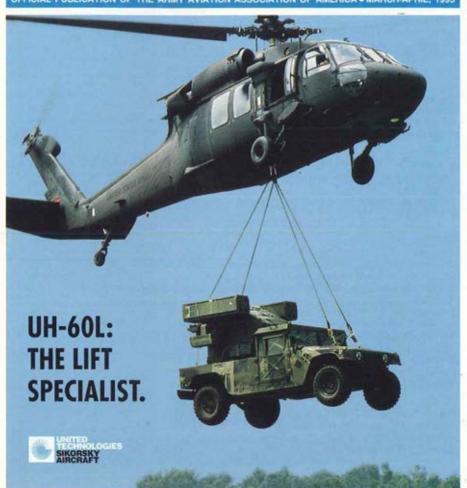
1995 AAAA Convention Comes to Atlanta

1995 ANNUAL CONVENTION COMES TO ATLANTA, GA

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FORTHCOMING ISSUES

May 1995 — Post Convention Wrap-Up, Army Aviation Modernization Plan, Simulation, and UAVs.

June 1995 — International Army Aviation and Foreign Military Sales.

Briefings

CSM Marvin E. Horne assumed the duties of the U.S. Army Aviation Center and Aviation Branch Command Sergeant Major, Ft. Rucker, AL on 31 January 1995. CSM Horne took over from CSM Fredy Finch, Jr., who remains on post until his planned retirement in August 1995.

The 145th Combat Aviation Battalion will hold a reunion 16-18 June 1995 at Ft. Rucker, AL. Interested individuals should contact MG Richard D. Kenyon, Ret., P.O. Box 39, Ft. Rucker, AL, 36362, Tel: (205) 598-0401 for more information.

Litton Industries, Inc. and Imo Industries, Inc. have signed a letter of intent for the purchase by Litton of most of Imo's Texas-based Electro-Optical Systems operations. Imo, a developer and producer of laser and night vision equipment for U.S. and international military markets, had 1994 sales of more than \$110 million. The transaction is subject to review by government regulatory agencies. Terms of the prospective purchase have not been disclosed.

The TRW Avionics & Surveillance Group announced on 9 February 1995 that Bob Mason has been named Managing Director for the group's Unmanned Aerial Vehicle (UAV) line of business. In his new position, Mason will direct the Joint Tactical UAV Program, a tri-service program, on which TRW is teamed with Israel Aircraft Industries.

The 11th Armored Cavalry's Veterans of Vietnam and Cambodia (The Blackhorse Regiment) will host its Tenth Reunion in Appleton, WI, 3-6 August 1995 at the Paper Valley Hotel and Conference Center. Contact Tom Reese, 927 Mulberry Lane, Kholer, WI 53044, Tel: (414) 467-4611/(414) 451-5876 for more information.

Motorola's Government and System Technology Group (GSTG) participated in an exercise to demonstrate AH-64D Longbow Apache message reception and forwarding capability of the U.S. Army's Joint STARS Ground Station Module and the All Source Analysis System (ASAS). The experiment was held at Ft. Hunter-Liggett, CA. Motorola received plain-text FCR Target and Shot-At messages generated by the Apache's Longbow Fire Control Radar directly into the Enhanced Ground Station Module (EGSM) via SINCGARS and the Improved Data Modem, and passed that information to an ASAS Advanced Engineering Baseline (AEB). The AEB then sent the messages to an ASAS workstation aboard a Command and Control Vehicle, where it was displayed graphically. Transmit time was less than 20 seconds.

The Joint Technical Coordinating Group on Aircraft Survivability (JTCG/AS) will sponsor an Air Combat Survivability Symposium June 13-15, 1995 at the John Hopkins University, Laurel, MD. Contact Diane Lussier, (703) 902-4882, FAX: (703) 902-3137 for further details.

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FRONT COVER

Paid Advertisement: Sikorsky Aircraft, Division of UTC. The UH-60L BLack Hawk, shown in flight with an Avenger HMMWV, will lift over 9,000 lbs. The lift capability will be improved in the future with the introduction of wide chord main rotor blades and increased engine performance. Caption provided by the advertiser.



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ARMY AVIATION: VANGUARD OF CHANGE

We've all witnessed the accelerating changes of the past few years but we may not fully appreciate how all this change has affected Army Aviation. Our doctrine, organization and force structure, sustainment, training, leader development, materiel and soldier programs are all changing.

Most readers know that as the strategic environment has changed, our doctrine has been evolving. It now focuses not only on combat operations, but operations other than war. We recognize that Joint and Combined warfare will be the norm rather than the exception and are rewriting Aviation's own FM 1-100 Capstone document to reflect that fact. We are taking the lessons learned from the recent operations in Somalia, Haiti, Florida and Hawaii and incorporating them with the Force XXI vision into the new FM 1-100.

This will establish a basis for understanding the versatility, the relevance and the employment of Aviation across the entire operational spectrum.

The "how to" pieces of our doctrine

Versatility
is the
key to
the future
success of the
Aviation Branch.

have been changing as well. FM 1-140, Helicopter Gunnery, the blue-print of our branch's gunnery program, is scheduled to be printed in June. We are putting the finishing touches on FM 1-112, Attack Helicopter Operations, and expect to have it ready for worldwide distribution by May. FM 1-113,

Assault Helicopter Operations, is expected to be ready for distribution by November of this year and FM 1-114, Air Cavalry Operations, will start the revision process as soon as FM 1-113 is finished.

As doctrine changes, so too must our warfighting systems. We have been integrating advanced technology in our systems to be able to meet the challenges of tomorrow. Since contingency-based warfare clearly is the future, aviation systems must be designed and capable of responding quickly, either through an enhanced self-deployment ability or ease in strategic deployment. Systems must be versatile in application, and lethal in effect. Recent experiences in Haiti demonstrate this fact. Our systems must feature global positioning system



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navigation and long-range communications, which are compatible to support any mission assigned to Army Aviation, regardless of the operational environment.

The efforts of MG T. Irby, PEO Aviation, and his folks incorporating information technologies in our current warfighting systems have led to an important shift in our modernization strategy — the primary imperative being the gaining and dissemination of accurate and timely information.

We in the aviation community are working closely with the Intelligence School, the TRADOC Battle Labs, the Army Digitization Office. CECOM and others to ensure we are coupled on this integrated battlefield by working eight critical linkages. These eight links are critical to the digitized network between heliborne sensors, intelligence processing elements, and battle command nodes ensuring seamless digital communications on the future battlefield. These critical linkages help focus the Advanced Warfighting Experiments we are supporting as part of TRADOC's Joint Venture plan.

Aviation, through the power of Longbow Apache and Comanche, will play a pivotal role in facilitating the Army's battle command process. These aircraft will provide seamless aviation connectivity with other members of the combined arms team, increasing situational awareness, and enhance battlefield synchronization.

The Aviation Restructuring Initiative

(ARI) provides combat commanders a more capable, sustainable, versatile aviation fighting force within today's resource constraints. We have achieved nearly all of the FY 95 objectives and are starting on the FY 96 objectives. The results of the conversion of 11th Aviation Brigade and the completion of the two validation ARTEPs demonstrate that ARI works. But we also recognize that evolving doctrine, changes in our modernization strategy and resources demand that we continually review ARI.

We are tweaking ARI to keep it relevant. We know that tailorability and modularity are somewhat lacking in our ARI design and that both are absolutely essential to future operations. We are working that hard.

Throughout history new concepts in warfare have forced changes in the way we sustain the fighting force - so naturally Aviation logistics is changing. We have placed special emphasis on aviation maintenance with the inception of the Aviation Support Battalion. Currently we have three Aviation Support Battalions in the Army with plans to fill each heavy division, organic to the Division Support Command, providing direct support to the Aviation Brigade. Because Force XXI will be modular in nature, our future sustainment packages must be modular. This modularity will allow us to generate, project and sustain force packages for any type of military operation. Part of our force structure "tweaking" focuses on this very issue.

To support these concepts of modu-

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AVIATION

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larity and tailorability, our approach for training task organized or tailored forces must also change. The training of aviation units throughout the army has shifted from training battalions to task force organizations varying in numbers and types of aircraft. It is imperative that this tailored training begin with commanders' and staffs; from the top down. Only then can we sustain the fight as an integrated player on the battlefield and remain survivable in a fluid environment.

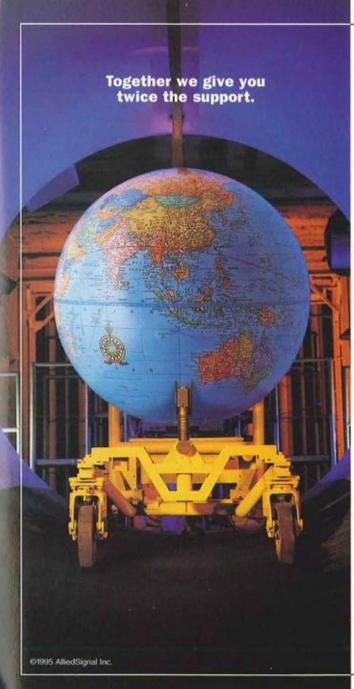
The training environment at the Aviation Center remains focused on developing warfighters as company commanders, staff officers, and other battle focused leaders to include, platoon leaders, aviation maintenance managers and non-commissioned officers. Leader development programs continue to receive priority.

COL Tom Johnson and his folks at the U.S Army Aviation Logistics School, the Tidewater Campus of the Aviation Warfighting Center, are hard at work producing technically and tactically proficient aviation maintenance leaders and soldiers. Currently we are training over 1400 resident, Army, joint service and allied nation maintenance technicians and leaders daily. We are using state of the art computer training systems, such as the Classroom System Trainers (CST), the Advanced Avionics Maintenance Trainer and Fuel System Trainers to mention but a few.

Focused training to prepare aviation soldiers to fight effectively in joint and combined arms environments is an integral piece of the Army's overall Warfighting XXI training strategy. We have written an Aviation Force XXI Campaign Plan which incorporates Army Aviation's participation in the Army's overall Force XXI Campaign Plan. Our primary emphasis is on TRADOC's "Joint Venture" effort to redesign the fighting force of the 21st Century.

A major part of this campaign plan focuses on a series of Advanced Warfighting Experiments over the next two years. We at the Aviation Center. along with PEO Aviation, ATCOM, and others are working hard to ensure aviation is a credible player in each of these experiments. As part of these AWEs we will rely on Distributed Interactive Simulation (DIS) which revolutionizes our approach to training exercises. It creates synthetic environments by interconnecting geographically dispersed simulations and by linking different types of simulations. By using DIS, we can simulate the battlefield for individual soldiersin-the-loop and units all the way up through theater level, joint service, and combined arms exercises.

Future simulation training devices are having a significant impact on ensuring a trained and ready force during a period of increased resource constraints. COL P.J. Penny and the Directorate of Training, Doctrine and Simulation at Ft. Rucker, AL, working with MG Irby's staff at PEO Aviation, STRICOM and others, recently completed a capstone simulation strategy which consolidates aviator simulation



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training requirements.

