

**SPECIAL ISSUE: AVIATION LOGISTICS WORLDWIDE**

**LIFTOUT DIRECTORY: THE "1984 DAC PACK"**

# Army Aviation

JANUARY 31, 1984





## **Draft Professional Program 1984 AAAA National Convention**

The presenters, the subjects of their presentations, and the date and time of their presentations are subject to change.

### **THURSDAY, 29 MARCH 1984**

Welcome by Maj. Gen. James C. Smith, Ret., President, AAAA

- Keynote Address — General John W. Vessey, Jr., Chairman, Joint Chiefs of Staff  
Program Overview — Brig. Gen. Wayne C. Knudson, Army Aviation Officer, DA  
"How We Got Here from There" — General William R. Richardson, CG, USA TRADOC  
Putting It All Together — Maj. Gen. Bobby J. Maddox, CG, USAAVNC  
Structuring to Fight — Lt. Gen. Fred K. Mahaffey, DCSOPS, DA  
Aviation in the Real World — Lt. Gen. Jack V. Mackmull, CG, XVIII Airborne Corps  
Then and Now — Lt. Gen. Robert R. Williams, Ret.

### **FRIDAY, 30 MARCH 1984**

- Sustaining to Fight — Lt. Gen. Richard H. Thompson, DCSLOG, DA  
The University Role in Rotorcraft Technology — Dr. Wesley L. Harris, MIT, ASB  
Aviation RDA — The Honorable James R. Ambrose, Under Secretary of the Army  
Increasing Effectiveness — Lt. Gen. James H. Merryman, DCSRDA, DA  
Aviation in Space — Lt. Col. Robert L. Stewart, U.S. Army, NASA  
Aviation in Congress — Justus P. White, Jr., House Armed Services Committee

### **SATURDAY, 31 MARCH 1984**

#### **PANEL: LHX, March 1984**

- Maj. Gen. Orlando E. Gonzales, CG, USA Aviation Systems Command, Moderator  
Panelists: Colonel William H. Howard, PM-LHX; Colonel Patty E. Brown, Commander, ATL  
Presentations by Bell Helicopter Textron — Leonard M. Horner, President  
Boeing Vertol Company — Joseph Mallen, President  
Hughes Helicopters, Inc. — Jack G. Real, President  
Sikorsky Aircraft Division, UTC — William F. Paul, President

#### **PANEL: THE AVIATION BRANCH**

- Manning the Force, A Presentation by Lt. Gen. Robert M. Elton, DCSPER, DA  
BG Wayne C. Knudson, Moderator  
Panelists:

Lt. Gen. Robert M. Elton — Maj. Gen. Bobby J. Maddox  
Maj. Gen. Aaron L. Lilley — CW4 David E. Helton

#### **1984 AAAA NATIONAL AWARDS BANQUET**

Maj. Gen. James C. Smith, Ret., President, AAAA, Master of Ceremonies

AAAA National Award Presenters:

General John W. Vessey, Jr.      General Maxwell R. Thurman  
General Donald R. Kelth      The Honorable Howard E. Haugerud



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**Join Your Fellow Members at the  
1984 National Convention of the  
Army Aviation Ass'n This March**  
.....

**1984 AAAA Convention Programming**  
.....

**THURSDAY, 29 MARCH 1984**

**Registration, General Membership Meeting, President's Welcome,  
National Elections, Keynote Address, First Professional Session,  
Early Birds' Reception — Aerospace Industry Exhibits**

**FRIDAY, 30 MARCH 1984**

**Second and Third Professional Sessions, 1984 General  
Membership Luncheon, AAAA Chapter and Individual Awards,  
Aerospace Industry Exhibits, 1984 Cub Club Reunion,  
The President's Reception, 1984 Mohawk Pilots' Reunion**

**SATURDAY, 31 MARCH 1984**

**First Light Breakfast, Fourth and Final Professional Session,  
Aerospace Industry Exhibits, Nap-of-the-Earth Luncheon,  
1984 Awards Banquet Reception and Banquet**

**SUNDAY, 1 APRIL 1984**

**High-on-the-Hog Champagne Brunch**  
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# LHX CHALLENGE

**The Integration of Man and Technology**

**AUTOMATIC TARGET  
RECOGNITION**

**BATTLEFIELD  
INTEGRATION**

**CREW STATION  
AUTOMATION**

**ARTIFICIAL  
INTELLIGENCE**

**SYSTEMS  
INTEGRATION**

**SENSOR  
FUSION**

**ROTORCRAFT  
DEVELOPMENT**

**FLIGHT SIMULATOR  
EXPERIMENTATION**

**MISSION ANALYSIS**

**WEAPONS  
INTEGRATION**



## The Team That Can Make It Happen

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# A very exciting and challenging time!

BY MAJ. GEN. ROBERT F. MOLINELLI

**T**HIS is my last report in **Army Aviation Magazine** as the Army Aviation Officer. As with any good job in the Army, I leave with mixed emotions. However, when all is said and done, it's hard to complain about getting promoted out of a job.

On 27 February 1984 I assume command of Army Mobilization and Readiness Region I at Fort Devens, Mass. During the next few weeks, I'll be turning over the reins here to **Brigadier General Wayne C. Knudson** whom many of you know as a former commander of the 2d Aviation Battalion in Korea and the 6th Cavalry Brigade (Air Combat) at Fort Hood.

**Wayne** will be on board by the end of January from his present assignment as the Chief of Staff of the Army Recruiting Command at Fort Sheridan. He brings extensive aviation experience to the job — I know you'll be hearing much from him in the months ahead.

My one regret in departing is that it comes just as Army Aviation is embarking on some very exciting and challenging times. In saying farewell, I want to highlight one change that will soon set the stage for the future of not only our aviation forces, but the whole Army. That change is the force designs developed by TRADOC during the "Army of Excellence" study. They are now

MAJOR GENERAL ROBERT F. MOLINELLI SERVED AS THE DEPUTY DIRECTOR OF FORCE REQUIREMENTS AND ARMY AVIATION OFFICER, ODCSOPS, DEPARTMENT OF THE ARMY, PRIOR TO HIS CHANGE OF ASSIGNMENT.

almost complete and will soon be ready for final decision.

The new organizations will allow aviation to optimize its new systems within end strength constraints and still fulfill Army 86 requirements which were developed with the following guidelines in mind:

- Organize the unit how it fights.
- Provide unity of command for all division aviation assets while internally separating command, control, and communication between fighters and supporters.
- Insure the organization has robustness, that is, sufficient personnel and equipment to perform its mission; and that the unit has the capability to perform its mission throughout a 24-hour day.
- Increase the experience levels of key leaders in the organization.
- Simplify the commander's tasks by providing improved equipment, improved personnel structure, and reduced span of control.
- Integrate cavalry, both air and ground, at division level.

The "Army of Excellence" aviation structure provides for an Aviation Brigade in each corps and division. At division the nucleus of the new Brigade will be formed from the current ARCSA III Aviation Battalion and Cavalry Squadron.

Aviation Brigades will be designed differently for light and heavy divisions. Each Heavy Divi-





sion Brigade is designed with two Attack Battalions, a Reconnaissance Squadron, a General Support Aviation Company, and a Combat Assault Company. The Reconnaissance Squadron is totally different from the current Cavalry Squadron and will be composed of two Ground Troops, equipped with the M3, and two Air Cav Troops.

The Combat Assault Company is designed to provide the division with an increased lift capability and will be equipped with the UH-60. Although most heavy divisions will be resourced with only one Attack Battalion the design provides for two.

The Light Division Brigade is organized similarly to the Heavy Division except it has a different Reconnaissance Squadron and is designed with two Combat Assault Companies aimed at providing needed increased lift capability. The Reconnaissance Squadron of the Light Division includes one Ground Troop equipped with the light infantry vehicle, two Air Cav Troops, and a Military Intelligence Company.

### **Influencing the battle**

Each Corps will have a Corps Aviation Brigade which is designed with sufficient attack helicopter assets to provide the Corps Commander a means to influence the battle. Additional air assault and medium lift capability provide the Corps assets needed to increase maneuverability.

Each Corps Aviation Brigade will be structured with two attack groups and one Combat Support Group. The Attack Groups will be equipped with the AH-64 Attack Helicopter where possible. The Combat Support Group is designed with an ample mixture of CH-47's, UH-60's, and OH-58's.

An implementation decision on the new designs is imminent. When approved, they will provide Army Aviation with combat effective organizations and enhance the role of aviation as an integral part of the combined arms team.

On paper, these designs optimally organize Army Aviation to fight the Airland Battle. In practice, we need to make it happen efficiently and professionally. I want to leave you with some thoughts on what I believe we have to do to ensure it happens the way it was designed.

### **"Astounding progress"**

Army Aviation has made astounding progress and growth during the last two decades. Unfortunately, aviation can no longer enjoy the best of both worlds. Aircraft are more complex and have the sophisticated systems necessary to be effective against the threat. The same technology that has enabled us to greatly increase system effectiveness has also reduced the proliferation of aviation systems throughout our maneuver and support arms.

Greater centralization is required to retain responsiveness within these constraints. The In-

fantry, Armor, Artillery, Engineers, and Signal Corps will no longer "own" their own aircraft and pilots. This was exactly the same problem the Army faced in 1940 when the old Army Air Corps begin experiencing the same dynamic. Their emphasis turned to higher, faster, and further out — and the ground troops were left to fend for themselves until "organic" aviation assets began to spring to life again. This is where we began 40 years ago.

We must ensure that we don't forget these lessons from the past and that we maintain a firm grip on our own destiny. Army Aviation today must never leave the soldier behind and attempt to go off and fight its own battles.

During the many years the aviation branch was being debated and developed, our rallying cry was: "We need the branch so that aviation can become a fully functioning member of the combined arms team." Although proliferation ensured aviation/maneuver unit integration, force structure limitations, coupled with increased sophistication, dictated that changes were necessary to maximize the capability of Army

Aviation to perform its vital mission.

The steps we have taken recently are designed to field any aviation force structure to support the "Army of Excellence." It is up to all of us to make combined arms integration work, to be there when the ground commander needs us, to train our counterparts to know how and when to use us, to be and act as true experts in the employment of aviation assets in the ground battle.

We must always be a Big Brother, ready and able to take the pressure off the guy in the foxhole, behind the artillery piece, or maneuvering the tank.

They are what we exist for and we must demonstrate our realization of that fact in the way we live, think, train, and fight.

I trust you're all nodding your heads with me as you read through these words. The Army is counting on all of us to be the sharpest, most professional officers and soldiers possible. Let's live up to our reputation — and our responsibilities.

Fly safely!

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## New Aviation Branch is conducting a competition to find its own song

The Army's new Aviation Branch has opened a worldwide competition to find its own song. The competition, which is open to all persons 18 years or older, will terminate on May 1, 1984, with the winner to be announced on June 15.

The winner, who must agree to copyright the song and assign an unencumbered copyright to the U.S. Army, will receive a \$250 U.S. Savings Bond donated by the AAAA's Army Aviation Center Chapter.

### BIRTHDAY!

A ceremony will be held 15 February in the Office of the Chief of Staff, Army, to sign the General Order establishing the new Aviation Branch. The GO, which will be published on the birthdate of the 11th Air Assault Division, is to be co-signed by the Secretary of the Army and the Chief of Staff. A Branch Plaque will also be unveiled at the same ceremony. Key members of the Army Staff and Secretariat are among the invited guests.

The original sheet music, along with a photograph of the award ceremony, will be placed on display in the U.S. Army Aviation Museum. Travel expenses for the winner to and from Fort Rucker will be provided.

The new Aviation Song should be easily adaptable to marching arrangements for military bands at a standard cadence of 120 beats per minute and would be preferred in standard verse chorus (no more than two melodies). It should be easily sung by an average, untrained voice and be moderate in voice range.

The submission should be recorded on high quality cassette tape, along with a full piano score and sketch score and mailed to: Commander, USAAVNC, ATTN: ATZQ-P, Ft. Rucker, AL 36362. All non-winning entries will be returned. For further information, write the Aviation Propensity Office, Ft. Rucker, AL 36362 or call commercial (205) 255-6360 or AUTOVON 558-6360.

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**T**HE first chief of the Army Aviation Branch received the first proof set of the new branch insignia January 16 in a ceremony at the Post's Physical Fitness Center, Ft. Rucker, AL.

**Major General Bobby J. Maddox**, branch chief and Fort Rucker's Commanding General, was presented the set by **Lieutenant General Carl E. Vuono**, Deputy Commanding General of the Army Training and Doctrine Command, Fort Monroe, VA, and Commanding General, Army Combined Arms Center, Fort Leavenworth, KS.

Aviation has been a part of the Army since 1942 with the use of aircraft by field artillery units. From that day, aviation was more or less just an added ingredient to the Army's combat arsenal.

