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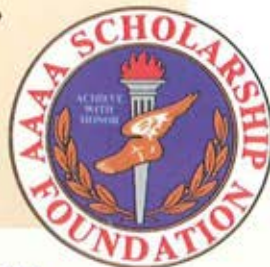
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Paid Advertisement. The Boeing CH-47F will be the next-generation U.S. Army Chinook in 2003. Completion of the F-model modernization program will ensure that Chinooks continue to handle the Army's heavy-lift mission at least through 2033, a 71-year lifespan, unprecedented for any rotary-wing aircraft. *Caption provided by advertiser.*

Army Reserve **CWO 4 Gwen Schallow** has become the first female pilot-in-command of an AH-64 Apache helicopter. A pilot for Continental Airlines in civilian life, Schallow is assigned to the 8th Battalion, 229th Aviation Regiment, at Fort Knox, Ky.

The Boeing Company rotorcraft facility in Mesa, Ariz., has delivered the first of 59 WAH-64 Apache Longbow helicopter kits to GKN Westland Helicopters Ltd. of Yeovil, England. GKN Westland will assemble, flight test and deliver the aircraft to Britain's Ministry of Defence. In a related development, the first two of an eventual 21 British Army pilots to be trained at the Mesa facility have completed the 40-hour individual WAH-64 pilot course. An additional 200 British Army pilots will be trained in the United Kingdom.

Dallas Airmotive Inc. and **Tactical Aerospace Corp.** have introduced an STC-approved turbine engine filter system for Bell 206/OH-58 and Boeing MD500/OH-6 helicopters. The system offers 99 percent filtration efficiency in adverse environments, and offers superior in-flight performance compared to a particle separator.

The first **CH-47SD "Super D" Chinook** helicopter made its maiden flight in August at the Boeing Co. rotorcraft facility in Philadelphia, Pa. The aircraft incorporates several significant improvements, including full-authority digital flight controls and a fully integrated "glass" cockpit with automated flight controls. Although intended primarily for foreign sales, the Super D will also be available to the U.S. armed forces. In a related development, Boeing has received an Army contract to develop a new low-maintenance CH-47 rotor hub. The new design is intended to provide a longer fatigue life, 75 percent fewer parts and a 70 percent reduction in special maintenance tools.

The **B.F. Goodrich Co.'s Aerospace Aircraft Integrated Systems** unit is working with the Navy to test a system intended to reduce helicopter operation and support costs while enhancing flight safety. Upon satisfactory completion of operational testing the Integrated Mechanical Diagnostics Health and Usage Monitoring System (IMD HUMS) will ultimately be installed on all Navy/Marine Corps CH-53E and MH-53E helicopters, and a version will be developed for use on Army UH-60 Black Hawks.

The Boeing Company has completed contract negotiations with the Army for the purchase of seven new CH-47D Chinook heavy-lift helicopters, which will be delivered to the Greek Army under the Foreign Military Sales program. The aircraft will expand Greece's CH-47 fleet from nine to 16, enhancing the Hellenic Army's military lift capacity and its ability to provide civil relief services. The Chinooks will be built at Boeing's Philadelphia plant, and will be delivered in 2001. In a related development, a cracked gear discovered in a Royal Air Force Chinook led to the late summer grounding of all U.S. and Foreign Military Sales CH-47s. Workers at Corpus Christi Army Depot, Texas, checked more than 1,000 fore and aft Chinook transmissions as part of the effort to return the CH-47 to flight status.

contents

Vol. 48 No. 11

NOVEMBER 30, 1999

FEATURES:

- 6** Reserve Component Aviation
by Maj. Gen. Anthony Jones
- 16** Rescue
by CWO 5 Ben A. Van Etten (Ret.)
- 19** Warrant Officers Have Been the Experts in Service Since Our Country's Beginning
by Shelley Davis
- 22** Building on Success: The Aircraft Maintenance Manager's Course
by CWO 4 Warren J. Jackson
- 24** Kiowa Warrior Maintainers With a New Look
J. Irene Hill and H. Elaine Irwin



SPECIAL FOCUS: Reserve Component Aviation

- 10** Army National Guard Aviation: Challenging the Next Millennium
by Alberto J. Jimenez
- 13** Army Reserve Aviation: Ready and Relevant
by Col. Daniel J. McGraw and Lt. Col. Eugene Pawlik Jr.
- 15** The Guard's ADMRU — Keeping them Flying
by MSgt. Donna E. Lewis

THE AVIATION OFFICER Directory AAAA's Aviation Officer Members

- 26** The 1999 Aviation Officer Directory

DEPARTMENTS:

AAAA New Members.....	40	Calendar.....	42
AAAA News	39	Mailbox	37
Arrivals & Departures	38	Tips from Tops	36
Briefings	3		

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RESERVE COMPONENT AVIATION

by Maj. Gen. Anthony Jones

Today's Army is the most technologically advanced fighting force ever fielded by any nation. The full integration of the Army National Guard (ARNG) and U.S. Army Reserve (USAR) is critical to the warfighting capabilities of the Army. ARNG/USAR aviation is best categorized as a capabilities-based force, with relevance across the full spectrum of operations. As Aviation Branch chief, I would like to briefly discuss the role of reserve-component aviation and how it adds another dimension to the versatility and capabilities of our Army, as members of the Army aviation warfighting team.

The Army is currently comprised of three major components: the active Army, the Guard and the Reserve. Today's Army aviation warfighting team similarly consists of all three major components.

We have almost 7,000 soldiers deployed in Bosnia in a force that has been continually supported by reserve-component soldiers. Today, almost half of the Army's aviation assets are in the Guard and Reserve. It should thus be no surprise that they play a critical role in current and future aviation operations and force strategy. As the aviation reserve component continues to grow and is recognized for the value it adds to the Total Army, the focus must remain constant. That is, every unit must be adaptable to a constantly changing Army environment, relevant to the current needs and missions of the nation, and ready to meet the challenges of the 21st century.

Beginning in 1990, the ARNG/USAR embarked on a path of change by modernizing their aviation units from a Cold War force to one that is prepared for the 21st century. The Guard and Reserve have reduced in size by over 35 percent since 1990, as well as cutting the number of command, control and support headquarters in half. This process of restructuring enabled the Guard and Reserve to focus on

the changing mission requirements worldwide.

ARNG/USAR aviation's overarching purpose and the focus of their training programs is two-fold. First, they are a key part of the Army aviation team in the support of our Army's missions as directed by our national command authority. Second, they respond to and provide support for the individual states in the event of natural disasters or other humanitarian-relief operations.

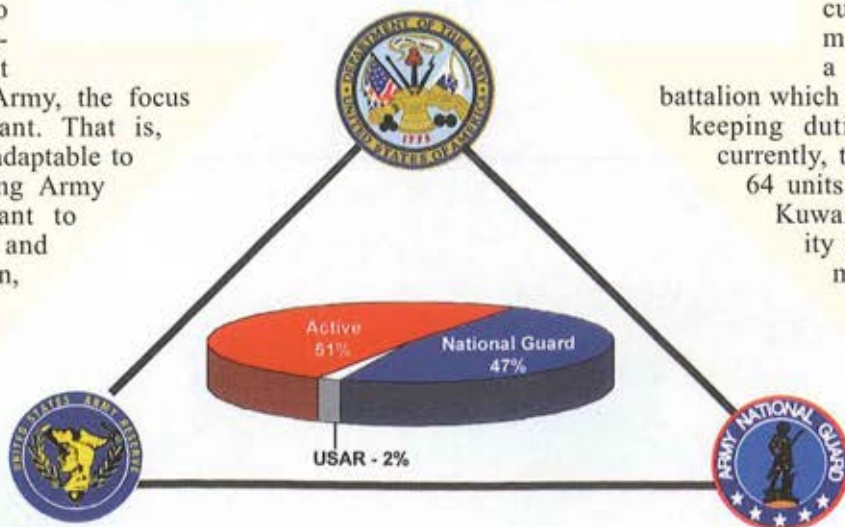
Stability and support operations are becoming an integral part of the Guard and Reserve aviation mission. For example, the ARNG is currently providing the majority of soldiers to a program composite battalion which is performing peace-keeping duties in Sinai. Concurrently, there are Guard AH-64 units in both Bosnia and Kuwait, conducting stability operations as part of multinational forces.

Over the past year, Guard aviation - in the form of aircraft from Oregon and Puerto Rico - has teamed with active-duty units to provide hurricane relief to Nicaragua. In

addition, Guard aircraft have provided critical disaster-relief support and counterdrug operations in the continental United States (CONUS).

Guard aviation units are also tasked with providing support during state emergencies. While flying medical

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evacuations, aerial surveys, resupply and search-and-rescue missions, Guard and Reserve aviators have continuously demonstrated their professionalism and vital importance to our nation.

In the attack arena the Guard and Reserve have a total of nine corps- or divisional-level AH-64 battalions, seven in the Guard and two in the Reserve. All of the battalions have gone through training at Fort Hood, Texas, under what was the Apache Training Brigade. Five of the battalions are located west of the Mississippi River, with two battalions in Texas and one each in Arizona, Utah and Idaho. The remaining four battalions are located east of the Mississippi, with one battalion each in Florida, North Carolina, Kentucky and South Carolina. In addition, the Guard has a number of AH-1 Cobra attack battalions as part of the divisional structure. Some of these units are equipped with C-night, a night-vision optical targeting system, and are armed with TOW missiles.

The CH-47 heavy-lift companies are widely distributed in CONUS areas that may need heavy-lift support in the event of a natural disaster. Often they are called out, in a state mission role, to support disaster-relief operations after such events as tornadoes, hurricanes, fires or floods. Many of these units are included not just in the Army's war plan, but in also their state's disaster preparedness and relief plans.

Guard and Reserve UH-1 and UH-60 helicopters also play a significant role in supporting both state and national objectives. Like the CH-47s, the UH-60s are distributed by company or battalion elements throughout the country to provide state support while still providing corps- or divisional-level lift capability. In addition, the UH-60s can provide lift in the event that a

state experiences a manmade or natural disaster. The Guard has a number of divisional utility-lift UH-1 battalions. Like the UH-60s and CH-47s, these are aligned to provide support to the Guard divisions and can be used as a utility asset for state emergencies. Lastly, the Guard has four light utility helicopter battalions intended for corps-level support. They are currently operating UH-1s, with the companies spread throughout the country to take advantage of their lift capabilities for state missions.

The importance of reserve-component aviation to the Army will remain as the force continues to modernize its aviation assets, removing older airframes from the fleet and reshaping itself to meet the current and future challenges facing our nation. Modernizing the National Guard and Army Reserve fleet - as well as our active component - is critical to the overall success of Army aviation. Our goal is to provide our soldiers the best equipment and training our nation can provide. Our aviation force demands this level of support.

Together, we have postured the National Guard and Army Reserve aviation forces as an integral part of Army aviation, to meet the challenges of the 21st century so that our forces will continue our 20th-century legacy of selfless service. Guard and Reserve aviation forces are on the leading edge of change and add another dimension to the versatility and warfighting capability that Army aviation brings to the future.

Above the Best.



Maj. Gen. Anthony R. Jones is commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala., and chief of the aviation branch.

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ARMY GUARD

NATIONAL AVIATION:

Challenging the Next Millennium

By Alberto J. Jimenez

Army National Guard aviation has repeatedly shown it can meet all challenges when properly resourced. On any given day, a wide range of different types of units are in various stages of rotating to or from deployment sites outside the continental United States (OCONUS). They are supporting real-time Army missions abroad: Apaches to Kuwait, utility and aeromed to Bosnia, cargo and utility to Central and South America for nation building; plus tactical deployments to Europe and supporting operations worldwide.

Beyond the tactical training they undertake stateside with their trace counterparts, ARNG aviation units are regularly engaged on the home front to perform urgent state missions. For most of these CONUS missions the ARNG and Air Guard citizen-soldiers are typically "first in and last out," because they live and work in the affected communities. For more than three centuries, Guard members have provided instant reaction to a wide variety of natural disasters and regional hardships whenever required.

Our units have already modernized across the spectrum, transitioning into such aircraft as the AH-64 Apache, UH-60 Black Hawk and CH-47 Chinook. Because we make up 47 percent of Army aviation, the next decades will bring even greater challenges as we introduce the AH-64D Longbow and RAH-66 Comanche. Once again, we will develop and sustain proficiency in the advanced capabilities, tactics and doctrine afforded by these next-generation aircraft.



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The Support Infrastructure

ARNG aviation has come a long way since the Vietnam era. After Army forces returned to CONUS, the National Guard Bureau (NGB) recognized a predictable pattern developing — receiving increasingly complex aircraft and systems — and developed an infrastructure to support and sustain new equipment associated with future force structure. That infrastructure consists of a vast operational, logistics and maintenance support system and centralized training sites.

The logistics and maintenance network consists of 94 ARNG Aviation Support Facilities (AASFs) and four Aviation Classification Repair Activity Depots (AVCRADs) supporting the states in their respective geographic regions.

The ARNG Aviation Training Sites (AATS) were built to support requirements for legacy (non-modernized) aircraft, as well as to provide a "surge" capability for the U.S. Army Aviation Center (USAAVNC) at Fort Rucker, Ala. These centralized training bases are the Eastern (EAATS) and Western (WAATS) at Fort Indiantown Gap, Pa., and Marana, Ariz., respectively. The EAATS meets ARNG training needs of our utility/cargo force, while WAATS supports attack/scout training requirements and the ARNG network of counterdrug Reconnaissance and Interdiction Detachments (RAID). A High Altitude Training Site (HATS) in Eagle, Colo., prepares aviators for missions in mountainous terrain with a special focus on power management; and a Fixed Wing Aviation Training Site (FWATS) in Clarksburg, W.V., provides aviator and instructor pilot requirements for the ARNG fixed-wing fleet.

Sustaining the Force

The key to readiness in these and other units is resourcing the logistics and maintenance infrastructure. Equipment availability is directly proportional to the manpower and materiel applied in the support of that equipment. Recent constrained budgets have handicapped ARNG readiness with shortages of full-time manning and higher-than-budgeted cost supporting older, modernized aircraft. These are high visibility "rocks" for all National Guard (non-aviation as well as aviation) units as NGB seeks adequate resourcing to meet the readiness and mission requirements for the new millennium.

Future Combat Readiness

The ARNG continues to modernize its attack helicopter fleet. Seven of our 13 attack battalions have so far been upgraded from the AH-1 to the AH-64. Two of these will further upgrade to the AH-64D Longbow during fiscal years 2004 to 2006. Five of the six remaining AH-1 attack battalions are projected to receive Apaches beginning in FY02 and the sixth is scheduled to be re-equipped with the OH-58D Kiowa Warrior. As RAH-66 Comanche fields, it will cascade additional AH-64 and OH-58D aircraft to modernize the remaining ARNG attack/scout force in our division and regimental air cavalry units.

The new millennium also brings the Digitized Battlefield; plus in-depth roles for ARNG aviation in homeland defense (including threats from weapons of

mass destruction), military support to civil authorities and domestic support operations. ARNG aviation is ready to meet these challenges.

In efforts to optimize training time and generate additional training opportunities, ARNG aviation is moving toward a much greater emphasis on simulation as a tool in meeting Combined Arms Training Strategy (CATS) requirements.

The ARNG's mid-1990s initiative to develop an Aviation Reconfigurable Manned Simulator (ARMS) has recently been integrated into the Army's Aviation Combined Arms Tactical Trainer (AVCATT), which is scheduled for fielding beginning in FY01. ARNG will receive six AVCATT-ARMS devices, each one a company-size (six-cockpit) unit that can be readily reconfigured to replicate any helicopter in the Army inventory. These trainers will enhance readiness and provide opportunities for networking ARNG units with their training or wartime counterparts from their home stations.

Combat Training Center (CTC) rotations and staff training exercises must be increased by providing increased funding, and raising the training priorities for units. A number of ARNG units have used DARPA's SIMulations in Training for Advanced Readiness (SIMITAR). Assessment reports indicate that units (brigades) using SIMITAR display notable improvements in different facets of collective training — gunnery, maneuver and battle-staff training. Combat units that train together using SIMITAR and other available training initiatives will become more proficient and improve their combat readiness.

Meeting the Challenge SAFELY

Our safety challenges are not insignificant. The ARNG has come a long way in its ability to integrate safety into training and battlefield operations. As the aviation missions become more complex, our safety tools are being constantly assessed to insure that we provide an effective and proactive safety program for our units and personnel.

Our most recent initiative, in conjunction with the U.S. Army Safety Center, uses the already established Reserve Component Automation System (RCAS) information infrastructure. RCAS teams are currently developing an embedded safety program that will center on a safety log of fleet-wide mishaps and hazards. This will allow commanders to quickly identify new trends and aircraft-specific shortcomings.

Balancing the Future

While the challenges are many, ARNG aviation will continue to climb toward excellence ... strengthening its participation as an integral member of our Army. Rotations, lengths of deployments, certifications and other elements of training and mission readiness will be on our plate as we find the "right solution" to maintain the optimum relevance and availability of our soldiers - blending individual, family and employers requirements for the future.

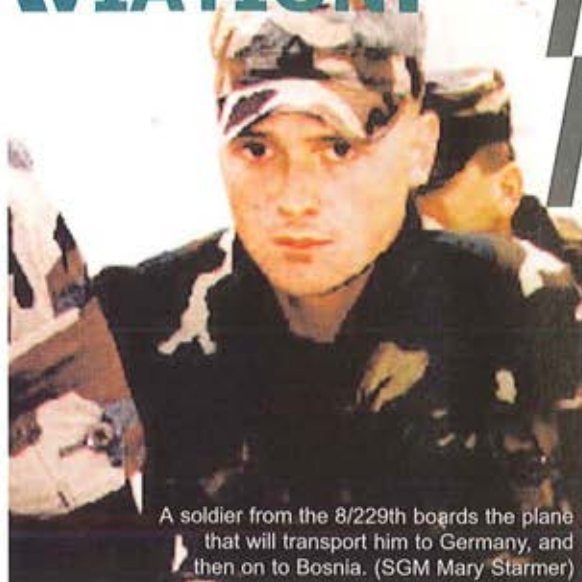


Alberto J. Jimenez is chief of the Army National Guard's Aviation and Safety Division in Arlington, Va. Senior division staff officers contributed to this article.

ARMY RESERVE AVIATION:

Ready and Relevant

By Col. Daniel J. McGraw and
Lt. Col. Eugene Pawlik Jr.



A soldier from the 8/229th boards the plane that will transport him to Germany, and then on to Bosnia. (SGM Mary Starmer)

Army Reserve CWO 4 Gwen Schallow, the first pilot-in-command of an AH-64, is typical of the Reserve's dedicated aviation professionals. Here she stows her gear before a flight.



Today's Army Reserve aviation units are ready and relevant in our national military strategy. Every unit is "wartraced" and most have been designated high-priority Force Support Package One, or first-to-deploy units.

All of Army Reserve aviation is fully modernized and structured under one command, the 244th Theater Aviation Brigade at Fort Sheridan, Ill. It is one of only two theater aviation brigades in the Army force structure and is wartraced to Third Army (ARCENT).