This strategy ensures cost and training effectiveness while integrating the Aviation Combined Arms Training Strategy and Force XXI training capabilities. We see the Aviation Combined Arms Tactical Trainer as a centerpiece of aviation's training simulation strategy. Used in conjunction with constructive and live simulations, it will enable aviation commanders to prepare for the multiple operations, environments, and organizational structures characteristic of Force XXI.

Additionally, we are working very closely with Mr. Chuck Gainer, Chief of the Aviation Research Institute (a research and development activity and key member of the Aviation Center Team) on the Simulation Training Research Advanced Testbed for Aviation (STRATA) project. STRATA is a modular reconfigurable research simulator which can be made to emulate various training devices. This program shows significant potential in reducing the cost of reconfigurable simulation training devices.

Aviation leaders are presently using constructive simulations at the Aviation Warfighting Simulation Center. By applying Brigade/Battalion Simulation and JANUS they are developing skills in situational awareness and synchronizing the battle. As we move to Force XXI, these constructive simulations will evolve into WARSIM 2000 and continue to provide essential training to the Warfighter of the 21st Century.

We are continually seeking opportu-

nities to reduce the cost of training. For example, the new training helicopter, the TH-67 Creek, has dramatically reduced operating and support costs for the 20-week core Initial Entry Rotary Wing training program. Thus far we have maintained a flying hour cost of about \$191.00 per hour, and we hope to maintain that.

The inherent versatility and flexibility of aviation dictates that we carefully grow and develop our young men and women to ensure we provide technically and tactically competent leaders for our collective future. What we do in our Leader Development programs directly impacts the future successes of Aviation as a member of the combined arms team.

COL Al Patterson and the soldiers of the 1st Aviation Brigade and the cadre at the USAAVNC NCO Academy recognize this and are working very hard to ensure we turn out the best combined arms leaders in the Army.

It is imperative that our Aviation commanders in the field continue this critical training and mentoring. Our young leaders must be exposed to as many major training activities, such as Combat Training Center rotations and Warfighter exercises as possible. Aviation leaders must be technically and tactically qualified not only in their unit's mission and the aircraft they fly, but must also be an expert on Aviation as a combat multiplier. Additionally, they must know how the other combat arms fight and what they expect of aviation if we are to remain



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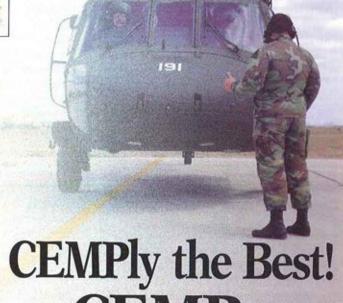
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a relevant member of the Combined Arms Team. Our young leaders are the future. It is our job — those in the field as well as our schools — to ensure they are trained and ready to fight and win on tomorrow's battlefield.

Our aviation modernization plan is based on a strategy which divests the aviation fleet of its aging aircraft and maintains only the required number of systems to support our core missions. The rotary wing fleet shrinks from ten different types to four, and the fixed wing systems are reduced from 26 to four. We continue to need additional Black Hawks and are looking hard at CH-47 follow-on or life extension. We will continue Apache modernization with the Longbow program. Comanche is still the centerpiece of our fleet for operations in the next century. Comanche is an absolute necessity...now, more than ever.

Modernization doesn't only mean new airframes. We are working the Air Warrior program with PM Soldier and the TRADOC Battle Labs; and working new Aircraft Survivability Equipment, Aviation Life Support Equipment, and Obstacle Avoidance Equipment because these core programs are essential to future readiness.

It is important to remember that our efforts on risk management, safety, and quality of life programs protect our soldiers and preserve the force so it can fight and win when called to do so. We are at the end of the second quarter of what perhaps may be a banner year for aviation safety. This success is directly related to the efforts of the commanders and soldiers in the field conducting thorough and efficient risk management programs. Protecting the force is a leadership responsibility. We can always do better. Let's not let our guard down.

Change is upon us and we must master it or it will master us. Aviation must seize this opportunity to lead our Army into the next century.

Our chosen course is ambitious yet well-considered and achievable. Contingency operations responding to regional warfare is the way of the future, and Aviation will play an ever-increasing role. Aviation forces will be capable of rapidly shifting focus to meet new and diverse challenges, will be capable of conducting simultaneous operations, fighting at night, and must effectively tailor and integrate quickly into the joint team. Bottom line, Army Aviation must be versatile.

I believe that's the essence of Army Aviation — versatility. No other branch operates across the operational continuum or spans all the dimensions of the battlefield as we do. But let's not fool ourselves; to be relevant to Force XXI and full dimensional operations, we must remain at the Vanguard of Change.



MG Adams is the Aviation Branch Chief and Commanding General, USAAVNC and Ft. Rucker, AL, and Commandant, U.S. Army Aviation Logistics School (USAALS), Ft. Eustis. VA.

REPORT FROM THE FIELD #5

Midwestern flood relief, Illinois and Missouri, U.S.A.



STATE OF THE COMMAND: U.S. ARMY ATCOM

The U.S. Army Aviation and Troop Command (ATCOM) had tremendous successes in 1994 in the areas of logistics power projection, acquisition excellence, and technology generation.

When Cable News Network features Army contingencies, Army Aviation aircrews know

ATCOM is there! Last year, ATCOM was in 13 contingencies of one form or another — both in the continental United States and overseas. Its ability to respond quickly and decisively proved its mettle. In each instance, ATCOM, its eight installations, and the Program Executive Office, Aviation (PEO AV) pulled together as a team to make things happen. The key player in sustaining these contingencies was ATCOM's Integrated Materiel Management Center (IMMC).

In April 1994, the U.S. turned over its Somali operations to the United

How the
U.S. Army
Aviation and Troop
Command supports
Army Aviation
in every
mission.

Nations. The Command released AH-1F Cobras and OH-58C Kiowas there to the U.N. and turned over Cobra gunships to Pakistani peacekeepers. The IMMC then handed off logistics support in a Logistic Augmentation Capability (LOGCAP) contract to Brown and Root.

Meanwhile, in Macedonia, ATCOM supported Operation ABLE SENTRY with three UH-60L Black Hawks. However, the troops there called them "White Hawks" for their repainted U.N. color.

In July 1994, in the Operation SUPPORT HOPE relief effort in the Republic of Rwanda, ATCOM supported aeromedical evacuation Black Hawks, OH-58D Kiowa Warriors, CH-47D Chinooks, C-12 Hurons, C-21 Utes, and C-23B Sherpas.

It also sustained Army and Army National Guard forest firefighting in Logistics Maintenance. Safety.

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IT'S WHAT WE DO.



2000 EDMUND HALLEY DRIVE RESTON, VIRGINIA 22091-3436 California, Montana, Oregon, and Wyoming. Logistics assistance representatives went there. Together with on-site contractor teams, ATCOM LARs helped units with required Modification Work Orders. They also supported Black Hawks and Chinooks with repair parts and maintenance and assisted Fort Hood's 1st Cavalry Division and Fort Lewis' 9th Infantry Division (Motorized) rotating units.

As the fires out west cooled down, the political situation in the Far East flared. To shore up South Korean defenses, ATCOM ensured that Black Hawks, Kiowa Warriors, and AH-64A Apaches were operational to meet any potential challenge. Several ATCOM personnel, including myself, traveled to the Republic of Korea to guarantee that Army aviators received the best customer support.

With the Korean crisis still simmering, Caribbean Basin activities started to boil. ATCOM again lent assistance. As part of an overall humanitarian effort, ATCOM supported Dominican Republic concerns. A team assisted the Dominicans in upgrading their rotary wing fleet. In the process of doing that, ATCOM initiated an action to provide them with six UH-1H Iroquois so they could police the Haitian-Dominican border and stop contraband trafficking.

In support of Operation UPHOLD DEMOCRACY, ATCOM sent a tiger team to Haiti from the Cobra Product Manager to assist the 10th Mountain

Division (Light Infantry) with their AH-1 Cobras, deploying on the supercarrier USS Eisenhower. Team members also included personnel from such organizations as:

Corpus Christi Army Depot

(CCAD);

• the U.S. Army Missile Command (MICOM) and its Tube-launched, Optically-tracked, Wirecommand-link guided (TOW) missile Program Manager;

and Hughes Aircraft.

Command aviation LARs aided the 1st Corps Support Command and the 10th Infantry Division (Light). The Command was also a key player in the major U.S. Army Materiel Command (AMC) effort to provide logistical support to U.S. forces in Haiti. BG Julian A. Sullivan, Jr., ATCOM Deputy Commanding General, led the Joint Logistics Support Command in Haiti. An ATCOM team logisticians and technicians from headquarters stayed there until the U.S. Armed Forces transferred logistics operations to the U.N. and transitioned to a LOGCAP similar to the Somali contract.

Another crisis stirred in the Persian Gulf, as Iraqi forces moved out towards the Kuwaiti border and again threatened the sheikdom. An Army task force deployed there and, once again, ATCOM provided trained and experienced logisticians to serve in AMC's Joint Logistics Support Element in Kuwait. Army prepositioned ships off the coast of Diego Garcia in the Indian Ocean came

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forward, and the Department of Defense unloaded some of the ships in Southwest Asia while ATCOM determined logistic support

requirements.

Meanwhile, ATCOM supports Fort Polk's Joint Readiness Training Center and Fort Irwin's National Training Center. When a unit goes out for training, aviation LARs go along to look after their support, track their readiness, and provide maintenance assistance in conjunction with logisticians and technicians at the corporate headquarters.

In addition to IMMC's contingency support, its Security Assistance Management Directorate's Foreign Military Sales (FMS) Program continued to expand in 1994 with nearly 700 FMS cases valued at \$6 billion now being managed. Offers now pending customer acceptance could push the total valued to \$8 billion in 1995.

ATCOM delivered more than 100 aircraft to 12 nations in Calendar Year 1994. These deliveries included Apaches to Egypt and the United Arab Emirates, Black Hawks to Israel and Colombia, and Kiowa Warriors to Taiwan. Foreign sales of refurbished Iroquois and Cobra aircraft, retired from the U.S. Army inventory, continued with more than 150 aircraft delivered in the last three years.

Perhaps the single most significant FMS accomplishment of 1994 was the colossal effort undertaken to develop the program for the Apache entry in the attack helicopter competition being conducted by the Netherlands. The Apache is being competed against Agusta's A129 Mongoose, Bell's AH-1W SuperCobra, and Eurocopter's Tiger. The program developed was a first of its kind, a unique blend of FMS and direct commercial terms and conditions. The Dutch government may announce its selection by the opening of the Army Aviation Association of America's Annual Convention in Atlanta, GA.

Tentative FMS cases include Egypt buying 12 additional Apaches, Jordan buying Black Hawks, and Kuwait buying Apaches and Black Hawks.

The Command also had numerous procurement accomplishments in 1994. ATCOM's Acquisition Center processed more than 16,000 contracts valued at more than \$2 billion in Fiscal Year 1994.