Army Aviation came into its own April 13, 1983, when the Secretary of the Army approved it as a separate branch of the Army's combined arms team, but the Branch established its "brand" at the January ceremony.

**Vuono** called the issuance of the branch insignia a historic event for Fort Rucker and the Army as a whole.

Others receiving the insignia at the ceremony included **Colonel Clark A. Burnett**, the post's senior Aviation colonel; **Colonel Ernest F.**



**Estes**, one of the principal architects of the implementation of the Army's newest branch; Aviation Center **Command Sergeant Major David L. Spears**, as Fort Rucker's senior enlisted person; and **Private Charlene A. Richardson** of 41st Company, 4th Battalion, 1st Aviation Brigade, representing all junior enlisted troops at Rucker.

**Maddox** and **Spears** then presented an AAAA-furnished mint set of the new insignia to **Vuono** for his support of the Aviation Branch and the Army Aviation Association of America.

The Rucker commanding general and command sergeant major then removed their new insignia and gave both sets to the curator of the Army Aviation Museum, **Army Lieutenant Colonel Tom Sabiston, Ret.**, for permanent display. IIII

## Maj. Gen. Maddox receives the first set of new Aviation Branch insignia





THE REORGANIZATION AT AVSCOM:

# MORE THAN A NEW LOOK . .

BY MAJOR GENERAL ORLANDO E. GONZALES

**T**HE U.S. Army Aviation Systems Command (AVSCOM) is not a new name in St. Louis. However, it is a new command. On 1 October both AVSCOM and the Troop Support Command (TROSCOM) were established provisionally. At the redesignation ceremony, DARCOM Commander, General Donald R. Keith, set the tone for the future with his remark, "We have retained the best of a strengthened research and development structure and combined it with an improved readiness organization."

General Keith's reaction that day reflected an attitude that we in AVSCOM can take with us in charting our course for the future, both near and long term. We have, indeed, retained the best.

## Why the change?

It is still necessary in this transition period — while the Aviation Research and Development Command (AVRADCOM) remains and until the March 1 full implementation date — to respond to questions regarding the advantages of the reorganization. The query most enduring is: "If the creation of a separate R&D command was a good thing in 1977, why is this change being made only six years later?"

There are a couple of responses to that. First, the change is in line with several others already made in the Materiel Development and Readiness Command (DARCOM). This realignment and others stemmed from a recommendation made by the Army Materiel Acquisition

Review Committee (AMARC). The change in 1977 was right for that time period. However, recent AMARC evaluations indicated that today's environment suggested a change to reduce the complexity of a single command managing two commodities as dissimilar as aviation and troop support. In short, the 1977 timeframe indicated a need for greater attention to research and development. Substantial progress was made in those intervening years in R&D. Now it is time to get back together as one team, and that is what we are doing.

There are other advantages to be gained from the reorganization. One, AVSCOM will be able to present a unified front to the field; it will offer that same benefit of unity to industry; and, in addition, it will make it much easier for all of us in Army Aviation to communicate with each other.

## Was branch timing coincidental?

Another question has been asked. Did establishment of the Aviation Branch coincide intentionally with establishment of the Aviation Systems Command? The answer to that is an emphatic "no." However, the coincidence is very fortunate. There will be multiple benefits derived from the ability to train in aviation, to talk in terms of aviation and to deal in both R&D and Readiness in commonly understood terms throughout the field of Army Aviation.

In this complex society, simplicity and economy are much to be desired. The reorganization contains those seeds to produce for the Army streamlined procedures that will provide a harvest of lasting results. For example, consider the transition a couple of years ago of the BLACK HAWK helicopter. It had advanced through the various milestones — R&D, initial

### ABOUT THE AUTHOR

A VETERAN AVIATOR AND LOGISTICIAN, GENERAL GONZALES SERVES AS THE COMMANDING GENERAL OF THE USA AVIATION SYSTEMS COMMAND (AVSCOM).



production — and then came time to move it to the readiness side. It took additional time, formal documents and many manhours to accomplish. That is just one significant example of efficiency to be realized in the marriage of R&D and Readiness, since such transitions will be unnecessary in the future.

We mentioned the welcome ability to present the same face to both the soldier and to industry. It is a great advantage to all of our contacts among contractors to be able to deal with the Aviation Systems Command, whether it's R&D or readiness. In the civilian sector, they would probably refer to that as "one-stop shopping."

In some minds there remains a misconception that AVSCOM is merely going to be an enlarged AVRADCOM. Obviously, such is not the case. Neither is today's Aviation Systems Command going to be a reincarnation of the one that ceased to exist in 1977.

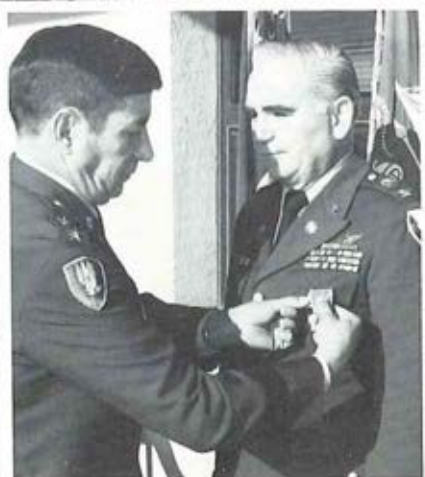
When 1 March arrives, the Aviation Systems Command will have 5,384 civilians and 424 military employees. Most of these will be at the St. Louis headquarters. However, AVSCOM is a nationwide command. The 17 subordinate activities from New Jersey to California will have a substantial number of that total employment figure with 1,451 civilians and 154 military.

### Some familiar names

In AVSCOM's organizational structure, you will recognize some names from AVRADCOM. These represent areas of logical continuity, or as we like to say, "When things aren't broke, don't try to fix them."

Working with me to assure a smooth transition and creative progressiveness will be **Brigadier General Ronald K. Anderson** as Deputy Commander for Research and Development. He is especially well suited for the position because of his background as BLACK HAWK PM. Rounding out the team will be **Colonel Michael J. Pepe**, Deputy Commander for Procurement and Readiness, and **Colonel Leslie H. Weinstein**, Deputy Commander for Installation and Resource Management.

In AVSCOM, we will assume responsibility for BLACK HAWK, COBRA, and **Special Electronics Mission Aircraft (SEMA)**, plus a myriad of support items and systems. We will retain responsibility for the Aircraft Survivability Equip-



**A JOB WELL DONE!** — COL Emmett F. Knight, right, Director of the US Army Applied Technology Laboratory (ATL) from June 1977 through December 1983, was recently awarded the Legion of Merit by AVRADCOM Commander MG Orlando E. Gonzales. The award recognized Knight's exceptionally meritorious service as ATL Director, which closed more than 29 years of Army service.

ment Program, Remotely Piloted Vehicle Program, Army Helicopter Improvement Program, CH-47D, Light Helicopter Family, and the fine research and development program already in place. There are also important programs in progress to increase safety, survivability and crashworthiness, such as the Wire Strike Protection System Program. The Advanced Attack Helicopter Program remains in St. Louis under DARCOM Headquarters; however, that aircraft has now moved into production and it is destined to play an increasingly important role in the future of Army Aviation.

### A family move

During the transition period, from now until 1 March 1984, AVRADCOM is still in existence with AVSCOM implemented provisionally. We are a bit like a family moving from one house to another. It is nice to retain possession of the old while moving to the new. However, we are finding great comfort in our new structure, and we are already quite at home calling ourselves the Aviation Systems Command.



**FIRST FIELDING** — The first three QUICKFIX IB (EH-1H without direction finding) were fielded to the 313th Military Intelligence Battalion (CEWI), 82nd Airborne Division, Fort Bragg, NC, in October 1983. Shown from L to R are CPT(P) Tim Fox,

QUICKFIX Platoon Leader; CPT Mark Cooper, Materiel Fielding Team Chief, PM-SEMA; Mr. Bud Putnam, Electronic Material Readiness Activity (EMRA); and LTC Mike McCloy, Assistant TRADOC Systems Manager, TSM SEMA.

When 1 March arrives, we will be ready to move forward with seldom a look back. Actually, there will be comparatively few problems in our new role. One area in which we will experience some growing pains is that of redesigning the commodity command **automatic data processing (ADP)** system to accommodate strictly aviation requisitions. This process will not be completed until October 1985. There will be ongoing efforts in conjunction with DARCOM activities to redesign the **Commodity Command Standard System (CCSS)**, which will allow aviation to operate as an independent entity even though we share our ADP systems and our DMIS organization with the Troop Support Command.

### A significant advantage

Such a disadvantage is more than outweighed by the advantages gained through the new organization. One of these advantages will come with the establishment of a Directorate for Engineering. This new directorate, which will consolidate systems engineering, development and qualification engineering, and logistics engineering functions, will produce the immediate benefit of providing a single source for engineering support. The consolidation will provide a vehicle for a substantial increase in functional engineering support, while at the same time maintaining a strong systems engineering approach.

It has been said from the beginning, not only here but in other commands undergoing reorganization in DAROCM, that all of these changes will be geared to take place with minimum turbulence as far as personnel are concerned. Almost one year ago, **General Keith** ordered that there be no reduction in force as a result of the reorganization. He also instructed that there be no involuntary geographic relocation of personnel. We have followed and will continue to follow his dictum regarding personnel stability as we complete the reorganization.

### The journey continues

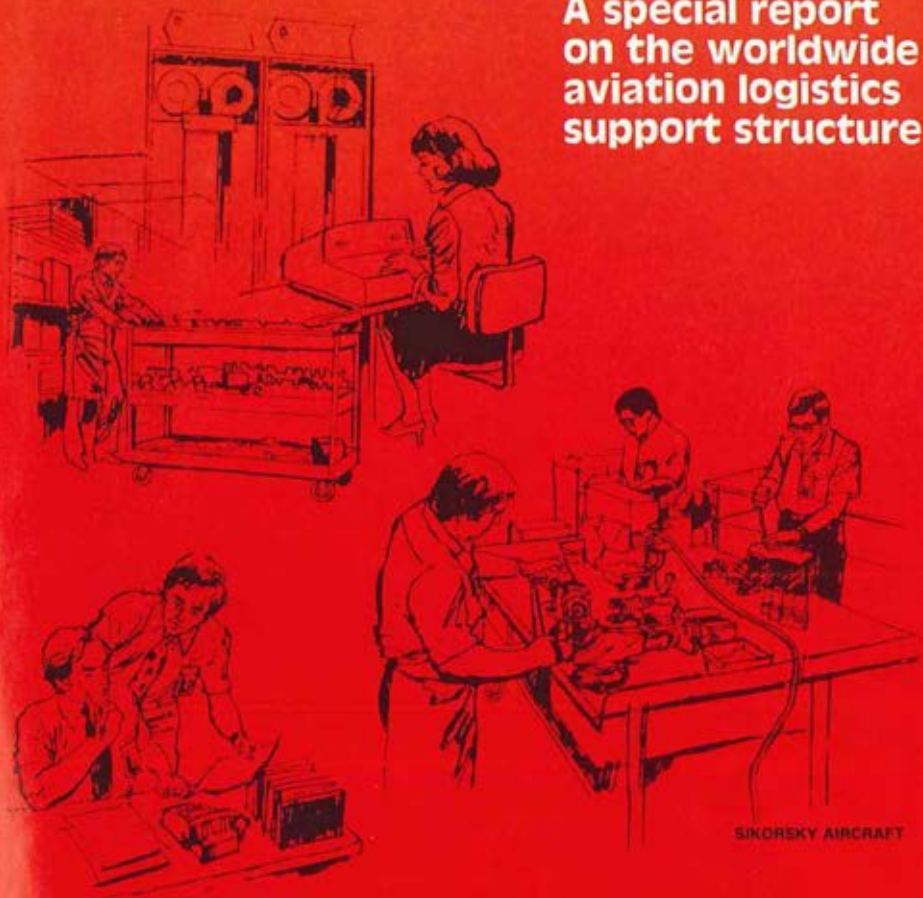
We are well down the road to successful implementation of our new command. In the return to life-cycle management, the Aviation Systems Command will not only design, develop and procure the best aircraft, but it will also design and maintain the best delivery system of spare parts and technical expertise. We will meet the challenges of adjusting ourselves to a large organization with its multiplicity of missions.

Just now, reorganization and all it implies is a demanding task. However, it will bring Army Aviation research, development, acquisition, and readiness under one roof. The Aviation Systems Command is now in a position to speak with one voice. The message is loud and clear. We have a big job to do, and we will do it well.