The 244th Avn. Bde. is a major subordinate command of the U.S. Army Reserve Command. The brigade's subordinate commands are the 8th Battalion, 229th Avn. Regiment (AH-64A), 7th Squadron, 6th Cavalry Regt. (AH-64A), 5th Bn., 159th Avn. Regt. (CH-47D), 7th Bn., 158th Avn. Regt. (CH-47D), 6th Bn., 52nd Avn. Regt. (UC-35A/C-12R), 2nd Bn., 228th Avn. Regt. (UC-35A/C-12R), and Company M, 158th Avn. Regt. (AVIM). These units are located in 12 states. Assets include 2,100 soldiers, 300 civilians, 152 aircraft and 13 aviation-support facilities.

Aviation support facilities are located at Fort Knox, Ky.; Fort Eustis, Va.; Fort Rucker, Ala.; Fort Hood, Texas; Fort McCoy, Wis.; Fort Lewis, Wash.; Fort Bragg, N.C.; Dobbins Air Reserve Base, Ga.; Conroe, Texas; Los Alamitos, Calif.; Olathe, Kan.; Johnstown, Pa.; and Willow Grove, Pa. An additional facility will be opened soon at Fort Carson, Colo.



Schallow (in rear seat) and Kinwood prepare for take-off.

The Apache lifts-off from the runway.



Schallow flies the AH-64 Apache out for the training exercise.





During their pre-flight inspection WO 1 Allen Kinwood checks the Apache's main rotor as CWO 4 Gwen Schallow inspects the helicopter's port engine.

During the past year Army Reserve aviation has deployed personnel and equipment to support missions in Bosnia, Germany, Kuwait, Venezuela, Iceland, Egypt, Jordan and Korea. The most significant deployment was that of the 8th Bn., 229th Avn. and elements of M-158th to Bosnia in August in support of Operation Joint Forge. This was the largest deployment of Army Reserve aviation assets since Operation Desert Storm and the first time that an Army Reserve aviation unit had assumed part of the combat aviation mission in Bosnia.

The successful mobilization and deployment of the Apache-equipped 8th Bn. was particularly challenging and many organizations contributed to that success. Among those organizations were Forces Command, First Army, U.S. Army Reserve Command, the Army Aviation Center's Directorate of Evaluation and Standards, and the 10th Mountain Division. It was truly an example of one Army.

The 8th Bn., 229th Avn., received its notification for training in January. First Army assumed a key role in training the unit for mobilization and certifying it for deployment. A major field training exercise was conducted during February with the 10th Mtn. Div.'s 10th Avn. Bde. at Fort Drum, N.Y. During May an aviation training exercise was conducted with the 10th Avn. Bde. at Fort Rucker as the staff and aircrew certification process continued. This exercise was also linked via a local area network to the 10th Mtn. Div.'s exercise at the Joint Readiness Training Center at Fort Polk, La.

The 8th of the 229th completed most post-mobilization training during a 29-day annual training period in June. In addition, the battalion flew some 500 hours and qualified 21 aircrews in gunnery. The unit ultimately deployed with 24 qualified aircrews and 16 fully mission-capable aircraft - much to the cred-

it of ASF Knox and the assistance provided by the 7th Sqdn., 6th Cav.

One of the most significant training challenges was the change in the battalion's mission essential task list (METL) prompted by the requirements of the mission in Bosnia. Basically, the METL's focus shifted from deep attack operations to a peacekeeping mission which included escort, reconnaissance and quick-reaction force operations. Hundreds of hours of classroom instruction, combat mission simulator training and flight time were dedicated to mastering the requirements of the new METL and rules of engagement.

In addition to the training challenges in getting ready to deploy, the soldiers, families and employers of the 8th of the 229th's members faced monumental challenges resulting from the lack of a mobilization order. Usually a mobilization order is not published until about 30 days before a deployment. The deployment date for the 8th Bn., 229th Avn., was August 24. The mobilization date was July 29. The battalion completed some 98 percent of its post-mobilization training before even being mobilized. Its aircraft and equipment were loaded at the seaport of embarkation for sealift to Bosnia on July 16, two weeks before the mobilization date.

The lack of a mobilization order created a severe hardship for many soldiers in dealing with their employers in getting time off to train for the deployment. Training an Apache battalion is not a one-weekend-a-month proposition under any circumstances, let alone for a deployment. Most soldiers required 48 days away from their jobs. Through it all, only one individual left the unit, which is a credit to the unit members, the battalion, the Army Reserve as a whole and employers of these citizen-soldiers. The unit's Family Support Group played a key role in assisting soldiers and families through the pre-mobilization, post-mobilization and deployment phases.

The battalion departed for Fort Benning, Ga., the mobilization station, on Aug. 15, where members completed Bosnia-specific force protection training and made final preparations for overseas movement.

The main body departed Aug. 24 and arrived in Bosnia Aug. 26 to join the 10th Mtn. Div. The transfer of authority for the aviation mission occurred on Sept. 15. The 204 soldiers in Bosnia represent a part of the more than 12,000 Army Reservists who have been deployed to Bosnia since 1996. Army Reserve aviation currently has almost 300 soldiers deployed worldwide.

Aviation occupies a significant place in the Army Reserve's force structure. Its soldiers are deployed worldwide doing their duty as a ready and relevant part of America's national military strategy.

Additional information on Army Reserve aviation is available from Maj. John J. Gallagher at (847) 266-4463.



Col. Daniel J. McGraw is the commander of the 244th Theater Avn. Bde. and Lt. Col. Eugene Pawlik Jr. is the unit's operations officer. Mr. Tony Johnson of the U.S. Army Reserve Command Public Affairs Office contributed to this story.

The Guard's ADMRU - Keeping Them Flying

By MSgt. Donna E. Lewis

Ever wonder who "keeps 'em flying"? In the Army National Guard, the job of maintaining rotary-wing aircraft is done by the men and women who are part of the Aviation Depot Maintenance Roundout Unit (ADMURU) program. The ADMURU is made up of more than 1,400 soldiers manning four Aviation Classification Repair Activity Depots (AVCRADs), and a command-and-control headquarters known as the Mobilization AVCRAD Control Element (MACE)

The AVCRADs — strategically located in Connecticut, Missouri, Mississippi and California — are each answerable to their respective state adjutants general for premobilization and individual training. The MACE is a Maryland Army National Guard unit stationed in the Edgewood Area of Aberdeen Proving Ground. Upon mobilization, the AVCRADs fall under the command and control (C2) of the MACE and become operational entities of the U. S. Army Aviation and Missile Command (AMCOM). This arrangement is unique in that the core element (the ADMURU) actually consist of units and National Guard members from five states. In addition, the ADMURU is the only element of its kind in the entire Army inventory.

The MACE is authorized 60 soldiers, almost equally divided between enlisted members and officers. Although aviation oriented in its mission, the unit requires a variety of skills and MOSs in order to function. Structurally, it consists of the Element Headquarters and five divisions: Administrative Services; Operations and Training; Logistics; Comptroller and Quality Assurance. The divisions work in concert to support the AVCRADs and coordinate mission assignments.

Among the MACE's accomplishments are coordination of efforts to support Army aviation activities during Operations Desert Shield and Desert Storm in 1990 and 1991; Operation Continue Hope in 1992; Exercise Ocean Venture 1993; Exercise Bright Star in 1993, 1994 and 1995; and Operation Uphold Democracy in 1995. Over the past 10 years the ADMURU program has been performing a CONUS Depot Classification Mission (CDCM) at Corpus Christi Army Depot, Texas, during which period more

than 218,000 parts were processed, resulting in a savings to U.S. taxpayers of \$110.2 million. During the 1999 training year (TY 99) the MACE has coordinated efforts to provide direct support for rotary-wing maintenance crews for U.S. operations in Korea. The deployment has reduced the time required to perform maintenance inspections to less than half the theater standard and has provided our National Guard soldiers the opportunity to receive critical deployment training and gain first-hand knowledge of operations in Korea.

Since its creation in 1979 the MACE has repeatedly been recognized as an exceptional unit. It has won the Eisenhower Trophy eight times and has received the National Guard Bureau ARNG Superior Unit Award 11 times. During TY 99 the MACE had a C-1 rating, an MOSQ of 91 percent and a 100 percent APFT pass rate (with six soldiers scoring 300 or better) and a weapons qualification of 100 percent.

The officers and soldiers of the MACE treat one another as professionals and with respect. Morale is high and the NCOs are skilled and caring. It is a unit in which the principles of Total Quality Leadership are practiced at every drill. There are no AWOL or non-val pay problems at the MACE, because the members value their jobs and know that they are valued members of the MACE team. The MACE is one of the few Army National Guard units that can boast that is performing a live, full-time mission with competent, conscientious and justifiably proud part-time citizen soldiers.



MSgt. Donna E. Lewis works for the Maryland ARNG's MACE at Aberdeen Proving Ground, Md.

RESCUE

By Ben A. Van Etten



An average day turned into something quite different when an Air America helicopter crew answered a call for help.

There are certain dates in a lifetime of events that stay etched in our memories. I can vividly remember my wedding day and other important family events, for example, and where I was the day that John F. Kennedy was assassinated. And I can clearly recall March 18, 1972.

I was the pilot on an H-34D helicopter for Air America, Inc. It started as a routine flight from Udorn, Thailand, to Pakse, Laos. My passengers were mainly flight crews "dead heading" up country for a crew rotation. I was scheduled to remain six days in Pakse.

King was the call sign of the Air Force airborne controller for search and rescue (SAR) missions in Laos. I was about 10 minutes from landing for refueling in Savanaket, Laos, when King broadcast a message for "any Air America helicopter in the Savanaket area that might be available to help rescue a downed pilot."

Normally the military took care of its own SARs, but Air America made many rescues simply because we were in the area. Some times the Air Force was its own worst enemy, because by the time birds were scrambled, briefed, cover provided, MiG-cap provided, and authentication of the downed pilot (as if the enemy would stage a fake crash) were made, he'd probably be captured. On two other occasions I'd picked up downed crew members and moved them to a safe area, where they were picked up by the military.

On this occasion I responded that I could be available, after refueling. I was given a radio frequency to contact Sandy One — the on-scene commander directing the rescue operation — once I was back in the air.

The downed aircraft was an OV-10 forward air controller (FAC) out of Vietnam. It had been shot down by anti-aircraft artillery (AAA) over Route 23 (part of the Ho Chi Minh Trail) about 40 miles east of Savanaket. The pilot was hiding on the east side of the "road," which was alive with massive AAA activity, and a quick pickup could avert his certain capture by North Vietnamese Army (NVA) troops.

I contacted Sandy One shortly after takeoff and was directed to head east to Route 23 and take up an orbit with-

out crossing the road.

"Hotel 70, roger," I replied. Sandy One and Sandy Two were a flight of A-1E Skyraiders that normally escorted the CH-53 Jolly Green Giant rescue helicopters.

As I flew closer to the area I could hear Sandy One talking to the downed pilot over the UHF guard frequency. He was OK, but the NVA soldiers were starting to look for him.

I might add at this point that March is the height of the "smoky" season when the farmers in that part of the world slash and burn, clearing areas of the jungle for planting the next season's crops. Because of the smoke, visibility on that day was down to less than a mile.

I flew up to Route 23 and began an orbit, then called Sandy One with my position. I also requested the coordinates of the downed airman, which Sandy One refused to pass. "Besides," he said, "the Jollies are on the way and will be making the pickup."

That was just fine with me and my crew. We didn't relish the idea of flying through 37mm AAA, not to mention the 23mm and 12.7s that were reported in the area.

Finally, I heard the Jollies call Sandy One with an ETA of 15 minutes. Sandy replied with "continue inbound while I descend toward the target to get a visual on the downed pilot."

A few seconds later Sandy Two reported ground fire directed toward Sandy One. Sandy replied with "Roger, I heard the shots, but didn't take any hits."

Even though I was only a mile or so away from the pickup point, I had yet to see the Sandies because of the smoke.

The next radio transmission was from one of the Jollies saying, with a nervous sounding voice, that he needed to RTB (return to base) because of a fluctuating gauge (probably his blood pressure). Jolly Green Two came back with "I'm right behind you." He sounded relieved.

I called Sandy One again and again requested the coordinates of the downed pilot. The A-1E said he was going to make another pass over the area and would get back to me.

"You're receiving fire," Sandy Two announced almost immediately.

"I've been hit and I'm on fire!" was Sandy One's reply. I broke in at the point to urge Sandy One to turn to 270 before bailing out, wanting him to head west toward us and bail out on the west side of the road. We hadn't had a visual on him yet.

"Negative," he replied, "I'm heading south and ejecting right now!" As he was making his last transmission I turned the UHF homing switch that showed his position from us as 080.

I was orbiting at 3,000 feet and nosed over to descend to tree-top level before crossing the road.

The other two crew members (Capt. B.J. Ruck, my copilot, and flight mechanic Jim Nakamoto) both agreed to go on with the rescue. There was no doubt that this one could definitely turn into a "rotten sandwich." We all needed to be on the same sheet of music.

The Vietnam-based Air Force OV-10 Bronco had been shot down over Route 23, about 40 miles east of Savanaket, Laos.

Another Air America H-34 — crewed by Bill Johnson and Dave Ankerberg — arrived as my backup and said they'd orbit west of the "trail" while I went in for the pickup.

We were low level with the wheels inches from the tree tops, heading 080, pulling lots of power, maintaining max air speed (above VNE, no doubt). When we crossed Route 23, which seemed like a four-lane highway, we were exposed for 10 to 15 seconds — much longer than we'd anticipated. The "pucker factor" was also "red lined," but we never heard a shot! Once back over the trees we breathed a bit easier.

Looking ahead through the smoke and haze we could see the fire and black smoke billowing from Sandy One's wreckage. I turned a few degrees left, figuring that the A-1E had probably flown on for a few seconds after the pilot ejected.

About that time Sandy One called on his survival radio to say he could hear us and that we were headed straight for him. I spotted his orange parachute and noted with some dismay that he was hanging about 50 feet up in a tree!

I settled to a low hover over him for a hoist pickup with the jungle penetrator. Jim operated the hoist as I hovered the aircraft. B.J. had his Uzi submachine gun, loaded, on his lap, watching out the left side (as if the 9mm Uzi would do us much good against a squad of highly perturbed NVA soldiers with AK-47s).

Sandy Two was in a tight orbit over us. We felt good about that — those A-1Es packed a lot of firepower!

The pilot of Sandy One was looking up at us with a big

grin as Jim worked the hoist to lower the penetrator. I was thinking it was a bit early for celebration, because we had a long way to go.

This particular hoist only had one speed — slow. It seemed to take forever for it to get to him. Meanwhile, we were expecting the bad guys to come running out of the jungle with guns blazing. Under the triple canopy the ground appeared open.

Jim came on the intercom and advised us that our grinning pilot couldn't reach the penetrator! Jim was trying to swing it to him, but because of the dense tree foliage it wasn't happening.

About that time we heard the first round explode above us. I'm not sure if the NVA troops were shooting at our cover A-1E or was trying to lob an air burst at us. Anyway, things were a bit tense.

We retrieved the hoist while Sandy One's pilot rappelled to the ground, unhooked from his survival pack and moved to a more open area. We then moved back over him and lowered the penetrator; he hooked up and we began the extraction as a second explosion was heard overhead. It sounded close!

To add to our concerns, the 30 minute low-fuel light had been illuminated for approximately 20 minutes. We finally got Sandy One into the aircraft and figured that we'd been hovering there for 34 minutes! Luck was with us, for the bad guys were still a no-show.

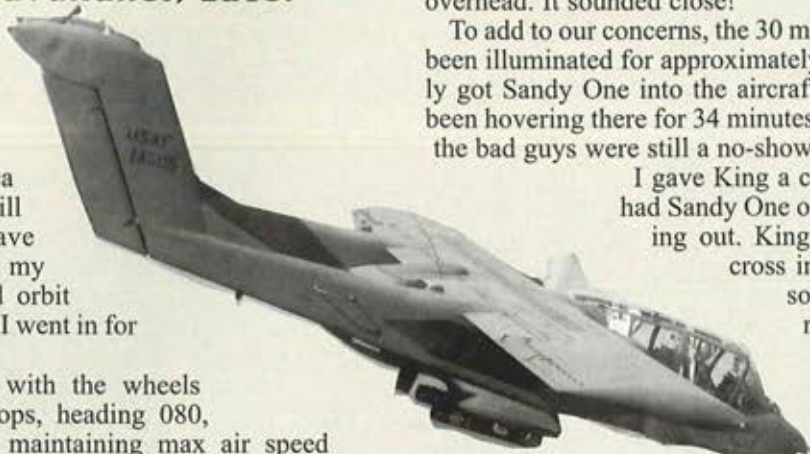
I gave King a call to let him know we had Sandy One on board and were heading out. King advised us not to recross in that area, but to head south and cross the road near the town of Saravan, where it was safer. Unfortunately, we were too low on fuel to go far. If we were going to run

out of gas, the west side of the road was our best option. I advised King that we'd have to cross at the same area where we came in.

I'd radioed to have a drum of fuel brought out. After crossing Route 23 (again without incident) we rendezvoused with the other Air America chopper, landed in a field, and hand-pumped 55 gallons of gas into tanks that must have contained only fumes.

While we were refueling, we were all feeling pretty good about saving the downed pilot, but mainly we were glad to still be alive. Being the nice guy I am, I decided to have a little fun with the pilot. There was a rumor going around in the Air Force that Air America crews received a \$10,000 bonus when we recovered a downed airman. Not true.

I got with the pilot and told him that we wouldn't be taking him directly back to his base in Thailand, and would be going on to Pakse. Of course at that point anything I said would have been fine with him. I further explained that he was worth 10 grand to me and my crew and we hadn't been paid for our last rescue. So we wanted to make sure we turned him over to the right person to get credit for the bonus. He bought it all — hook, line and sinker.



With in an hour we landed at the Pakse Airport, turned the happy pilot over to his Air Force representative, and reported in to our "customer," Jim Butler. Jim (call sign Grey Fox) told us to assemble in the briefing room. We had a mission (exfill) in the Bolivons plateau — it would be another hot one to finish out an already busy day.

The Bolivons Plateau

Three helicopter crews assembled in Butler's briefing room to hear the details: A battalion of Laotian soldiers had been under daily attack by NVA artillery and had about 30 wounded soldiers to be picked up. They were located on the Bolivons plateau and were moving to an area that would be safe enough for a helicopter pick-up. The LZ would be on a high open area about 30 miles east of Pakse.

I was going to be the flight leader in Hotel 70, with the other two H-34s following close behind. The third aircraft would remain high and become the SAR aircraft in case one of us was shot down. Piece of cake!

Then into the room came the "customer," a CIA case officer whose call sign was Sword. We all looked at each other with the same thought: Sword didn't have the greatest reputation for honesty. He'd tell a chopper crew whatever he wanted to hear so he'd attempt the mission. Sword was determined to win the Medal of Honor, even if the chopper was shot down in the process.

The plan was that Sword would ride in my bird, be dropped off at the pick-up zone, sort out the wounded while we orbited overhead, and call me in when they were ready for extraction. The H-34s would land one at a time. If the first aircraft didn't receive any fire the second would land and pick up more wounded. We'd continue making trips until all of the wounded were picked up or we started to take fire.

On the Bolivons the NVA had artillery and some light armor. The Lao and Thai soldiers were not as heavily armed; all they had was limited air support when the weather permitted and, of course, Air America.

The Pakse Airport is on the Mekong River and during that period was a relatively safe area. About 15 miles east, where the high plateau of the Bolivons begins, was an area pretty much controlled by the enemy. The Royalists (Lao Army) had occupied most of the plateau (at least the populated areas) until late 1971. The NVA then gradually pushed the Royalists out and by March of 1972 controlled most of the Bolivons.