A major restructuring is in the works for the Acquisition Center to align the internal organizations to current initiatives and Command priorities. The October 1994 Reduction In Force, along with the Federal Acquisition Streamlining Act (FASA), has resulted in an intense review of how ATCOM does business. To meet the need of ATCOM's customers, one mandatory action eliminated at least one layer of middle management in most organizations. Other actions also merged the production and quality management functions and established three separate "buying" directorates. The result is a new facelift for the Acquisition Center and improved customer response. New business Because You Have To Be Ready For Anything Today,



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The OH-58D Kiowa Warrior is the most versatile armed reconnaissance helicopter in the world. No other has the air transportability, survivability, weapons capability and marinization so neatly packaged into one multimission aircraft.

 A model of simplicity and sophistication, the Kiowa Warrior has the highest readiness rate in the U.S. Army flect. It has the lowest IR signature of any Army helicopter, a low acoustic

radar cross section. Its rock-steady turret supports TV and designator/rangefinder. Two armed OH-58Ds can be ready to a C-130. . Potential Kiowa Warrior improvements include



signature and a significantly reduced thermal imaging sensors plus a laser fight 10 minutes after landing in

a Night Pilotage System, extended-

range to 500 nm, a 20% increase in engine performance and increased computer capacity. Operational experience has shown the need for these technical improvements to the Kiowa Warrior, the bridge to the future. For the combat power and versatility needed in today's regional conflicts, It Better Be Bell. Bell Helicopter 13x11;○N

initiatives include collocation of acquisition personnel with their respective ATCOM/PEO AV weapon

system project managers.

Automation technology and enhancements are critical to the success of this restructuring and to carry ATCOM into the 21st Century. The three major components of ATCOM's procurement automation plan include:

Local Area Network system installation interconnecting with

ATCOM'sinfrastructure and allowing personal computers to interact with other acquisition team members and Command customers;

 Electronic Data Interchange, a FASArequired computerbased source of information accessible to civil and private sectors, increasing a clarified acquisition procedure

threshold and permit a future enhancement to the third component;

 and a rehosted Procurement Automated Data Document System, a client-server environment, allowing the use of ORACLE software tools by the client and procurement personnel.

The Command expects full implementation of these initiatives by the end of Calendar Year 1995.

Contracting officers deployed to support Joint Service Logistics Elements in Haiti and Kuwait, greatly facilitating the ability to rapidly support operations in-country. As a good steward of taxpayer dollars, ATCOM's acquisition efforts strive to obtain the best value. The Command's Best Value contracting initiative develops a quantifiable record of historical delivery and quality performance by private industry firms. It uses this information, along with price, to achieve the best value for the government in future contracts. In other words, the initiative seeks to obtain the best equipment, in the shortest possible time, for the

soldier in the field.

To achieve the objective, ATCOM emphasizes past delivery and quality performance instead of the lowest price. Expanded use of best value contracting will help ATCOM achieve FASA national priorities and goals. In FY 1994, ATCOM awarded more than 200 Best Value contracts,

with more than 80 contracts being awarded to companies with other than

the lowest price offer.

ATCOM's Aviation Research, Development, and Engineering Center (AVRDEC) also had a banner 1994, achieving many scientific and technical successes.

For instance, the Joint Aeronautical Commander's Group requested the Army lead advanced development of a joint cockpit air bag system, with funding assistance from the U.S. Navy, U.S. Coast Guard, and the Federal Aviation Administration. With joint

"To achieve the

objective, ATCOM

emphasizes past

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funding, the Aviation Applied Technology Directorate, Ft. Eustis, VA, awarded a contract in May 1994 to complete development that incorporates the joint requirements. This program develops the aviation-specific air bag technology required to successfully integrate the bags into rotary wing cockpits.

Simula Government Products, Inc., Phoenix, AZ, initiated a series of tasks to address crash sensor, gas generator, and air bag material development, as well as an air bag configuration for the Black Hawk design baseline aircraft. Full-scale dynamic impact or drop tower tests conducted for bag shaping bore encouraging results. Mathematical model simulation of air bag deployment and occupant reactions is also an important part of this program. A briefing, the first of three, held in September 1994 informed the military and civilian airframe industry of ATCOM's progress and asked for their feedback.

Another AVRDEC success concerned improved weapons performance. Contractor, military, and government personnel at McDonnell Douglas Helicopter Systems, Mesa, AZ, tested, demonstrated, evaluated the Sideloader on Apache helicopters. Evaluations included a 5,000 round live-fire exercise at Yuma Proving Ground, AZ, and demonstration for Ft. Hood's Apache Brigade. More than 25,000 rounds of ammunition loaded without fail. Sideloader advantages include operability in all terrain and weather,

one man operation, reduced loading time by 75%, and reduced forward area rearming and refueling point turnaround by 50%.

The AVRDEC also made great progress in turbine engine technology. Last year's Joint Turbine Advanced Gas Generator tests showed that Integrated High Performance Turbine Engine Technology Phase I goals of reducing specific fuel consumption by 20% and increasing shaft horsepowerto-weight ratios by 40% are readily achievable. To further enhance this performance, the advanced generator's compressor and turbine components were rig tested. ATCOM then completed source selection and a contract award for JTAGG Phase II. Scheduled for 1997 demonstrations of JTAGG Phase II goals of reducing specific consumption 30% and increasing shaft horsepower-to-weight ratios by 80%.

ATCOM responded exceptionally well to every challenge in 1994, and looks forward to the challenges ahead. Regardless of the mission, whenever and wherever Army aviators and soldiers report for duty, ATCOM's personnel will be there with them, in person and behind the scenes. Command logisticians, contract specialists, scientists, and technicians will respond to make their lives better and safer.



MG Cowings is the Commanding General, U.S. Army Aviation and Troop Command, St. Louis, MO.



THE STATE OF ARMY AVIATION

The Army Chief of Staff's modernization vision, to provide land force dominance, consists of the following five elements:

- Win the Information War
- Project and Sustain the Force
- Protect the Force
- Conduct Precision
 Strikes
- Dominate Maneuver Battle

All five components of the Army's modernization objectives are at the heart of Army aviation initiatives, and will assure our ability to deal with the threat well into the 21st Century. Army aviation has made real progress in support of these objectives. Key accomplishments include:

Chinook. The Chinook has completed its CH-47D modification program and management has transitioned to ATCOM; however, the PEO, ATCOM and Ft. Rucker are currently analyzing the aviation lift requirements of the future battlefield. The

The Program
Executive Officer,
Aviation looks to
the future of
Comanche and
Horizontal
Technology
Integration (HTI).

results of this study will determine the need for upgrade or replacement of the CH-47D and the utility aircraft fleet.

Special Operations Aircraft. With completion of the development program, the SOA program has also transitioned to ATCOM management.

The MH-60K and the MH-47E are designed to rapidly deploy, and both are equipped with a full complement of modern communication equipment, auxiliary fuel tanks and air-to-air refueling capability, deployment support kits, and unique training and mission rehearsal capabilities with fully operational combat mission simulators. This highly successful program represents a significant aviation milestone and is attributable to the close teamwork exhibited by the Army development and user community, as well as the industry team involved in the program.

Black Hawk. Winning the informa-

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tion war 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 will also include a full complement of modern communication equipment.

The UH-60O MEDEVAC is a UH-60A aircraft with enhanced communication, navigation, medical systems, and mission equipment that optimize it for the various MEDEVAC missions. MEDEVAC support to all the services, Combat Search-and-Rescue, Shore-to-Ship evacuation, medical logistics support, and the transportation of medical assets throughout the battlefield will all be missions within the UH-60O's capabilities. The digitization of the aircraft will allow Tele-medicine protocols to better regulate patient movement, and provide digitized information flow between aircraft medical treatment facilities improving the chances for wounded soldiers. Although not currently funded, this program has high level interest and should compete favorably for our limited financial resources.

Kiowa Warrior. The Kiowa Warrior will continue to be the Army aviation digitized performer for the near term through processor upgrades, selective mission package upgrades, and incorporation of emerging digitization capabilities. The Multi-Purpose Light Helicopter (MPLH) program, will provide additional mission flexibility.

Longbow Apache. The program has

made significant progress the past year, and is currently in the operational test phase. We are planning for the first production contract award later this year, and the first production AH-64D will be available in FY97. Longbow has demonstrated successful digital target handovers and missile kills during qualification testing, where neither the target designating aircraft or the shooting aircraft ever made visual contact with the target, and did not require voice communication.

As proven during the successful completion of the Logistics Demonstration in June 94, a 10-man team of trained soldiers converted an AH-64D without the Fire Control Radar (FCR) mission kit to an AH-64D with the kit in a little over 4 hours, including the required maintenance operational checks and maintenance test flight.

The Longbow will conduct precision attacks day and night, in all kinds of weather and battlefield obscurants. With its integrated digital communications suite, high technology sensors, MANPRINT cockpit, and the ability to horizontally and vertically integrate the battlefield, the AH-64D will be a dominating weapon system.

Aviation Electronic Combat (AEC). Essential keys to winning the information war are the Aircraft Survivability Equipment (ASE) and Avionics mission equipment projects. These nine core projects are providing new capabilities which allow information to pass by voice or data, plus imagery, in modes which reduce its interception or exploitation.

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NAV/COMM bus controller in the Proof-Of-Concept UH-60Q Medevac Black Hawk, where it provides the pilots with logical and centralized control of varied subsystems and significantly increases mission effectiveness.



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 Aviation Mission Planning System (AMPS) (EMD)

 Aviation Tactical Operations Center (AVTOC) (EMD)

As shown, the programs are in various phases of the acquisition process. ATRJ, ATIRCM, GPS, and IDM are already multi-service programs, and the HO II and AMPS use other service's hardware and software. The AVTOC is being worked in conjunction with all Battlefield Functional Areas to have consistent operations centers across the battlefield.

The A2C2S will be the combat commander's airborne platform across the battlefield with the necessary communication links, processing and display capabilities to keep the commander informed at all times. At its core is the Enhanced Communications Interface Terminal (ECIT), being designed by the Naval Research Laboratory.

Simulation is a growing area within aviation. As resources become more scarce, an effective alternative is to simulate conceptual ideas before prototypes are constructed. PM AEC

has dedicated an Assistant Project Manager to simulation and he is working closely with the Aviation Test Bed at Fort Rucker to try before we buy.

PM AEC also is a principal player in a new effort to assure interoperability throughout the maneuver force. This group, Team Battle Focus, is comprised of user and materiel developers across the combined arms team. In recent meetings they have endorsed critical digital communication linkages that will allow the sharing of information among the intelligence centers, armor, air defense and aviation operations centers and the Navy. A second action has been to authorize an Armor/Infantry and Aviation Senior Advisory Group to provide an experienced, independent look at the directions being pursued by the elements of the combined arms team and to recommend smart solutions.