IIII



A special report  
on the worldwide  
aviation logistics  
support structure



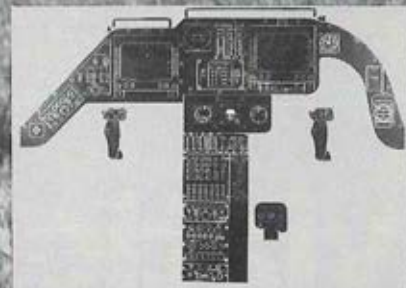
SIKORSKY AIRCRAFT

# Army Aviation Logistics

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Bell's multi-mission OH58D is heading your way, on schedule, for delivery to the Army during the summer of 1984! This is *the* high-technology, innovative scout helicopter you've been needing. Its performance will exceed all contemporary helicopters in all altitude conditions. Its simplified, sophisticated control displays system will allow crews to do their demanding job more effectively, more efficiently. The OH58D will also serve as a stable, highly maneuverable command post. From the cockpit, to the mast mounted sight, to the dynamics, this aircraft is a multi-mission system; the result of farsighted engineering that will meet the Army's needs far into the future.



*For more information on Bell's progress, write to Ray Swindell, Director, U.S. Government Marketing, Bell Helicopter Textron Inc., Dept 680, Box 482, Ft. Worth, Texas 76101.*

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# WORLDWIDE – THE GRAND UPDATE

BY LIEUTENANT GENERAL RICHARD D. THOMPSON  
DEPUTY CHIEF OF LOGISTICS, DEPT. OF THE ARMY

**A**S the DCSLOG of the Army, I am professionally and personally very much interested in Aviation Logistics. After a three-year stint as Commander of the U.S. Army Troop Support and Aviation Materiel Readiness Command, I have also become a dedicated, non-rated Army Aviator. It is with real pleasure that I can introduce this, the first issue of **Army Aviation Magazine** completely devoted to **Worldwide Aviation Logistics**.

Over the years, I have watched with great interest the manner in which logisticians have tackled the many problems associated with supporting and sustaining Army Aviation. It was a revelation to see the many innovative measures taken to support upward of 4,400 aircraft during Vietnam.

As Commander of the U.S. Army Inventory Control Center, Vietnam, I could well appreciate the horrendous problems they were faced with. As unforeseen problems were encountered, often in an emergency, solutions were devised. When they worked they became the normal way of doing business; for example, reporting every aircraft to the nearest hour by serial number, three level maintenance, managing aircraft engines for each change in condition, location, and status.

Now, as the DCSLOG of the Army, I am incorporating many of these initiatives for commodities other than aviation. With the high cost of men, money, and materiel, intensive management devices such as initiated by the Army Aviation Logisticians are now rapidly becoming a way of life across the Army.

## ***SCIENCE/SCOPE***

A new kind of helicopter-mounted rocket launcher -- which has proven to be less costly, more durable, and lighter than existing models -- has been made possible by an advanced manufacturing technique developed by Hughes Aircraft Company in producing TOW antitank guided missiles. The launcher is manufactured in two versions, one for 19 rockets, the other for 7.

Although inexpensive enough to be disposable, the launcher can be reused for as many as 32 firings. Weight and cost savings stem from using an electromagnetic force to press the aluminum skin and tubes of the launcher into the three aluminum support structures. This process greatly cuts labor costs and lowers the weight associated with such conventional metalworking techniques as welding. Hughes is producing the launchers for the U.S. Army.

A new battlefield position information system can pinpoint the location of ground units to within 15 meters, and helicopters and aircraft to within 25 meters. The Position Location Reporting System (PLRS) automatically supplies position and navigation data in digital form through a computerized communications network.

Location information is derived by a process called time of arrival, which combines triangulation with calculations of how long it takes certain coded signals to reach one unit from another. Hughes is producing PLRS for the U.S. Army and Marine Corps.

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## OPERATORS AND LOGISTICIANS: A CLOSE KNIT FAMILY

BY JOSEPH P. CRIBBINS

CHIEF, AVIATION LOGISTICS OFFICE, ODCSLOG, DA

**A**FTER 43 years with the Army, 40 of which have been with aviation and 24 of which have been spent in the Pentagon, it's a real pleasure to contribute to this special issue of **Army Aviation Magazine** that is dedicated to **Aviation Logistics**. Having been in the Army from horse cavalry to air cavalry has been an exciting transition to accomplish in one lifetime.

When I joined the Army in late 1940, the greatest support problems faced by the horse cavalry involved the ingredients needed for mobility. In those days, mobility provided by the horse required fodder in the form of hay or grass and grain; the principal hardware consisted of horse shoes and individual trooper equipment and weapons.

Nowadays, air cavalry mobility provided by the helicopter and aircrew requires POL (Class III), plus engines, components, and mission equipment packages. Quite a change and quite a challenge.

In all these years, I've been completely impressed at the manner in which Army Aviation, operators and logisticians alike, have always been a close knit family — one that knows how to get the job done no matter how tough the challenge.

Now, as indicated in many of the articles in this issue, **Aviation Logistics** is faced with the biggest challenges of all; they are **Readiness, Sustainability, and Affordability**.

The reorganization of Army Aviation into an Aviation Branch recognizes the importance of Aviation as a combat arm. It's up to us as logisticians to keep a ready force — one that can be sustained in combat — one that is affordable. **IIII**



# THE TOOTH, THE TAIL, AND THE WRITTEN WORD

BY MAJOR GENERAL BOBBY J. MADDOX

In his address at the Aviation Center AAAA Chapter dinner on 13 October, a dinner hosted by AAAA in support of the 1983 Aviation Employment Conference, **General William R. Richardson**, the TRADOC Commander, pointed out that we in the Army Aviation community are blessed to live in interesting times.

That is, times that involve major changes, challenges, and risks; times which demand more than was expected in simpler days. We in Army Aviation have set our course into uncharted territory. We are undertaking something new — at least new for the Army. And, just as Army Aviation has altered the contours of battle in the past — most notably in Vietnam — **General Meyer's** decision to create an Aviation Branch and **General Otis's** decision to centralize proponent responsibility for Army Aviation matters at the Army Aviation Center, guarantee that Army Aviation will continue to change the outlines of combat as the most flexible of the Army's combat arms.

## We're moving out!

The faint-hearted quickly become uncomfortable when they realize the enormity of the responsibility which has been entrusted to our fledgling Aviation Branch. There is so much to be accomplished in a short time if Army Aviation is in fact to fulfill the large role our leaders envision.

But, we are moving out at a very rapid pace to fill the voids in aviation training and doctrine, our first priorities, while we pick up the reins in the

aviation materiel developments and other areas.

Aviation captains' training (our advanced course) will begin at Fort Rucker in June 1984 with the arrival of our first advanced class. Lieutenants' training (our basic course) commences with a class of 35 newly accessed Specialty Code 15 lieutenants in July 1984. Both of these vitally important aviation officer courses are being developed now; both will begin more than a year earlier than was originally programmed. Key to the success of the new Aviation Branch is a viable, professional aviation school. The more quickly we add the core professional development courses to the flight training courses, the more quickly we will develop the company grade combat arms aviation leaders so essential to the Army.

Doctrinal development is proceeding at an equally rapid pace. Coordinating drafts of FM 1-100, "Combat Aviation Operations," and FM 1-105, "Air-to-Air Combat" were distributed Army-wide in early October of this year. In 1984, many other manuals will be published. The doctrine, tactics, and procedures needed to integrate the combat power of Army Aviation with that of the rest of the combined arms team is in full development now.

## These are interesting times

These times are, indeed, interesting times for Army Aviation. As the Army more and more begins to understand the advantages which heliborne forces and attack helicopters bring to the battle, the impacts of their speed and flexibility, and the contributions of aviation to logistical, medical, and intelligence support — and the many other influences on battle not achievable except through the employment of Army Avia-

### ABOUT THE AUTHOR

MAJOR GENERAL BOBBY J. MADDOX IS THE COMMANDING GENERAL OF THE U.S. ARMY AVIATION CENTER AND FORT RUCKER, ALABAMA.



tion systems — the more the Army will understand the revolution that is underway. Army Aviation has come of age. In its maturity, it will change the way our Army fights — and, eventually, it may influence the conduct of all warfare.

Certainly with such weighty potential impacts, not only the faint-hearted are given reason for doubts. The doubts should be suppressed; for after all, we are talking here about means, not ends. Aviation is only one of the several means used to fight — one member of the whole team. Aviation's inclusion on the team will make the whole team more effective, more lethal and more mobile; but, since aviation equipment is derived from high technology, at the same time that aviation enhances the team's capability, it causes cost increases. These foreseeable cost increases give rise to controversy. But, the debate over how much we are required to spend to inject aviation forces in sufficient amounts into the overall force structure ought not to lose sight of the fact that aviation forces and their speed and agility — that is, their maneuver enhancing capability to include combat power unshackled from the tyranny of terrain, a tyranny which so strongly influences ground forces — are key to success in the AirLand Battle.

### The benefits of aviation

When we encounter the fact that aviation forces are expensive forces, we must not conveniently forget that cost should not be considered in isolation. We must consider the other side of the equation — the benefit side. When the effects that seemingly expensive aviation forces can create on the battlefield, effects that frequently cannot be achieved by other means are considered, the cost is not so important. The "costs" I have in mind here are not just dollar costs, however; the logistics cost is equally important.

One of the arguments that for a long time caused many of the Army's senior leaders to resist an enlarging aviation role on the combined arms team relates to logistics. Many authorities have repeatedly pointed this out, as did **General Dr. von Senger-Etterlin**, CINC Allied Forces Central Europe, earlier this year in an address which focused on force requirements for the future. He said, "The main disadvantages of helicopters or their successors are often stated as being the high logistic penalty

and their vulnerability to attack from air and from the ground."

The vulnerability disadvantage is being vigorously attacked systematically. We now know how to reduce it to acceptable levels. The logistics penalty, however, cannot be solved through better tactics and operational planning. It is a much more complex problem; it is one which demands thorough analysis of cost/benefit factors; this must be done in the context of the much quicker tempo, envisioned in a modern maneuver warfare which employs sophisticated attack helicopters in the scheme of maneuver.

### Tough problems ahead

At the present time, the full potentials of the Army's newest attack and utility helicopters are constrained logistically. Of course we are studying ways to lessen the constraints, but we are a long way from total success. The problems are tough ones.

For example, how will the Army's Combat Aviation Brigades support their schemes of maneuver without a forward support battalion? (A logistics as well as a force structuring problem.) How will we be able to support attack helicopter companies in combat when each will predictably consume 100 tons of Class III and Class V daily? There are, clearly, insufficient **medium lift helicopters (MLH)** in our force mix to aerially support full scale attack helicopter operations and also use them to perform the other functions they must provide for the committed divisions. There are no heavy lift helicopters in the force mix.

It has been determined that to support the minimum Army logistic support needs, there is a requirement for 854 MLH. But, over 270 MLH are not resourced. Obvious reasons for this are that MLH are expensive and, given the resources available, cannot be afforded when prioritized against other needed equipment. However, that shortfall against requirements will constrain the employment of attack helicopters thereby rendering them less effective than they need to be in order to achieve assigned objectives in combat.

The 30% shortfall also constrains employment options. Namely, it limits the commanders' option to employ attack helicopters in the deep battle and deep attack. The point here is transparent, I think. If, as **General Otis** and others

## THE TOOTH, THE TAIL, AND THE WRITTEN WORD

have said that the attack helicopter is the key to success on the European battlefield, it makes little sense to constrain its employability due to a logistics support system. As it is, our predominantly ground mobile system moves too slowly to keep pace now.

Also, an aerial support system, such as the limited one we have now, cannot effectively provide the necessary level of logistics support. The "cost" to a logistically constrained Army Aviation limits its achievement of its envisioned role. We need to rethink the question of whether we can afford not to provide full logistics support to our maneuver aviation. We are doing that.

Concurrent with the formation of the Aviation Branch, the **Aviation Logistics School (ALS)** was established at Fort Eustis. Inherent in the ALS mission is the task of addressing, along with the Aviation Center and the whole Army logistics community, questions such as I have posed.

### How will we do it?

One does not begin to think about aviation logistics long before an uneasy feeling, one of "being overwhelmed by the magnitude and importance of the subject," begins to creep up. In a fast moving modern war, Army Aviation will

clearly be expected to provide aerial logistics support to the other members of the combined arms team, not just itself. How can that best be done? That is now, more than ever in the past, an Army Aviation community question — one that demands a solution. We have only begun to work it.

### Heavy lift requirement

We realize that there is going to be a requirement for not only a greater number of aircraft plus the crew and logistics support needed to develop, train, and sustain them; there will be a real need to revisit the need for a heavy lift helicopter to support rear area heavy logistics operations needed to support corps and theater armies. The need appears evident; but, can the cost be justified?