One of the real travesties associated with the communist take over of that part of Laos was that the development of the region's immense natural resources stopped. The Bolivons plateau was a mountainous area about forty miles square, ranging in elevation from 2,000 to 5,000 feet. It contained some of the most fertile land in Laos. Anything could grow there and that could amount to about four crops a year.

The U.S. Agency for International Development (USAID) had spent time with the farmers and introduced many hybrid crops, all of which did amazingly well. Even strawberries — a crop previously unknown in Southeast Asia — flourished in that area.

Because of the higher elevation the rivers on the plateau were clear and cold. There was a waterfall on the eastern

edge we called Niagara Falls. It was a beautiful setting and could have been developed into a world class resort. Wild game — including tigers, wild gaur and elephants — abounded in the area.

After about 15 minutes in the air we neared the landing zone. We remained high and looked for the proper signal panel to appear on the pad. A white "O" was put out and I could see about 30 soldiers standing around the LZ. The fact that they were not hidden from view meant that there probably hadn't been any recent enemy contact.

I dropped off Sword while the other two H-34s remained high overhead. The landing blew up a great deal of brown dust, which would definitely alert any enemy in the area that a chopper had landed.

In about five minutes Sword radioed that they were ready for the first aircraft — me. The litters with the wounded were lined up next to the pad where I landed, again creating a large cloud of dust.

I kept the RPM up and the aircraft light on the struts, expecting incoming fire at any time. The wounded were being loaded when I heard the first explosion about three hundred meters behind us! I decided to wait about 10 seconds before taking off, giving Sword a chance to get in the aircraft. I figured that if a second round was fired, it still wouldn't hit us (hopefully).

There were several litters and walking wounded at the doorway when the second round hit. Right in the middle of the troops next to the aircraft! Five feet left and we would have been history.

I was looking down from the right seat at the loading procedures when the round exploded. The concussion and noise from the impact were instantaneous, but the resulting mass of bodies being thrown in all directions seemed to happen in slow motion.

I hoped that Sword had jumped aboard because we were out of there. We had a heavy load, and because of the high elevation it seemed to take forever for the H-34 to gain airspeed. As we were climbing out, another round went off under us. They were trying to shoot us out of the air!

Sword was with us in the aircraft, but he'd received a shrapnel wound. There was also a wounded soldier hanging on to the wheel strut! The back of his shirt was covered with blood and as we gained airspeed and altitude I expected to watch his body drop hundreds of feet into the jungle.

Suddenly, the muscular arm of my flight mechanic, Jim Nakamoto, reached out the aircraft cargo door, grabbed the soldier's shirt, and yanked him inside! Another life saved, as we heard later, because the soldier survived his wounds.

By the time we arrived back at Pakse the sun was setting. We inspected the aircraft for damage, but there were only a couple of small holes. No problem.

The mission would be continued in the morning. This would give the soldiers time to move to another location. Meanwhile, after a very eventful day to say the least, we were ready to suck down a few cool ones. As I mentioned earlier, March 18, 1972 is a day I'll always remember.



CWO 5 Benjamin A. Van Etten Jr. (Ret.) served with Air America in Southeast Asia, and with Army aviation in Grenada, Saudi Arabia and Somalia. Until 1998 he was chief of the Aviation Logistics Management Division, supporting all Army aviation in XVIII Airborne Corps.

Warrant Officers

have been the
Experts in Service
since our country's beginning.



By Shelley Davis

The following article, edited for style and length, is reprinted here with the kind permission of Retired Officer magazine.

They are older than the Navy and Marine Corps, but they didn't join the Army until the 20th century. The Air Force doesn't have any. The Coast Guard has a higher percentage than any other service.

What are they?

Warrant officers.

But, really, what are they?

"We're known as the experts," explains freshly minted Marine Corps WO 1 Wade Wallace, while pushing tent stakes into the cold earth at Quantico, Va. Before he was selected for promotion to warrant officer, Wallace was an E-6 staff sergeant with 12 years of enlisted experience behind him. His overnight bivouac at Quantico was part of the Marine Corps' effort to teach its new warrant officers the leadership and combat skills expected of its officer corps.

The rank of warrant officer is perhaps the most misunderstood of all military ranks. Most, but not all, are commissioned officers. As a group, warrant officers fall between the lowest regular-officer rank and above cadets, officer candidates and enlisted personnel. Confusion over the definition and role of warrant officers is widespread.

And for good reason: Historically, each of the services has used warrant officers in a different way. Legislative efforts to unify the use of the rank have for the most part not brought uniformity, although the Warrant Officer Study conducted in the 1980s resulted in 1986 legislation that provided a framework for standardized procedures across the services.

But all warrant officers agree that they are, as Wallace says, the experts. Wallace's area of expertise is telephone



cable systems, but warrant officers serve in a broad range of technical specialties, including air traffic control, aviation maintenance technician, satellite communications system repair/technician, underwater special operations, pilot, Criminal Investigation Division special agent, band leader, physicians' assistant and information systems technician, to name but a few.

"We are the true technicians. We know the job inside and out," is the way retired CWO 4 Tom Hennen puts it.

To understand the importance of defining a warrant officer as a "technical expert," it is necessary to roll the clock back — waaaay back, all the way to the Middle Ages. Tracing the evolution of the warrant officer corps in a single service is a challenge, let alone determining their status and stature in each branch of America's military. But here we go.

Nautical Beginnings

When ships were needed for fighting a thousand years ago, they were drafted into service from their merchant owners. The captains placed in charge of such ships often didn't know how to sail, so commoners who were expert seamen received royal warrants requiring them to serve their kings for specified periods of time. The term "warrant" is derived from an old German word meaning trust, care or guarantee. Today, each service secretary issues warrants for the lowest of the warrant officer grades, WO 1. Warrant officers above WO 1 — from Chief Warrant Office 2 through CWO 5 — are commissioned officers, with promotions received from the president.

Given the nautical origins of the rank, it makes sense that in U.S. military history it's the Navy that has the longest tradition of using warrant officers. On Dec. 13, 1775, when Congress agreed to build 13 frigates to form the nucleus of the Continental Navy, it established two grades of officers for the force: commissioned and warrants. The commissioned group included captains and lieutenants to command ships. Warrant officers included those with the skills to sail and control the ships, such as boatswains, gunners, carpenters, surgeons and pursers — in other words, the experts.

The status of Navy warrant officers has changed over time. In 1910 Con-

gress authorized the annual promotion of 10 warrant officers to the rank of ensign. By World War I most warrant officers came from the enlisted ranks, a progression that helped create the services-wide view of the warrant officer as a "bridge" rank between enlisted and commissioned personnel.

A 1959 Navy study evaluating the impact of enlisted pay grades and Limited Duty Officers on warrant officer ranks brought a short-lived phase out of warrant officers. But by 1963 the Navy had reversed itself and jump-started its warrant officer corps. Eleven years later, yet another Navy study recommended retaining warrant officers, stressing the need for this seasoned group of technical experts.

To support this goal, the Navy dropped the entry level rank of WO 1 and offered commissions to all warrant officers, allowing them to enter at the CWO 2 level. Today, the Navy has about 1,700 warrant officers, including 81 women who can serve in every career field except SEALs.

The Other Services

Marine Corps: Talented Ten

The Marine Corps added warrant officers in 1916 as gunners, quartermaster clerks and pay clerks, and today has slightly more than 1,800 warrant officers — roughly 10 percent of Marine Corps personnel. Of those 1,800, 117 are women, who are prohibited from serving in any combat arms military occupational specialty.

Coast Guard: Greatest Percentage

The Coast Guard today has 1,500 warrant officers in a total force of 35,092, the highest percentage of any service. When the Revenue Cutter Service merged with the U.S. Life-saving Service in 1915 to become the U.S. Coast Guard, there were 351 warrant officers and 242 commissioned officers. The Coast Guard assumed Navy ranks in 1921, converting many warrant officer billets to chief petty officer billets.

The use of Coast Guard patrol boats to fight liquor smuggling during Prohibition required more personnel, prompting the Coast Guard to offer exams to civilians and enlisted personnel for entrance into its warrant officer ranks, the only service to use this recruiting technique.

The Coast Guard appointed its first female warrant officer, Elizabeth Splaine, in December of 1958 and today has 49 female chief warrant officers out of a total female force of 1,450 — with no restrictions on the fields in which women can serve. The Coast Guard consistently maintains a higher percentage of warrant officers in its ranks than any other service.

Army: Largest Volume

In sheer numbers, the Army's use of warrant officers overshadows all other services, with about 11,700 warrant officers on active duty today — about 2.3 percent of its total force. Women make up nearly five percent of the Army's warrant officer corps, with 616 female warrant officers on active duty and 673 in the reserve component. Yet the words "warrant officer" didn't appear in the Army until 1918, when Congress included the appointment of warrant officers to serve as masters, mates and chief engineers on vessels of the Army Mine Planter Service.

In 1920 Congress authorized the use of warrant officers in other fields. The subsequent expansion of the Army's warrant officer corps became a way to reward and retain talented and devoted enlisted personnel after World War I. Over the years the number of Army warrant officers fluctuated widely and the rank continued to be used as a reward, producing a sense of confusion over the role of warrant officers within the Army. By World War II warrant officers were serving in about 40 military specialties, without any clear official policy on their role, and in 1944 women were authorized to be appointed as Army warrant officers.

The postwar drawdown and the 1947 creation of the Air Force as an independent service helped create a severe shortage of Army aviators. Warrant officers offered the continuity needed in the Army's growing, helicopter-dominated aviation program, which often suffered from rapid rotation and the expectation that commissioned officers would move out of the cockpit and into command assignments. The first class of Army warrant officer helicopter pilots graduated from the Army Aviation School at Fort Sill, Okla., in 1951.

The Army ultimately began to redefine the warrant officer concept, bring-

ing it closer to the "expert" model used by the other services. A 1954 study recommended more study, and a 1957 report advocated an increase in the number of warrant officers with a "high degree of technical skill acquired through extensive training." The study clearly stated that warrant officers should "not be considered as a category of personnel established as a reward or incentive."

The Vietnam War solidified the reputation of warrant officers as the Army's premier aviators, and their ranks swelled from 2,960 in the mid-1960s to more than 12,000 by 1970. They were among the first American troops to die in Vietnam and the last to leave, flying the helicopters the became an enduring symbol of that war.

Aviation remains the primary specialty area for Army warrant officers — almost 50 percent are pilots or aviation maintenance technicians — though warrants can now serve in 73 job specialties, all but two of which are open to women.

Air Force: The One With None

The 1947 transformation of the U.S. Army Air Forces into the independent U.S. Air Force included the transfer of warrant officers ranks to the new service. It also brought the tradition of using the rank as a reward or incentive. But Air Force concerns over the need to retain highly skilled enlisted personnel and to protect its fledgling officer corps conflicted with this role for warrant officers, and the Air Force began reducing its warrant officer force even as the other services were increasing theirs. The last Air Force warrant officer retired from active duty in 1980, and the Air Force today is the only service without the classification.

The Future

Today's warrant officers in the Army, Navy, Marine Corps and Coast Guard carry on the traditions of their Revolutionary War predecessors, working in a wide range of highly technical and skilled positions. Their expertise and unique technical abilities ensure that they will remain a vital part of America's military for decades to come.



Shelley Davis is a free-lance writer based in Manassas, Va.

Army Warrants of Note

Mike Novosel

One of only two warrant officer pilots to receive the Medal of Honor in the Vietnam War, retired CWO 4 Michael J. Novosel also carries the distinction of flying combat missions with his warrant officer son, Michael Jr.

The event which led to the award of the Medal of Honor to Novosel took place on Oct. 2, 1969, just months before his son, a newly minted WO 1 helicopter pilot, joined him at Binh Thuy in the 82nd Medical Detachment. The senior Novosel was a medical-evacuation pilot who risked his life to rescue 29 surrounded Vietnamese soldiers.

Novosel was much older than the average Army helicopter pilot. By age 42 Novosel had flown B-29s in World War II, worked as an airline pilot and was a reserve Air Force officer. When he asked to be put on active duty to help train pilots for Vietnam the Air Force turned him down. Undaunted, Novosel turned to the Army. "I heard the Army was desperate for pilots," he now says, "and you can see they were, because they took me!"

Today, both Novosels are retired CWO 4s. The senior Novosel has just completed his memoirs, which are to be published later this year by Presidio Press.

Tom Hennen

Only one warrant officer has flown in space. Only one warrant officer will probably ever fly in space, according to the one who did.

Retired CWO 4 Tom Hennen explains that his trip into space occurred when the Department of Defense was still conducting classified programs on the space shuttle. As an Army intelligence specialist, Hennen was selected as a payload specialist for "a very specific task to be performed in space."

The reason Hennen believes he will probably be the first, last and only warrant officer in space is that the space shuttle is no longer used for classified missions and the payload specialists flying on current shuttle flights are all civilians. "It was a fairy tale," says Hennen of his week-long 1991 trip on the space shuttle Atlantis, orbiting the earth 109 times and traveling 2.9 million miles.

Hennen joined the Army in 1971 and became a warrant officer ten years later. He retired in 1995 and today is executive director of the Atlantis Foundation, a Seabrook, Texas-based non-profit organization that assists people with developmental disabilities.

Richard Sauer

Talk about being in the right place at the right time. In 1967, Richard Sauer was an enlisted administrative assistant stationed in Heidelberg, Germany, hoping for a promotion to warrant officer. Just as his application landed on a desk in Washington, D.C., Gen. William Westmoreland was looking for a new assistant. Sauer got both the promotion and the job.

He spent five years, from 1967 to 1972, traveling with Westmoreland, enjoying such unique opportunities as sleeping in the Lincoln bedroom in the White House, eating dinner with President Lyndon Johnson's family, and touring Washington, D.C., in Johnson's personal helicopter during the riots that followed the assassination of Dr. Martin Luther King Jr.

"It was the experience of a lifetime," says Sauer, of what he acknowledges was not the typical warrant officer experience. After his years with Westmoreland, Sauer took charge of warrant officer development for the Army. He is proud of his successful initiative to get a warrant officer representative on the Army general staff, as well as of becoming the first warrant officer to serve on the staff of the Army's Deputy Chief of Staff for Personnel. Today, Sauer explains, warrant officers work on just about every major staff in the Pentagon.

— Shelley Davis

Building on Success:

The Aircraft Maintenance Manager's Course

By CWO 4 Warren J. Jackson

The Aviation Maintenance Manager's Course (AMMC) has made significant changes in course instruction and location within the past four years, and without question still produces the world's finest aviation maintenance officers.

There are two classifications of aviation maintenance officers currently in the field: aircraft maintenance managers and aircraft maintenance test pilots. Aviation maintenance

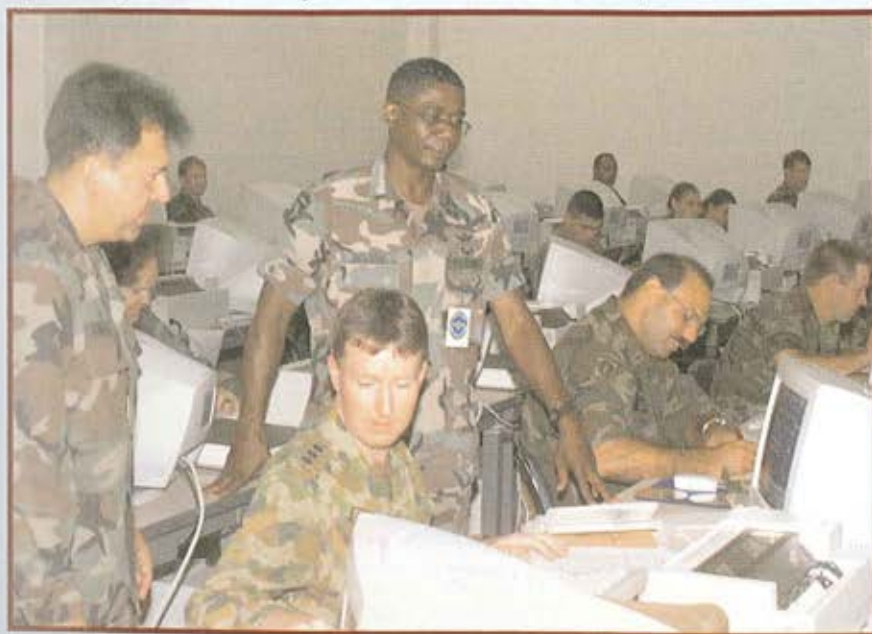
managers are required to have knowledge in all aspects of aircraft systems, aviation maintenance, production management and logistics management, while aircraft maintenance test pilots are aircraft-specific operators of airframe systems. All aviation maintenance management officers attend the AMMC, while only a select number of officers attend the maintenance test pilot course.

Past and Present

Four years ago the AMMC was called the Aviation Maintenance Officer's Course (AMOC) Phase I, and was located at Fort Eustis, Va. Phase I encompassed the first block of instruction to become a maintenance manager or a maintenance test pilot (MTP). AMOC Phase II qualified officers to become MTPs. AMOC Phases I and II moved to Fort Rucker, Ala., on May 1, 1994. Phase I is assigned to Headquarters and Hqs. Company, 1st Battalion, 145th Aviation Regiment, 1st Avn. Brigade. Phase II is assigned to Co. A, 1st Bn., 223rd Avn., Avn. Training Bde., and is designated the MTP Course. The prerequisite for this course is completion of the AMMC.

The AMMC is the only graduate-level maintenance-management course aimed at Army inventory aircraft. It consists of highly technical training requirements aimed at warrant officers, commissioned officers, Department of the Army civilians (DACs) and foreign officers. The course is taught by qualified aviation maintenance managers (151AO/AE) and DACs who are the subject matter experts in Army aviation maintenance. The instructors average 20 years' of experience in Army aviation and their expertise covers all of aviation maintenance, from Aviation Unit Maintenance (AVUM) to Aviation Intermediate

Pictured below are (from left to right) CWO 3 Antonio Lascano, AMMC SME instructor, Capt. James Allen (seated), 162nd Reconnaissance Squadron, Australian Army and CWO 4 Warren Jackson, AMMC instructor.



Maintenance (AVIM) and Depot Maintenance.

The AMMC's mission profiles are equally diverse and cover medevac, lift, attack, cavalry and aviation-support units. These type of units maintain every helicopter in the Army inventory (UH-1H, OH-58A/C, OH-58D, UH-60, CH-47, AH-1F and AH-64).

The AMMC is nine weeks and three days long. It focuses on the skills and knowledge required to efficiently and economically manage AVUM and AVIM aircraft maintenance. In addition, it concentrates on various Standard Army Maintenance Information Systems (STAMIS), including the Unit Level Logistics System — Aviation (ULLS-A), Standard Army Maintenance System (SAMS) 1 & 2, and the Standard Army Retail Supply System - Objective (SARSS-O). The curriculum is broken down into three sections: logistics, management and shops.

Logistics

This area provides students with the skills and knowledge required to efficiently and economically manage AVUM and AVIM. In greater detail it looks at forecasting repair parts and manpower requirements for unit OPTEMPO, managing the AVUM and AVIM PLL, ASL, bench, and shop stock repair parts. It covers all aspects of logistics operations, including forecasting requirements, supply operations, SARSS-O, SAMS I & II, ULLS-A, parts management, parts storage, logistics support visits, issues and turn-ins, DRMO issues and turn-ins repairable exchanges, class VII float operations and retrograding aircraft.