Aviation Life Support Equipment (ALSE) and Air Warrior (AW). Several major development efforts have been initiated by the Project Manager's Office, ALSE. Most notable is the application of airbag technology to the cockpit environment of the UH-60, resulting from a joint Army/Navy development contract. An engineering development contract for Apache will be awarded later this year with first fielding planned for late FY97. In January 95 we began fielding the new HGU-56/P aircrew helmet. This helmet is far superior to the existing SPH-4 helmet. It is approximately 15-20% lighter with over 200% improvement in impact protection.

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For further information contact AAR Military Sales at phone 616-779-8808 or fax 616-779-8818 Air Warrior (AW) is a multi-dimensional program to enhance the aircrew's warfighting capabilities through the development and systems integration of a wide range of individual technologies. The AW Program will focus on state-of-the-art aircrew mission equipment and protective clothing which is primarily aircrew mounted. Those portions of the AW system which will interface with air vehicle mounted systems will be integrated through a common interface and designed-in compatibility.

Comanche Early Operational Capability (EOC). This was a turbulent year for the Comanche Program, so I must provide a more detailed current status on that program. Due to a defense budget shortfall, the Secretary of Defense announced in December 1994 that the Comanche helicopter program would be restructured as an industrial/technology base program retaining two flyable prototypes. Procurement of production aircraft will be deferred beyond FY01.

In compliance with the decision of the Secretary of Defense, Army planners aggressively pursued ideas that would enable user evaluation of Comanche during development so that the system could still be deployed in a reasonable period of time, with minimal impact to its Initial Operational Capability (IOC).

As a result, an Early Operational Capability (EOC) program was developed that would retain the two flight test and Mission Equipment Package (MEP) development prototypes that will initially demonstrate the system's airworthiness and flight handling qualities. After successfully completing this demonstration, six additional user evaluation aircraft will be built and deployed to the field beginning in FY02 for warfighter evaluation of Comanche reconnaissance design and MEP capability.

As development flight qualification continues, these six aircraft will be upgraded with armed reconnaissance capability and light attack MEP. Further warfighter evaluations will be conducted in conjunction with training and initial operational test and evaluation, leading to a production decision and IOC in FY06. This concept provides a means that will enable a smooth transition into production through a short EMD phase and put Comanche into the hands of the user as soon as possible.

The EOC concept is being evaluated by Army and DOD management, and approval is anticipated in early 1995. Meanwhile, the first prototype is under construction and Comanche's first flight remains scheduled for November 1995.

Foreign Military Sales. In the past, the Army Aviation mission area had not placed a great deal of emphasis on Foreign Military Sales (FMS), since we had full production lines for our own airframes, engines, and subsystems. However with downsizing efforts, we realized a need to maintain a warm industrial base and we are no longer the only world supplier. We also realized that the most efficient way to maintain this base was through viable FMS support.

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Telephone: (201) 633-6130 FAX: (201) 633-6167 To deal with this situation, I have formed a small International Operations cell within the PEO, Aviation. It is my focal point for all FMS cases and is primarily charged with the responsibility of doing pre-case work, and ensuring my airframe PMs get the proper resourcing to accomplish the case.

Currently, this cell has been very active in the preparation and presentation of four Letters of Agreement (LOAs) with various countries. They are also working with contractors to be proactive versus reactive on FMS requirements. In order for the aviation mission area to be successful, a good product is not sufficient, it must also be reasonably priced and sustainable. We must concentrate on achieving our national interest by maintaining a warm industrial base, because if we are not successful in that mission, the void will be filled by other countries.

Commercial Specifications, Standards, and Nondevelopmental Items (NDI). We are maximizing tri-service coordination and joint projects to take advantage of available solutions and minimize cost of development. Use of technical advances already accomplished by other services has allowed many of the digitization projects described above to be jointly developed with the Navy and/or Air Force.

With the new thrust to use non-military specifications and standards, there are other opportunities as well. The DOD goal is to take advantage of the open system architecture approach and use commercial standards to the maximum extent possible. This will enable the DOD to leverage commercial technology and design approaches while gaining the benefits of commercial-off-the-shelf (COTS) and NDI technology to reduce weapon system design, acquisition, and operational costs. In many areas commercial technology and specifications are as good as any military specifications we have today.

Our challenge is to work closely with industry to ensure that as industry standards are established, they address any unique DOD needs, and promote military use of COTS, NDI and dual-use materiel.

Summary. Pulling all the above new business initiatives together is the challenge for the future. I continue to maintain the vision that there are four key tenets that must be addressed when committing resources to the Army aviation program. Resource expenditures must contribute to at least one of the following:

- Capability
- Safety
- Survivability
- Sustainability

As we strive to achieve the new DOD initiatives, we will not lose sight of our ultimate goals: Provide the Army and other customers with technologically superior and affordable aviation, soldier, and combat support systems.



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



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* The Master Chapter category includes the 21 largest Chapters with 170 or more members and covers 10,403 members or 65% of the total.

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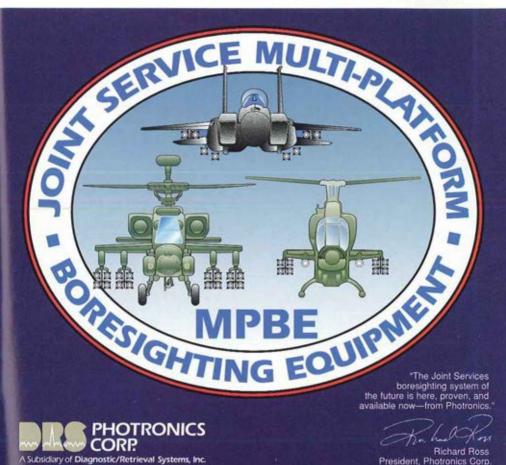
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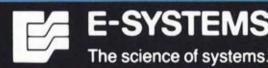
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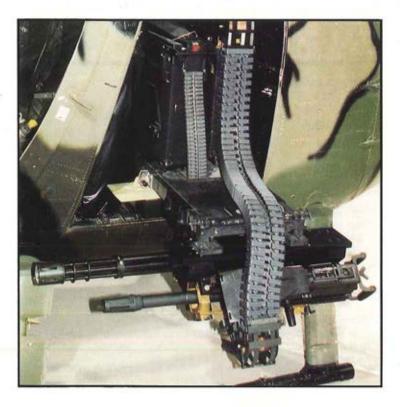




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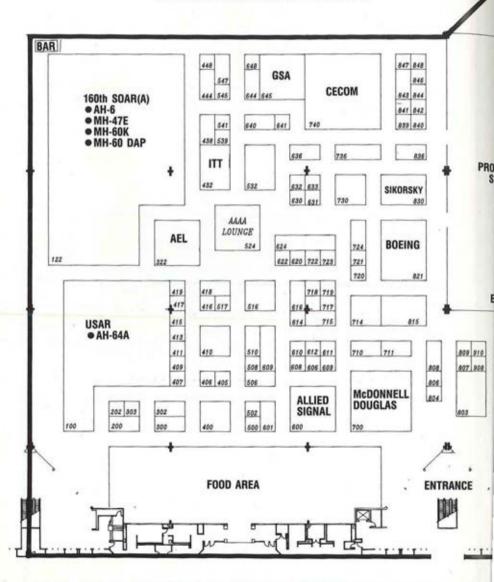
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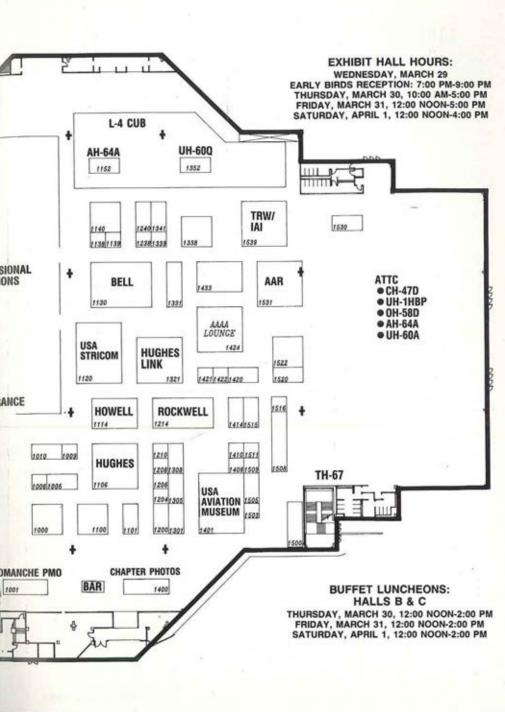
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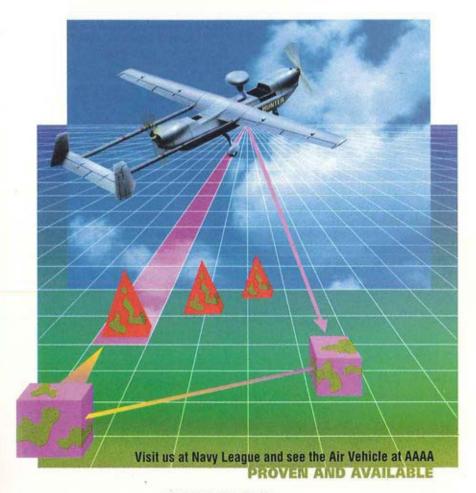
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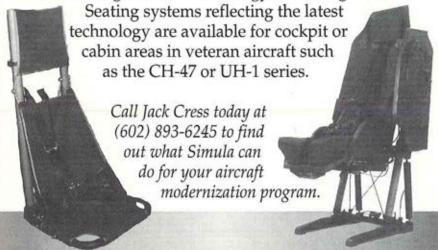
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WEDNESDAY WEDNESDAY WEDNESDAY WEDNESDAY	8:00 AM - 5:00 PM Greater Atlan Racquetball T	nta Chapter	MARCH 29 MARCH 29 MARCH 29 MARCH 29
WEDNESDAY WEDNESDAY WEDNESDAY	10:00 AM - 5:00 PM Press Roo (Sponsored by GE A		MARCH 29 MARCH 29 MARCH 29 MARCH 29
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WEDNESDAY WEDNESDAY	6:00 PM - 7:00 PM Exhibit Managers Br	GWCC Room 212 iefing & Reception	MARCH 28 MARCH 28 MARCH 28
WEDNESDAY WEDNESDAY WEDNESDAY WEDNESDAY WEDNESDAY	7:00 PM - 9:00 PM Exhibit Hall Gra Early Birds The First Gathering. V	Reception	MARCH 29 MARCH 29 MARCH 29 MARCH 29 MARCH 30
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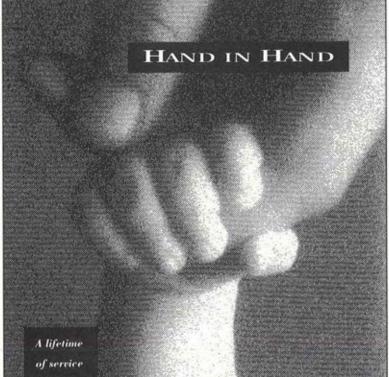
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2:00 PM - 5:0		GWCC Root	
Scholars	hip Board of	Governors Meetin	ng



