition to STIR, the Operations Logistics Readiness (OLR) Program was scented with the sweet smell of success in 1993.

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OLR is a modification work order application program with a mission to supply MWOs to all ATCOM supported equipment. Under IMMC management, our goal is to obligate all expiring funds and utilize the money to apply appropriate modifications to specified equipment. During FY93, the application program for aircraft included a total of more than 13,000 MWO applications funded at more than \$45 million. All monies were obligated and the program completed 9,000 applications.

Meanwhile, the IMMC's Foreign Military Sales (FMS) program continued to be highly active and successful in 1993. Foreign Military Sales totaled 529 with a combined value of more than \$4 billion. Eighty-five letters of agreement were received during the past year while the caseload reached 616, which is a 27% increase compared to the previous year. Amendments and modifications were also on the increase during FY93 totalling 161, an increase of 73%.

Among the FMS cases for 1993 were:

- 22 AH-1P Cobras delivered to Turkey in November;

- 24 UH-1H Iroquois delivered to Greece in June;
- 14 UH-1H Iroquois delivered to Singapore in August;
- 15 OV-1D Mohawks delivered to Argentina: seven in March, and eight in September;
- 12 AH-64A Apaches were delivered to Saudi Arabia: six in March, and six in April;
- and four OH-58Ds were delivered to Taiwan in November.

A major change in the IMMC occurred in August 1993, when the

Weapon Systems Management Center came under its control as a directorate with COL Arnold E. "Sandy" Weand as its director. In October 1994, the CH-47 office will transition from the Program Executive Office for Aviation

***"In October 1994,
the CH-47 office
will transition from
the Program
Executive
Office
for Aviation to
ATCOM's IMMC
as fielded systems."***

to ATCOM's IMMC as fielded systems.

Not to be outdone by other centers, the Aviation Research, Development, and Engineering Center (AVRDEC) produced a deluge of advances in technology generation and application.

After a competitive evaluation, the RPA contract was awarded to McDonnell Douglas Helicopter Systems of Mesa, AZ in June 1993. The 58 month, \$70.5 million effort

will design, fabricate, and test a knowledge-based system for application to a Comanche-like scout and attack helicopter.

This year, the RPA system concept design will be finalized. The initial system software build and the preliminary design for the core architecture, cockpit modifications, mission equipment models, the testbed helicopter and mission simulators will also be initiated.

The AVRDEC's Crew Station Research and Development Facility linked with the Aviation Test Bed at Ft. Rucker in March 1993 to demonstrate the Distributive Interactive Simulation connectivity between two Army sites. This networking capability will be utilized during the RPA simulation, allowing manned simulators from geographically dispersed locations to participate in the full mission simulation.

In addition to the RPA contract, the low signature Terrain Following and Terrain Avoidance flight test was completed in 1993. This is part of the Aided Pilotage Program, which uses Digital Terrain Evaluation Data to create pilotage cues showing a safe "pathway" at a specified altitude. The program will also integrate obstacle and threat information, and eventually lead to automated flight capability at nap-of-the-earth.

Another AVRDEC milestone in 1993 was the design and fabrication completion of the Shop Equip-

ment Contract Maintenance (SECM). Contract maintenance takes a team of mechanics with a tailored tool load and repair parts and moves them to the site of a disabled aircraft as far forward as the tactical situation allows. The SECM will provide electrical power for lights and power tools and to start the aircraft, compressed air for pneumatic tools, seating for additional soldiers, and tool storage for tool boxes, battle damage repair kits, the aviation footlocker and aerial recovery hardware.

Although ATCOM was high and dry in the year of the flood, the preceding text confirms the command was awash in procurement, logistical, and technical accomplishments. And like Old Man River, ATCOM will just keep rolling along in 1994.

★★

MG Cowings is the Commanding General, U.S. Army ATCOM, St. Louis, MO.

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The current strategic environment calls for a force projection Army. Our doctrine is in pretty good shape and we are moving ahead in training and leader development programs. However, we have a way to go in restructuring the force and bringing a Total Force concept into reality.

The Army needs to boldly proclaim the Nation's need for Landpower in the Information Age. The Army's staying power across the range of possible operations are in sharp contrast to *Global Reach* — *Global Power* and ... *From The Sea* claims. The power in America's defense forces has always been in their versatility. So it shall be in the future.