The logistics portion includes six practical application exercises, which are primarily situational and test the student's knowledge of the applicable manuals, logistic levels and processes. The practical exercises prepare the student for three comprehensive exams on the subject.

The logistics section's key instructional topics are:

- Safety (aviation safety, hangar safety and HAZMAT).
- Pubs supply/maintenance.
- Property accountability.
- The Unit Level Logistics System — Aviation (ULLS-A) Fedlog.
- AVUM supply.
- AVIM/Authorized Supply Level

(ASL) supply.

- Aviation Intense Managed Item (AIMI).
- Repair parts exercise.
- Depot Level Repair (SFDLR).
- Tactical Unit Finance Management Information System (TUFMIS).
- SARSS-0 & 1/2.
- Operation Readiness Float (ORF).

Management

Management provides students with the skills and knowledge required to efficiently manage maintenance operations, including the management and disposition of aircraft operational and historical forms and records. This area also keys in on aircraft accident investigations and repairs, man-hour capabilities, aircraft status reports, completion of aviation readiness reports at the AVUM and AVIM level, and all aspects of aviation maintenance management at every level of aircraft maintenance.

Ten practical exercises are woven into this block of instruction, which focus on managing the different programs and aspects of aviation. These exercises are preparatory for three comprehensive exams.

The management section's key instructional topics include:

- Management responsibilities.
- Aviation maintenance structure.
- Aviation work requirements.
- Maintenance reports.
- Army Oil Analysis Program.
- Aircraft forms and records.
- Aircraft maintenance practical exercise.
- Maintenance duties and responsibilities.
- AVUM manpower utilization.
- AVIM manpower utilization.

SHOPS

This section gives students the skills and knowledge required to efficiently manage maintenance operations, aircraft system inspections, troubleshooting and repair procedures, Army aircraft weight and balance, non-destructive inspections, the Army calibration program, ground-support equipment, fundamentals of electrical, pneumatics and aircraft structural repairs, vibration analysis, rotor systems, Battle Damage Aircraft Repair (BDAR), storage, and aircraft-recovery operations.

The Shops instructional area is the most exercise-intensive. Twelve situational practical exercises are directed at airframe-related systems and processes. Like the Management and Logistics instructional areas, there are three comprehensive exams in this area. The key instructional topics are:

- Aircraft weight and balance.
- Aircraft storage.
- Aircraft shipment.
- Aircraft recovery.
- Battle Damage Aircraft Repair (BDAR).
- Non-Destructive Inspection (NDI).
- Fundamentals of electricity.
- Calibration, Test, Measure and Diagnostic Equipment (TMDE).
- Precision tools.
- Avionics/instruments.
- Aircraft compass swing.
- Aircraft Ground Support Equipment (AGSE).
- Aircraft fuel and oil systems.
- Aircraft rotor systems.
- Aircraft Vibration Analysis (AVA).

New Initiatives

Since relocating to Fort Rucker the AMMC has benefited from advanced automation and improved facilities. The AMMC has also reformatted its Program of Instruction (POI) to include ULLS-A, SAMS - 1 & 2, and the new NIDA Electrical Training System. These topics have been consolidated with the current software, such as Fedlog and the Army Publications Program, and are taught in the new Level III computer lab. This training facility has revolutionized the standard of maintenance training at Fort Rucker and the benefits of this advanced automation are already evident with the quality of maintenance officer leaving the schoolhouse.

Looking For Good Officers

The AMMC is always looking for new instructors to teach at Fort Rucker. If you are interested or have questions regarding the AMMC, feel free to contact us at (334) 255-9209/2229 or (DSN) 558-9209/2229; or visit the 1st Bn., 145th Avn., webpage at www-rucker.army.mil/lab/145bn/hhcwcl.htm.



CWO 4 Warren J. Jackson is the AMMC branch chief at Fort Rucker, Ala.

KIOWA WARRIOR MAINTAINERS With a *NEW LOOK*

by J. Irene Hill and H. Elaine Irwin



As the Army's restructuring continues, soldiers are faced with the challenge of expanding their knowledge, task and skill domains to ensure mission accomplishment. Development of a multitasked OH-58D Kiowa Warrior repairer is one such challenge. In all cases, proper training remains essential to the concept of a multifaceted maintainer. A military occupational specialty (MOS) designation ensures these trained soldiers are prepared to meet the challenge, are properly identified and are assigned to the correct unit — one with or supporting Kiowa Warriors.

In March 1996 the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va., proposed the establishment of the new MOS 68S OH-58D Kiowa Warrior Armament, Electrical and Avionics Systems Repairer. The proposal has incorporated all MOS 68J, 68F and 68N additional skill identifier (ASI) W5 skills and knowledge into the single 68S MOS and has eliminated ASI W5 training. These job skills were consolidated because of the integrated

armament, electrical and avionics subsystems on the aircraft and the leadership directives to eliminate difficult-to-manage ASIs. In order to avoid overloading MOS 68S repairers and supervisors, the scope of their MOS duties remains limited to the Kiowa Warrior. Holders

es with merged training — one 68J10 class and one 68J30 class — graduated in March 1998. This unique training is also available to qualifying reserve component (RC) soldiers whose units operate OH-58D helicopters. All other 68J MOS holders not supporting an

While awaiting MOS approval USAALS has begun providing the newly consolidated OH-58D training to 68J active component (AC) soldiers.

of the current MOS 67S continue to perform airframe systems maintenance on this aircraft.

The new MOS is expected to be approved with a proposed training start date of October 2000 (fiscal year 2001) for the 68S courses. While awaiting MOS approval USAALS has begun providing the newly consolidated OH-58D training to 68J active component (AC) soldiers. The first class-

OH-58D unit will continue to receive AH-1 Cobra training.

The 68J10 OH-58D course provides students with a hands-on working knowledge of the major assemblies, subassemblies and line-replaceable units of the aircraft's armament, missile, electrical and avionics systems. The 68J30 (OH-58D) Basic NCO Course (BNCOC) trains students to supervise, troubleshoot and inspect maintenance on the Kiowa

Warrior's armament, electrical and avionics systems. In short, students attending these modified 68J (OH-58D) courses will find all AH-1 armament training replaced by OH-58D armament, electrical and avionics training. Graduates of these courses will have been formally trained on all of the OH-58D armament with selected electrical and avionics tasks previously associated with MOS 68F/68N ASI W5.

These interim 68J courses came on line to fulfill the immediate demands for OH-58D personnel to meet Kiowa Warrior fielding requirements and to provide repair-

As part of the recommended change to Army Regulation 611-201, "Enlisted Career Management Field and Military Occupational Specialty (MOS)," the Aviation Proponency, U.S. Army Aviation Center (USAAVNC), is currently staffing the MOS 68S proposal with the U.S. Army Total Army Personnel Command. Upon approval, the following personnel will be reclassified as MOS 68S ASI Y2 until they have completed BNCOC (ASI Y2 is awarded to soldiers holding MOSs requiring transitory training):

- All AC personnel who graduated from the 68J10 course prior to October 1997.

- All RC personnel who completed the 68J ASI W5 BNCOC before October 1997.

Personnel holding MOS 68J ASI W5 who graduated from the 68J10 OH-58D or the 68J30 OH-58D courses after March 1, 1998, will be reclassified into MOS 68S.

This is an exciting time for unit commanders, as they receive 68J soldiers who have a much broader range of skills for maintaining the Kiowa Warrior. As a result of our innovative strategy, commanders will have multi-skilled MOS 68J repairers joining the 68F and 68N ASI W5 personnel currently in the unit. Unit comman-



This is an exciting time for unit commanders, as they receive 68J soldiers who have a much broader range of skills for maintaining the Kiowa Warrior.

ers and supervisors in OH-58D units and supporting units with OH-58D-specific armament, electrical and avionics skill and knowledge competencies. The end state of the 68S course redesign will be approximately 29 weeks in length, covering all OH-58D armament, electrical and avionics tasks.

We are in the process of building an experienced multifaceted workforce while awaiting the establishment of the 68S MOS. This promotes a smoother transition for operational units when changes to tables of organization and equipment (TO&E) replace ASI W5 spaces with 68S spaces.

- All AC and RC personnel who graduated from 68J/F/N ASI W5 training.

The following personnel who have previously completed BNCOC will be reclassified as MOS 68S ASI Y2 and will use multimedia training systems to complete the requisite training for removal of the ASI Y2:

- All AC and RC personnel holding MOS 68F/N ASI W5 who completed BNCOC before establishment of MOS 68S.

- All AC personnel holding MOS 68J, and 68J ASI W5 who completed BNCOC before October 1997.

ders can best help these new repairers and supervisors by allowing them to utilize all of their skills and knowledge to equally develop all OH-58D areas of expertise. This will result in trained MOS 68J personnel who are fully capable of maintaining the Kiowa Warrior and will pave the way for the future MOS 68S.



J. Irene Hill is chief of the Enlisted Training Division (ETD) at the U.S. Army Aviation Logistics School at Fort Eustis, Va. H. Elaine Irwin is an instructional systems specialist in ETD.

THE 1999 AVIATION OFFICER DIRECTORY

Last Name, First Name, M.I., (Rank) (Initial Membership Year) (Nickname) Residence Address. Dy: Duty Phone, Res: Residence Phone. S: Spouse's Name. Dy: Duty Assignment. Rtg: Pilot Rating. Qual: Qualification. Time: Total Hours Flight Time. Cbt: Total Hours Combat Time, DFC: Distinguished Flying Cross. AM/00: Number of Air Medals.

Pilot Ratings

MAA: Master Army Aviator

IP: Instructor Pilot

IFE: Instrument Flight Examiner

AA: Army Aviator

SAA: Senior Army Aviator

TP: Test Pilot

* A list of all AAAA Company Grade Officers who returned their response forms to the National Office by 1 October 1999.

ABEL, Matthew D., (2LT) (M99) (Malt)
2802 Rocky Branch, Enterprise, AL
36330. Dy: (407) 399-9315. Res: (334)
393-7047. EM: matthewabel@hotmail.com. Dy: Student Pilot D Co 1-
145th Avn.
Achenbach, Eric R., (CPT) (M93)
Northern Lights Chap Secy, 4147 6th
Street, No. 1, Fort Wainwright, AK
99703. Dy: (907) 353-1157. Res: (314)
992-6255. EM: eachenbach@yahoo.com. S: Tricia. Dy: Company Commander, HHC, 4-123 Avn, Fort Wainwright, AK. RW Qual. Secretary, Northern Lights Chapter.
Adams, James E., (CPT) (M89) (Jim)
50 Wake Road, Eatontown, NJ 07724.
Dy: (732) 532-1565. Res: (732) 380-
1666. EM: jy4490@usma.army.mil. S: Devany. Dy: Tactical Officer, USMA Preparatory School, Fort Monmouth, NJ. Rtg: SAA. RW Qual. Time: 1,100 Hrs./Cbt 40 AM/2. Past Chapter Officer.
Adams, Jay R., (CPT) (M92) 16119A
Groves Street, Fort Polk, LA 71459.
Dy: (308) 531-4636. Res: (308) 537-
5174. S: Teresa. Dy: Cdr, O Troop, 4/2
ACR. RW Qual. Time: 650 Hrs.
Aemisegger, Kyle D., (2LT) (M98) 1500
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AL 36330. Dy: (334) 393-0472. Res: (334)
393-0472. EM: kaemisegger@hotmail.com. S: Brandi.
Agena, Bryan F., (CPT) (M90) 8 Little
Big Horn, Fort Irwin, CA 92310. Dy:
(760) 380-5544. Res: (760) 386-7186.
EM: eagle12@irwin.army.mil. Dy: Attack
Company Trainer, NTC. Rtg: SAA. RW Qual.
Time: 1,070 Hrs. Life Member.
Albus, Christopher, (CPT) (M98)
(Chris) 44 Avellino Road, Fort Bragg,
NC 28307-3421. EM: calbus@foto.
infnet.com. S: Christine. Dy: A/2-82
Avn, Fort Bragg, NC. RW Qual. Time:
1,002 Hrs.
Alley, David W., (CPT) (M90) (Gadget)
169 Whitehall Drive, Clarksville, TN
37042-5254. Dy: (502) 798-2729. Res:
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Dy: Commander, B Company, 1-
101st Avn (Air Assault). Rtg: SAA. RW
Qual. FW Qual. Time: 1,300 Hrs.
Alpeter, Scott R., (CPT) (M89) 4364 B
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4112. EM: alpeters@ftknox-emh9.
army.mil. S: Diane. Dy: S-1, 6th Avn
Bn, 4th Cav Bde, Fort Knox, KY. Rtg:
SAA. RW Qual. Time: 1,200 Hrs./Cbt
50 AM/3,1V.
Allieri, Jayson A., (CPT) (M90) Iron
Mike Chap VP, PAO, 1636 N.
Stonegate Drive, Sanford, NC 27330-
7320. Dy: (910) 432-0807. S: Shelle.
Dy: HHC Company Commander, HHC,
2-82 Avn, 82d Abn Div, Fort Bragg, NC.
Rtg: SAA. RW Qual. Time: 1,200 Hrs.
Life Member. Other., Iron Mike
Chapter.
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Avn Regt, Fort Wainwright, AK. RW

Qual. Time: 500 Hrs.
Andre, Richard M., (CPT) (M92) (Mike)
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Dy: (912) 767-4857. Res: (912) 368-
6161. EM: madandre@clids.net. S:
Amy. Dy: Cdr, F/3-7 CAV, Fort Stewart,
GA. Rtg: AA. RW Qual. Time: 900 Hrs.
Arden, Mark E., (CPT) (M99) CMR
416, Box 1095, APO AE 09140. EM:
Blackjack06@hotmail.com. Dy: Cdr, A
Trp, 2-6 Cavalry. RW Qual. Time: 650
Hrs.
Arnold, Jason L., (CPT) (M95) 410-7
Bubblecreek Court, Fayetteville, NC
28311. Dy: (910) 396-1412. Res: (910)
482-8833. S: Diana. Dy: C Co, 3-229th
Avn, RW Qual. Time: 500 Hrs.
Arnold, John E., (1LT) (M96) A Trp, 6-6
Cav, CMR 416, Box 554, APO AE
09140. EM: jeall1@hotmail.com. S:
AnnMargaret. Dy: Platoon Leader,
Illesheim Germany. RW Qual. Time:
550 Hrs.
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145th.
Asborno, Anthony J., (1LT) (M96)
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no@hotmail.com. S: Kathia. Dy: Flight
Platoon Leader, Aviano, Italy. RW
Qual. Time: 300 Hrs.
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S: Timothy. Dy: Executive Officer.
Rtg: MTP. RW Qual.
Attale, Charles A., (CPT) (M98) 2660
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Observer/Controller, Joint Readiness
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Dy: Company Trainer/OC, Fort Irwin.
Rtg: SAA. RW Qual. FW Qual. Time:
2,150 Hrs.
Azubuike, Amanda L., (CPT) (M94)
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6577. Res: (520) 515-9313. EM:
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MI-CCC, A Co, 304th MI Bn. RW Qual.
B B B B B B B B B B B B B B B B
Bachmann, Chris H., (2LT) (M98)
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36330. Res: (334) 393-5390. EM:
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Bragg, NC. RW Qual. Time: 180 Hrs.
Baez, Francisco R., (1LT) (M96) (Cisco)
C Co, 1/501st Avn., CMR 477, Box
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avn1501thq.1ad.army.mil. S: Veronica.
Dy: HHC, 1-501st Avn, Fliegerhorst
Hanau Germany. RW Qual.
Bailey, George D., (CPT) (M91)
(Daniel) D Co, 2-6 Cavalry, CMR 416,
Box 1937, APO AE 09140. EM: dbai-
ley@odn.de. S: Dawn. Dy: Troop Com-
mander, Storck Barracks, Illesheim,
Germany. Rtg: MTP. RW Qual. Time:
900 Hrs.
Baker, Allan P., (CPT) (M97) Savannah

Chapter VP Prog., 4 Red Fox Court,
Savannah, GA 31419. S: Wende. Dy:
Avn Bde S3 Plans, HAAF. RW Qual.
Time: 600 Hrs./Cbt 25 AM/3. Vp,
Programs, Savannah Chapter.
Baker, Christopher, (CPT) (M94) HHC,
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Asst S3 4th Bde 1AD, Hanau, GE. RW
Qual. Time: 550 Hrs.
Baker, Gregory A., (CPT) (M93) (Greg)
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0057. Dy: (760) 380-4663. Res: (760)
386-7358. S: Joan. RW Qual.
Baker, Patricia G., (1LT) (M97) 1504
Linden Drive, Clarksville, TN 37042.
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7160. S: Noah. Dy: Platoon Leader
Assault Helicopter Co. B Co, 5-10th
Avn Regt. RW Qual. FW Qual. Time:
325 Hrs.
Baker, Phillip T., (2LT) (M99) 807
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Res: (334) 347-9059. S: Kim.
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Kristin. Dy: Fort Rucker, AL. RW Qual.
FW Qual. Time: 300 Hrs. Past Chapter
Officer.
Baldwin, Sommer Jo, (2LT) (M99) 44
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Res: (334) 598-9113. S: Mike. Dy: D
Co, 1/145th.
Ball, James M., (CPT) (M97) 1016
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emh2.army.mil. S: Cheryl. Dy:
Operations Officer. RW Qual. Time:
1,000 Hrs. Past Chapter Officer.
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Observer Controller, Ops Grp, Eagle
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Hrs.
Bamford, Thomas W., (CPT) (M91) 313
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S: Charleen. Dy: 1 Av Bde S-4, HHC,
1-210 Av, 1 Av Company Cdr, B 1/145,
Fort Rucker. RW Qual. Time: 800 Hrs.
Barrett, Thomas J., (CPT) (M95) 880
West Street, Carthage, NY 13619-
1624. Dy: (315) 772-3143. Res: (315)
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Hrs.
Bartlett, Heath S., (CPT) (M91) CMR
454, Box 1533, APO AE 09250. EM:
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Marika. Dy: A Co, 2-1 Avn Regt, 4th
Bde, 1st Inf Div (Mn), Company
Commander. RW Qual. FW Qual.
Time: 900 Hrs. Life Member. Past
Chapter Officer.
Bartolini, Manuel J., (2LT) (M96)
(Manny) 1500 Shellfield Road, No.