There is a requirement for self-deployment, to be able to move out-sized cargo that the C-130 cannot handle and to move bulk supplies much more quickly than current means can. Some thinkers have suggested that the HLH could be justified on a cost versus time comparison, in order to avoid loss of ground in early stages of a war. It costs roughly six times the amount of combat power to retake lost, defended ground than it takes to prevent the loss in the first place (from CMMS). But, in entering a discussion of HLH, we could be in an arena much larger than just Army Aviation or even the Army. But, the point is that Army Aviation needs to participate as a player in this large logistics arena; we at Fort Rucker must be ready to expand our horizons to this level.

### We're hard at work!

The Aviation Center is, as you can probably imagine, hard at work with new responsibilities; but, even while in wonder at it all, we are excited and confident that we can contribute to an Army and, maybe, an even wider-scoped solution to the many challenges we face. These are indeed interesting times — not only because of the historic changes going on within Army Aviation, but also because of the menu of exciting, intellectually and militarily challenging problems we will have the opportunity to help solve.

At the Aviation Center we are committed as never before to achieving "an extra dimension of excellence." There is no question in our minds on that point. ■■■■



**CHANGING THE GUARD** — COL Patty E. Brown, a Master Army Aviator and President of the Colonial Chapter of AAAAA, has begun serving as the new Director of AVRADCOM's Applied Technology Laboratory (ATL) at Ft. Eustis, VA, succeeding COL Emmett F. Knight, who retired on 31 December after 29 years of active Army duty.





# AVIATION LOGISTICS LOOKS FORWARD

BY MAJOR GENERAL AARON L. LILLEY

**T**HERE is one good thing about an oldtimer's perspective. He no longer sees events as separate entities. Instead, he sees them as links in a chain that logically connects the past to the present. This perspective is important for assessments of the future.

By no means do I lay claim to an oldtimer's vision, but I do have a respectable longevity. In the aviation maintenance area, I can well recall hangar talk that included terms like mag-drop, manifold pressure, cylinder head temp, 1100 engine oil, and GO-90 for free wheeling units. Helicopters had wooden blades that were matched sets and fixed wing cruising speeds were not much more than 100 knots.

## We've come a long way!

The road behind is clear and it points a direction for the future. Establishment of the Aviation Branch and the U.S. Army Aviation Logistics School at Fort Eustis marks the emerging prominence of Army Aviation.

As the School's Commandant, it is appropriate for me to exercise my attributed wisdom and provide some direction for the future as a continuation of the discussion begun with you in the November 1983 issue of this magazine.

**The Role of the School.** The Aviation Logistics School is the newest School in the TRADOC Service School system. It will support the Aviation Branch, and it will insure that aviation logistics issues are properly integrated into the overall Army logistics program. It will perform this role in the spirit of excellence and dedication ne-

cessary to become a full partner with its sister service schools.

**Innovation.** Original ideas are an accustomed province of U.S. Armed Forces. We intend to encourage new ideas and original thinking at every level. Rank has no monopoly on the discovery of better ways to accomplish aviation logistics. We will insure that new ideas receive an exhaustive review for potential application. Ultimately, a clearing house will be developed to arrange new ideas into a program for aviation logistics R&D recommendations.

**Mission Analysis.** The direction for aviation logistics planning and development must take a logical path based on a critical analysis of our ability to perform under the hazards of war. Where shortfalls are evident, we will develop alternatives, test them for cost versus effectiveness, and use the outcomes as a foundation for developing doctrine, materiel, organizations, and training. We will not be distracted by "Gee Whiz" gimmicks unless they have a real and required application.

**Training Support.** Every member of the Army, including the Reserve Components, is a trainer. The majority of service members have at least a part-time responsibility for training subordinates or associates. The rest have a responsibility for training themselves. The Aviation Logistics School is responsible for supporting all aviation logisticians with the best possible products and service, on a worldwide basis, to units, to individuals, to offices, to shops, to barracks, to RC meeting locations, and to homes.

**Resident Training.** The focus in this area is to provide needed training in the most effective manner with the most modern training technology. The School should be the center of know-

#### ABOUT THE AUTHOR

MAJOR GENERAL AARON L. LILLEY IS THE COMMANDER OF THE USA TRANSPORTATION CENTER AND COMMANDANT OF THE USA AVIATION LOGISTICS SCHOOL.



## AVIATION LOGISTICS LOOKS FORWARD

ledge for the profession. Emphasis will be placed on the use of realistic simulators for fault analysis (we used to call this troubleshooting) to save the high cost of training equipment.

The curricula will be based on careful job analysis and teaching psychology. And, we are striving for a faculty that is eminent in their subject knowledge and training ability.

**New Equipment.** It is especially important that when new equipment goes to the field, people should be there who know how to operate and maintain it. The new role of Army Aviation underscores this requirement. To make sure that it happens as it should, the Aviation Logistics School staff and faculty will be in touch with R&D activities, DARCOM Project Managers, and TRADOC System Managers from the beginning, to insure that plans for training proceed at the same rate as materiel development.

This responsibility also includes the necessary force development actions to provide organization authorizations. The principles of Force Modernization provide an imperative mandate in this area: New equipment, its logistic support, trained personnel, doctrine, and organizational documentation must march to

the field in step and on time.

**Special Projects.** A service school has many missions in addition to training. Among them is the responsibility for special initiatives in concert with the Army's needs.

Some of the projects that are currently receiving increased emphasis are: Unit Productivity Studies, a search for ways to make aviation maintenance units more productive without increasing manpower; Aviation Logistics R&D recommendations, as mentioned earlier; Analyzing organizations to determine new design or training steps that can be taken to increase resilience to the hazards of hostilities; Aviation logistics advice and support for experimental organizations such as the **High Technology Light Division (HTLD)** at Fort Lewis, WA; and the design of aviation maintenance organizations, specially tailored for the Army's Light and Heavy Divisions.

The character of aviation logistics is changing rapidly. In the early days, the best maintainer was usually the person with the longest wiping rag and the most grease under his nails. Today, it is a world of electronics, computers, precision tools, automatic test equipment, and highly skilled technicians.

The Aviation Logistics School does not intend to just keep up. We will be in front, helping to design and implement the changes necessary to support the expanding role of Army Aviation.



**FIRST FLIGHT!** — The first production model U.S. Army AH-64A APACHE anti-armor helicopter is shown here lifting off on January 9 for its inaugural flight at the Hughes Helicopters, Inc. Apache

Assembly and Flight Test Center located at Mesa, Arizona. According to chief pilot Steve Hanvey, the helicopter "flew smoothly and responded crisply ... just like the prototypes, if not better."



# FORGET THEM NOT!

BY MAJ. GEN. ROBERT F. MOLINELLI

**R**ARELY do I have the opportunity to discuss and reflect upon the impact of logistical support. Logistical support is every bit as important as standoff kill ranges, war games, and sound tactics.

We must have the ability to support the combined arms team while moving, shooting, and communicating. This sounds simple but, in reality, it's an enormously complicated and important mission.

## "Nothing worked right."

As an LTC, I recall my initial frustration while commanding the 2d Squadron, 17th Cavalry of the 101st Airborne in Vietnam. When I moved the squadron to conduct extensive operations south of Khe Sanh, we established a forward area rearm and refuel point west of Dong Ha. Nothing worked right or for very long the first day.

Maj. Gen. Jim Smith, then the ADC(S) for the 101st, descended upon my pitiful operation, gave us some valuable lessons, and with assistance from DISCOM we had an acceptable operation going on the second day.

I vowed then and there to refine that ability to establish a FARP and, furthermore, to teach and work my maintenance units in that environment. Any combat commander who is worth his salt today had better know and appreciate his logistical support. The fuel and ammunition does not arrive by magic, and without ammo for our sophisticated aircraft, we have nothing.

I know that moving fuel and ammunition is not

a grand and glorious duty, but it's super important. If anyone thinks it's simple, just strap on a 5,000 gal. tanker full of JP-4 and take it from point A to B in all kinds of weather. If you prefer, work in an ammo bunker or out in the noon sun loading trucks. These soldiers are often out of our sight but **they are our lifeline!** We simply cannot function without their full support and mission accomplishment.

## "Working the problem"

**Have you ever taken the time to speak with a unit maintenance officer, his commander, and the battalion aviation maintenance officer?**

If you have, maybe you walked away with the same impression I did — they all had different views of the maintenance program and the status of aircraft. It kind of ran the cycle from the "best" to "Oh, my God!"

Personally, having been a maintenance officer in two units, I believe this is acceptable since everyone, in reality, is working the problem. The attack varied, but then again, so did the vested interests. The maintenance officer, in my book, is the honest broker; he tells you the true story. Sometimes, we're prone to shoot the messenger if we do not like the news, and this is dumb.

We must listen to this critical player and support his program. If he tells us that maintenance teams are needed to repair aircraft and that station training and PT will have to slip this week, his request must receive serious consideration. When he points out that blades are arriving in boxes full of water, or the computer is rejecting requisitions, or equipment is out of order, we must help solve the problem.

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MAJOR GENERAL ROBERT F. MOLINELLI SERVED AS THE DEPUTY DIRECTOR OF FORCE REQUIREMENTS AND ARMY AVIATION OFFICER, ODCSOPS, DEPARTMENT OF THE ARMY, PRIOR TO HIS CHANGE OF ASSIGNMENT.

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# When the Army's ready for action, so is the BLACK HAWK.

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## FORGET THEM NOT

The only time the staff or commander will hear about a problem is when the maintenance officer has explored all avenues for possible solutions and still has a problem. He's every bit as proud and professional as the most flamboyant cav pilot — and by the way, some of the cav pilots I know aren't very good at fixing cars, much less aircraft. On the other hand, a good maintenance officer can save you countless hours of intensive questioning on priorities, training, support, and flying hours.

After my initial experience with a FARP and **MG Smith**, we endeavored to learn how to move quickly and do our maintenance. Much to my S-3 and S-4's consternation, I'd move the squadron 40 to 60 miles with two hours notice. For the most part the aircraft and "D" Troop moved at night with the maintenance and support closing by 1000 hours the following mornings. At first we didn't do it well, but practice we did and we improved quickly.

### Practice pays off

The payoff came with **LAMSON 719** in January 1971. USARV sent four additional air cavalry troops bringing our strength to seven air cavalry troops, one Delta troop, a Ranger Company, and the **HAC BAV** company. We moved

the Squadron to Quang Tri overnight and were completely functional by 1000 hours the next morning. Subsequently, after securing Khe Sanh, we moved four troops with their support-maintenance to Khe Sanh.

It all worked and worked well. By the first of March, I found it necessary to move and consolidate our maintenance at Quang Tri, but only because we were being shelled regularly at Khe Sanh, and not because our maintenance couldn't support us. At any rate, that was a long time ago but the whole thing worked because we worked together.

### Looking ahead

New tool sets, maintenance cranes, test equipment, improved computer capability, and dedicated logistical personnel should improve the program in the future.

Maintaining aircraft, having the correct repair parts, understanding **Test Measurement and Diagnostic Equipment (TMDE)** procedures, and moving supplies forward to support the fighting man are integral to the combined arms team concept.

We too frequently assume away the logistical problems. I've learned my lesson and fully appreciate the value of logistical support. Having learned it, I salute the soldier hauling ammo, pumping fuel, maintaining equipment, posting supply records, and getting the right supplies to the correct place on time. ■■■■



**THE YEAR'S BEST** — Shown from L to R at the Annual Fort Campbell Aviation Ball held on 17 December are CW3 Richard E. Dappen, recipient of the Aviation Safety Award; MAJ Timothy R. Wanke, accepting the Aviation Soldier of the Year Award for SSG Glen M. Chase; MG James E.

Thompson, Jr.; Ass't Secretary of the Army Dr. Jay R. Scully; BG Ellis D. Parker; CW3 David A. Coats, the Aviator of the Year; and MAJ Robert L. Wyatt, accepting the Aviation Unit of the Year Award for LTC Richard M. Adams, CO of the 101st Aviation Battalion.



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What's more powerful than a locomotive?  
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Of course, Superman.  
What can fix a COBRA faster than four tech reps?  
"Super LAR"

**P**ROVIDING worldwide logistics assistance to the users of TSARCOM managed equipment through **Logistical Assistance Representatives (LAR)** is nothing new to TSARCOM's **Field Services Activity (FSA)**.

But the "Super LAR," or more formally, the **Systems Integrated Support Specialist** is new.

What makes the "Super LAR" so super? Prior to the concept, our LARs were limited to troubleshooting, providing guidance and assistance to only the airframe and power plants of a



## **SUPER LAR** **(LOGISTIC ASSISTANCE REPRESENTATIVES)**

BY COLONEL BENJAMIN (BIFF) JOHNSON, III

particular aircraft. These support constraints were, to a degree, self-imposed due to funding and educational limitations plus logistical lines of responsibility between the five **Major Readiness Commands (MRC)** of DARCOM. FSA's "Super LAR" concept is to cross these barriers, developing support capabilities to bridge all systems: weapons, electronics, interface, etc.