☆☆

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

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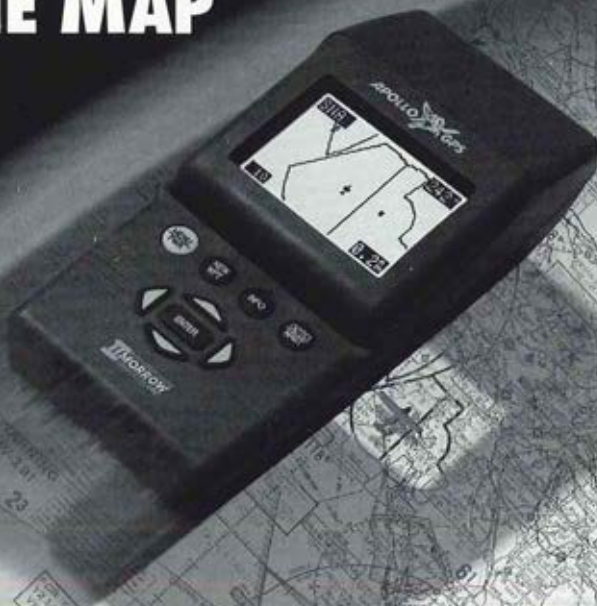
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Runway diagram

NWP	A	217°	7.45
BUR	A	127°	8.72
VNY	A	217°	1.72
ENT	A	124°	20.5
PHD	A	017°	21.2
SHO	A	158°	21.2
CANCEL 5506			

Nearest waypoint () for more

LGB	A	143°	29.5
LONG BEACH			
ELEV 57' CA USA			
RUGAE/JOY PUBLIC			
PRESS [ENTER] TO EXIT 8			

Airport info () for more



Class B and C airspace

PRESS [ENTER] IF DONE			
01 BUR	A	124°	14.5
02 LAX	A	107°	15.2
03 LGB	A	200°	31.5
04 BUR	A		
THE DEL CMD ENTER 4+5			

Flight plan () for more

LGB	A	BRG 153°
RNG		32° DTK 150°
LOC		13°21' TRK 150°
1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0		

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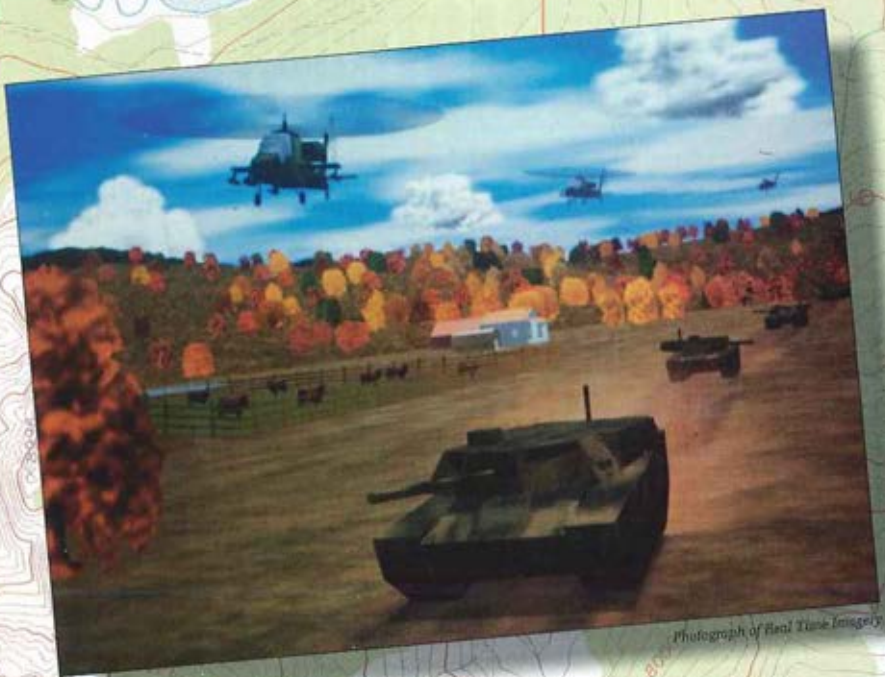
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Application Deadline May 1, 1994

1994 PRODUCT SUPPORT SYMPOSIUM



Pictured from left to right: Terrence M. Coakley, AAAA Executive Director, COL Julian A. Sullivan, Chief of Staff, U.S. Army ATCOM, Anthony J. Farrington, Director, Military Customer Support, AlliedSignal Aerospace, MG Dewitt T. Irby, Jr., PEO, Aviation, MG John D. Robinson, Chief, Army Aviation Branch, G. Dean Clubb, President, Defense Systems Electronic Group, Texas Instruments, and BG Orlin L. Mullen, RAH-66 Program Manager.