823, Enterprise, AL 36330. Dy: (334)
255-2156. Res: (334) 347-1239. S:
Wendy. RW Qual. Time: 200 Hrs.
Bathrick, Stacy M., (CPT) (M95) 411
Eissman Road, No. 75, Leesville, LA
71446. Dy: (318) 531-6997. S: Cary.
Dy: USAG and JRTC company com-
mander. RW Qual.
Beard, Dakin A., (1LT) (M98) 528
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Dy: 1st Squadron, 17th
Cavalry, 82d Airborne, Fort Bragg, NC.
Rtg: AA. RW Qual. FW Qual. Time: 550
Hrs.
Beckey, Mark A., (CPT) (M93) 5104
James Loop, Killeen, TX 76542. Dy:
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S: Thessaly. Dy: Commander, HHC,
4th Bde, 4th ID. FW Qual.
Beerbower, Christopher, (CPT) (M95)
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clbeerbower@msn.com. S: Lisa. Dy:
CLOAC Student HHC, ALMC. RW
Qual. Time: 320 Hrs. Past Chapter
Officer.
Behm, Darren W., (CPT) (M89) 3115
King Trail, Copperas Cove, TX 76522.
Dy: (254) 287-6654. Res: (254) 542-
4173. Dy: S3, 1st TSBN-291st Regt,
Fort Hood. Rtg: IP. RW Qual. FW Qual.
Time: 1,300 Hrs./Cbt 20 AM/3. Bronze
Osm.
Belawske, Kurt W., (1LT) (M97)
(Grenlin) P.O. Box 6000, Fort Hood,
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Wendy. Dy: Attack Platoon Leader, B
Co, 2-101st Avn Regt, Fort Campbell,
KY. RW Qual. Time: 250 Hrs.
Bell, Jerry, (2LT) (M98) (Jay B) 1938
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Leader, A Co, 2-10th Avn (Aslt), 10th
Mn Div.
Belmont, Jonathan T., (2LT) (M99)
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Dy: Officer in Training, Fort
Rucker, D Co, 1/145 Avn. Time: 6 Hrs.
Benjamin, Andrew M., (CPT) (M95)
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632, APO AE 09076. EM: mar-
benj26@hotmail.com. Dy: Battalion
S-4, HHC, 1-501st Av. RW Qual. Time:
510 Hrs.
Benson, Craig R., (CPT) (M96) CMR
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Dy: A Co, 127th ASB, Hanau,
Germany. RW Qual. Time: 445 Hrs.
Bentley, Erskine R., (CPT) (M92)
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4731. Res: (808) 624-5767. EM: bent-
ley001@hawaii.rr.com. S: Staci. Dy:
Cdr, HHC, Avn Bde, 25 ID (L), Wheeler
Army Airfield, HI. Rtg: SAA MTP. RW
Qual. FW Qual. Time: 1,050 Hrs.

Dy: (931) 798-3083. Res: (931) 906-9922. EM: comym@hollmail.com. Dy: B7-101 Avn. Fort Campbell, KY. Rtg: AA. RW Qual. Time: 208 Hrs.

Cote, Courtney P., (CPT) (M97) 2600 Diascond Drive, Fayetteville, NC 28306. Dy: (910) 396-6665. Res: (910) 425-2806. EM: weccotes3@gateway.net. S: Shelly. Dy: 229th Avn Regt, Fort Bragg, NC. Rtg: AA. RW Qual. Time: 960 Hrs.

Craddock, Robb D., (CPT) (M91) 914 Collier Road, Apt. 6302, Atlanta, GA 30318. Res: (404) 367-8173. EM: rjcrad@bellsouth.net. S: Jodelle. RW Qual. Time: 700 Hrs. Life Member.

Cristy, William R., (CPT) (M94) (Will) P.O. Box 10766, Fort Irwin, CA 92310. Dy: (760) 380-4462. S: Maureen. Dy: Assault Company Observer/Controller, Fort Irwin. Rtg: SAA. RW Qual. Time: 900 Hrs.

Crossett, Michael J., (CPT) (M96) (Mike) 10605 Little Wind Cove, Austin, TX 78730-1435. Dy: (254) 287-6891. Res: (512) 795-9779. EM: lacrosse26@aol.com. Dy: Company Commander, B 1-4 Aviation, Fort Hood, TX. RW Qual. Time: 800 Hrs.

Crouch, Matthew A., (1LT) (M96) (Matt) C/5-158 Avn, CMR 430, Box 1159, APO AE 09096. Dy: Platoon Leader, C/5-158 Avn.

Culkin, David T., (CPT) (M91) (Dave) 18 Diamond Circle, Fort Rucker, AL 36362. S: Michaela. Dy: HHD, 1-14th Avn Regt, Fort Rucker. RW Qual.

Culp, Jonathan M., (2LT) (M99) (Jonny) 2802 Rocky Branch, Enterprise, AL 36330. Res: (334) 393-7047. EM: jonathanculp@hotmail.com. S: Stacey. Dy: Student IERW Fort Rucker.

Curtis, Cameron S., (1LT) (M98) 2-1 AVN, CMR 454, Box 2434, APO AE 09250. EM: curtisca@cmtylmail. 98asg.army.mil. S: Tracy. Dy: HHC 2-1 Avn XO & Task Force III/V Platoon Leader.

Curtis, Joseph S., (CPT) (M91) 1243 E. Tenth Street, Cookeville, TN 38501. Dy: (931) 372-3575. Res: (931) 526-8639. EM: sdcurtis@usit.net. S: Deborah. Dy: Assistant Professor of Military Science, Tennessee Tech Univ. Rtg: AA. RW Qual. Time: 900 Hrs.

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Dalcourt, Charles J., (CPT) (M91) 5304 Tessie Terrace, Apt. 213, Alexandria, VA 22309-4351. Dy: (703) 697-8824. Res: (703) 360-0203. EM: chasda1000@aol.com. S: Mildred. Dy: OSD Intern, Pentagon, VA. RW Qual. Time: 1,000 Hrs.

Dalziel, Marc T., (2LT) (M98) 217 Apache Drive, No. 8C, Enterprise, AL 36330. Dy: (334) 255-2156. Res: (334) 393-9156. RW Qual. Time: 147 Hrs.

Davis, Jason S., (1LT) (M99) 113 Woodrun Drive, Enterprise, AL 36330. Dy: (334) 255-2512. Res: (334) 393-7027. EM: jsdavis@ckdhr.com. S: Megan. Dy: Fort Rucker, AL Flight Student.

Debany, Richard B., (CPT) (M92) (Rich) 92 Red Fox Drive, Savannah, GA 31419. Res: (912) 927-9570. EM: predebany@aol.com. S: Patricia. Dy: Bn S4. RW Qual. Time: 550 Hrs.

DeBock, Michael R., (1LT) (M96) (Mike) CMR 454, Box 3166, APO AE 09250. EM: debocmk@cmtylmail. 98asg.army.mil. Dy: Platoon Leader, A Co, 1-1 Avn. RW Qual.

DeCécchi, Paul M., (2LT) (M98) 20 Clayton Place, Ridgefield, CT 06877. Res: (203) 431-6748. Dy: Korea. RW Qual.

DeCrane, Sharon E., (CPT) (M91) (Shar) 1902 Secretariate Court, Clarksville, TN 37042. Dy: (502) 798-3355. Res: (931) 906-7655. S: Pete.

Dy: Commander, A Co, 9-101st Avn Regt, Fort Campbell, KY. RW Qual. Time: 1,100 Hrs.

Degand, Robert L., (1LT) (M96) (Bob) 1201 Bacon Ranch Road, Apt. 512, Killeen, TX 76542-2730. Dy: (254) 288-9249. EM: bbbdegand@webtv.net. S: Beth. Dy: 15th MI Bn (AE), Fort Hood, TX. RW Qual. FW Qual. Time: 347 Hrs.

Delaney, James P., (CPT) (M99) 1301 Judy Lane, Copperas Cove, TX 76522. Dy: (254) 288-1865. EM: delaney-james@lexcom-mail.army.mil. Dy: Test Officer, AVTD, TEXCOM. Rtg: AA. RW Qual. Time: 970 Hrs.

DeMartino, C. Russell, (CPT) (M98) (Russ) 1755 Presidential Heights, Apt. 225, Colorado Springs, CO 80906. Dy: (719) 524-1768. Res: (719) 227-9448. EM: demartino@hpl.net. S: Angela. Dy: N TRP, 4/3 ACR. Rtg: AA. RW Qual. FW Qual. Time: 860 Hrs.

Demirjian, Michael E., (CPT) (M91) (Mike) 5417 C Hughes Court, Fort Polk, LA 71459. Dy: (318) 531-6738. Res: (318) 653-0126. EM: dmilrjian@wnonline.net. S: Courtney. Dy: Commander, P4/24CR. Rtg: SAA. RW Qual. Time: 1,300 Hrs.

Denehrie, Monte E., (CPT) (M95) 300 Summerlee Court, Fayetteville, NC 28311-1174. Dy: (910) 432-7755. Res: (910) 480-0118. EM: monte-libby@msn.com. S: Libby. Dy: Assistant S-3, 1st Bn, 82nd Avn Regt, 82nd Abn Div. RW Qual.

Dennis, Ben Hideo, (CPT) (M94) 4961 Adelia Drive, Virginia Beach, VA 23455. Dy: (757) 462-7242. Res: (757) 363-3496. EM: hideo@rocketmail.com. Dy: Little Creek Naval Amphibious Base/Company Commander. Life Member.

Denny, William P., (CPT) (M94) (Lenny) 105 Oxford Road, Savannah, GA 31419. Dy: (912) 352-6716. Res: (912) 920-9635. EM: dennypw@emh5.stew-art.army.mil. S: Barbara. Dy: Commander, HHC, 1-3 Avn, Hunter Army Airfield, GA. Rtg: AA. RW Qual. Time: 820 Hrs.

DeViliez, John J., (CPT) (M91) (DV) 2884 Morningside Way, Enterprise, AL 36330. Dy: (334) 255-0102. Res: (334) 308-1044. EM: deviliezj@rucker.army.mil. S: Elisabeth. Dy: Small Grp Ldr, Avn Branch Captains Career Course, Fort Rucker, AL. RW Qual. Time: 950 Hrs.

Dial, Ethan P., (2LT) (M99) (Ethan) 88 Woodfield Place, Enterprise, AL 36330. Dy: (334) 347-5114. EM: dialep@juno.com. Dy: AOBC, Fort Rucker, AL.

Diito, Scott P., (CPT) (M93) 534 Kavanaugh Drive, Vicksburg, MS 39180. Res: (601) 631-6960. S: Deborah. Dy: 204th MI Bn (AE), Fort Bliss, TX. Rtg: SAA. RW Qual. FW Qual. Time: 1,300 Hrs. Past Chapter Officer.

Diugosz, Jacob J., (1LT) (M99) (Jake) 139 Lakeview Drive, Daleville, AL 36322. Res: (334) 503-9743. EM: jid5@hotmail.com. Dy: Fort Rucker, AL USAAVNC. RW Qual. Time: 160 Hrs.

Doll, Brent A., (1LT) (M98) 110 14th Avenue NW, Mandan, ND 58554-4913. Dy: (701) 224-5175. Res: (701) 667-5942. EM: bdoll@btgates.com. S: Rebecca. Dy: Co A 1-112th Avn (LUH), Bismarck, ND. RW Qual. Time: 150 Hrs.

Donna, Kelly P., (CPT) (M99) (K.D.) CMR 401, Box 782, APO AE 09076. EM: kdonna@mkcn.net. S: Tricia. Dy: S3 Air 1-1 Cav, Budengin, Germany. RW Qual. Time: 850 Hrs.

Donnelly, Robert C., (CPT) (M99) (Bob) 140 Montrose Court, Apt. 170, Dothan, AL 36305. Res: (334) 673-8268. EM: ace64@aol.com. S: Alison. Dy: Captain Career Course, Fort

Rucker, AL. RW Qual. Time: 750 Hrs.

Donohue, Bryan T., (2LT) (M99) 152 Woodfield Place, Enterprise, AL 36330. Dy: (334) 255-9090. Res: (334) 393-6147. EM: bryand@alaweb.com. S: Emily. Dy: Student - D Co, 1-145th. RW Qual. Time: 150 Hrs.

Drew, Thomas R., (CPT) (M95) (Burl) 610 Anderson Drive, Clarksville, TN 37040. Dy: (502) 798-1181. Res: (931) 552-6321. EM: drewt@soar.army.mil. S: Kay. Dy: Ops Officer, C Co, 1-160th SOAR (A), Fort Campbell, KY. Rtg: IP MAA. RW Qual. Time: 2,800 Hrs/Cbt 50 AM/3.2V.

Drozieski, Graham R., (CPT) (M93) (Graham) 401 S. Twin Creek Drive, No. 16A, Killeen, TX 76543. Dy: (254) 288-2050. Res: (254) 690-3997. EM: gdrozieski@hotmail.com. Dy: Assistant G3 Aviation III Corps, Fort Hood, TX. RW Qual. Time: 800 Hrs.

Duckworth, Thomas M., (CPT) (M95) 222 Marshall Drive, Clarksville, TN 37042. Res: (931) 648-4833. S: Shelly. Dy: 2-52d Avn Regt (CH-47D), Camp Humphreys, Republic of Korea. RW Qual. Time: 600 Hrs.

Duncan, James A., (CPT) (M98) (Jamie) 3613 McCornack Road, Apt. A, Wahiaua, HI 96786. Dy: (808) 656-2551. Res: (808) 624-6386. EM: cod225av@schofield-emh1.army.mil. S: Connie. Dy: Commander, D Company, 2-25 Avn Bn. Rtg: MTP.

Dungan, Che P., (1LT) (M97) (Pete) 709 Phalen Drive, Apt. D, Copenhagen, NY 13626-3111. Dy: (315) 772-3809. Res: (315) 688-2365. EM: petefrog@go.com. S: Kathleen. Dy: Platoon Leader, Charlie 1-10 Avn, Fort Drum, NY. Rtg: AA. RW Qual. Time: 400 Hrs.

Dunkle, Sean C., (1LT) (M97) 435 Tartan Court, Fayetteville, NC 28311. S: Heather. Dy: A Co, 1-159th Avn Regt, Fort Bragg, NC. RW Qual.

Duus, Andrew J., (2LT) (M98) 703 James Loop, Killeen, TX 76542. Res: (334) 393-5203. EM: duus0987@yaho.com. Dy: Company XO, B Co, 2-227, 1 Cav, Fort Hood, TX. RW Qual.

Dwyer, Gerald L., (CPT) (M98) 876 Monroe Street, Santa Clara, CA 95050-5426. Dy: (408) 554-4034. Res: (408) 985-8885. EM: gdwyer@scu.edu. Dy: Department of Military Science, Santa Clara University. Rtg: SAA. RW Qual. FW Qual. Time: 2,000 Hrs.

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Ederle, Brendan G., (1LT) (M96) 911 Whirlaway Drive, Copperas Cove, TX 76522-4756. Dy: (254) 288-7501. Res: (254) 547-7592. EM: ederle@earthlink.net. Dy: 4ID, Fort Hood. RW Qual.

Edmond, Matthew R., (CPT) (M95) (Matt) 713 Packard Place, Fayetteville, NC 28311-2527. Dy: (910) 424-7812. Dy: 18th Avn Bde, Fort Bragg, NC. RW Qual. Time: 500 Hrs.

Edwards, Joseph A., (CPT) (M93) (Joe) 1991 Red Hawk Drive, Enterprise, AL 36330. Dy: (334) 255-5054. Res: (334) 393-3243. EM: apache@snowhill.com. S: Dora. Dy: Cdr, D Co, 1-14, AH-64 AQC/PC Training Co, Fort Rucker, AL. RW Qual. Time: 850 Hrs.

Eldredge, Charles B., (CPT) (M89) (Chuck) 840 Teanack Drive, No. 10209, Fayetteville, NC 28311. Dy: (910) 396-4810. Res: (910) 488-5021. EM: celredge1@csi.com. Dy: HSC, 1POB, 1POG, Fort Bragg, NC. RW Qual. Time: 500 Hrs.

Ellis, Jon E., (CPT) (M93) 3359 Mallard Drive, Clarksville, TN 37042. Res: (931) 431-5397. EM: ellisj@emh2.campbell.army.mil. Dy: Company Commander, HHC/2-101st Avn Regt, Fort Campbell, KY. Rtg: AA. RW Qual. Life Member.

Ellis, Michael D., (CPT) (M93) (Mike) Route 1, Box 39A, Daleville, AL 36322. Dy: (334) 255-9248. Res: (334) 598-8554. EM: ellism@rucker.army.mil. Dy: HHD, 1/11th Avn Regt. RW Qual. Time: 400 Hrs.

Ellison, Issac W., (CPT) (M96) (Will) 5862 Pettigrew, Fayetteville, NC 28314. Dy: (910) 396-8002. Res: (910) 868-1405. EM: a47pilot@hotmail.com. S: Andrea. Dy: Ops Officer, C/158th Avn, Fort Bragg, NC. RW Qual. Time: 550 Hrs.

Ellis, Ronald L., (CPT) (M94) (Ron) HHD, 164th ATS Grp, Unit 15276, Box 346, APO AP 96205-0049. EM: rojeolls@yahoo.com. S: Joelle. Dy: Group S1, Seoul, Korea. Rtg: AA. RW Qual. Time: 885 Hrs.

Enderton, Christopher, (1LT) (M94) (CMR) 3, Box 7472, Fort Rucker, AL 36362. Dy: (334) 255-1123. Res: (334) 598-8832. EM: CKEnderton@aol.com. RW Qual. Time: 200 Hrs.

Entekin, Michael E., (2LT) (M99) (Mike) D Co, 1-145th Avn, CMR 3, Box 7892, Fort Rucker, AL 36362. Dy: (334) 255-1123. Res: (334) 503-1084. EM: lt_batt@hotmail.com. Dy: Student Pilot. Time: 100 Hrs.

Enyart, Erik A., (2LT) (M99) 799 Donnell Boulevard, No. 36, Daleville, AL 36322. Res: (334) 503-9193. Dy: Student, Aviation OBC.

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Farrall, Adrian R., (CPT) (M96) (Rick) 72 End Avenue, Fort Rucker, AL 36362-2240. EM: farralla@rucker.army.mil. Dy: Battalion S3, HHC, 1-145 Avn Regt. RW Qual. Time: 1,100 Hrs/Cbt 50 AM/2.

Farris, Prescott R., (CPT) (M94) (Pres) 2591 Sun Crest Drive, Sierra Vista, AZ 85650. Res: (520) 378-0059. EM: prsifer@c212.com. S: Jennifer. Dy: Bde Avn Liaison Off, 501st MI Bde, Seoul, Korea. RW Qual. FW Qual. Time: 600 Hrs.

Farris, Roger E., (CPT) (M92) (Rojo) 3612 Daughtridge Drive, Fayetteville, NC 28311. Dy: (910) 396-7347. Res: (910) 482-8972. EM: rfarris@fayettevilenc.com. S: Michele. Dy: Cdr, Troop E, 1-17 Cav. Rtg: AA. RW Qual. Time: 425 Hrs.

Fennema, Lee S., (2LT) (M98) HHC 1-1 Aviation, CMR 454 Box 2271, APO AE 09250. EM: fennemal@cmtylmail. 98asg.army.mil. Dy: 1-1 Avn, Katterbach or Ansbach, Germany. RW Qual.

Ferido, George G., (CPT) (M95) 2301 Ledgestone Drive, Killeen, TX 76549. Dy: (254) 288-5355. Res: (254) 519-3717. S: Janet. Dy: Asst. S-3 1/25th Inf. Div Air. RW Qual.

Fields, Raymond J., (2LT) (M99) (Ray) P.O. Box 620328, Fort Rucker, AL 36362-0328. Dy: (334) 255-2156. Res: (334) 393-7303. EM: rfields576@yahoo.com. Dy: D/1-145 Avn Regt. RW Qual. Time: 120 Hrs.

Fink, Susan E., (1LT) (M97) 1030 Summerhaven Road, Clarksville, TN 37042. Dy: (502) 798-5176. Dy: E Trp, 2/17th Cavalry, Fort Campbell, KY. RW Qual. Time: 340 Hrs.

Fills, Joe E., (2LT) (M98) (Joe) 7880 Buena Vista Road, Independence, OR 97351. Res: (503) 838-3165. EM: joe_fills@hotmail.com. Dy: Korea. RW Qual.