We're not attempting to do the job of other MRCs having responsibility in support of the guns, missilery and blackboxes, but only to enhance the support with the capability to troubleshoot any system through fault isolation to the control card level. This will provide more timely and efficient support to civilian customers.

Due to increasing sophistication of Army aircraft, logistical support requirements have also become more sophisticated. Gone are the early days of armed helicopters with its makeshift weaponry such as, afterthought gun and missile systems.

### **A single specialist is needed**

Today we're looking at **Airborne Laser Tracking (ALT)**, **Heads Up Displays (HUD)**, **Fire Control Computers**, **Suppressors**, **Jammers**, **Upated Dynamics (ICAM)**, **Air Data System (ADS)**, and on and on. No single command is responsible for such a diverse and omnifarious weapons platform, but a single specialist is needed to centralize and coordinate the logistics assistance support.

The AH-1 COBRA is not exactly the newest "kid on the block," but is receiving the modernized treatment. TSARCOM has assumed the lead role in developing a "Super LAR" workforce capable of supporting the COBRA far beyond the usual domain of engine and airframe. Once chartered by DARCOM the "Super LAR" will analyze all aircraft systems, to pinpoint exactly where the problem lies, eliminating the time consuming work of calling experts from **Army Armament Munitions and Chemical Command (ARRCOM)** or **Missile Command (MICOM)** for help when the problem turns out to be a CECOM related problem of the system. Responsiveness and a quick fix is of the essence on today's battlefield. Repair as far forward as possible is the key in sustaining the engagement and overcoming threat weaponry. The timely response of an FSA "Super LAR" will be invaluable in a real world scenario.

## **Fifth Annual "DUSTOFF" Reunion**

**Downtown Marriott Hotel  
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**All Army Medical Dept. personnel, aeromedical evacuation crewmembers (officer, warrant officer and enlisted) and others who are, or have been, engaged in or have actively supported the Army's aeromedical evacuation programs in wartime or peacetime.**

**For additional information, write:**

**Colonel Edward J. Taylor, Jr.  
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### **Where are we with the program?**

In April 1983, TSARCOM contracted **Bell Helicopter Textron (BHT)** to develop a training course that will encompass the complete AH-1 aircraft and teach fault isolation to the control card level. Presentation of the training began in November of 1983 and completion is expected in the April 1984 timeframe.

After intensive training "Super LARs" (initially eight in number) will be strategically located worldwide, opening the door to new concepts in providing technical assistance and a broad spectrum of support to the users of the COBRA.

The "Super LAR" workforce should be implemented during the 4th Quarter FY 84.

### **What's next?**

As funding and personnel resources permit, LARs from the AH-64 and **Light Helicopter Family (LHX)** will be identified and trained to join the "Super LAR" team in providing the much needed "State of the Art" support required for the Army's complex aircraft of today and tomorrow.

Our mission remains the same — to continue to provide the best possible support to our customers — the soldier in the field. IIIII



# SECURITY ASSISTANCE IMPACT ON AVIATION LOGISTICS

BY COLONEL KENNETH E. KELLOGG

**M**OST security assistance provided to foreign customers today is through **Foreign Military Sales (FMS)**, where foreign governments buy U.S. military equipment through FMS cases. Only limited grant aid is provided.

An FMS case is a contract between the U.S. military service providing the equipment or services and the foreign government. U.S. Army Aviation equipment FMS cases are written by the **Troop Support and Aviation Materiel Readiness Command (TSARCOM)**. (Upon reorganization on 1 March 1984, the Aviation Systems Command will assume this mission.) FMS cases written by TSARCOM include aircraft, support equipment, repair parts, contractor services, and technical publications.

## Determinant: Urgency of need

Since the Army does not stock aircraft or have excess aircraft, the procurement directorate of TSARCOM buys aircraft from a contractor for acceptance by **U.S. Government (USG)** personnel with delivery to foreign governments. Because of the urgency of the need, aircraft are sometimes sold from the Army's fleet, with or without payback to the Army. Foreign customers requiring replenishment parts are supported through the Army supply system with a type of **Foreign Military Sales (FMS)** case called a **Cooperative Logistics Supply Support Arrangement (CLSSA)**. "Defined Line" FMS cases, where aircraft parts and components are listed and specifically procured or provided from

stock, are also used. These security assistance actions have impact on U.S. Army Aviation Logistics, both positive and negative.

One positive impact is recoupment of non-recurring engineering and production costs. By law, the U.S. Army must recoup non-recurring costs of major pieces of equipment reaching a designated threshold of total cost. Amounts to be collected from foreign customers are computed as a share of the non-recurring cost based on estimated total production. Cost to be collected is computed periodically as sales/production estimates change or major improvements are made to aircraft in the fleet and additional non-recurring costs are incurred.

Although the Army may not benefit directly from the recovery of these costs, the USG and taxpayers do benefit, as unit costs for Army aircraft decrease and funds are recouped.

## COBRA recoupment costs

Although TSARCOM has not yet sold FMS **BLACK HAWKS**, the current computer recoupment for each **BLACK HAWK** is \$187,272. TSARCOM has FMS cases in process to sell 44 **COBRAS** to two foreign countries with recoupment for each **COBRA** of \$150,856. Foreign customers also pay an asset use charge as part of FMS cases for the use of USG plant equipment being used to produce their aircraft. Recoupments to the U.S. Treasury are also made when contractors sell U.S. military equipment directly to foreign customers (non-FMS).

Providing aircraft repair parts to foreign customers can have both positive and negative effects. FMS customers, through **CLSSAs**, may requisition from the U.S. Army's wholesale supply system. A participation in a **CLSSA** allows

### ABOUT THE AUTHOR

COLONEL KENNETH E. KELLOGG CURRENTLY SERVES AS THE DEPUTY COMMANDER OF U.S. ARMY TROOP SUPPORT COMMAND, ST. LOUIS, MO.



the country to obtain support equivalent to that provided U.S. Army units having the same **force activity designator (FAD)**. To obtain such support the country must deposit money up front to permit TSARCOM to stock the additional parts required. Until those additional stocks are purchased, the customer's requisitions will be filled from procurement or from U.S. Army stock, providing the stock level for the item requested is above the reorder point.

The additional stocks required to support the foreign customer are added to the quantities being bought for the U.S. Army resulting in more economical buys. It would appear that foreign customers, particularly those with a high FAD, could requisition and deplete U.S. Army stocks, but checks and edits have been built into the system to preclude that.

Should an emergency dictate that we allow foreign customers to exceed their established demand, stocks that were originally intended for fill of U.S. Army requirements may be diverted to fill urgent FMS requirements. Such diversions are made only after careful consideration and close coordination.

The major benefit from CLSSAs is permitting more economical quantity buys. Also, these parts may be needed by the Army in the event of a conflict and can be diverted for high priority U.S. Army aircraft fleet support.

### A new assistance fund

A recent development in the security assistance area is the **Special Defense Acquisition Fund (SDAF)** as authorized by Congress. The fund, established as a revolving fund under DOD control, is capitalized with receipts from FMS and DOD stocks of defense articles not intended to be replaced, from asset use charges including contractor rental payments for USG owned plant and production equipment, charges from recouplement of non-recurring research, development, and production costs, and from FMS or reimbursements due to grant aid transfers of defense articles and services acquired with SDAF funds.

The fund's purpose is to finance acquisition of defense articles in anticipation of transfer to foreign customers and will enhance U.S. ability to react to foreign policy requirements involving security assistance by enabling us to fulfill the urgent needs of allied governments for military

equipment while minimizing the adverse impact on our combat readiness.

Frequently, because of our foreign policy supporting conflicts such as in Central America, the Army provides assets from inventory to support allies and then must wait lead time for replacement items. TSARCOM has provided UH-1Hs in support of Central America recently, either as grant aid or by FMS. Since we do not intend to buy more UH-1H's and with UH-1H requirements decreasing as the UH-60 inventory builds, a temporary shortage has been created in our utility helicopter fleet. The intent of the SDAF is to procure and stockpile items to prevent such shortages.

Another advantage of the SDAF is that it will assist in smoothing rates of production, thus increasing the efficiency and reducing costs to the USG and foreign customers. It will also reduce procurement lead times and delivery of weapon systems to foreign governments or, where items must be taken from U.S. Forces, will provide quicker payback to U.S. Forces.

### Frequently requested items

One criteria for selection of SDAF items is that the items are frequently requested by foreign governments. Normally, the items will come off the production line and be delivered to FMS customers or grant aid recipients. If an item should be ready for delivery without an already identified foreign buyer, the law permits military departments to use the item on a temporary basis against approved acquisition objectives while paying associated operation and maintenance costs. If a foreign sale is later approved, the military department will pay the cost of restoring or replacing that item.

In a crisis situation, the Secretary of Defense can determine that needs of the U.S. Forces are more urgent than those of the anticipated foreign recipient and could transfer the items to military departments with later payback. DOD selection of the items is based on military service submissions and is prioritized for use of limited funds. TSARCOM currently has no aviation items being procured under the SDAF; however, potential items previously proposed were the UH-1 and COBRA engines.

These engines have long lead times and are needed both for spares requirements and for in-

**(Security Assistance — Cont. on Page 51)**



# Advance Registration Form AAAA's March 29-April 1 1984 National Convention



J.W. MARRIOTT HOTEL AND WASHINGTON CONVENTION CENTER, WASHINGTON, D.C. — MARCH 29-APRIL 1, 1984

I plan to attend the 1984 AAAA NATIONAL CONVENTION functions indicated below and have enclosed a check made payable to "AAAA" to cover the costs of my attendance and the function tickets. I understand that Advance Registration closes on Thursday, March 8, 1984, and that I may receive a full refund by phone call to AAAA made on or before that date, or by written notification to AAAA that's postmarked not later than Thursday, March 8. Please return this form and payment to: AAAA, 1 Crestwood Road, Westport, CT 06880.

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SPECIFIC FUNCTION HELD AT THE 1984 NATIONAL CONVENTION OF AAAA	MIL/DAC MEMB. OR SPOUSE*	CIVILIAN MEMB. OR SPOUSE*	MIL/DAC DELEG. OR SPOUSE*	CIVILIAN DELEG. OR SPOUSE*	ITEM LINE TOTAL	OFF USE
Registration (Needed to attend AAAA Prof'l Sessions. Spouses... are not required to register)	<input type="checkbox"/> \$15	<input type="checkbox"/> \$55	<input type="checkbox"/> \$11	<input type="checkbox"/> \$51	\$ _____	_____
FRIDAY, MARCH 30 Spouse's Breakfast..... J.W. Marriott Hotel	<input type="checkbox"/> \$10	<input type="checkbox"/> \$10	<input type="checkbox"/> \$10	<input type="checkbox"/> \$10	\$ _____	1 _____
FRIDAY, MARCH 30 AAAA Membership Luncheon... (Unreserved Seating)	<input type="checkbox"/> \$12	<input type="checkbox"/> \$17	<input type="checkbox"/> \$8	<input type="checkbox"/> \$13	\$ _____	2 _____
FRIDAY, MARCH 30 AAAA President's Reception..... (Fingertip Buffet - 2 Cocktails)	<input type="checkbox"/> \$11	<input type="checkbox"/> \$16	<input type="checkbox"/> \$8	<input type="checkbox"/> \$13	\$ _____	3 _____
SATURDAY, MARCH 31 Spouses' Visit to Old Alexandria.. Fashion Promenade	<input type="checkbox"/> \$ 6	<input type="checkbox"/> \$ 6	<input type="checkbox"/> \$ 6	<input type="checkbox"/> \$ 6	\$ _____	4 _____
SATURDAY, MARCH 31 Nap-of-the-Earth Luncheon..... (Complimentary Budweiser)	<input type="checkbox"/> \$10	<input type="checkbox"/> \$13	<input type="checkbox"/> \$ 8	<input type="checkbox"/> \$11	\$ _____	5 _____
SATURDAY, MARCH 31 ● Awards Banquet Reception and Awards Banquet..... (Two Cocktails - Table Wine)	<input type="checkbox"/> \$25	<input type="checkbox"/> \$45	<input type="checkbox"/> \$20	<input type="checkbox"/> \$40	\$ _____	6 _____
SUNDAY, APRIL 1 High-on-the-Hog Champagne... Brunch (Champagne and BM's)	<input type="checkbox"/> \$10	<input type="checkbox"/> \$13	<input type="checkbox"/> \$ 8	<input type="checkbox"/> \$11	\$ _____	7 _____
★ NON-MEMBER FEE.....	<input type="checkbox"/> \$15	<input type="checkbox"/> \$15	<input type="checkbox"/> \$15	<input type="checkbox"/> \$15	\$ _____	_____

TOTAL ENCLOSED (Please make check payable to "AAAA"). \_\_\_\_\_ \$ \_\_\_\_\_ P B D

★ AAAA membership is required to attend Convention. ● Formal/Black Tie, Dark Business Suit; Military Blues/Mess Jacket. \* Spouses are not required to register. NOTE: "Mil/DAC Member" fees apply only to active duty, Reserve Component, and DAC personnel, and to those retired AAAA members who are not in the current employ of defense contractors or suppliers on a full-time, part-time, or consulting basis.