The 20th Annual Joseph P. Cribbins Product Support Symposium, sponsored by the Lindbergh Chapter, was held 2-4 February 1994 at the Stouffer Concourse Hotel, St. Louis, MO.

The Professional Sessions began Thursday morning with a greeting by MG Dewitt T. Irby, Jr., President of the Lindbergh Chapter and PEO, Aviation. MG Thomas L. Prather, Deputy Chief of Staff, Research, Development, and Engineering, Army Materiel Command, delivered the Government keynote address. He was followed by Anthony J. Farrington, Jr., Director, Military Customer Support, AlliedSignal Aerospace, the Industry Keynote Speaker, and Mr. G. Dean Clubb, Defense Systems Electronics Group, Texas Instruments, who made a special presentation on

quality control entitled "Six Sigma".

The presentations over the next two days focused on acquisition and fielding issues, led by MG Irby on Thursday, and logistics and sustainment on Friday led by MG John S. Cowings, CG, U.S. Army ATCOM. Thursday's luncheon featured MG John D. Robinson, Army Aviation Branch Chief, as guest speaker.

The National Award Presentations were made at the Thursday evening dinner. The AAAA Outstanding Aviation Logistics Support Unit of the Year Award was presented to **E Company, 228th Aviation Regiment (AVIM)**. E Company supported the highest operational tempo in Army Aviation while assisting the 128th Aviation Brigade in maintaining the highest operational readi-

ness rates. This was even more significant in that it was accomplished in the remote environment of Central and South America. E Company not only had the best record of any Aviation logistic support unit, but was also a model of innovation and versatility. The award was accepted by MAJ Paul Poulson, unit commander.

The AAAA Army Aviation Materiel Readiness Award for Contribution by an Individual member of Industry went to **Mr. Dennis Weaver**, Field Service Representative, Martin Marietta Corp., Republic of Germany, in recognition of his superb personal support of maintenance and readiness of the 11th Aviation Brigade. Using his maintenance expertise, superb management skills, and dedication, Mr. Weaver made an outstanding contribution to the combat readiness of the AH-64 Apache.

DynCorp Contract Field Team 10-2S was awarded the AAAA Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit. Accepted by Mr. Paul Lombardi, President, Government Services Group, the award recognized distinguished support to the Special Technical Inspection and Repair (STIR) program and the accomplishment of 1937 modification work orders. DynCorp quickly responded to the short term needs of Army Aviation while continuing to excel at their long term commitments. With their expertise and knowledge, they were able to save the government over \$2.2 million in cost avoidance and \$.7 million in direct cost.

Sikorsky Aircraft Division, United Technologies Corporation was awarded the AAAA Army Aviation Materiel Readiness Award for Contributions by a Major Contractor. This award recognized the Division's outstanding support of Army Aviation programs, especially during Operation RESTORE HOPE in Somalia when Sikorsky quickly responded by readying a large number of Black Hawks for deployment and established a command

center to support the flight operations. Additionally, Sikorsky repeatedly demonstrated the willingness to stand behind its company's products even in situations when the Government did not have a contract provision requiring specific performance. The award was accepted on behalf of Sikorsky by Mr. Gary Rast, VP, Government Business Development.

Sabreliner Corporation was awarded the AAAA Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization in recognition of outstanding support and responsiveness to Army Aviation Readiness. Sabreliner lost its headquarters, St. Louis Service Center, and its Perryville, MO Modification Center during the flood of 1993. However, advance planning, sheer determination, and team and individual spirit led to the protection and recovery of 99.1% of the Army's T53 Engine Rebuild inventory. Despite the problems caused by the flood, Sabreliner's other Army contracts remained at the highest level of quality and production remained ahead or on schedule. Accepting the award on the corporation's behalf was Mr. F. Holmes Lamoreux, President.

Also honored at the Symposium were the winners of the Lindbergh Chapter's Annual AAAA Membership Drive. The star recruiter this year was Susan E. Barnes, who recruited a total of 47 members. She won two nights free lodging at the AAAA Annual Convention in St. Louis, MO and a \$100 award. LTC Mike McClellan, Ret. placed second with 17 members and netted a \$100 award for his efforts.