Fitz, Kevin L., (CPT) (M88) (Tigger) 1017 Wisconsin Avenue, No. A, Fort Campbell, KY 42223. Dy: (270) 798-3247. Res: (931) 431-6601. EM: lafzcfitz@mindspring.com. S: Laura. Dy: Operations Officer, A/7-101 Avn Regt. RW Qual. Time: 547 Hrs.

Fleehner, Jeffrey J., (CPT) (M94) 300 Greenwood Avenue, Apt. C23, Clarksville, TN 37040. Dy: (502) 956-3512. Res: (931) 906-5569. EM: jflee-

her@hotmail.com. Dy: 101st Avn Bde, Fort Campbell, KY. RW Qual. Time: 500 Hrs. Past Chapter Officer.

Fleehar, Scott T., (CPT) (M93) (Flr) 548 Stacey Weaver Drive, Fayetteville, NC 28311-0858. Dy: (910) 396-5773. Res: (910) 482-3180. S: Toni. Dy: Cdr, HHC 229th ATKHR (Airborne). RW Qual. FW Qual. Time: 400 Hrs. Past Chapter Officer.

Flowers, Darren M., (CPT) (M94) (Mike) B Co 1-52 Avn Regt, Unit 15211, Box 80, APO AP 96205-0147. EM: flowersd@usfk.korea.army.mil. Dy: Company Commander, Seoul Air Base, K-16 Korea. RW Qual. FW Qual. Foulks, Lawrence E., (1LT) (M97) (Ed) 493 Mosher Avenue, Asbury, MO 64832. S: Stacy. Dy: Pilot, South Korea. RW Qual. Time: 400 Hrs.

Franks, Phillip W., (1LT) (M99) 300 Coronada Street, Enterprise, AL 36330. Res: (334) 308-9443. EM: pwrfranks@hotmail.com. Dy: Flight Student-D Co, 1-145th Avn Regt.

Frailley, Parker L., (CPT) (M94) 2111 Shawnee Trail, Harker Heights, TX 76548. Dy: (254) 287-1751. Res: (254) 680-2925. S: Monique. Dy: Asst S-3 Plans, 1st Bn, 4th Avn Regt, 4ID, Fort Hood, TX. RW Qual. FW Qual. Time: 800 Hrs.

Friend, Daniel, (CPT) (M92) (Dan) 6716 Potters Court, Fayetteville, NC 28314. Dy: (910) 396-2857. Res: (910) 826-7830. EM: nr3a@aol.com. S: Kathleen. Dy: HHC/1-229 ATKHB, Fort Bragg, NC. Rtg: AA. RW Qual. Time: 870 Hrs.

Frost, Christopher, (CPT) (M94) 1714 Woodcliff Way, Atlanta, GA 30329-2414. EM: ccfrost@aol.com. RW Qual. FW Qual. Time: 450 Hrs.

Fugate, Thomas M., (CPT) (M91) (Tom) 200 St Lo Road, Seaside, CA 93955. Res: (831) 394-6078. EM: tdfu-gate@mbay.net. S: Diana. Dy: Naval Postgraduate School, Monterey, CA. Rtg: SAA. RW Qual. Time: 1,000 Hrs.

Fulton, Thomas L., (CPT) (M96) 1715 Roberts Road, No. 2, Fairbanks, AK 99709. Dy: (907) 353-7135. Res: (907) 457-4767. EM: flightlinept@aol.com. S: Angela. Dy: 4-123rd Avn Regt, Fort Wainwright, AK, Executive Officer B Co. Rtg: SAA. RW Qual. Time: 1,066 Hrs.

Furbee, Roger D., (2LT) (M99) 505 Briarwood K-5, Enterprise, AL 36330. Dy: (334) 255-9414. Res: (334) 347-0250. EM: roger1133@aol.com. Dy: Student Aviator, D Co, 1-145th Avn, Fort Rucker, AL.

G G G G G G G G G G G G G G G G Gallagher, Julie S., (CPT) (M94) CMR 477 Box 1671, APO AE 09165. S: John. Dy: S4, 4th Bde, 1st Armored Division, Fleigerhorst Kaserne, Hanau, GE. RW Qual.

Gallagher, Joseph R., (1LT) (M98) 2-6 Cav, CMR 416, Box 17, APO AE 09140. Dy: AD.

Galloway, Arthur W., (2LT) (M96) 300 Apache Drive #1D, Enterprise, AL 36330-4302. Res: (334) 308-1001. EM: art2LT@snwhill.com. Dy: Flt School, Fort Rucker, AL. RW Qual. FW Qual. Time: 300 Hrs. Life Member. Past Chapter Officer.

Galvan, Jose L., (CPT) (M99) (Joey) 145 Commons Drive, Enterprise, AL 36330. Res: (334) 393-8354. S: Sandy Garcia, Rogelio J., (1LT) (M96) (R.J.) 2801 O.W. Curry Drive, Apt. 421, Killeen, TX 76542. Dy: Platoon Leader, Fort Hood, TX. RW Qual. Time: 350 Hrs.

Gass, Jonathan O., (CPT) (M92) 50268 Lane Mtn Loop, Fort Irwin, CA 92310. Dy: (760) 470-4420. Res: (760) 386-3009. EM: eagle3a@irwin.army.mil. S: Rachel. Dy: S-3 Trainer, NTC Fort Irwin. RW Qual.

Time: 1,300 Hrs. Past Chapter Officer.

Gautreaux, Jay P., (CPT) (M91) 426 Hughes Drive, Redstone Arsenal, AL 35808. Dy: (256) 313-4002. Res: (256) 830-2863. EM: gautreauxj@peoav. redstone.army.mil. S: Susan. Dy: PEO, Aviation, Redstone Arsenal, AL. RW Qual. Time: 300 Hrs. Life Member.

George, David A., (CPT) (M91) 704 Granite Street, Pacific Grove, CA 93950. Dy: (831) 242-5310. Res: (831) 333-9340. EM: daalgeorge@aol.com. Dy: Defense Language Institute, Presidio of Monterey, CA. Rtg: AA. RW Qual. Time: 435 Hrs.

Gerblick, Darren S., (CPT) (M93) 1100 Arboretum Way #23, Newport News, VA 23602. EM: gerblick@hotmail.com. Dy: D Company Commander, 1-222d Avn Regt, Fort Eustis, VA. FW Qual.

Gerlach, James H., (1LT) (M99) (Jim) 133 N. Harris, Fort Rucker, AL 36362. Res: (334) 598-8263. S: Kelli. Dy: MS/USA, Flight Student.

Gerow, Sr., Darryl Lee, (CPT) (M99) (Lee) 127 Red Fox Drive, Savannah, GA 31419. Dy: (912) 352-6007. Res: (912) 920-7659. EM: Gerowdl@aol.com. S: Michelle. Dy: Maintenance Officer/Test Pilot, Rtg: MTP. RW Qual. Time: 850 Hrs.

Gignilliat, Andrew D., (CPT) (M97) (Andy) 211 Cedar Drive, Enterprise, AL 36330. Res: (334) 308-9172. S: Shannon.

Gill, Clair A., (CPT) (M94) P.O. Box 620752, Fort Rucker, AL 36362. EM: clairgill@aol.com. Dy: Student AVC3, Rtg: AA. RW Qual. FW Qual. Time: 800 Hrs.

Gilstrap, Wayne A., (CPT) (M95) FHC 1-1 Avn Regt, CMR 454, Box 2108, APO AE 09250. EM: gilstrapw@cmty-mil.98asg.army.mil. S: Robyn. Dy: Asst S-3. RW Qual. Time: 550 Hrs.

Goertemiller, John K., (CPT) (M93) (Kevin) 4817 Friar Lane, Las Vegas, NV 89130-0101. Res: (702) 658-7809. EM: keving@seacove.net. S: Ashley. Dy: Company Commander, C Co, 2-4 Aviation, 4 ID, Fort Hood, TX. RW Qual. Time: 800 Hrs.

Goette, John D., (1LT) (M98) (Jay) 1429 Gill Street, Bldg. 448, Apt. A, Watertown, NY 13601. Dy: (315) 772-4974. Res: (315) 788-2833. EM: dustoff2@prodigy.net. S: Amy. Dy: Active USAAD Ft. Drum. RW Qual. Time: 250 Hrs.

Goll, Daniel J., (CPT) (M91) 3 5th Artillery Road, Fort Leavenworth, KS 66027. Dy: (913) 684-9617. Res: (913) 682-0704. EM: goll@leav-ernh1.army.mil. S: Kim. Dy: BCTP, Fort Leavenworth, KS. Rtg: SAA. RW Qual. Time: 1,100 Hrs.

Gonzales, Felix O., (CPT) (M95) (Don Fe) 504 Aquinas Avenue, Fayetteville, NC 28311. EM: felixgonzales@hotmail.com. Dy: USAJFKSWC, 1st SPWAR ABN, Fort Bragg, NC. RW Qual. Time: 900 Hrs.

Gorak, Mark S., (CPT) (M91) 304 Aachen Road, Seaside, CA 93955. Dy: (831) 656-2845. Res: (831) 392-1263. EM: markgorak@aol.com. S: Kristin. Dy: Applied Mathematics Major at Naval Postgraduate School, Monterey, CA. RW Qual. FW Qual. Time: 1,630 Hrs.

Graham, Andrew R., (1LT) (M97) (Andy) 1034 Summerhaven Road, Clarksville, TN 37042. Res: (931) 431-5021. EM: sagraham19@aol.com. S: Shannon. Dy: Platoon Leader, B/4-101 Av. Rtg: AA. RW Qual. Time: 420 Hrs.

Gray, Michael G., (CPT) (M88) 16 Pontiac Drive, Niantic, CT 06357-2825. Dy: (860) 691-8080. Res: (860) 691-1605. EM: graymg@worldnet.att.net. S: Chris. Dy: AC/R Ops Ofc, East Lyme, CT. RW Qual. Time: 1,700 Hrs. Past Chapter Officer.

Greco, Scott W., (2LT) (M99) 1500 Shellfield Road, Apt. 521, Enterprise, AL 36330. Dy: (334) 255-2567. Res: (334) 393-7038. EM: SWGreco@aol.com. Dy: IERW Student D Co 1-145th Avn Regt.

Green, Donald L., (1LT) (M96) 2118 S. Virginia Street, Hopkinsville, KY 42240. Dy: (270) 798-7442. Res: (502) 881-4085. EM: ogsoft@aol.com. S: Shelley. Dy: B Co, 7-101 Avn Regt, Fort Campbell, KY. RW Qual. Time: 325 Hrs.

Green, Jr., John H., (1LT) (M92) 919 Winters Church Road, Linwood, MD 21791. Dy: (210) 656-4362. Res: (210) 221-3436. EM: dustoffhawk@hotmail.com. Dy: XO, C-232 Med Bn, Fort Sam Houston, TX.

Gregory, Timothy J.D., (CPT) (M98) (Voodoo) 3615 N. 8th Street, Tacoma, WA 98406. Res: (253) 756-1752. EM: tgregorymd@hotmail.com. Dy: Emergency Medicine Resident, Fort Lewis, WA.

Groh, Dawn M., (1LT) (M96) 1176 Acorn Circle, North Pole, AK 99705. Dy: (907) 353-7085. Res: (907) 488-0214. EM: d.ontherun@hotmail.com. S: Ty. RW Qual. Time: 450 Hrs.

H H H H H H H H H H H H H H H H Habhab, Travis M., (2LT) (M98) HHT/1-6 Cav, Unit 15567, Box 42, APO AP 96297-0126. S: Tara. Dy: HHT/1-6 Cav. RW Qual. Time: 200 Hrs.

Hall, David L., (CPT) (M95) (Dave) 3162 Achey Drive, Enterprise, AL 36330. Res: (334) 308-2453. EM: dave_n_christina@hotmail.com. S: Christina. Dy: Korea.

Hall, Eric R., (CPT) (M94) Avn Co., Unit 31520, APO AE 09832. EM: ericreed-hall@hotmail.com. Dy: Detachment Commander, Sharm el Sheikh, Egypt. RW Qual. Time: 980 Hrs. Past Chapter Officer.

Halsey, L. Craig, (2LT) (M99) (Craig) 71 A.M. Windham Road, Apt. 604, Daleville, AL 36322. Dy: (334) 255-1123. Res: (334) 598-5304. EM: halsey@snwhill.com.

Halston, Michael K., (2LT) (M99) 4400 Rucker Boulevard, Apt. 3, Enterprise, AL 36330. Dy: (334) 255-9730. Res: (334) 347-5209. EM: mike1231@hotmail.com. Dy: Student Pilot, D Co, 1/145th Avn Regt.

Halstrom, Eric E., (2LT) (M99) D Co, 1/145th Regt, CMR 3, Box 7873, Fort Rucker, AL 36362. Dy: (334) 255-9730. Res: (334) 598-4083. EM: eearl@email.msn.com. Dy: D Co, 1/145th Avn Bn.

Haller, Lindsey E., (2LT) (M99) 106 Pineridge Drive, Enterprise, AL 36330. Res: (334) 347-5122. Dy: Fort Rucker.

Hampton, Kimberly N., (2LT) (M98) 129 Woodfield Place, Enterprise, AL 36330. EM: hamptonk@aol.com. Rtg: AA. RW Qual.

Hancock, Philip L., (CPT) (M92) (Lain) 1124 Cedar Oaks Lane, Harker Heights, TX 76548. Dy: (254) 288-3328. Res: (254) 698-1883. EM: lain-hancock@ibm.net. S: Lynn. Dy: Commander, C Co, 1-227 Avn Regt, Fort Hood, TX. Rtg: AA. RW Qual. Time: 900 Hrs.

Hanson, Douglas D., (CPT) (M93) (Doug) CMR 415, Box 4282, APO AE 09114. EM: hansondd@ltdet.7alc.army.mil. S: Heidi. Dy: Commander, 7 ATC Flight Detachment & Gratenwoehr AAF. RW Qual. Time: 800 Hrs.

Harizog, Bryon K., (CPT) (M93) 392 Bosca Court, Clarksville, TN 37040. Dy: (502) 958-4003. Res: (931) 551-4301. EM: bharizog@aol.com. S: Kalrina. Dy: 9th Bn/101st AA Div, Fort Campbell, KY. RW Qual. Time: 450 Hrs.

Hasken, Scott A., (CPT) (M98) CMR

454, Box 2683, APO AE 09250. EM: haskens@cmty.98asg.army.mil. S: Barbara. Dy: A Co, 1-1 Avn Regt Commander, Katterbach, Germany. Rtg: SAA. RW Qual. Time: 1,040 Hrs.

Hastings, Roy W., (CPT) (M93) (Rob) 2603 West Henderson Way, Clarksville, TN 37042-5671. Res: (931) 906-3621. EM: robandkmi@aol.com. S: Kimberley. Dy: Aviator, SOATC 160th SOAR (A), Fort Campbell, KY. RW Qual. Time: 650 Hrs.

Hauffler, Keith W., (CPT) (M94) A Co, 127th Avn Supt Bn, CMR 477, Box 2193, APO AE 09165. S: Cathy. Dy: AVIM Executive Officer. RW Qual. Time: 680 Hrs.

Haws, Randall L., (CPT) (M90) (Randy) 821 Blue Ridge Drive, Harrisonburg, VA 22802. Dy: (540) 568-6097. Res: (540) 433-7501. EM: hawsrji@jmu.edu. S: Jana. Dy: Assistant Professor of Military Science, Harrisonburg, VA. RW Qual. Time: 750 Hrs.

Hay, Marcus C., (2LT) (M98) 200 Apache Drive, Apt. 420, Enterprise, AL 36330. Dy: (334) 255-2156. Res: (334) 308-9825. Dy: Fort Rucker. RW Qual. Time: 180 Hrs.

Helm, Eric G., (CPT) (M90) (Flash) 4908 Mike Drive, Killeen, TX 76542-3871. Dy: (254) 286-5848. Res: (254) 554-5860. EM: bhelm@sagelink.net. S: Barbara. Dy: D Troop, 17 Cav., Fort Hood, TX. RW Qual. Time: 1,000 Hrs.

Helsel, Bryan S., (CPT) (M94) 78 Woodfield Place, Enterprise, AL 36330. Res: (334) 393-5102. EM: delt-aguns@aol.com. Dy: AVC-3. RW Qual. FW Qual. Time: 450 Hrs.

Henderson, Dale L., (CPT) (M89) (Turtle) 11766 Gascony Place, Woodbridge, VA 22192. Res: (703) 680-3497. S: Adrianna. Dy: PER-SCOM-Alexandria, VA. RW Qual. Time: 750 Hrs. Past Chapter Officer.

Hennessy, Heather A., (1LT) (M96) 2605 W. Henderson Way, Clarksville, TN 37042. Dy: (931) 956-4051. Res: (931) 906-3707. Dy: Support Platoon Leader, 4-101 A Co Flight. RW Qual. Time: 250 Hrs.

Henry, Lewis E., (CPT) (M98) (Lew) 3445B McCormack Road, Wahiawa, HI 96876. Dy: (808) 656-1217. Res: (808) 624-5743. EM: tylew@gte.net. S: Tyree. Dy: Cdr, B/2-25 Avn Regt, Wheeler Army Airfield, HI. RW Qual.

Henry, Todd M., (CPT) (M93) 3071A Wayne Place, West Point, NY 10996. Dy: (914) 938-4364. Res: (914) 446-5104. EM: ft4355@usma.edu. S: Donna. Dy: Instructor, Dept. of Systems Engineering, USMA, West Point, NY. RW Qual. Time: 880 Hrs.

Heringer, Stephen F., (2LT) (M99) P.O. Box 132, Clarksville, CA 95612. Res: (334) 598-2674. EM: spheringer@yahoo.com. S: Sarah. Dy: Aviation Officer, D Co, 1st 145th.

Herrlihy, Matthew B., (1LT) (M98) (Matt) 364 Tartan Court, Fayetteville, NC 28311. Dy: (910) 432-3811. Res: (910) 482-0500. EM: mbherrlihy@aol.com. S: Kristy. Dy: Regimental Aviation Liaison Officer, 504th P.I.R., Fort Bragg, NC. RW Qual. Time: 400 Hrs.

Hernke, David M., (1LT) (M96) 117 West Briar Drive, Enterprise, AL 36330. Dy: (334) 255-3689. Res: (334) 393-4957. EM: hernked@aol.com. Dy: BN S-1, 1-11th Avn Regt, Ft. Rucker, AL. RW Qual. Time: 550 Hrs.

Herrera, Salome, (CPT) (M91) (Sal) 1656 Barrywood Circle E., Clarksville, TN 37042. Res: (931) 551-3160. EM: herrera@soar.army.mil. S: Andrea. Dy: D/2-160th SOAR (A), Fort Campbell, KY. FW Qual. Time: 1,000 Hrs.

Herrick, Mary B., (CPT) (M92) (Mary) 1408 Ashley Drive, Nolanville, TX 76559. Dy: (254) 288-7505. Res: (254) 698-6932. EM: blkhwdkvr@aol.com.

NOVEMBER 30, 1999

TX. RW Qual. FW Qual. Time: 400 Hrs. Past Chapter Officer.

Wickenhagen, Devin R., (CPT) (M91) 1607 Historic Rt. 86W, Lot #11, Waynesville, MO 65583. EM: wick-dr@hotmail.com. S: Sarah. RW Qual.