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THURSD	2:00 PW = 3:00 PW	MARCH 30
THURSD	AY The Armer Action and December	MARCH 30
THURSD	AY The Army Astronaut Program	MARCH 30
THURSD	AY LTC MICHAEL R. CLIFFORD AY Astronaut, Johnson Space Center Element,	MARCH 30
THURSD		MARCH 30
THURSD	AY U.S. Army Space Command	MARCH 30
THURSD	AY 3:00 PM - 4:00 PM GWCC Room 205	MARCH 30
THURSD	AY Operation CONTINUE HOPE in Somalia and	MARCH 30
THURSD	AY Operation RESTORE DEMOCRACY in Haiti	MARCH 30
THURSD		MARCH 30
THURSD	AY COL LAWRENCE E. CASPER Commander, 10th Aviation Brigade,	MARCH 30
THURSD	AY 10th Mountain Division (Light Infantry), Fort Drum, NY	MARCH 30
THURSD	AY	MARCH 30
THURSD	AY 6:00 PM - 7:30 PM Hyatt Regency Ballroom Foyer	MARCH 30
THURSD	AY Registration & Ticket Sales	MARCH 30
THURSD	AY Army Aviation Hall of Fame Dinner	MARCH 30
THURSD	AY	MARCH 30
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Y	8:00 AM - 9:00 AM Speakers' & Awarde	GWCC Room 212 ees Breakfast	MARCH 31 MARCH 31
Y			MARCH 31
	8:00 AM - 5:00 PM	GWCC Room 213	MARCH 31
	Press Room	Open	MARCH 31
	(Sponsored by GE Air	craft Engines)	MARCH 31
			MARCH 31
	9:00 AM - 12:00 NOON GW	CC Hall B-C Meeting Room	MARCH 31
	FRIDAY MORNING PROFES	SSIONAL SESSION	MARCH 31
	9:00 AM - 9:3	0 AM	MARCH 31
	MG RONALD E	ADAMS	MARCH 31
	MG RONALD E Aviation Branch C	hief and	MARCH 31
	Commanding General, U.S. Arr	ny Aviation Center &	MARCH 31
	Fort Rucker,	AL	MARCH 31
	9:30 AM - 10:0	00 AM	MARCH 31
			MARCH 31
	MG DEWITT T. 1 Program Executive Officer, Av	ation, St. Louis, MO	MARCH 31
			MARCH 31
	10:00 AM - 10:		MARCH 31
	MG JOHN S. Commanding General, U.S. Army Av	OWINGS	MARCH 31
	Commanding General, U.S. Army Av	iation & Troop Command,	MARCH 31
	St. Louis, M	O	MARCH 31
	10:30 AM - 10:	45 AM	MARCH 31
	Refreshment		MARCH 31
			MARCH 31
	10:45 AM - 11:	30 AM	MARCH 31
	GEN GORDON R.		MARCH 31
	Chief of Staff, U.S		MARCH 31
			MARCH 31
	11:30 AM - 12:00	The state of the s	MARCH 31
	PRESENTATION OF IND	IVIDUAL AWARDS	MARCH 31
			MARCH 31
	12:00 NOON - 5:00 PM	GWCC Halls B-C	MARCH 31
	Army Aviation Technolog	y Exhibition Open	MARCH 31
		CC Halls B-C Booth 410	MARCH 31
			MARCH 31
	PERSCOM Caree	r Guidance	MARCH 31
	12:00 NOON - 2:00 PM	GWCC Halls B-C	MARCH 31
	Exhibit Hall Buffe		MARCH 31
			MARCH 31
	Mexican M	enu	MARCH 31
	2:00 PM - 4:30 PM	GWCC Room 216	MARCH 31
			MARCH 31
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	Spouse Tea In Honor of	Awardee Spouses	MARCH 31
	& Presentation on 1		MARCH 31
			MARCH 31
	2:00 PM - 4:00 PM	GWCC Room 217	MARCH 31
	National Executive Board	Chapter Presidents	MARCH 31
	& Secretaries		MARCH 31
	or becretaines	Session	MARCH 31



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FRIDAY FRIDAY	4:30 PM - 6:00 PM Cub Club	Hyatt Regency Suite 1710 Reunion	MARCH 31 MARCH 31
FRIDAY	COO DM COO DM TI	# D Pall F.	MARCH 31
FRIDAY	6:30 PM - 8:00 PM Hya	att Regency Ballroom Foyer	MARCH 31
FRIDAY		& Ticket Sales	MARCH 31
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FRIDAY		Hyatt Regency Ballroom	MARCH 31
FRIDAY	President's	Reception	MARCH 31
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FRIDAY	"Home of Ar	my Aviation"	MARCH 31
FRIDAY	Aviation Center (Chapter Reception	MARCH 31
FRIDAY	Lancaster A-C		MARCH 31
FRIDAY	Lancas	ster A-C	MARCH 31
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FRIDAY	"Look to t	he Future"	MARCH 31
FRIDAY	The Big Ea	st Reception	MARCH 31
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FRIDAY	Air Assault Chapter	Central Florida Chapter	MARCH 31
FRIDAY	Connecticut Chapter	Delaware Valley Chapter	MARCH 31
FRIDAY	Edwin A. Link Chapter	Greater Atlanta Chapter	MARCH 31
FRIDAY		Monmouth Chapter	MARCH 31
FRIDAY	Iron Mike Chapter	The state of the s	MARCH 31
FRIDAY		h Chapter A Hotels from 9:00 PM-1:00 AM	MARCH 31
SATURDAY	Bus Service to and from AAAA	A Hotels from 9:00 PM-1:00 AM	APRIL 1
SATURDAY	7:30 AM - 4:00 PM	GWCC Room 214	APRIL 1
SATURDAY	Registration a	nd Ticket Sales	APRIL 1
SATURDAY	7:30 AM - 9:00 AM		APRIL 1
SATURDAY		GWCC Halls B-C Foyer	APRIL 1
SATURDAY	Eye-Opener	Coffee Break	APRIL 1
SATURDAY	7:45 AM - 9:00 AM	GWCC Rooms 216-217	APRIL 1
SATURDAY			APRIL 1
SATURDAY		t Breakfast	APRIL 1
SATURDAY	THE HONORABLE	GILBERT F. DECKER	APRIL 1
SATURDAY	Assistant Secre	tary of the Army	APRIL 1
SATURDAY	for Research, Develop	oment, and Acquisition .	APRIL 1
SATURDAY	8:00 AM - 12:00 NOON	GWCC Room 213	APRIL 1
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THE RESERVE AND ADDRESS OF THE PARTY AND ADDRE	Press Ro	oom Open	APRIL 1
SATURDAY		E Aircraft Engines)	APRIL I

CH-47 CHINOOK CARGO HANDLING SYSTEM

AAR Advanced Structures is currently evaluating and defining new designs for an advanced internal cargo handling and restraint system as part of a Boeing CH-47 enhancement program. The criteria is to develop lighter weight, easier-to-operate components that can be quickly installed or removed from the aircraft as the unit load or mission dictates. Features under consideration include:

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SATURDAY
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9:00 AM - 12:00 NOON

GWCC Room 202

SATURDAY PROFESSIONAL SESSION

9:00 AM - 12:00 NOON

Operations/Training Forum MG RONALD E. ADAMS

Aviation Branch Chief and CG, USAAVNC & Ft. Rucker, AL

Panelists include: MG John M. Keane, CG, 101st Airborne Division (AASLT), Ft. Campbell, KY; BG Morris J. Boyd, Deputy Chief of Staff for Doctrine, TRADOC, Ft. Monroe, VA; BG Thomas W. Garrett, CG, USASC, Ft. Rucker, AL; BG Daniel J. Petrosky, DCG, USAAVNC, Ft. Rucker, AL; COL David L. Ahearn, Jr., Director, DCD, Ft. Rucker, AL; COL William H. Bryan, Director, DES, Ft. Rucker, AL; COL Dell L. Dailey, Cdr.,—160th SOAR(A), Ft. Campbell, KY; COL Thomas E. Johnson, Asst. Commandant, USAALS, Ft. Eustis, VA; COL Gene M. LaCoste, Cdr., 82d Aviation Brigade, Ft. Bragg, NC; COL Palmer J. Penny, Director, DOTDS, Ft. Rucker, AL; CSM Marvin E. Horne, USAAVNC CSM, Ft. Rucker, AL.

9:00 AM - 12:00 NOON

GWCC Room 205

Acquisition Forum

MG DEWITT T. IRBY, JR.
Program Executive Officer, Aviation, St. Louis, MO

Panelists include: GEN Crosbie E. Saint, Ret., Chairman, 2003
Board; BG Stuart W. Gerald, Deputy Chief of Staff for Acquisition,
USAMC, Alexandria, VA: BG James R. Snider, PM, RAH-66
Comanche, St. Louis, MO; COL Robert C. Atwell, PM, AAH, St.
Louis, MO; COL Edwin P. Goosen, PM, Kiowa Warrior, St. Louis,
MO; COL Roy P. (Pat) Oler, PM, Aviation Electronic Combat, St.
Louis, MO; COL Chester L. Rees, Jr., PM, Utility Helicopters, St.
Louis, MO; Mr. John Shannon, PM ALSE, St. Louis, MO; COL
Jeffrey W. Wright, TSM, Joint STARS, Ft. Huachuca, AZ; LTC
Robert D. Buckstad, PM, Avionics, St. Louis, MO; LTC Larry
Ginder, APEO, Interational Operations, St. Louis, MO; LTC
Michael W. Rogers, PM, SOA, St. Louis, MO.

9:00 AM - 12:00 NOON GWCC Rooms 218-219

Logistics Forum MG JOHN S. COWINGS

CG, U.S. Army Aviation & Troop Command, St. Louis, MO

Panelists include: Mr. Daniel J. Rubery, Acting Deputy Commander, ATCOM, St. Louis, MO; Mr. Thomas L. House, Executive Director, AVRDEC, ATCOM, St. Louis, MO; Mr. James E. Branca; Acting Executive Director, IMMC, ATCOM; St. Louis, MO; COL Robert J. Hoppes, Chief, Aviation Logistics Office, Washington, D.C.; COL Frank A Tricomi, Deputy Executive Director, Acquisition Center, ATCOM, St. Louis, MO.

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SATURDAY



Now Apaches Can See What They've Been Missing!

The TADS/PNVS system is critical to the Apache's mission. And now TEAC and Merlin have teamed to produce a new scan conversion video system to provide a 40% improvement in image quality and resolution over the existing Apache video system. Plus, the system's Hi-8mm videotape format delivers twice the recording time (2 hours) using standard inexpensive videocassettes and standard commercial video playback equipment. So debriefs don't require special equipment — even for network news use.

But the real payoff is in combat. Where a 40% improvement in image resolution and a square pixel format can make the difference in finding, identifying, and acquiring your target. Yet TEAC's new system costs the same as the present Apache video recorder and is a drop-in, mil-qualified replacement. And, as with the other airborne video recorders that we manufacture for U.S. military aircraft, TEAC guarantees full product support for the life of your program.