# 1984 DAC PACK

THIS 1984 DAC PACK ROSTER MAY BE RETAINED AND USED AS A SEPARATE REFERENCE TOOL BY REMOVING THE TOP AND BOTTOM STAPLES IN THE SPINE FOUND IN THIS ISSUE'S CENTERFOLD.



# 1984 DAC PACK

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## ROSTER CODE

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Duty Phone Number  
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Name of Spouse  
Names of Children  
Date of Birth, Excluding Year  
Nickname

PROFESSIONAL DATA:  
Duty Assignment—Location  
Current GS Grade  
Yrs Service, Current GS Grade  
Colleges Attended and Degrees  
Previous Mil. Service (USA, etc.)  
Years of Active Service  
Retirement Rank/Grade Held  
Professional Organizations  
Misc: AAAA Office Held; Medals





# The 1984 DAC Pack

(717) 544-5453. B: Jul 11. Job: Avionics R&D Activity (AVRADA), Fort Monmouth, NJ. GS: 12. Yrs in Grade: 2. Educ: PA State Univ, BSEE. Prev Svc: USA. 3 yrs. SGT.

**BIDDLE, Nathaniel Jr.** (MR) (AAAA 1983) 942 Weaver No. 31, Corpus Christi, TX 78418. Bus: (512) 939-2317. W: Joyce. B: Mar 7. Nickname: Nate. Job: Supervisor Systems Analysis, CCAD, Administration & Systems Branch. GS: 9. Yrs in Grade: 2. Educ: UT-Arlington; CC State Univ, BA. Prev Svc: USA. 3 yrs. Orgn: AUSA.

**BOEDEKER, Kathleen M.** (MS) (AAAA 1982) 11906 Beaverton, Bridgeton, MO 63044. Bus: (314) 263-2971. Res: (314) 739-9146. H: Robert. Ch: Jeffrey, Jennifer. B: Dec 16. Job: Supply Technician, TSARCOM, St. Louis, MO. GS: 9. Educ: Columbia College.

**BOEHM, Lawrence W.** (MR) (AAAA 1982) 1110 Spain Drive, Stafford, VA 22554. Bus: (202) 695-5315. B: Dec 28. Nickname: Larry. Job: OASD Maintenance Policy, GS: 13. Yrs in Grade: 2. Educ: Univ of NY, AS. Prev Svc: USA. Ret: 1968. 21 yrs. CPT. Orgn: SOLE.

**BORDIUK, Walter J.** (MR) (AAAA 1966) 22 Westbrook Drive, Toms River, NJ 08757. Bus: (201) 323-2129. Res: (201) 244-2791. W: Anita. Ch: Dr. Gregory. B: Jul 9. Job: Quality Assurance Spec., Aerospace ERADCOM Fit Test, Lakehurst, NJ. GS: 11. Yrs in Grade: 7. Prev Svc: USN. 3 yrs.

**BOUTWELL, Robert** (MR) (AAAA 1983) 404 Willow Oaks Drive, Ozark, AL 36360. Bus: (205) 255-2402. Res: (205) 774-6524. W: Maureen. Ch: Andrea, Michael. B: Feb 25. Nickname: Bob. Job: DA, Flight Instructor, Contract Eval Branch, Cairns Drive, Fort Rucker, GS: 13. Yrs in Grade: 2. Educ: Embury-Riddle Aero Univ, BS. Prev Svc: ALARNG. 7 yrs.

**BOXMAN, Peter** (MR) (AAAA 1976) 840 Woodbriar Lane, St. Charles, MO 63301. Bus: (314) 263-1634. Job: Chief Developmental Systems Integration Br, USAVSCOM, St. Louis, MO. GS: 14. Yrs in Grade: 2. Educ: BSEE MSEE.

**BOXX, James P.** (MR) (AAAA 1982) 1065 Southcrest Drive, Arnold, MO 63010. Bus: (314) 263-1189. Res: (314) 296-8708. W: Joan. Ch: James, Elizabeth. B: May 30. Nickname: Jim. Job: Aerospace Engineer, USAVSCOM, St. Louis, MO. GS: 12. Yrs in Grade: 9. Educ: Parks College, BS; Univ of MO, MS. Orgn: AHS.

**BOYD, Arnetta** (MS) (AAAA 1983) 2672 Dorwood Drive, St. Louis, MO 63136. Bus: (314) 263-2873. Res: (314) 868-8794. Ch: Leroy Jr, Robin. B: May 25. Nickname: Jean. Job: Computer Programmer Analyst, AVSCOM DRSTS-DPIC. GS: 11. Yrs in Grade: 1.

**BRABSON, William H.** (MR) (AAAA 1982) 6465 Hadden Bay Drive, Florissant, MO 63033. Bus: (314) 263-1911. Res: (314) 741-9454. W: Martha. Ch: William III, John.

B: Sep 25. Nickname: Bill. Job: Deputy AAH PM, DARCOM, GS: 15. Yrs in Grade: 16. Education: USMA; West Point; Princeton University, TCU. Ret: 1962. 22 yrs. LTC. Orgn: AHS.

**BRADLEY, Sam** (MR) (AAAA 1966) P.O. Box 6745, Corpus Christi, TX 78411. Bus: (512) 854-3055. Ch: Kimberly, Kelly Lynn. B: Feb 23. Nickname: Blackout. Educ: Texas A&I University, BAA. Prev Svc: USAF. 4 yrs. 1LT.

**BRADY, Pamela L.** (MS) (AAAA 1982) 900 Baral Lane, Florissant, MO 63033. Bus: (314) 263-1432. Res: (314) 831-3366. B: Apr 19. Job: Program Analyst, CH-47 Modernization PMO, AVSCOM. GS: 12. Yrs in Grade: 2.

**BRAUN, Robert J.** (MR) (AAAA 1976) 7748 Chalmette Drive, Hazelwood, MO 63042. Bus: (314) 263-1946. Res: (314) 838-9793. Ch: David, Michael, Cynthia, Linda, Debra, Joan. B: Aug 21. Nickname: Bob. Job: Logistics Manager, Advanced Attack Helicopter PMO. GS: 13. Yrs in Grade: 2. Educ: SIU, SLMJC, SLFVJC. Orgn: SOLE. AAAA Offices/Misc: Past VP, Lindbergh Chapter.

**BREDER, Craig W.** (MR) (AAAA 1969) 4636 Mehl Avenue, St. Louis, MO 63129. Bus: (314) 263-3239. Res: (314) 894-2471. W: Ruby. B: Mar 15. Job: Chief, Log Mgmt Div, OPM SEMA, USAVSCOM, St. Louis, MO. GS: 14. Yrs in Grade: 2. Prev Svc: USAF. 4 yrs.

**BRENNAN, James R.** (MR) (AAAA 1982) 264-E Chapel Ridge Drive, Hazelwood, MO 63042. Bus: (314) 263-1298. Res: (314) 731-3276. W: Jan. Ch: Virginia, Georgia, James Jr, Caroline, Mariland. B: Mar 1. Nickname: Jim. Job: Chief Ind Mgt/PDN Div, USAVRADCOM. GS: 14. Yrs in Grade: 8. Educ: Univ of IL, BS; So IL Univ, MBA. Prev Svc: USAR.

**BRESLEY, Bernadette** (MS) (AAAA 1982) 104 King Arthur Court, Collinsville, IL 62234. Bus: (314) 263-2657. Res: (618) 345-8012. B: Sep 1. Nickname: Bernie. Job: Supply Pos Class Spec, USA Aviation Systems Command (Provisional). GS: 13. Yrs in Grade: 4. Educ: Univ of MN; Washington Univ.

**BREWER, Donald** (MR) (AAAA 1982) 15442 Clover Ridge, Chesterfield, MO 63017. Bus: (314) 263-1082. Res: (314) 532-1699. W: Mary. Ch: Sandy, Sue, Mike. B: Aug 20. Job: Dir of Adv Systems, AVSCOM. GS: 15. Yrs in Grade: 7. Educ: Univ of MO, BSME MSME. Orgn: AHS.

**BRILEY, Dennis** (MR) (AAAA 1983) 3010 Pimlico Lane, Corpus Christi, TX 78418. Bus: (512) 939-3279. Res: (512) 937-3555. W: Doris. Ch: Audrey, Oran. B: Jun 6. GS: 5. Years in Grade: 1. Previous Service: USA, USN, 6 years.

**BRITTON, David A.** (MR) (AAAA 1983) 8 Elm Drive, St. Peters, MO 63376. Bus: (314) 263-2612. Res: (314) 278-5526. W: Willma. Ch: Barry, Jerry, Donald, James. B: Apr 26. Job: Chief, Systems Performance Assessment, TSARCOM Dir. Product Assurance. GS: 14. Yrs in Grade: 4. Educ: Univ of MO, BSME; Univ of AZ, MSME. Prev Svc: USA. 6 yrs. CPT.

**BROOKS, Jack H.** (MR) (AAAA 1981) 5050 Merganser, Corpus Christi, TX 78413. Bus: (512) 861-3713. Res: (512)

992-8695. W: Nancy. Ch: Cathy, Kim, Carrie. B: Aug 17. Job: Chief Productivity, Plan. & Mgmt Div., CCAD, Corpus Christi, TX. GS: 13. Yrs in Grade: 4. Educ: Midwestern, BS. Prev Svc: USAF. 21 yrs.

**BROWN, Jerry A.** (MR) (AAAA 1983) 444-E Chapel Ridge Drive, Hazelwood, MO 63042. Bus: (314) 263-2898. Res: (314) 895-1947. B: Jan 3. Job: Aerospace Engineer/Maintenance Test Pilot, AVSCOM DRSTS-WP. GS: 11. Yrs in Grade: 1. Educ: Purdue Univ, BSE.

**BROWN, Jesse** (MR) (AAAA 1983) 5903 Depueville, St. Louis, MO 63113. Bus: (314) 693-2626. Ch: Cheryl, Eric. B: Nov 12. Job: Supply Technician, Dir for Materiel Management, TSARCOM. GS: 7. Yrs in Grade: 2. Educ: Wilberforce Univ. 15. Yrs. Orgn: AUSA.

**BRyant, Betty J.** (MS) (AAAA 1963) 5901 Weber, No. 2305, Corpus Christi, TX 78413. Bus: (512) 939-3788. Res: (512) 857-8408. Ch: Denise, Thomas. B: Oct 17. GS: 4. Yrs in Grade: 1.

**BURWELL, James M.** (MR) (AAAA 1961) 302 Meadow Lane, Enterprise, AL 36330. Bus: (205) 255-5375. Res: (205) 347-4558. W: Gudrun. Ch: Lynn, Patrick. B: Sep 23. Job: Elect Engr, Task Force 86, DCD, USAVNC, Fort Rucker, AL. GS: 13. Educ: USMA, BS; Fairleigh Dickinson, MS. Prev Svc: USA.

**BUSH, Alison K.** (MS) (AAAA 1983) 7228 Norstead Wk No. 6, St. Louis, MO 63121. Bus: (314) 263-3353. Res: (314) 383-2237. B: Nov 24. Job: Logistics Management Specialist, PM COBRA, DRCPM-CO, KS. 11. Yrs in Grade: 1. Educ: Univ of IL, BA.

**BUTLER, James C.** (MR) (AAAA 1964) 7709 St Albans Avenue, St. Louis, MO 63117. Bus: (314) 263-1662. Res: (314) 781-9842. W: Geneva. Ch: Susan, Dayne, Karen. B: Aug 1. Job: Aerospace Engineer, US Army Avn Sys Command, St. Louis, MO 63120. GS: 13. Yrs in Grade: 7. Educ: Purdue Univ, BSME; Lincoln Univ, BS. Prev Svc: USA. 4 yrs. E2. Orgn: AHS.

**BUTLER, John K.** (MR) (AAAA 1982) 1564 Beech Street, Radcliff, KY 40160. Bus: (502) 624-2335. Res: (502) 351-3412. W: Carol Sue. Ch: Chad, Jeff. B: Sep 1. Job: Equipment Specialist, Director of Combat Developments, Ft. Knox, KY. GS: 12. Yrs in Grade: 1. Educ: Purdue, BA; Univ of So CA, MS. 12 yrs. Orgn: AUSA.