Wilder, David R., (CPT) (M99) P.O. Box 10768, Fort Irwin, CA 92310-0768. Dy: (760) 380-4420. Res: (760) 963-7008. EM: drwilder@aol.com. Dy: Attack/Cavalry Trainer. RW Qual.

Wiley, Bryan J., (2LT) (M98) (BJ) 217 Apache Drive, #13 D Village Heights, Enterprise, AL 36330. Dy: (334) 255-2156. Res: (334) 393-4837. EM: bjwiley@aol.com. S: Megan. Dy: Army Aviator-UH60 Qualified Fort Rucker, PCSing to Fort Bragg, NC. RW Qual. Time: 150 Hrs.

Wiley, Kent R., (CPT) (M91) 112 Grandview Court, Cheyenne, WY 82009-4912. Dy: (307) 778-7640. Res: (307) 632-8549. EM: kwiley1259@aol.com. S: Roxanne. Dy: Company Commander, Cheyenne Recruiting Company. RW Qual. Time: 1,170 Hrs. Life Member.

Wilkinson, Kenneth M., (CPT) (M89) (Kenny) 4073 Owlshead Court, Apt. A, Fort Irwin, CA 92310. Dy: (760) 880-4420. Res: (760) 388-7645. EM: kennylwilki@telis.org. S: Tonya. Dy: Aviation Observer/Controller, Fort Irwin, CA. Rtg: SAA. RW Qual. FW Qual. Time: 1,300 Hrs. Past Chapter Officer.

Wilkinson, Scott D., (CPT) (M95) 111 Commons Drive, Enterprise, AL 36330. Res: (334) 393-8842. EM: scott.d.wilkinson@usa.net. S: Mindy. Dy: Student, Fort Rucker. RW Qual. Time: 550 Hrs.

Willetta, David C., (1LT) (M98) HHT 3-6, CAV Box 217, Unit 15712, APO AP 96271-0712. EM: dwilletta@yahoo.com. Dy: Camp Humphrey, S. Korea. RW Qual.

Williams, Kevin D., (CPT) (M95) CMR 408, Box 1395, APO AE 09182. EM: k_m_williams@hotmail.com. S: Michelle. Dy: Company Commander, D Company, 158th Avn Regt. Rtg: SAA. MTP. RW Qual. Time: 1,200 Hrs.

Williams, Raymond E., (CPT) (M96) (Ray) Route 3, Box 133A, Enterprise, AL 36330. Dy: (334) 255-1054. Res: (334) 308-2402. EM: asugarray@hotmail.com. Dy: Bde S-2, ATB, Fort Rucker, AL. Rtg: AA. RW Qual. Time: 600 Hrs.

Williams, Robert L., (CPT) (M93) (Bo) 1897 Palm Drive, Colorado Springs, CO 80918. Dy: (719) 526-9634. Res: (719) 260-6544. EM: williamsr@carson-cav3.army.mil. Dy: P Troop, 4/3 ACR, Fort Carson, CO. RW Qual. Time: 750 Hrs.

Williams, Scott T., (CPT) (M95) 3521 Eastridge Road, Woodlawn, TN 37191. Dy: (502) 798-3771. Res: (931) 906-2561. EM: 100104.605@compuserve.com. Dy: Company Commander, A/2-101. RW Qual. Time: 850 Hrs.

Willis, Robert A., (CPT) (M92) 258 Turkey Ridge Road, Charlottesville, VA 22903. Res: (804) 296-7350. EM: kbiris97@aol.com/faw7e@virginia.edu. S: Melissa. Dy: Advanced Civil Schooling Student, USASD. Rtg: SAA. RW Qual. Time: 1,100 Hrs.

Wilson, Kelly L., (1LT) (M98) 95-664 Wikao Street, No. L303, Mililani, HI 96789. Dy: (808) 656-2556. Res: (808) 625-8840. EM: kelly.wilson@hotmail.com. Dy: AD A Co, 2-25 Avn Regt. RW Qual. Time: 190 Hrs.

Wilson, Robert E., (CPT) (M90) (Rob) 3021 Spring Garden, Leavenworth, KS 66048. Dy: (913) 684-9841. Res: (913) 680-0792. EM: rwilson@tfs.net. S: Julie. Dy: BCTP. Rtg: SAA. RW Qual. Time: 1,100 Hrs./Cbt 17 AM/2.

Winkbauer, W. Todd, (CPT) (M93) (Wink) 3 Timberline Drive, Hampton, VA 23666. Dy: (757) 787-4435. Res: (757) 896-0508. EM: wtwinkler@cvinet.com. S: Suki. Dy: Fort Monroe, VA. RW Qual.

Wolf, Anthony D., (1LT) (M98) (Tony) 101 Tandy Drive #C, Clarksville, TN 37042-4833. Dy: (502) 798-5856. EM: twolf@midsouth.net. S: Mari. Dy: Aeromedical Evacuation Pilot, 50th Med Co (AA), Fort Campbell, KY. RW Qual.

Wolf, Mari L., (2LT) (M99) 217 Apache Drive, Apt. 1D, Enterprise, AL 36330. Res: (334) 393-8933. EM: whopwhop-girl@hotmail.com. S: Anthony. RW Qual. FW Qual.

Wolf, Rick, (1LT) (M96) (Rick) 91-1097 Nihopeku Street, Kapolei, HI 96707. Dy: (808) 658-1186. Res: (808) 625-9439. EM: wolfrick1293@msn.com. S: Elizabeth. Dy: Aviation Brigade, Wheeler AAF, HI. RW Qual. Time: 1,500 Hrs.

Wolons, David S., (CPT) (M90) (Dave) 3048B Parsons Place, West Point, NY 10996. Dy: (914) 938-5524. Res: (914) 448-9797. EM: id7955@usma.edu. S: Karen. Dy: Instructor, Dept of Civil & Mechanical Eng. Rtg: MTP. RW Qual. FW Qual. Time: 900 Hrs.

Wood, Brian G., (2LT) (M99) 133 Lakeview Drive, Daleville, AL 36322. Res: (334) 598-3030. EM: briwood99@aol.com. S: Jennifer.

Workman, Robert S., (CPT) (M92) (Shane) 3912 Rolling Pines, Enterprise, AL 36330. Dy: (334) 255-4089. Res: (334) 347-2620. EM: workmanr@rucker.army.mil. S: Amy. Dy: HHC Commander, 1-212th Avn, Fort Rucker, AL. RW Qual. Time: 435 Hrs.

Worrell, Matthew W., (CPT) (M96) 2305 Sandstone Drive, Killeen, TX 76542. Dy: (254) 288-1034. Res: (254) 616-6510. EM: worrell94@ibm.net. S: Camille. Dy: 1-7 Cav, 1CD, Fort Hood, TX. RW Qual. Time: 750 Hrs.

Wright, Mary S., (2LT) (M99) 103 Springdale Drive, Apt. 7B, Enterprise, AL 36330. Res: (334) 393-9409. Dy: D Co, 1-145th Avn Regt.

Wright, Patrick E., (2LT) (M96) (Pat) 215 Barracks Drive, Sackets Harbor, NY 13685. Dy: (315) 846-2204. Dy: 2-10 Assault Bn, Fort Drum, NY. RW Qual.

Wyatt, William M., (CPT) (M93) (Chris) P.O. Box 5956, Monterey, CA 93944-0956. EM: wmwchr@heocities.com. S: Vera. Dy: DLI, Monterey, CA. YYYYYYYYYY-ZZZZZZZZ

Yiengst, Matthew C., (2LT) (M99) (Matt) 137 Woodfield Place, Enterprise, AL 36330. Dy: (334) 255-2567. Res: (334) 347-9584. EM: myiengst@hotmail.com. S: Hillary.

Young, Joy A., (2LT) (M99) P.O. Box 825, Daleville, AL 36322. Res: (334) 598-8618. S: Joseph. Dy: D Co, 1/145 Aviation Student.

Yuskaitis, Christopher, (CPT) (M98) (Jay) Box 72 CMR 416, APO AE 09140. EM: cyuskaitis@hotmail.com. Dy: Regt Asst S-3, Illesheim, Germany. RW Qual. FW Qual. Time: 600 Hrs.

Zeidman, Troy E., (2LT) (M98) 206 Lake Oliver Drive, Enterprise, AL 36330. Dy: (234) 255-9414. Res: (234) 308-1828. EM: tzeidman@hotmail.com. Dy: Fort Rucker, AL. RW Qual.

Zito, Dianna N., (1LT) (M98) (Frosch) 2801 Rigney Road, No. L-13, Steilacoom, WA 98388. Dy: (253) 967-6256. Res: (253) 589-3385. EM: zitod@lewis.army.mil. Dy: 502nd MI BN, Fort Lewis, WA.

HIGHTIMERS

1LT Jerry L. Mathis	3,200	CPT Kyle M. Riedel	1,000
CPT Thomas R. Drew	2,800	CPT John M. Vannoy	1,000
CPT Robert T. Ault	2,150	CPT Greg Z. Thompson	996
CPT Gerald L. Dwyer	2,000	CPT Matthew R. Lewis	986
CPT Allan M. Pepin	1,850	CPT Eric R. Hall	980
CPT Robert J. Vollmuth	1,800	CPT Steven A. Balfew	970
CPT Michael G. Gray	1,700	CPT James P. Delaney	970
CPT Peter P. Mack Jr.	1,650	CPT Kelly E. Hines	970
CPT Mark S. Gorak	1,630	CPT Courtney P. Cote	960
CPT Pedro A. Torres	1,600	CPT Joseph S. Bianchi	950
CPT Michael S. Kellogg	1,550	CPT R. Scott Bridgegam	950
CPT Andrew J. Kaufmann	1,500	CPT John J. DeVillez	950
CPT Thomas E. Keany	1,500	CPT Miki Thomas Huntington	950
1LT Rick Wolf	1,500	1LT Melissa A. Jones	950
CPT Cory A. Mendenhall	1,450	CPT Monroe C. Jones	950
CPT Don E. Smith, Jr.	1,417	CPT Jong-Hyuk Lee	950
CPT Al Marron	1,412	CPT Ralph J. Litscher	950
2LT Daniel J. Miller	1,400	CPT Geoffrey A. McLaughlin	950
CPT Brian Lee Thompson	1,400	CPT Kamela A. Mohs	950
CPT Guy M. Burrow	1,375	CPT Damon A. Patterson	950
CPT Eric J. Stiern	1,350	CPT Thomas Styner	950
CPT David W. Alley	1,300	CPT Jason L. Walrath	950
CPT Darren W. Behm	1,300	CPT Thomas W. Copeland	902
CPT Todd E. Brucker	1,300	CPT Richard M. Andre	900
CPT Michael E. Demirjian	1,300	CPT George D. Bailey	900
CPT Scott P. Ditto	1,300	CPT Heath S. Bartlett	900
CPT Jonathan O. Gass	1,300	CPT Matthew A. Boehnke	900
CPT Gregory K. James	1,300	CPT David P. Bristol	900
1LT Paul R. Lawrenz	1,300	CPT John A. Butora, Jr.	900
CPT John A. Mackey	1,300	MAJ George N. Christensen, III	900
CPT Jeffrey A. Poisson	1,300	CPT William R. Cristy	900
CPT Gordon D. Schmidt	1,300	CPT Felix O. Gonzales, Jr.	900
CPT Craig S. Unrath	1,300	CPT Philip L. Hancock	900
CPT Kenneth M. Wilkinson	1,300	CPT Jimmy R. McFall	900
CPT John W. Merrithew	1,250	CPT Joe H. Miller, II	900
CPT Garret K. Messner	1,250	CPT Bradley D. Osterman	900
CPT Scott R. Alpeter	1,200	CPT Edward J. Ripp	900
CPT Jayson A. Altieri	1,200	CPT David S. Wolons	900
CPT Kevin J. Christensen	1,200	CPT Ronald L. Ellis	885
CPT Patrick J. Mullin	1,200	CPT Todd M. Henry	880
CPT Chris D. Niederhauser	1,200	CPT Jennifer R. Ryan	880
CPT Michael S. Odum	1,200	CPT William D. Jackson	879
CPT Michael J. Slocum	1,200	CPT Peter Orabona	872
CPT Charles S. Walls, IV	1,200	CPT Daniel Friend	870
CPT Kevin D. Williams	1,200	CPT Tracy Maender	870
CPT Kent R. Wiley	1,170	CPT Peter B. Tingsrom	870
CPT Patrick G. Magras	1,110	CPT C. Russell DeMartino	860
CPT James E. Adams, Jr.	1,100	CPT Kevin S. Cochle	855
CPT Jimmy F. Blackmon	1,100	CPT Kelly P. Donna	850
CPT Gary T. Brett	1,100	CPT Joseph A. Edwards, II	850
CPT Sharon E. DeCrane	1,100	CPT Darryl Lee Gerow, Sr.	850
CPT Adrian R. Farrell	1,100	CPT Adam W. Lange	850
CPT Daniel J. Goll	1,100	CPT Michael J. Musiol	850
CPT Nicholas J. Hoeiz	1,100	CPT Jon M. Tussing	850
CPT Ryan S. Jones	1,100	CPT Scott T. Williams	850
CPT Thomas C. Kelley III	1,100	CPT Robert Shane Kimbrough	835
CPT Christopher F. Lynch	1,100	CPT J. Todd Turner	830
CPT Douglas S. Miller	1,100	CPT William P. Denny	820
CPT Lee S. Ohrnstein	1,100	CPT Thomas W. Bamford	800
CPT Scott J. Rauer	1,100	CPT Michael F. Burns III	800
1LT Gary J. Reitzlaff, Jr.	1,100	CPT Michael J. Crossett	800
CPT Brian D. Shoemaker	1,100	CPT Joseph Shane Curtis	800
CPT Albert Harold Stiller	1,100	CPT Graham R. Drozeski	800
CPT Hugh A. Theiler	1,100	CPT Parker L. Frawley	800
CPT Terry L. Truett	1,100	CPT Clair A. Gill	800
CPT Jason J. Turner	1,100	CPT John K. Goertemiller	800
CPT Robert A. Willis	1,100	CPT Robert C. Kovacs	800
CPT Robert E. Wilson	1,100	CPT Troy D. Krings	800
CPT Jeffrey D. Martuscelli	1,080	CPT Benjamin H. Lacy, III	800
CPT Brett M. Clark	1,075	CPT Scott M. Nowicki	800
CPT Bryan F. Agena	1,070	CPT James Nugent, Jr.	800
CPT Thomas L. Fulton	1,066	CPT Michael G. Olmstead	800
CPT Eshkine R. Bentley II	1,050	CPT Richard Q. Carroll	780
CPT John C. White	1,050	CPT Mark A. Piccone	780
CPT Scott A. Hasken	1,040	CPT Mathew K. McCauley	760
CPT Michael F. Mahony	1,025	CPT Sean M. Choquette	750
CPT William R. Peaster	1,025	CPT Robert C. Donnelly	750
CPT David J. Leach	1,010	CPT Randall I. Haws	750
CPT Thomas E. Lippert	1,005	CPT Dale L. Henderson	750
CPT Christopher E. Albus	1,002	CPT Tom T. Huff	750
CPT James M. Ball	1,000	CPT Philip W. Jalufka	750
CPT Charles B. Campbell	1,000	CPT Jon Scott Logel	750
CPT Charles J. Dalcourt, Jr.	1,000	CPT Patricia A. Peck	750
CPT Thomas M. Fugate	1,000	CPT John D. Price	750
CPT Eric G. Helm	1,000	CPT Robert L. Williams III	750
CPT Salome Herrera	1,000	CPT Matthew W. Worrell	750
1LT Charles K. Larry	1,000	CPT James W. Jackson	740
CPT Ronald G. Lukow	1,000	CPT Randy Murray	710
CPT Thomas P. McLeary	1,000		

Changes Ahead

TOPS is building a better program to better serve our members

In the coming months, TROA's Officer Placement Service (TOPS) plans to implement some changes that will directly affect TROA members using our services.

"Job Bulletin." There are more than 2,500 members registered in TOPS on any given day. Of those, about 93 percent receive the weekly "Job Bulletin" electronically, and that number continually climbs. Only about 180 are now receiving the bulletin in hard copy. Consequently, effective June 1, the "Job Bulletin" will only be offered electronically. Those of you who have already paid for a print subscription will receive a full year of the hardcopy bulletin, but renewals will only be offered in an electronic format.

Eliminating the hard copy of the "Job Bulletin" will have two important consequences: It will provide the bulletin in the form preferred by most TOPS members, and it will allow us to update the list of jobs we receive three to five times a week instead of just once a week. Jobs will remain posted on the TOPS Web page for 30 days, as they are now. With this change, we hope to present you with more job opportunities more often and thus give you more time to respond to job opportunities that interest you.

TROA network contacts. Two years ago, TOPS created a network of TROA members employed in the civilian workforce who volunteered to be network contacts for fellow TROA members in job transition. Today, more than 1,700 TROA members (located in 50 states and nine foreign countries) are in the network to assist TROA job seekers, and this number is likely to surpass 2,000 by the end of the year. The network contact list is accessible through the TOPS Web page (www.troa.org/tops) to all TROA members registered in TOPS.

"Career Search." Recently, TOPS introduced on TROA's Web site "Career Search," a program that provides back-

ground information on more than 1 million firms, companies, and organizations in the United States. "Career Search" is accessible only to TOPS registrants, and we believe it will prove valuable to your transition effort.

Lecture program. The "Marketing Yourself for a Second Career" lecture program has grown substantially, and this year TOPS staff are likely to present more than 200 of the two-and-a-half-hour presentations at military facilities worldwide. If you are able to attend a lecture, please introduce yourself to the speaker as a TROA member, and encourage others (officers and enlisted) who are contemplating separation or retirement to attend. We believe the lecture provides a good foundation from which to launch a well-organized and thoughtful transition plan.

TOPS also has updated 70 percent of the Marketing Yourself for a Second Career guide for 1999. If you or a fellow service-member would like a free copy, call TROA's Member Service Center at (800) 245-8762 or see TROA's Web Base.

TOPS registration form. This form is an important element of your participation in the TOPS program, but in its present hard-copy format it is tedious to complete. TOPS staff are working this summer to simplify it and post it on the TOPS Web page so registrants can complete it electronically with little strain. We hope to have the form on-line by the end of 1999 or early 2000. I'll keep you posted; the on-line TOPS registration form is one goal we all want to see achieved, and the sooner the better.

In the meantime, don't hesitate to call, write, or e-mail us in TOPS if we can be of help.

— Col. Buzz Buse, USMC (Ret)
Director, TOPS

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Dear Editor:

I served with the 2nd Infantry Division's Company C, 3rd Battalion, 23rd Inf., in Korea from February 1968 through June 1969. Beginning in April 1968 Agent Orange was sprayed in and around the foxholes, guard posts and barrier fence in the Korean demilitarized zone (DMZ). I'm trying to locate Army aviators who might be able to provide information about the application of defoliants in Korea in the late 1960s and, more particularly, about the application of Agent Orange and Agent Blue.

Korean DMZ veterans are not included in the 1991 Agent Orange Act and I am trying to get Congress to amend the act to include those who served in the DMZ in the late 1960s. You may contact me at P.O. Drawer 432, Statesville, NC 28687-0432, by fax at (704) 873-0570 or by phone at (704) 871-8000.

C. David Benbow
Attorney at Law

Dear Editor:

I'm contacting you in hopes you might be able to assist me with a fact-finding effort for a book I'm writing.