Special thanks to the Committee: Chairman Ken Kellogg; Co-Chairmen Norbert Patla and Robert Vlasics; Administrator Nancy Vermillion; Awards, G.R. Butler; Committee Member Mike McClellan; Registration, Vicki Avenevoli, Susan Barnes, Gary Boltralik, Midge Kellogg, Jan Garmon, Bridgette Herschell, Sharon Kaltenbach, and Gena Mager for another outstanding Lindbergh Chapter event.

New AAAA Chapter Officers

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1LT Michael W. St. Clair (VP, Membership).

Central American:

CW4 Albert J. Finocchiaro (VP, Prog); LTC Richard B. Bowman (VP, Prog, South); MAJ John F. Kendall (Secy).

Corpus Christi:

Dennis L. Briley (VP, Prog); Joseph P. Nilles (VP Memb. Renew); Joanne E. Stjanksey (VP, Publicity).

Giebelstadt:

LTC Gary S. Coleman (Pres); MAJ Alva L. Pace (SrVP); Betty Brown (Treas); 1LT Michael G. Gray (VP, Memb); SFC Kevin K. Gaston (VP, Enlist Affs); CPT William L. Howard (VP, Pub).

Phantom Corps:

CW5 Ronald W. Gerner (VP, Publicity).

Wings of the Warriors:

COL John M. Curran (President).

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Frasca International, Inc.
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SBS Engineering, Inc.
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AAAA Aviation Soldiers of the Month

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly Basis.

SGT Garibaldi J. Laranang
Air Assault Chapter
January 1994



Above: On 18 December 1993, the Morning Calm Chapter held its annual Christmas Ball. LTC Jerry V. Proctor (left), Commander, 3rd Military Intelligence Battalion (Aerial Exploitation), is presented with the Morning Calm Chapter's Aviation Unit of the Year Award from GEN Gary E. Luck, Commander-in-Chief, United Nations Command, U.S. Forces Korea, and Combined Forces Command.

Below: LTG Ellis D. Parker, Ret. is presented with the "Freedom's Eagle" statuette from Chapter President COL William J. Elder, Commander, 17th Aviation Brigade. LTG Parker was the 1993 Christmas Ball's Keynote Speaker and Guest of Honor.



1993 Chapter Membership Contest

The results of the Calendar Year 1993 AAAA Chapter Membership Contests are in...

"AAAA Chapter" category (25-84): The High Desert Chapter, Ft. Irwin, CA, won with a net gain of 13 members. The Cedar Rapids Chapter, Cedar Rapids, IA, tied for second with the Rochester Chapter, Rochester, NY. Both Chapters had a net gain of 11 members.

"Senior Chapter" category (85-174): The Mid-America Chapter, Ft. Riley, KS led the way with a net gain of 87 members. In second place was the Central American Chapter, Ft. Clayton, Panama, with 52 members. Third place was the Leavenworth Chapter, Ft. Leavenworth, KS, with 18.

"Master Chapter" category (175 or more): The Colonial Virginia Chapter, Ft. Eustis, VA took first place with a net gain of 379 members. The Phantom Corps Chapter, Ft. Hood, TX claimed second place with a net gain of 134 members. Third was the Monmouth Chapter, Ft. Monmouth, NJ, with a gain of 108 members.

The presidents of the three winning chapters will receive plaques at the 21 April 1994 AAAA Annual Membership Meeting at the Annual Convention, St. Louis, MO.

Army Aviation Hall of Fame Nominations Open

Suspense Date for Nominations: July 1, 1994

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made:

- an outstanding contribution to Army Aviation over an extended period;
- a doctrinal or technical contribution;
- an innovation with an identifiable impact on Army Aviation;
- efforts that were an inspiration to others, or
- any combination of the foregoing, and records the excellence of their achievements for posterity.

All persons are eligible for induction, except active duty Generals and Colonels. Membership in AAAA is not a requirement.

Contact AAAA National Office (203-226-8184) for Nomination Documentation requirements. All nominations must be postmarked not later than July 1, 1994.

An eight member Board of Trustees is responsible for selecting a specific number of candidates from all nominations received for placement on the Army Aviation Hall of Fame ballot. The ballot will be mailed to AAAA members with two or more years of current, continuous membership in the Fall of 1994.

MSG Bae Does It Again!

MG Richard E. Stephenson, Ret., AAAA Senior Vice President and Vice President Membership, announced that MSG John H. Bae, Ret., Vice President Membership, Morning Calm Chapter, Seoul, Korea, has won the Calendar Year 1993 "Top Gun" award. This award is given annually to the member who sponsors the greatest number of new members during the contest year ending 31 December.