**CAPELL, Henry F.** (MR) (AAAA 1982) 6 Sky Harbor Court, Toms River, NJ 08757. Bus: (201) 544-2701. Res: (201) 244-3795. W: Cecelia. B: Oct 22. Nickname: Hank. Job: AVRADA. GS: 12. Educ: NY University, ME. Prev Svc: AUS. 3 yrs.

**CAPPETTA, Fred E.** (MR) (AAAA 1976) 1582 Langholm Drive, Florissant, MO 63031. Bus: (314) 263-1021. Res: (314) 921-0319. Ch: David, Jim. B: Nov 21. Job: Chief R&D Resource Analysis Div, Adv Sys Dir, St. Louis, MO. GS: 15. Yrs in Grade: 3. Educ: Univ of IL, BS; Webster College, MA. Prev Svc: USMC. 2 yrs. SGT.

**CARLOCK, Daniel, Jr.** (MR) (AAAA 1983) 2724 San Rafael Place, St. Louis, MO 63114. Bus: (314) 263-1600. Res: (314) 423-0551. B: Jan 24. Nickname: Dan. Job:



Aero Engr, Visionics & Sensors Team, Subsys Tech Div, Dir Engr, AVSCOM. GS: 7. Yrs in Grade: 1. Educ: Purdue Univ, BS.

**CARNEY, Shirley R., (MS.) (AAAA 1981)** Route 6, Box 196D, Lot 252, Edwardsville, IL 62025. Bus: (314) 263-2406. Res: (318) 656-6850. Ch: Robert J. B: Dec 3. Nickname: Shirly. Job: Supply Clerk, Pos. No. JN 19495, AVSCOM, St. Louis, MO. GS: 4. Prev Svc: USA. 1 yrs.

**CARR, Gerald T., (MR.) (AAAA 1983)** 4625 Jarvis Drive, Corpus Christi, TX 78412. Bus: (512) 939-2598. Res: (512) 991-0483. B: Apr 4. Nickname: Jerry. Job: Metal Processing Inspector, CCAD. WG: 12. Yrs in Grade: 2. Educ: Univ of Houston, BS.

**CARRION, Ignacio R., (MR.) (AAAA 1982)** 3714 Marion Street, Corpus Christi, TX 78415. Bus: (512) 939-3898. Res: (512) 854-4129. W: Angelita. Ch: Mary Imelda, Roland, George. B: Oct 4. Nickname: Joe. Job: Aircraft Engine Repairer Mech, Balance & Compressor Shop, Engine Div. Educ: Del Mar College. Prev Svc: USAF. 3 yrs. CPL.

**CASAS, Ramiro, (MR.) (AAAA 1983)** 5805 Crestgrove, Corpus Christi, TX 78415. Bus: (512) 939-2475. Res: (512) 854-6708. W: Margarita. Ch: David Lee. B: Sep 8. Nickname: Ram. WG: 8. Yrs in Grade: 3. Educ: Del Mar, Associate Applied Science. 2 yrs.

**CAVIN, John R., (MR.) (AAAA 1983)** 2907 Wyoming, St. Louis, MO 63118. Bus: (314) 263-2618. W: Mariane. Ch: Becky, Debbie, Melissa, James. B: Jul 12. Job: AVSCOM. GS: 9. Educ: NW State Univ, MA. Prev Svc: USN. 5 yrs.

**CECI, Angelo H., (MR.) (AAAA 1975)** 202 Spring Valley Court, Huntsville, AL 35802. Bus: (205) 876-1082. Res: (205) 881-4355. W: Margaret. Ch: Katherine, Elvira, Joseph, Anthony. B: Apr 12. Job: General Engineer, Hydra 7 Rocket Mgmt Office, Redstone Arsenal, AL. GS: 14. Yrs in Grade: 14. Prev Svc: USA. 606.

**CELLI, Maryjane, (MRS.) (AAAA 1979)** 382 Morris Avenue, Long Branch, NJ 07740. Bus: (201) 544-4573. Res: (201) 222-6651. H: Michael, Sr. Ch: Michael, Jr. B: Aug 18. Job: Program Analysis Officer, Product Assurance CECOM, Ft. Monmouth, N.J. GS: 13. Yrs in Grade: 1. Educ: Kean College, BS; Univ of VA, MA. Prev Svc: USAF. 2 yrs.

**CHAMBERS, Harry W., (MR.) (AAAA 1957)** 2145 Heather Glen Drive, Chesterfield, MO 63017. Bus: (314) 263-1708. Res: (314) 532-7753. W: Lotte. Ch: Tammy, Kevin, Karin. B: Feb 5. Job: Aerospace Engineer, USA Aviation R&D Command. GS: 14. Educ: Univ of MD, Univ of Omaha, Chapman Coll, BGE. Prev Svc: USA. Ret: 1971. 21 yrs. LTC. Orgn: AHS, SEFP.

**CHAMBERS, Henry R., (MR.) (AAAA 1986)** 208 Hillcrest Avenue, Neptune, NJ 07753. Bus: (201) 444-0099. Res: (201) 776-8838. W: Louise. Ch: Steven, Glen, Laura. B: Oct 19. Job: Resource Manager, USA Avionics R&D Act, Fort Monmouth, NJ. GS: 14. Yrs in Grade: 5. Educ: Tulane Univ, BSEE; University of PA, MSEE. Previous Service: USA. 2 yrs. 1LT.

**CHAPLA, Joseph R., (MR.) (AAAA 1983)** 3700 Buena Vista Road, Apt. 247, Colum-

bus, GA 31906. Bus: (404) 545-1213. Res: (404) 687-8661. B: Jun 8. Nickname: Chap. Job: DRFM, Fort Benning, GA. GS: 15. Educ: SE Univ, BBA; Frostburg College, MMS. Prev Svc: USMC. 4 yrs. Orgn: AUSA.

**CHELLIS, Don J., (MR.) (AAAA 1982)** 825 Garonne Drive, Manchester, MO 63011. Bus: (314) 263-1301. Res: (314) 225-7522. W: Geraldine. Ch: Mike, Jeff, Greg, Dawn. B: Jun 3. Job: Chief of Prog Mgmt & Opns Div, Remotely Piloted Veh PMO Ofc, AVRADCOM. GS: 14. Yrs in Grade: 10. Educ: St. Ambrose College & Iowa Univ, Acctng. Prev Svc: USA. 2 yrs. CPL.

**CHERVENAK, Jan, (MR.) (AAAA 1983)** 520 Newport Place, Columbus, GA 31904. Job: Operations Research Analyst, U.S. Army. GS: 13. Educ: Carnegie-Mellon, BA; Univ of MD, MBA; GA State Univ. Prev Svc: USA. 15 yrs.

**CLARKE, John P., (MR.) (AAAA 1978)** 83 Forestcrest Drive, Chesterfield, MO 63017. Bus: (314) 263-1411. Res: (314) 469-7541. W: Deanna. Ch: Denise, Bryan, John. B: Oct 25. Job: Deputy Project Manager, CH-47D Mod PMO, AVRADCOM, St. Louis, MO. GS: 15. Yrs in Grade: 7. Educ: NC State, BME. Orgn: AHS.

**CLEVELAND, Donald B., (MR.) (AAAA 1983)** 2305 Derhake, Florissant, MO 63033. Bus: (314) 263-1144. Res: (314) 838-7537. W: Pam. Ch: Chris, Colleen, Beth, Jonathan. B: Jun 30. Job: Material Mgmt, BLACK HAWK Engine DRSTS-SABT. GS: 11. Educ: Mississippi Coll, MA; St. Louis Univ, Ed.D. 4 yrs. CPT.

**COLLINS, Gene R., (MR.) (AAAA 1983)** 118 West 5th Street, O'Fallon, IL 62269. Bus: (618) 250-2321. Res: (618) 632-9320. W: Dorothy. Ch: Jeannie, Terry. B: Jan 29. Job: Supervisory Communications Management Specialist, 1974 Comm Gp/XP/R. GS: 11. Educ: Pepperdine Univ, MBA; Park College, BS. Prev Svc: USA, USAF. Ret: 1982. 26 yrs. E-9.

**CONLEY, Juanita F., (MS.) (AAAA 1983)** 1010 Monette Drive, Corpus Christi, TX 78412. Bus: (512) 939-3833. Res: (512) 991-2336. H: Thomas. Ch: Nancy, Tommy. B: May 14. Nickname: Janie. GS: 9. Yrs in Grade: 1.

**CONLEY, Thomas W., (MR.) (AAAA 1983)** 1010 Monette Drive, Corpus Christi, TX 78412. Bus: (512) 939-3679. Res: (512) 991-2336. W: Juanita. Ch: Nancy, Thomas. B: Jul 17. Nickname: Tom. Job: Aircraft Engine Repairer, CCAD. GS: 9. Yrs in 1. Prev Svc: USN. Retired: 1976. 20 yrs. E-7. Educ: Del Mar, Indus Edu.

**COOK, Allen T., (MR.) (AAAA 1983)** 140 Meadowlark Drive, Creve Coeur, MO 63146. Bus: (314) 263-3178. Res: (314) 432-5161. W: Sylvia. Ch: Rosalind, Anita. B: Nov 11. Nickname: Al. Job: RAEXCOM SEARA-A. GS: 15. Yrs in Grade: 12. Educ: Columbia College, BA Business. Prev Svc: USA. 1 yrs. PVT.

**COPPENS, David, (MR.) (AAAA 1982)** 111 Roger, Rural Route 3, Collinsville, IL 62234. Bus: (314) 263-3723. Res: (618) 345-4625. W: Sue. Ch: Peter, Stacey. B: Apr 13. Job: Chief CH-54 Section, CH-47/CH-54 Br, Dir Mat Mgmt, TSARCOM, St. Louis. GS: 13. Yrs in Grade: 2.

**CORNELISON, Corbet M., (MR.) (AAAA 1975)** 911 Sommers Road, Huntsville,

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AL 35803. Bus: (205) 876-3721. Res: (205) 881-2172. W: Beverly. Ch: Lee, Ann, Lynne. B: Feb 18. Job: Gen Engr, Stinger Proj Office, MSL Cmd, Redstone Arsenal, AL. GS: 14. Yrs in Grade 21. Educ: Vanderbilt, BE. Prev Svc: USN. E2. Orgn: ADPA.

**CORNELSON, Rita A., (MS.) (AAAA 1983)** 218 Portsmouth, Corpus Christi, TX 78418. Bus: (513) 939-2668. Res: (513) 937-2722. H: Steven. Ch: Steve, Darryl, Missy. B: Jan 10. Job: Quality Assurance, CCAD. GS: 4. Educ: Jones Business; Florida Keys Jr College; Del Mar Jr College.

**CORRADINI, Richard, (MR.) (AAAA 1982)** 941 Brooklake Terrace, Manchester, MO 63011. W: Judy. Ch: Kim, Karen, Katy. B: Sep 28. Nickname: Dick. Bus: (314) 263-1189. Job: Operations Research Analyst, Directorate of Plans & Analysis, USA Aviation Systems Command. GS: 12. Yrs in Grade: 4. Educ: Univ of IL, BS-CE; Naval Postgrad School, MS-OR. Prev Svc: USA. Retired: 1979. 15 yrs. MAJ. Orgn: AUSA AHS.

**COWART, Noel T., (MR.) (AAAA 1983)** P.O. Box 275, Fort Rucker, AL 36362. W: Linda. Ch: Adrienne. B: Oct 17. Nickname: "T". Job: Helicopter Pilot (Aviation Training), NGB, Multi-Media Branch. GS: 12. Yrs in Grade: 1. Educ: Embry Riddle Aero Univ, BA. Prev Svc: USA. 16 yrs.

**CRAWFORD, Charles C., (MR.) (AAAA 1973)** 12180 Killbrook Drive, Florissant, MO 63033. Bus: (314) 263-1700. Res: (314) 741-6721. W: Paddy. B: May 10. Job: Director of Engineering, USA AVSCOM. GS: SES. Yrs in Grade: 4. Educ: GA Tech, BS MS Aero Engr. Prev Svc: USAF. 2 yrs. Orgn: HCA, AUSA, AFA. AAAAA Offices/Misc: Past SRVP, Lindbergh Chapter.

**CRENSHAW, Georgia M., (MS.) (AAAA 1978)** 11173 Towering Pines, St. Louis, MO 63136. Bus: (314) 263-2626. Res: (314) 741-2589. Ch: John, Leland, Charles, Debra. B: Oct 31. Nickname: Peaches. Job: Inventory Mgmt Specialist, TSARCOM, Troop Support Div, St. Louis, MO. GS: 11. Yrs in Grade: 1. Prev Svc: USA. Orgn: AUSA, SOLE. AAAAA Offices/Misc: VP, Lindbergh Chapter.