The book is a collection of servicemembers' reminiscences from World War II, Korea and Vietnam, and will also deal with war's lasting effects. I am looking for servicemembers who would like to discuss their remembrances, and would like to hear from any of your readers who might be interested in sharing their thoughts with me. Please contact me by mail at 7500 Beulah Street, Alexandria, VA 22315-3637, by phone at (703) 924-3041 or by e-mail at fellnerrob@aol.com. I am a retired Army NCO who will treat you with respect and dignity. I know the horrors of war, for I have seen them firsthand.

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ATTENTION Vietnam Veterans: Prostrate Cancer and Agent Orange

There are several medical conditions that have been determined to be related to Agent Orange exposure. Congress has declared that any service member who served in Vietnam during the wartime era (Feb. 28, 1961, through May 7, 1975) was exposed to Agent Orange. It was further ruled that such exposure may have caused several types of cancer. Therefore, diagnosis of any of these conditions will be considered "service connected" by the Department of Veterans Affairs.

Veterans and survivors may be entitled to compensation for such diseases as lung cancer, multiple myeloma, Hodgkin's disease, non-Hodgkin's lymphoma and, as of November 1996, prostate cancer. If a Vietnam veteran is ever diagnosed with prostate cancer, even if it is many years after service, it will be considered a service-connected disability and compensation may be paid.

Survivors of Vietnam veterans who died of prostate cancer may also be entitled to benefits from the VA. An unmarried surviving spouse may be entitled to a monthly payment of Dependency and Indemnity Compensation (DIC). The current rate is \$861. Dependents' Education Assistance may also be available for college attendance. The rate for full-time attendance is \$485 per month.

[This article first appeared in "In Your Interest" and is reprinted with permission of The Army and Air Force Mutual Aid Association.]

HR 2966 - Keep Our Promise to America's Military Retirees Act

On September 28 Rep. Ronnie Shows (D-MS) introduced H.R. 2966 to honor the lifetime healthcare commitment that service representatives and Department of Defense leaders have made to service members over the last century to encourage them to pursue careers of 20 years or more. The bill was designed to facilitate freedom of choice by providing Medicare-eligible members of the uniformed services the opportunity to enroll in the Federal Employees Health Benefits Program (FEHBP-65) or to remain in Tricare indefinitely. Members who entered the uniformed services prior to June 7, 1956 (the date the space available limitation was included in law), would be entitled to fully paid lifetime health care upon retirement.

The Military Coalition (TMC) and The Retired Officers' Association (TROA) are pleased to have assisted Shows' staff in developing the legislation over the last couple of months and enthusiastically support his initiative in introducing it.

As TMC works to promote HR 2966 on Capitol Hill, we need to keep in mind that the major hurdle to overcome is the cost of the initiative, which could approximate \$2 billion per year (based on Congressional Budget Office cost estimates of similar legislation last year). That will present a formidable obstacle in the current environment and is what stymied progress on less expensive legislation in previous years, forcing TMC and TROA to support demonstration tests of FEHBP-65 — to prove that the cost of this initiative has been overstated.

Regardless of progress on HR 2966, we will need to intensify our focus on expanding the scope of the FEHBP-65 test next year to be certain that the 66,000 beneficiaries approved by Congress are, in fact, enrolled in the FEHBP-65 demonstration. Because DOD's ultra-conservative plan to offer only 66,000 beneficiaries the opportunity to enroll in FEHBP-65 is unlikely to produce 66,000 participants, we need to convince DOD to expand the test to two additional sites and to offer additional Medicare-eligible service members the opportunity to enroll during next year's open enrollment period (November-December 2000). Authority exists for this purpose, but additional legislation is needed to go beyond that limit.

Early next year FEHBP-65 enrollment data should be available to help us make the case to Congress for further expansion. Because cost has been the primary objection to extending healthcare coverage to Medicare-eligible, TMC continues to believe that, while we must keep the pressure on across a range of initiatives, the most productive route to success lies in keeping the pressure on to expand the FEHBP-65 demonstration to more sites as quickly as possible until worldwide eligibility is achieved.

In addition to HR 2966, there are two other bills that will help pave the way toward our health care equity goal. Rep. Duke Cunningham's (R-CA) HR 113 would remove the limits on the number of enrollees, sites and geo-



LEGISLATIVE REPORT

Col. Sylvester C. Berdux, Jr. (Ret.),
AAAA Representative to The Military Coalition (TMC)

graphic areas specified in the current FEHBP-65 test authority. Rep. Jim Moran's (D-VA) HR 205 would extend the FEHBP-65 option to every Medicare-eligible uniformed services beneficiary worldwide.

Those of you who are TMC and TROA members — and others — can significantly help our efforts by contacting your representatives and asking them to co-sponsor HR 2966, HR 113 and HR 205. Similarly, refer your senators to these bills and ask them to sponsor companion legislation in the Senate.

FEHBP-65 Enrollees Must Use FEHBP, Not Military Care

An official publication recently sent to hundreds of thousands of military retirees contains a factual error that could be very important to members residing in one of the eight test areas where Medicare-eligible service beneficiaries will have an opportunity to enroll in FEHBP-65.

The publication indicates that FEHBP-65 enrollees will still be able to use military treatment facilities and pharmacies. THIS IS NOT TRUE, AND A CORRECTION IS BEING PREPARED. One of the conditions for enrollment in FEHBP-65 is an agreement by the enrollee NOT to use military treatment facilities.

Although it may sound strange, there's a good reason for that restriction. Under the FEHBP system, DOD has to pay thousands of dollars a year up-front to the health insurer selected by the enrollee. That's money that won't be available to pay for medical care or pharmacies in military facilities. If FEHBP-65 enrollees were to use military facilities anyway, they'd be forcing DOD to pay double for their care. Worse still, they'd be robbing other beneficiaries who need care by using up space-available capacity and pharmaceuticals that otherwise would have gone to those others.

So beneficiaries eligible to enroll in FEHBP-65 have a choice of using EITHER FEHBP-65 OR military healthcare, but not both. If this weren't the case, only the health insurance companies (getting paid for care they're not providing) would win, and military beneficiaries would be the losers. This rule is designed to maximize the number of uniformed service beneficiaries who can be provided care.

Clinton Signs FY 2000 Defense Authorization and Appropriations Acts

In addition to confirming retirement system and pay raise upgrades for active and reserve forces, it means that two other provisions important to many retirees are now the law of the land. As of October 1, uniformed service retirees who take positions with the federal government will no longer have to forfeit part of their retired pay for that privilege. The higher retired pay amounts should be reflected in the November 1 or December 1 retirement checks (retroactive to October 1). Also, certain retirees who received 70 percent or higher disability ratings from the VA, years of service, will be eligible to receive an extra \$100 to compensation.

Because of the complicated eligibility rules and the matching between DOD and VA records, this process to six months, we expect, depending on the individual.

No application is required for either the dual or special compensation. Those eligible will be contacted.

THANKS

Thank you for all of your help over the past year. The AAAA memberships calls, letters, and proof votes in the House and Senate will continue to exercise your right to be heard. Congressman and express y.

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Csm. William T. Jolley (Bronze)
William F. Stryk, Jr. (Bronze)
Sfc. Odester Watson (Bronze)
CWO 4 John E. Albers (Bronze)
Stephen E. Pavlak (Bronze)
Csm. Kenneth R. Jacoby (Bronze)
CWO 4 Edward B. Trexler (Bronze)
CWO 4 John W. Ambrust (Bronze)
Capt. David L. Jackson (Bronze)
Maj. Kimberly A. Enderle (Bronze)

Aces

The following members have been
recognized as Aces for their signing
up five new members each.

Capt. Daniel L. Clark
Ms. Cynthia J. Colon



Washington-Potomac Chapter

Retiring CWO 4 Stephen W. Peckham (center) is congratulated by Col. Lawrence Johnson, assistant chief of staff for logistics of the U.S. Army Intelligence and Security Command at Fort Belvoir, Va. Johnson presented Peckham with the Legion of Merit and the AAAA's Order of Saint Michael's Bronze Award. Johnson also recognized Michelle Peckham for her tireless dedication and support.

☛ **Nov. 30-Dec. 3.** AAAA ASE and Avionics Symposium, Hilton Mesa Pavillion, Mesa, AZ.

☛ **Dec. 8.** The Lindbergh Chapter Christmas Party, 1130 Hours at the Echo Country Club, Normandy, MO. All AAAA members and their guests are invited. Free drinks and door prizes. Contact Paul Hendrickson, Lindbergh chapter president, 314-928-0359.

☛ **Jan. 10-12.** AUSA/AAAA Aviation Symposium, Fairfax, VA.

☛ **Jan. 15.** AAAA Morning Calm Chapter Aviation Ball, Hyatt Hotel, Seoul, Korea.

☛ **Jan. 28.** AAAA Scholarship Executive Committee Meeting, Arlington, VA.

☛ **Jan. 28-29.** AAAA Awards Selection Meeting, Arlington, VA.

☛ **Jan. 31-Feb. 4.** Aviation Leaders Training Conference, Fort Rucker, AL.

☛ **Mar. 29-Apr. 1, 2000.** The 2000 AAAA Annual Convention, Fort Worth Convention Center, Fort Worth, Texas.



Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2001. Nominations are currently open for the ballot that will be distributed to all AAAA members in the fall of 2000. Contact the AAAA National Office for details Tel: (203) 226-8184

Captain William P. Brake Army Aviation Hall of Fame 1992 Induction

For every new item of equipment that is proven on the field of battle there are usually a few individuals who stand out as dedicated advocates, applying heroic energies and skills to promote its success.

So it was with the helicopter as it made its debut on the battlefield of the Korean War. Aviators quickly proved the worth of the Bell H-13 as a key lifesaving factor in battlefield casualty evacuation. But it remained for Capt. William P. Brake to prove the true workhorse dimensions of one aviator and one helicopter.

Brake's incredible record of 900 casualty evacuations in the span of 14 months in Korea has remained unchallenged. He was on combat assignment with the 49th Medical Helicopter Ambulance Detachment from March 1952 to May 1953. A man of uncommon skill and enormous energies, he flew missions along the entire chain of casualty evacuation. Alternately, he could be seen lifting patients from field hospitals to evacuation hospitals for shipment to Japan or the United States.

In his 14 months of service in Korea, Brake flew 567 missions of which 311 were combat missions, lifting 415 casualties from the front lines to field hospitals. He lifted an additional 485 patients from field hospitals to evacuation facilities for shipment out of Korea. Before leaving the Army, Brake was also an instructor pilot and member of the U.S. Army's helicopter demonstration team.

His pioneering spirit, dedication, and energetic effort to prove the productivity and worth of the helicopter in medical evacuation roles profoundly influenced the post-war vision of the role of the helicopter in the Army of the future.



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U.S. Army Aircraft Since 1947

An Illustrated Reference
by Stephen Harding

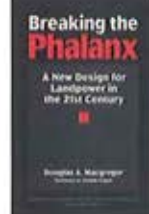
This is the only comprehensive guide to the 124 types of helicopters, fixed-wing aircraft and experimental flying machines used by the U.S. Army since 1947. The author includes information on aircraft serials, markings, weapon systems, operational history and other technical data. Illustrated with more than 220 color and black and white photographs. [Schiffer Publishing Ltd. Size: 8 1/2" x 11", 264 pages, hard cover, ISBN: 9-7643-0190-X].



Breaking the Phalanx

by Douglas A. Macgregor

This work proposes the reorganization of America's ground forces on the strategic, operational and tactical levels. The analysis argues that a new Army warfighting organization will not only be more deployable and effective in joint operations; reorganized information-age ground forces will be significantly less expensive to operate, maintain and modernize than the Army's current Cold War division-based organizations. [Praeger Publishers, Size: 6" x 9 1/8", paperback, 283 pages, ISBN: 0-275-957942].



We Were Soldiers Once ... And Young

by Harold G. Moore & Joseph L. Galloway

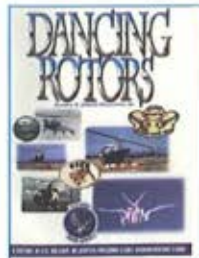
We Were Soldiers Once ... and Young presents a picture of men facing the ultimate challenge, dealing with it in ways they would have found unimaginable only a few hours earlier. It reveals man's most heroic and horrendous endeavor. [Harper Collins Publishers, Size: 5 1/2" x 8", 483 pages, paperback, ISBN: 0-06097576-8].

Army Aviation in Vietnam 1961-1963

An Illustrated History of Unit Insignia, Aircraft Camouflage & Markings

by Ralph B. Young

Army aviation came of age in Vietnam and experienced an incredible proliferation of unit insignia and markings on both its fixed- and rotary-wing aircraft. This comprehensive volume surveys the vast array of camouflage schemes and official and unofficial markings - including patches, mottoes and call signs - that graced Army aircraft during the early years of American involvement in Southeast Asia. Well written and lavishly illustrated, Army Aviation in Vietnam, 1961-1963 is a must-have work for any serious student of Army aviation history. [The Huey Company, Inc., Size: 8 1/2" x 11", 124 pages, hard cover and paperback, ISBN: 0-9671980-0-3].



Dancing Rotors

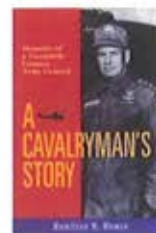
by Harry E. (Ned) Gilliland, Jr.

Dancing Rotors documents the evolution of U.S. military helicopter precision flight demonstration teams from 1948 through 1976. A wealth of very unique helicopter history, heretofore untold, is now within the reach of every helo enthusiast. [Aerofax, Inc., size: 8 1/2" x 11", 483 pages, paperback, ISBN: 0942548-57-4].

Black Hawk Down

by Mark Bowden

Black Hawk Down is the gripping story of the October 1993 battle in Mogadishu, Somalia. Bowden captures the harrowing ordeal through the eyes and words of the young men who fought the battle, a battle that ultimately led to the posthumous awarding of two Medals of Honor. [Atlantic Monthly Press, hardcover, ISBN: 0-87113-738-0]



A Cavalryman's Story

Memoirs of a Twentieth Century Army
General Hamilton H. Howze

A Cavalryman's Story is the memoir of a professional soldier recognized today as the father of U.S. Army Airmobile tactics and doctrine. As the first director of Army aviation, Howze promoted the concept to industry, the government, and the public. His vision came to fruition in the 1960s when he presided over the U.S. Army Tactical Mobility Requirements Board, known as the Howze Board, which proved the viability of sky cavalry in combat. [Smithsonian Institution Press, Size: 6"x9", 316 pages, hard cover, ISBN: 1-56098-664-6].



Year of the Snake

One Helicopter Pilot's Story of a Year in
Vietnam's Mekong Delta, Vinh Long 1965-1966

By W. Bailey Jones

Based on the author's journal entries, Year of the Snake presents a gripping account of the daily activities of one of the first armed helicopter units to serve in Vietnam. Valuable for its insights on the war, its depictions of early gunship operations and its thoughtful analysis of armed helicopter tactics and techniques, Year of the Snake is both an important historical resource and an entertaining memoir. [Shade Tree Publishers, size: 8.5" X 11", paperback, ISBN: 0-967073-1-6.]



Year of the Horse: Vietnam

1st Cavalry in the Highland 1965-1967

by Col. Kenneth D. Mertel (USA, Ret.)

Year of the Horse: Vietnam is the day-to-day story of the 1st Battalion, Airborne, 8th Cavalry Division. Mertel pays tribute to the many acts of heroism of his men, who lived, worked and fought together in some of the world's most inhospitable conditions. [Schiffer Publishing Ltd., Size: 6"x9", 384 pages, hard cover, 59 color photographs, 9 maps; ISBN: 0-7643-0190-X].



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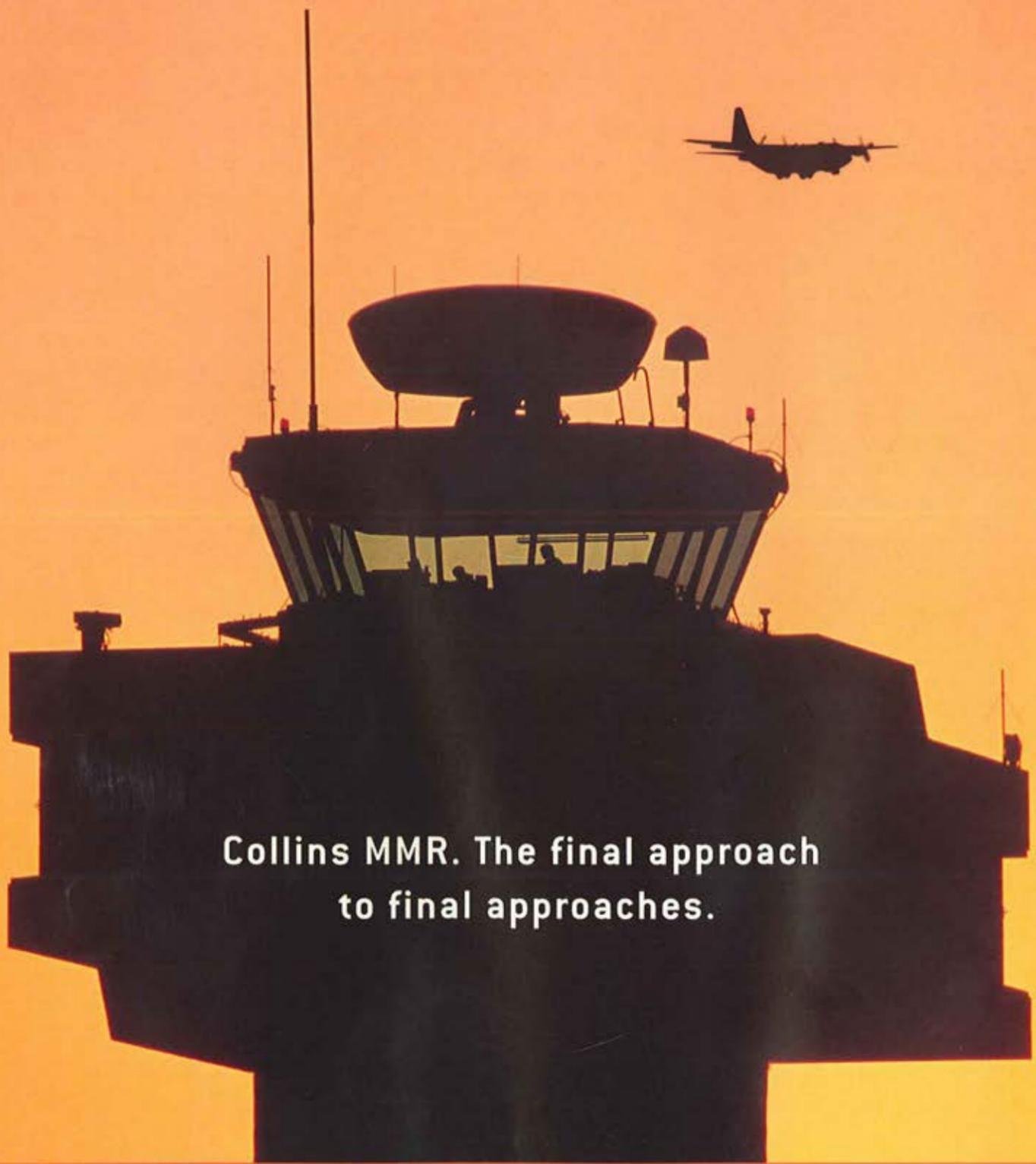
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