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SATURDAY	10:30 AM - 3:30		GWCC East Entrance	APRIL 1 APRIL 1
	SPOUSE PROGRAM			
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	& Saks Fifth	APRIL 1 APRIL 1		
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SATURDAY	12:00 NOON - 4	:00 PM	GWCC Halls B-C	APRIL 1
SATURDAY	Army Aviatio	on Techn	ology Exhibition Open	APRIL 1
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	12:00 NOON - 2	:00 PM	GWCC Halls B-C	APRIL 1
	Exhib	it Hall B	uffet Luncheon	APRIL 1
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		Orient		APRIL 1
SATURDAY				APRIL 1
SATURDAY	Exhibit H	[all Social	l & Chapter Photos	APRIL 1
SATURDAY	1:30 p.m.	Av	iation Center Chapter (1.649)	APRIL 1
	10.00 Marie 10.00		[7] [3] [4] [4] [5] [5] [6] [6] [6] [6] [6] [6] [6] [6] [6] [6	APRIL 1
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DATE TO STATE OF THE STATE OF	1:45 p.m.	C	olonial Virginia Chapter (886)	APRIL 1
	1:50 p.m.		Lindbergh Chapter (798)	APRIL 1
	1:55 p.m.		Air Assault Chapter (641)	APRIL 1
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	2:20 p.m.		Central Florida Chapter (312)	APRIL 1 APRIL 1
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SATURDAY	2:40 p.m.		Corpus Christi Chapter (255)	APRIL 1
SATURDAY	2:45 p.m.		Connecticut Chapter (207)	APRIL 1
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				APRIL 1
	3:00 p.m.	G	reater Chicago Chapter (161)	APRIL 1 APRIL 1
	3:05 p.m.	D	elaware Valley Chapter (156)	APRIL 1
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SATURDAY	3:20 p.m.		USAREUR Region	APRIL 1
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IIAY	5:15 PM - 7:30 PM GWCC Ballroom Foyer Registration & Ticket Sales Annual Banquet		
DAY 5:45 PM - 6:45 PM	5:45 PM - 6:45 PM GWCC Ballroom Foyer Annual Banquet Reception		
DAY DAY GUE DAY DAY Commanding Gen DAY Enter	6:45 PM - 9:30 PM GWCC Ballroom Annual Banquet Guest Speaker GEN DENNIS J. REIMER Commanding General, Forces Command Entertainment: "THE HIGH PRICED HELP"		
9:00 PM - 1:00 AM PAY AY Bus Service to an	Hanover Hall Hyatt Regency well Dance and from AAAA Hotels PM-1:00 AM.		



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AVIATOR OF THE YEAR CW2 Victoria A. Welch A Company (AVIM), 3rd Battalion 501st Aviation Regiment APO AP



SOLDIER OF THE YEAR SSG Donald L. Wilson 3d Battalion, 25th Avn Regt 10th Avistion Brigade 10th Mountain Division (Light) Ft. Drum, NY



JOSEPH P. CRIBBINS DAC OF THE YEAR Rodney J. Schulz Deputy Assistant Commandant and Senior Log Mgt Specialist USAALS Ft. Eustis, VA



JAMES H. McCLELLAN AVIATION SAFETY AWARD CW5 Gerald D. Cartier Senior Aviation Safety Officer 10th Aviation Brigade 10th Mountain Division (Light) Pt. Drum, NY



AVIATION UNIT (ARMY) 4th Battalion, 24th Avn Regt 24th Combat Aviation Brigade 24th Infantry Division (Mech) Hunter AAF, GA LTC Jack C. Dibrell



AVIATION UNIT (ARMY) 4th Battalion, 24th Avn Regt 24th Combat Aviation Brigade 24th Infantry Division (Mech) Hunter AAF, GA CSM Karl M. Moody



ROBERT M. LEICH 1st Battalion, 58th Aviation Regiment (Corps) XVIII Airborne Corps Ft. Bragg, NC LTC Joseph G. Kaufmann, Jr.



ROBERT M. LEICH 1st Battalion, 58th Aviation Regiment (Corps) XVIII Airborne Corps Ft. Bragg, NC CSM Ronald W. Strahan



AVIATION UNIT (ARNG) California ARNO Stockton, CA MAJ Kevin B. Keenan



AVIATION UNIT (ARNG) Company G, 3d Bn, 140th Avn Regt Company G, 3d Bn, 140th Avn Regt California ARNO Stockton, CA 18G Charles M. Chissson



AVIATION UNIT (USAR) 3th Bn, 229th Avn Regt (ATK) 121st Army Reserve Command Ft. Knox, KY LTC James B. Blunk, Jr.



AVIATION UNIT (USAR) 8th Bn, 229th Avn Regt (ATK) 121st Army Reserve Command Ft. Knox, KY CSM Robert C. Leffel

OUTSTANDING AVIATION UNIT (ARMY)

BACKGROUND — Sponsored by the McDonnell Douglas Helicopter Systems, 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 & 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 & 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 & LTC J.Y. Hammack, Co-Commanders,

13th Aviation Battalion.

1965 — Ist Cavalry Division (Airmobile), MG Harry W.O. Kinnard, Commander, & SGM Kenneth W. Cooper, Senior NCO.

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

Senior NCO.

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

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

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

1970 — 1st Squadron, 9th Cav, 1st Cav Div (Airmobile), COL Robert H. Nevins, Cdr, & CSM John F. Adams Jr., Senior NCO. 1971 — F Battery, 79th FA, 3rd Brigade, MAJ Lawrence E. McKay, Jr., Commander, with SFC Lionel S. McDonald, Senior NCO.

1972 — 227th Aviation Battalion, 1st Cav Division, LTC Frank L. Henry, Commander, with

CSM James W. Reed, Senior NCO.

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

1974 — 210th Aviation Battalion (USARCARIB), LTC Joseph R. Koehler, Commander, & CSM Stephen M. Cole, Senior NCO. 1975 — 334th Aviation Company (Atk Hel), MAJ Gary F. Ramage, Commander, & 1SG

Charles Lewis, Senior NCO.

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

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

Fuller, Senior NCO.

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

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

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

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

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

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

1984 — 210th Combat Aviation Battalion, LTC Theodore A Duck, commander, & CSM

Everett Grundon, Senior NCO.

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

1986—238th Aviation Company, 24th ID (M) MAJ Jesse M. Danielson, Commander, & 1SG

Frederick G. Jaehn, Senior NCO.

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

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

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

NCO.

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

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

Howard, Senior NCO.

1992 — 12th Aviation Brigade, COL Thomas M. Hayes, Commander & CSM

Timothy L. Fosque, Senior NCO.

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

1994 — 4th Battalion, 24th Aviation Regiment, 24th Combat Aviation Brigade, 24th Infantry Division (Mech), LTC Jack C. Dibrell, Commander & CSM Karl M. Moody, Senior NCO.

OUTSTANDING AVIATION UNIT (RC)

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

1969 — 1105th Aviation Company (Assault Helicopter) Iowa-ARNG, MAJ Robert C. Cummings, Commander, & 1SG

Arnold J. Newsum, Senior NCO.

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

1971 — 997th Aviation Co. (Assault Helicopter) AZ-ARNG, MAJ James H. Cowan, Cdr, & 1SG Dale S. Swensen, Senior NCO.

1972 — 307th Aviation Co. (Heavy

Helicopter) Alabama-ARNG, MAJ Arthur E. Fleet, Com- mander, & 1SG John F. Hoskins, Senior NCO.

1973 — 445th Aviation Company (Assault Helicopter) Oklahoma-ARNG, MAJ Karl M. Frank, Commander, & 1SG

Kenneth Inman, Senior NCO.

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

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

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

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

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

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

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

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

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

1983 — D Company, 28th Combat Aviation Battalion, North Carolina-ARNG, MAJ Julius H. Avant, Commander, & 1SG Thomas W. Keyes, Senior NCO.

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

OUTSTANDING AVIATION UNIT (USAR)

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 & 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 & the U.S. Army Reserve, with each trophy being sponsored by AlliedSignal Engines.

1985 — 219th Transportation Co. (Aircraft Maintenance) (IS), 102nd ARCOM, Scott AFB, IL, MAJ Gilbert E. Boen, Commander, &

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, & 1SG Jackie J. Bradley, Senior NCO.

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

1988 — 185th Trans. Co. (AVIM), Glenview, IL, MAJ David C. Roberts, Commander, & 1SG

Richard C. Beatty, Senior NCO.

1989 — HQ, 244th Theater Aviation Group, Glenview, IL, COL Charles V. Nolan, Commander, & 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 & CSM Bruce F. Lohn, Senior NCO.

1991 — 7th Battalion, 158th Aviation Regiment (Combat), Scott Air Force Base, IL. LTC James M. Richey, Commander, & 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 & CSM Warren O. Berry, Senior NCO.

1994 — 8th Battalion, 229th Aviation Regiment (Attack), 121st Army Reserve Command, Ft. Knox, Kentucky, LTC James B. Blunk, Jr., Cdr, and CSM Robert C. Leffel, Senior NCO.

OUTSTANDING AVIATION UNIT (ARNG)

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 & the U.S. Army Reserve, each rophy being spensored by AlliedSignal Engines. 1985 — Company C, 26th Aviation Battalion,

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

NCO.

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

1987 — Ist Battalion, 111th Aviation (AH) Florida Army National Guard, Jacksonville, FL, LTC Donald L. Adkison, Commander & SGM

Billy R. Cowart, Senior NCO.

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

1989 — 1st Battalion, 131st Avn Regt., 167th Support Command (Corps), Montgomery, AL, LTC Don E. Stagg, Cdr., & 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, & 1SG Thomas B. Lewis, Senior NCO.

1991 — 1109th Aviation Classification & Repair Depot, Mobilization AVCRAD Control Element, Connecticut Army National Guard, Groton, CT COL Paluel J. Flagg, II, Commander,

& CSM George H. Allard, Jr., Senior NCO.

1992 — 1st Battalion (Attack Helicopter) 211th Aviation Regiment, Utah Army National Guard, West Jordon, UT, LTC Robert G. Holt, Commander & CSM Travis R. Heywood, Senior NCO.

1993 — 1st Battalion, 106th Aviation Regiment, Illinois Army National Guard, Peoria, IL, LTC Michael A Marvin, Commander & CSM Frederick A Lane, Senior NCO.

1994 — Company G, 3rd Battalion, 140th Aviation Regiment, California Army National Guard, Stockton, CA, MAJ Kevin B Keenan, Commander & 1SG Charles M. Chiasson, Senior NCO.

ARMY AVIATOR OF THE YEAR

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, AL.

1960 — CWO Michael J. Madden, U.S. Army,

Transportation Board, Ft. Eustis, VA.

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

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. Radeliff, 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, TX.

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

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, AL.

1980 — CWO Richard S. Seefeldt, Project Manager's Office (BLACK HAWK), U.S. Army Materiel Development & 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 & 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. Bragz, 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.

1994 — CW2 Victoria A. Welch, A Company (AVIM), 3rd Battalion, 501st Aviation Regiment, 17th Aviation Brigade, APO AP.