MSG Bae, who placed first last year with 827 members, continues his trend with 514 new members for 1993.

MSG Bae wins an expense-paid trip to the AAAA Annual Convention in St. Louis, MO, including airfare, hotel accommodations, registration, tickets to all social functions, and a \$300 cash award. He will receive a plaque at the AAAA Membership Meeting, 21 April 1994.

MAJ Glenn K. Reith (Monmouth) placed second with a 108 member effort; CW3(P) L.C. LeBlanc (Mid-America) produced 60; Ms. Susan E. Barnes (Lindbergh) had 47; CPT Layne B. Merritt (Colonial Virginia) came in with 41; LTC James E. Sutton and Ms. Mary M. Akers (Colonial Virginia) both raised 35; 1SG Luther D. Kibler (Colonial Virginia) produced 30; MAJ Mark A. Reisweber (Black Knights) produced 25; SGM Edward Wall and 1SG Willie Lucas (Colonial Virginia) both came in with 23 each; and CPT Joseph E. Hicks (Lindbergh) produced 22.

AAAA Soldiers of the Month

SPC Jean A. Stone-Hampton
Air Assault Chapter
February 1994

SGT Damon A. Hoffman
Mid-America Chapter
September 1993

AAAA Soldier of the Quarter

SPC Daniel L. Legereit
Aviation Center Chapter
1st Quarter 1994

NCO of the Quarter

SSG Ronnie T. Demmons
Aviation Center Chapter
1st Quarter 1994

Honorary Member

The following individual has been selected by his Chapter as an Honorary Member. He will receive a complimentary one year membership, citation in these pages, and a "Certificate of Honorary Membership."

MGen James M. Myatt
Wings of the Warriors

Aces

The following members have been named Aces in recognition of their signing up five new members each.

Ms. Faith H. Batson
MAJ Lisa A. Black, D.O.
CW4 Thomas J. Davis
SSG Jody Egnor

CW4 Ronald J. Ferrell
Mrs. Charlotte Glance
LTC Michael J. Gough
SGM Michael J. Robinson
CW2 Nathan S. Rud
MAJ Alfred Viana
CPT Donald M. Wix, Jr.

AAAA Annual Essay Contest

The second Annual AAAA Essay Contest is underway. The contest is designed to encourage the writing of original essays on topics that further the general knowledge of U.S. Army Aviation. Suspense Date is 1 July 1994.

■ **DOCUMENTATION:** The official application form should be used and is attainable from the AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880-2000; Telephone (203) 226-8184; FAX (203) 222-9863. The form may be reproduced locally.

■ **SELECTION:** The essays will be reviewed by members of the AAAA Awards Committee appointed by the AAAA Awards Committee Chairman.

■ **AWARD PRIZE:** The essays will be selected for prizes. First prize earns a \$500 honorarium; second prize earns a \$300 honorarium; and third prize earns a \$200 honorarium.

■ **PRESENTATION:** The three winning essays will be published in ARMY AVIATION Magazine. Essays not awarded prizes may also be published in ARMY AVIATION. The winning essay may also be considered for presentation at the AAAA Annual Convention.

CALENDAR

A Listing of Recent Chapter Events and Upcoming National Dates.

March, 1994

- ✓ **March 25.** AAAA USAREUR Region Professional Sessions.
- ✓ **March 26.** AAAA USAREUR Region Ball.

April, 1994

- ✓ **April 20-24.** AAAA Annual Convention, Cervantes Convention Center, St. Louis, MO.
- ✓ **April 20.** AAAA National Executive Board Meeting, Cervantes Convention Center, St. Louis, MO.
- ✓ **April 21.** AAAA Scholarship Board of Governors Annual Meeting, Cervantes Convention Center, St. Louis, MO.

July, 1994

- ✓ **July 15.** AAAA Scholarship

Board of Governors Executive Committee Meeting, Best Western, Arlington, VA.

- ✓ **July 16.** AAAA National Scholarship Selection Committee Meeting to select 1994 scholarship recipients, Best Western, Arlington, VA.

August, 1994

- ✓ **Aug. 15-18.** Army Aviation Electronics Symposium, sponsored by the AAAA Monmouth Chapter, Gibbs Hall, Ft. Monmouth, NJ.

October, 1994

- ✓ **Oct. 17.** AAAA NEB and Scholarship Board of Governors Executive Committee Meetings, Sheraton Washington Hotel, Washington, D.C.

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