AVIATION SOLDIER OF THE YEAR

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 101st Division Aviation. (ASH), Airborne (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 NY.

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. Ebuen, B Company, 1st Battalion, 58th Aviation Regiment (Corps), 159th Combat Aviation Group (Airborne), Fort Bragg,

1994 - SSG Donald L. Wilson, 3rd Battalion, 25th Aviation Regiment, 10th Aviation Brigade, 10th Mountain Division (Light), Ft. Drum, NY.

JAMEWS 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. Inskeep (Co-Winner), U.S.
Army Primary Helicopter School, (USAPHS), Fort
Wolters, TX & Raymond L. Thomas,
(Co-Winner), Southern Airways Company
(Manager, Contract Operations).

1960 — No award given.

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

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

1963 — COL Conrad L. Stansberry, Hqs, U.S.

Army, Europe, APO NY.

1964 — Ralph B. Greenway, Army Aviation Directorate, OACSFOR, Department of the Army. 1965 — Gerard M. Bruggink, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, AL.

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

1967 — Francis P. McCourt, U.S. Army Aviation Laboratories (AVLABS), Ft. Eustis, VA. 1968 — COL Russell P. Bonasso, U.S. Army Board for Aviation Accident Research (USABAAR), Fort Rucker, AL.

1969 — COL Robert W. Bailey, U.S. Army Aeromedical Research Laboratories, Ft. Rucker, AL. 1970 — COL Eugene B. Conrad, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, AL.

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

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

1973 — CPT Charles F. Nowlin, U.S. Army Agency for Aviation Safety (USAAAVS), 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.

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), APO AP.

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

1994 — CW5 Gerald D. Cartier, Senior Aviation Safety Officer, 10th Aviation Brigade, 10th Mountain Division (Light Infantry), Ft. Drum, NY.

JOSEPH P. CRIBBINS DAC OF THE YEAR

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,

DC.

1977 — John B. Greenwell, Deputy Director, Mat-eriel Management, U.S. Army Troop Support & Aviation Materiel Readiness Command, St. Louis, MO.

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

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 & 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, DC.

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. McEneany, 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 & Technology Activity, AVSCOM, Fort Eustis, VA., & John A. McLaughlin, Deputy Project Manager, Army Helicopter Improvement Program, (AHIP), St. Louis, MO.

1989 — John K. Shannon, Chief, Logistics Management Division, Advanced Attack Helicopter AH-64 (Apache) Program Management Office,

PEO Aviation, St. Louis, MO.

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

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

Europe.

1992 — James E. Speigner, Chief, Airfield ALERT Section, Headquarters & Headquarters Detach-ment, 1st Battalion, 212th Aviation, Aviation Training Brigade, Fort Rucker, AL.

1993 — Rickie L. Barron. Directorate of Evaluation & Standarization (DES), USAAVNC,

Fort Rucker, AL.

1994 — Rodney J. Schulz, Deputy Assistant Commandant and Senior Logistics Management Specialist, U.S. Army Aviation Logistics School (USAALS), Ft. Eustis, VA.

ROBERT M. LEICH AWARD

BACKGROUND — This AAAA Award is named in memory of BG Robert M. Leich, the AAAA's first president (1957-59), & Awards Committee Chairman for 23 years. It is sponsored by the Northrop Grumman Corporation & 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), RVN. Accepted for the unit by MG Alton G. Post & COL Donald H. Jersey, & CSM

Samuel Ring. (For 1965-1972 Period).

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

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

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

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

1981 — Aviation Applied Technology Laboratory, Ft. Eustis, VA. 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, Ft. Rucker. Accepted for the unit by COL Joseph R. Koehler,

former Commander. (For 1955-1984).

1986 — Davison Aviation Command, Washington, D.C. Accepted for the unit by COL John A Lasch, III, Commander, & 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 & 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, & SSG John L. Degand, Crew Chief.

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

Washington, D.C.

1991 — Army Aviation Systems Command, St. Louis, MO. MG Donald R. Williamson, Commander, & CSM Richard P. Mullen, Senior NCO.

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

Chappelle, Senior NCO.

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

1994 — Ist Battalion, 58th Aviation Regiment (Corps), XVIII Airborne Corps, Ft. Bragg, NC. LTC Joseph G. Kaufmann, Jr., Commander & CSM Ronald W. Strahan, Senior NCO.

AAAA TOP CHAPTER

BACKGROUND — This AAAA Award is presented annually to the AAAA Chapter deemed "Top Chapter" based on its meeting activity, to include unusual, innovative, & successful programming, membership growth; pursuit of a

local AAAA Awards Program; participation in community affairs; maintenance of a full Executive Board slate; & 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 Chapter

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

1994 — Colonial Virginia Chapter

OUTSTANDING ROTC CADET

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 & Ranking by PMS (Professor of Military Science - usually an 05 from his/her university).

1988 — Pedro G. Almeida

1989 — Michael A. Flynn

1990 — Gregory T. Lang

1991 — Louis A. Birdsong 1992 — Victor S. Hamilton

1993 — Roy R. Trumble, IV

1994 — Christopher C. Frost

OUTSTANDING USMA CADET

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 & 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 & 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) & the indoor obstacle course; & 4) Extra Curricular Activities: Participation as a class officer or in intercollegiate athletics, clubs, & 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
 1994 — Spencer T. Kympton

AIRCRAFT SURVIVABILITY
EQUIPMENT

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. Huachuea, AZ.

1986 — CW4 Perry M. Smith, Systems Manager, Directorate of Training & Doctrine, U.S. Army Aviation Center, Ft. Rucker, AL.

1987 - Mr. Richard Paolella, Project Leader,

Infrared Countermeasures U.S.A. Communications & 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 — ČW3 Stephen L. Woods, Brigade ASE Officer/Pilot, Ft. 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/MH-47 Project Officer, System Integration & Maintenance Office, 160th SOAR(A), Ft. Campbell, KV

1994-1995 — CW2 Michael E. Croslin, Aviation Brigade EWO, 1/227th Aviation Regiment, 1st Cavalry Division, Ft. Hood, TX.

AIR/SEA RESCUE

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, & CW3 Julian Council, Instructor Pilot, A Troop, 4th Squadron, 17th Cavalry (AIR)(RECON), Ft. Bragg, NC.

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

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

1994 — CW4 John P. Airington, CW4 David Schweitzer, SPC Frank G. Myers, and SPC Jared L. Cheramie, 872nd Medical Company, Lafayette, LA

ARMY AVIATION MEDICINE AWARD

BACKGROUND — The AAAA's "Army Aviation Medicine Award" is sponsored by AAAA and is presented annually "to the flight surgeon or aeromedical physician assistant who best

exemplifies the contribution to Aviation during the awards period encompassing September 1 through August 31."

1994 — MAJ Lisa A. Black, D.O., 159th Combat Aviation Group (Airborne), Ft. Bragg, NC.

ARMY AVIATION FIXED WING UNIT AWARD

BACKGROUND — Sponsored by FlightSafety International, this National Award is presented "to the unit or detachment with fixed wing aircraft that has achieved the highest level of excellence in training, safety, logistics, operations and support during the awards period encompassing September 1 through August 31."

1994 — 3rd Military Intelligence Battalion (Aerial Exploitation), Camp Humphreys, Korea, LTC Jerry Proctor, Commander.

ARMY AVIATION TRAINER OF THE YEAR

BACKGROUND — The AAAA's "Army Aviation Trainer of the Year Award" is sponsored by the CAE-Link Corporation, Link Flight Simulation Division, & 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, & SSG Bobby W. Eades, Academic Branch, Air Operations Division, DOET, USAAVNC, Ft. Rucker, AL.

1988 — MAJ Mark S. Wentlent, Task Force 118, 18th Aviation Brigade, Ft. Bragg, NC, & 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), Ft. Campbell, KY.

1990 — CW4 Michael S. Kather, Company Standardization Officer, B Co., 1-14th Aviation, Aviation Training Brigade, Ft. Rucker, AL. 1991 — CW3 John S. Moltenberry, Track Chief, OH-58D Maintenance Test Pilot Course, USAALS, Ft. Eustis, VA, & SGT Christopher M. Pakutka, Aeroscout Observer, Palehorse 4/2 Armored Cavalry Regiment, Feucht, Germany.

1992 — CW3 William Oates, SIP & 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, Ft. Eustis, VA.

1994 — MSG Charles Neil Reisinger, Eastern Army Aviation Training Site (EAATS), Annville, PA.

AVIONICS

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 encompassing August 1 through July 31.

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

1994 — CW4 Tommy Lee Dorris, Avionics Platoon Leader, F Co., 1-160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY.

HAMILTON H. HOWZE GUNNERY AWARD

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

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

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

OUTSTANDING LOGISTICS SUPPORT UNIT

BACKGROUND — The AAAA's "Outstanding Aviation Logistics Support Unit of the Year Award is sponsored by the Army Aviation Association of America, & 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, TX.

1988-3rd Battalion, 9th Aviation Regiment,

Ft. Lewis, WA.

1989 — B Company, 3rd Battalion, 501st

Aviation Regiment, APO SF.

1990 - 8th Battalion, 158th Aviation Regiment, Operation DESERT STORM, APO NY; 8th Battalion, 101st Aviation Regiment, Operation DESERT STORM, APO NY.

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

Groton, CT.

1992 — D Troop, 2nd Squadron (Recon) 9th

Cavalry, Ft. Ord, CA.

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

1994 — 9-227th Aviation Support Battalion, 1st Armored Division Support Command,

Hanau, Germany,

MATERIEL READINESS 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, & 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

1994 — DynCorp. Contract Field Teams, Germany.

MATERIEL READINESS 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, & 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. & Clamshell Buildings, Inc.

1991 — Southern Aero Corporation 1992 — Realtime Digital Inc.

1993 — Sabreliner Corp.

1994 — ERA Aviation Services

MATERIEL READINESS 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, & 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

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- 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
- 1994 Bell Helicopter Textron, Inc.

MATERIEL READINESS CONTRIBUTIONS 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, & 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,

Aveo 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, & 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, Ft. 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. 1993 — Mr. Dennis R. Weaver, Field Service

Rep., Martin Marietta Corporation, Illesheim, Germany.

1994 — Mr. Perry M. Smith, CAS, Incorporated, Huntsville, AL. Colonels Saltness, Gerald 1300 Crystal Drive Apt. 207 Arlington, VA 22202

Lt. Colonels McKeag, Alan D. 112 Wind Forest Lane

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1995 PRODUCT SUPPORT SYMPOSIUM



Among the distinguished guests and speakers at the 21st Joseph P. Cribbins Product Support Symposium were, left to right: BG Roy E. Beauchamp, Commander, Defense Industry Supply Center, Defense Logistics Agency, Philadelphia, PA; Colleen A. Preston, DUSD Acquisition Reform; C.G. King, President, Boeing Defense and Space Group, Seattle, WA; MG Dewitt T. Irby, Jr., PEO, Aviation, St. Louis, MO; Joseph P. Cribbins, Special Assistant, Safety, DynCorp, Alexandria, VA; Gilbert F. Decker, Assistant Secretary of the Army for Research, Development, and Acquisition, Washington, DC; MG John S. Cowings, CG, U.S. Army ATCOM, St. Louis, MO; MG Ronald E. Adams, Aviation Branch Chief and CG, USAAVNC and Ft. Rucker, AL; and Terry Coakley, AAAA Executive Director.

The 21st Annual Joseph P. Cribbins Product Support Symposium, sponsored by the Lindbergh Chapter, was held 1-3 February 1995 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. The Honorable Gilbert F. Decker, Assistant Secretary of the Army, RD&A, delivered the Government Keynote address. He was followed by C.G. King, President, Boeing Defense and Space Group, who was the Industry Keynote Speaker. Guest Speaker for the event was Colleen A. Preston, Deputy Undersecretary of Defense for Acquisition Reform.

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 the 9-227th Aviation Support Battalion. The "Workhorse" Battalion provided outstanding combat service support to the 4th Aviation Brigade and the 1-1 Cavalry Squadron. The Battalion successfully supported 140 aircraft including two AH-64 battalions, one UH-60 battalion, and one Air Cavalry Squadron, in addition to 27 M-1 tanks, 47 M2/3 Infantry Fighting Vehicles, and 850 wheeled vehicles. The award was accepted by LTC Thomas M. (Mitch) Dockens, Battalion Commander.

The AAAA Army Aviation Materiel

Readiness Award for Contribution by an Individual Member of Industry went to Mr. Perry M. Smith, CAS Incorporated, Huntsville, AL, in recognition of his finding and fixing logistics problems encountered by those who maintain Aircraft Survivability Equipment (ASE). Mr. Smith was a mainstay for training maintainers, Electronic Warfare Officers (EWOs), aviators, and commanders on ASE operation and employment through his participation in the ASET II. ASET III, and ASET IV Aircraft Survivability Equipment Training systems, as well as EWO programs. Mr. Smith's problemsolving techniques made an outstanding contribution to the U.S. Army's warfighting capabilities.

DynCorp Contract Field Teams, Germany was awarded the AAAA Army Aviation Materiel Readiness Award for Contribution by an Industry Team, Group or Special Unit. Accepted by Mr. Dan Bannister, DynCorp President, the award recognized DynCorp for completing 7,874 work orders, 5,292 of which were for the 70th Transportation Battalion (AVIM). including 51 phases and 82 engines repaired with zero returned for rework, among other accomplishments. With expertise, knowledge, and management, they increased readiness significantly and saved the government \$23,000,000 in avoidance cost and \$56,627,000 in direct cost.

Bell Helicopter Textron awarded the AAAA Army Aviation Materiel Readiness Award for Contributions by a Major Contractor. This award recognized Bell's outstanding dedication toward producing the safest and lowest operational cost helicopters possible. During the last year, this effort has resulted in both the OH-58D Kiowa Warrior and TH-67 Creek achieving not only the lowest accident rate of any fielded helicopter, but the highest operational readiness with the lowest

costs. The Award was accepted on behalf of Bell by Mr. Webb F. Joiner, President.

Era Aviation Services was awarded the AAAA Army Aviation Materiel Readiness Award for Contribution by a Business Organization in Small recognition of outstanding support and responsiveness to Army Aviation Readiness. On 23 September 1994, Era delivered the first External Fuel System for the U.S. Army National Guard/Army Reserve UH-1 fleet. Originally developed for commercial use, the system was modified to meet the Army's ballistic and crashworthiness requirements. cooperative atmosphere facilitated a smooth transition from the First Article Test to production and installation, with a 50% reduction in the overall length of the contract. Accepting the award on behalf of Era was Mr. Charles W. Johnson. President, Era Aviation Services.

Also honored at the Symposium were the winners of the Lindbergh Chapter's Annual AAAA Membership Drive. The star recruiter was once again Susan E. Barnes, who won round trip airfare to the AAAA Annual Convention in Atlanta, GA. Jan Garmon placed second and won a \$100 award for her efforts. In third place was LTC Mike McClellan, Ret., who netted a \$50 award.

Special thanks to the Committee: COL Kenneth E. Kellogg, Ret., Chairman; Co-Chairmen Norbert Patla and Robert Vlasics; Administrator Nancy Vermillion; Awards, G.R. Butler; Committee Member Mike McClellan; Registration, Susan Barnes, Gary Boltralik, Jan Garmon, Bridgette Herschell, Gena Mager, and Vicki Schmitz. Special Recognition goes to MAJ Edward Healy. All are to be congratulated for contributing to another outstanding Lindbergh Chapter event.

1994 TOP GUN

MSG John H. Bae, Ret., VP Membership, Morning Calm Chapter, Seoul, Korea, has won the Calendar 1994 "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 has placed first the last six years, continues his streak with 432 members. He wins an expense-paid trip to the AAAA Annual Convention in Atlanta, GA and a \$300 cash award, along with a plaque to be given at the AAAA Membership Meeting on 30 March.

Other outstanding efforts included: CW3 Eddie L. Sullivan, with 185 members; CPT H. Michael Brinkman, with 88 members; and CPT Michelle A. Matthes, with 50 members.

1994 Chapter Membership Contest Winners

AAAA Chapter (25-79): Tarheel Chapter, Raleigh, NC with a Net Gain of 15 members.

Senior Chapter (80-169): Iron Eagle Chapter, Hanau, Germany with a Net Gain of 48 members. Master Chapter (170+): Aviation Center Chapter, Ft. Rucker, AL with a Net Gain of 473 members.

NEB MINUTES

AAAA's National Executive Board (NEB) conducted its winter meeting on 10 January 1995 at Ft. Rucker, AL. Major actions included:

BY-LAWS: INDEMNIFICATION OF DIRECTORS AND OFFICERS. A motion was approved to add Section 12 to the By-Laws as follows:

12.1-The Association shall indemnify incumbent national, regional and chapter directors and officers for any losses or legal expenses incurred in the official exercise of Association duties but not due to said director or officer illegal act, gross negligence or willful or wanton misconduct.

BY-LAWS: NATIONAL MEMBERS-AT-LARGE EMERITUS. A motion was approved to amend Section 3, Government, to read as follows:

3.6419-NATIONAL MEMBERS-AT-LARGE EMERITUS: Those members of the National Executive Board who shall serve with vote in perpetuity, having served with distinction for an extended period of time, nominated by the National Nominating Committee, and elected by the National Executive Board.

FISCAL: REVIEW OF FUNDING REQUESTS. MG McNair advised the NEB that excess funds for the end of calendar year 1994 projected at \$152,207, compared to \$218,068 for 1993, allowed the Executive Group to accommodate all requests for funds as follows:

1) Emergency Fund: Per NEB policy, 10% of projected excess funds available to be allocated to the Emergency Fund;

2) Emergency Fund: Per an NEB decision made at the October 17, 1994 NEB meeting, projected interest and other earnings from AAAA investments to be allocated to the Emergency Fund until it reaches the desired minimum of 25% of the AAAA Annual budget, or \$300,000:

3) Hall of Fame Escrow Fund: \$9,000;

4) AAAA Scholarship Foundation: \$25,000;

 Army Aviation Museum Foundation: \$16,271, representing a \$1.00 donation per member based on November 1 statistics;

6) Women's Memorial: \$5,000, representing the completion of the pledge of \$10,000 approved by the NEB.

NOMINATIONS: SLATE for 1995-1998. A motion was approved to accept the Nominations Committee recommendation that the following individuals be placed on the ballot for the election on Thursday, March 30, 1995, at the AAAA Annual Membership Meeting: CW5 Ronald W. Gerner, MG John D. (Dave) Robinson, Ret., Mr. James P. Schwalbe, and MG Richard E. Stephenson, Ret. and that MG Richard E. Stephenson, Ret., serve as AAAA President, MG John D. (Dave) Robinson, Ret., serve as Senior Vice President, and MG Carl H. McNair, Jr., Ret., serve as Secretary-Treasurer, for the two-year term commencing with the 1995 AAAA Annual Convention.

AAAA SCHOLARSHIPS AVAILABLE \$142,000 to be offered in 1995



Scholarships "set aside" for Enlisted, Warrant Officer, Company Grade Officer, and Civilian Members.

Funds also available for spouses, siblings, & children of AAAA members.

Contact the AAAA Scholarship Foundation, Inc., 49 Richmondville Ave., Westport, CT 06880-2000 Tel: (203) 226-8184 FAX: (203) 222-9863 for complete details.

Application Deadline: May 1, 1995

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Active AAAA members may have a 30-word classified employment ad published in two consecutive issues of ARMY AVIATION free of charge.

If you'd like to take advantage of the AAAA CareerTrack employment referral service, but you're not yet a member of AAAA, the solution is simple. Request an AAAA membership application with your CareerTrack application.

For further information, contact:

AAAA, 49 Richmondville Avenue, Westport, CT 06880; Telephone: (203) 226-8184; FAX: (203) 222-9863.

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30 Years executive management background in fixed and rotary wing operations. 18 years international aviation operations, training and assessment experience. Acquisition experience. 3 Masters Degrees - Management, Strategic Planning & Public Service.

95-02-02

AAAA CALENDAR

A list of upcoming AAAA Chapter and National events. A

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April 1995

✓ Apr. 20-22. AAAA USAREUR Convention, Wiesbaden, Germany.

July 1995

- ✓ Jul. 14. AAAA Scholarship Board of Governors Executive Committee Meeting, Best Western, Arlington, VA.
- ✓ Jul. 15. AAAA National Scholarship Selection Committee Meeting to select 1995 scholarship recipients, Best Western, Arlington, VA.

October 1995

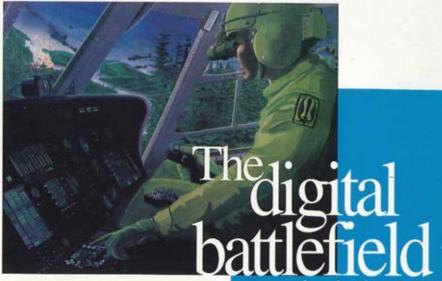
- ✓ Oct. 16. AAAA National Executive Board Meeting, Sheraton Washington Hotel, Washington, D.C.
- ✓ Oct. 16. AAAA Scholarship Board of Governors Executive Committee Meeting, Sheraton Hotel, Washington, D.C.

March 1996

- ✓ Mar. 27 30. AAAA Annual Convention, Tarrant County Convention Center, Fort Worth, TX.
- Mar. 27. AAAA National Executive Board Meeting, Tarrant County Convention Center, Fort Worth, TX.
- ✓ Mar. 28. AAAA Scholarship Board of Governors Annual Meeting, Tarrant County Convention Center, Fort Worth, TX.

AAAA GOES ON-LINE!

The AAAA National Office now has E-Mail capability via CompuServe. Our address is: 74023,3400@compuserve.com



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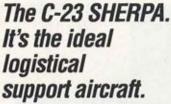
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