**CROCKER, Isabel J., (MS.) (AAAA 1983)** 5180 Maris Avenue, No. 201, Alexandria, VA 22304. Bus: (703) 274-8806. Res: (703) 931-8112. Ch: Bernard Whitney, Anton Gregory. B: Jun 8. Job: HQ DARCUM. GS: 13. Yrs in Grade: 6. Educ: Howard Univ, BA; USC, MPA.

**CROPP, Ralph C., (MR.) (AAAA 1969)** 7711 Woodlake Lane, Normandy, MO 63121. Bus: (314) 263-3661. Res: (314) 521-1735. W: Ruth. B: May 6. Job: Planning Officer, TSARCOM, St. Louis, MO. GS: 14. Yrs in Grade: 16. Educ: St. Louis Univ, BSAOE. Prev Svc: USNR. Ret: 1983. 3 yrs. LT.

**CUPPLES, Mary Ann, (MS.) (AAAA 1983)**

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3135 Wayne, Granite City, IL 62040. Bus: (314) 263-0290. Res: (618) 452-8542. Ch: Christopher, Thomas Jr. B: Jun 23. Nickname: Mac. Job: Administrative Officer, AVRADCOM, DRDAV-P. GS: 7. Yrs in Grade: 2.

**CURRY, Santiago R.**, (MR.) (AAAA 1983) 430 Antares Drive, Corpus Christi, TX 78418. Bus: (512) 393-3171. Res: (512) 937-5267. W: Pat. Ch: Jimmy. B: Mar 20. Nickname: Jim. Job: Corpus Christi Army Depot. GS: 8. Educ: Del Mar College, Associate Degree. Prev Svc: USN. Ret: 1975. 20 yrs. E-7.

## DDDDDDDDDD

**DALTON, Ronald M.**, (MR.) (AAAA 1983) 18 Shadowcreek Drive, St. Peters, MO 63376. Bus: (314) 263-1813. Res: (314) 447-7324. W: Connie. Ch: Ryan, Christopher. B: May 18. Job: TSARCOM DRCMP-BLACK HAWK Project Mgrs Office. GS: 12. Yrs in Grade: 2. Educ: Univ of Cincinnati, BS.

**DANIELS, Thomas E.**, (MR.) (AAAA 1977) 52 Fredric Drive, P.O. Box 161, Oakhurst, NJ 07755. Bus: (201) 544-5556. Res: (201) 493-3289. W: Maxine. Ch: Michael, Kevin, Karen, Daryl, Larrick, Danita, Raun. B: Nov 12. Nickname: Tom. Job: Deputy Director CS&TA Lab, ERADCOM, Monmouth, NJ. GS: SES. Yrs in Grade: 1. Educ: Iowa, BSEE; Monmouth, MBA. Prev Svc: USA. Yrs. E3. Orgn: AFCEA, ION, AIAA, ADPA, WGA, IEEE.

**DAVIS, Albert B.C.**, (MR.) (AAAA 1984) 11138 Glacier Drive, Creve Coeur, MO 63146. Bus: (314) 263-2492. Res: (314) 432-2247. W: Lee. Ch: Randy, Bob, Dee. B: Oct 22. Nickname: Abc. Job: DARCOM Proj Off Avn Life Spst Sys, DRMCO ALSE AVSCOM, St. Louis, MO, GM: 14. Yrs in Grade: 14. Educ: Univ So Calif, Adm Safety. Prev Svc: USA. Ret: 1981. 20 yrs. Orgn: AHS, AUSA, ROA, TROA, SOLE.

**DAVIS, Barbara A.**, (MS.) (AAAA 1981) 201 North 73rd, Centerville, IL 62203. Bus: (314) 693-3583. H: Archie, Sr. Ch: Archie Jr, Janette, Debra. B: Jul 10. Nickname: Barb. Job: C, Sel Items Section/Dir Director Material Management, TSARCOM. GS: 13. Yrs in Grade: 2.

**DAY, Thomas E.**, (MR.) (AAAA 1982) 29 Frederick Lane, Glendale, MO 63122. W: Kathy. Ch: Tim. B: Oct 24. Nickname: Tom. Job: Supervisory Contract Specialist, USAAVSCOM, GM: 13. Yrs in Grade: 3. Educ: St. Louis University, BA. Orgn: NCMA.

**DAYWOOD, William G.**, (MR.) (AAAA 1986) 603 Fm 2410, Harker Heights, TX 76543. W: Lois. B: Dec 19. Job: Equipment, TSARCOM, St. Louis, MO. GS: 12. Yrs in Grade: 16. Prev Svc: USMC. 3 yrs.

**DECHANSO, Ben**, (MR.) (AAAA 1974) 2009 Silverleaf Drive, Arlington, TX 76013. Res: (817) 277-0565. W: Joyce. Ch: Benjamin,

Renee Lee. B: May 4. Nickname: Ben. Educ: Arizona State Univ, BS. Prev Svc: USAF. 3 yrs.

**DEGEN, Rich A.**, (MR.) (AAAA 1983) Route 2, Box 317, Mascoutah, IL 62258. Bus: (314) 263-0520. Res: (314) 566-7270. B: Jun 29. Nickname: Rich. Job: Contract Specialist, AVRADCOM DRDAV-PDE. GS: 11. Yrs in Grade: 14. Educ: St. Louis Univ, BS LLB. Prev Svc: USA. 1 yrs. SP4.

**DELGARZA, Agustin G.**, (MR.) (AAAA 1983) 2933 Houston Street, Corpus Christi, TX 78415. Bus: (512) 939-3570. Res: (512) 854-8550. W: Noemi. Ch: Letha, Agustin Jr, Michelle. B: Aug 28. Nickname: Big D. WG: 9. Yrs in Grade: 7. Prev Svc: USA. 2 yrs.

**DE LEON, Pedro M. Jr**, (MR.) (AAAA 1983) 4606 Weiskopf, Corpus Christi, TX 78413. B: Dec 3.

## PLEASE NOTE!

While each of the 1,682 current DAC members of the AAAA was invited to submit a "1984 DAC Pack" listing, only the listings of those DAC members who returned an AAAA Form appear in this '84 Roster.

**DELGADO, Jose F.**, (MR.) (AAAA 1979) P.O. Box 439, 402 West St. Peter, San Diego, TX 78384. Bus: (512) 393-2328. Res: (512) 279-2267. W: Viola. Ch: Joe Frank, Jo Ann. B: Jun 2. Nickname: Che. Job: Quality Inspector, CCAD. WG: 11. Yrs in Grade: 1. Educ: Beeville Junior College. Prev Svc: USA. 4 yrs. SP5.

**DEMERE, Howard**, (MR.) (AAAA 1981) 352 North Forsyth Blvd., St. Louis, MO 63105. Bus: (314) 263-3182. B: Dec 4. Job: PAO, AVSCOM/TROSCOM. GS: 13. Yrs in Grade: 2. Educ: Univ of OK. Orgn: AUSA. AAAA Offices/Misc: VP, Linderberg Chapter.

**DETTMER, Jerry F.**, (MR.) (AAAA 1977) 549 Hickory View, Ballwin, MO 63011. Bus: (314) 263-1480. Job: Division Chief Product Assurance & Test Division, PMO-ASE. GS: 14.

**DIVIN, William B.**, (MR.) (AAAA 1983) 8808 McNulty Drive, St. Louis, MO 63114. Bus: (314) 263-3971. Res: (314) 429-6319. W: Mary Ellen. Ch: Chip, Greg. B: Nov 10. Job: TSARCOM DRSTS-STP. GS: 14. Yrs in Grade: 2. Prev Svc: USA. 4 yrs.

**DODD, Ira, Jr.**, (MR.) (AAAA 1983) 927 Irongate Walk, Ballwin, MO 63011. Bus: (314) 263-2196. Res: (314) 394-1778. W: Elizabeth. Ch: Kevin. B: May 13. Nickname: Jack. Job: Chief, Technical Support Division, AVSCOM, Field Services Activity. GM: 13. Yrs in Grade: 7. Educ: W. Tx State Univ. Prev Svc: USAF. Orgn: AHS.

**DOUGLAS, Edward H.**, (MR.) (AAAA 1982) 1522 Daly, Corpus Christi, TX 78412. Res: (512) 992-5787. W: Jodi. B: Aug 29. Job: Aircraft Dispatcher, Coad. GS: 7. Yrs in Grade: 3. Educ: Embury-Riddle Aero Univ, BA. Prev Svc: USAF. Ret: 1972. 20 yrs. MSGT.

**DOUGLAS, Theodore H.**, (MR.) (AAAA 1983) 1053 Grohy Road, University City, MO 63130. Bus: (314) 263-2521. Res: (314) 994-3532. W: Frances. Ch: Theodore Jr, Margalyn. B: Sep 13. Nickname: Ted. Job: TSARCOM DRSTS-QVP. GS: 13. Yrs in Grade: 4. Educ: So. IL Univ, BS; Webster Univ, Masters.

**DREW, Steven C.**, (MR.) (AAAA 1969) 11102 Bunker Hill Drive, Los Alamitos, CA 90720. Bus: (213) 430-7418. Res: (213) 430-0663. B: Feb 7. Job: Flight Instructor, 63d ARCOM ASF 28, Los Alamitos, CA. GS: 12. Yrs in Grade: 5. Prev Svc: USA. 15 yrs.

**DUBOIS, Jean E.**, (MS.) (AAAA 1979) 309 Green Grove Road, Wayside, NJ 07712. Bus: (201) 532-4441. Res: (201) 922-9657. H: Sherm. Ch: Jeffrey, Gary, David. B: Jan 31. Job: Personnel Staffing Specialist, USA CECOM, Fort Monmouth, NJ. GS: 11. Yrs in Grade: 6. Prev Svc: USAF. 3 yrs.

**DUBOIS, Merton S.**, (MR.) (AAAA 1977) 309 Green Grove Road, Wayside, NJ 07712. Bus: (201) 544-4635. Res: (201) 922-9657. W: Jean. Ch: Jeffrey, Gary, David. B: Jun 5. Nickname: Sherm. Job: Chief Navigation Laboratory, AVRADCOM, Fort Monmouth, NJ. GS: 15. Yrs in Grade: 6. Prev Svc: USAF. 4 yrs. AAAA Offices/Misc: SRVP, Monmouth Chapter.

**DUFFY, John P.**, (MR.) (AAAA 1974) 21 Georgetown Road, Coits Neck, NJ 07722. Bus: (201) 544-2289. W: Agnes. Ch: Lawrence, Michael, Susan. B: Jan 16. Nickname: Jack. Job: Chief Systems Management Division, AVRADCOM, Fort Monmouth, NJ. GS: 15. Educ: Villanova, BAEE; Columbia, MS Business.

## EEEEEEEEEE

**EDGAR, William Y.**, (MR.) (AAAA 1974) 3906 Marion Street, Corpus Christi, TX 78415. Bus: (512) 939-3806. Res: (512) 854-3646. W: Jennell. Ch: William Jr, James. B: May 22. Nickname: Bill. Job: Aircraft Eng Gen Foreman, Coad, Corpus Christi, TX. WS: 14. Yrs in Grade: 8. Educ: Texas Southmost College. Prev Svc: USAF. AAAA Offices/Misc: VP, Corpus Christi Chapter.

**ELLIOTT, Charles T.**, (MR.) (AAAA 1966) 5 Pal Drive-Wayside, Ocean, NJ 07712. Bus: (201) 544-2304. Res: (201) 493-2558. W: Betty. Ch: Kathleen, Susan. B: Nov 10. Job: Chief Plans & Resources Management Division, USAAVRADCOM. GS: 15. Yrs in Grade: 8. Educ: Rutgers, MSEE BS AB.

**EMILY, Carol A.**, (MS.) (AAAA 1983) Route 2, Box 825, Arnold, MO 63010. Bus: (314) 263-1355. H: Jerry. B: Oct 8. Nickname: Little Bit. Job: AVRADCOM DRCMP-ASH-L. GS: 5. Yrs in Grade: 4.

**ERICKSON, Gerald R.**, (MR.) (AAAA 1975) 8 Lourdes Court, Lake St. Louis, MO 63367. Bus: (314) 263-2723. Res: (314) 625-4943. W: Shirley. Ch: Leif, Scott. B: Dec 21. Nickname: Jerry. Job: Deputy Director Material Management, HQ AVSCOM, St. Louis, MO. GS: 15. Yrs in Grade: 3. Educ: Del Sys Mgmt College; Webster Univ, MA. Prev Svc: USAF, CPT.

**ERVIN, Lloyd E.**, (MR.) (AAAA 1977) 9501 Huntington, Corpus Christi, TX 78410. Bus: (512) 939-3871. Job: Director, Quality





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78415. Bus: (512) 939-3171. Res: (512) 854-8952. W: Dalia. Ch: Joey. B: Feb 21. Nickname: Forty. Job: Aircraft Mechanic Foreman, Flight & Ground Check, CCAD. GS: 10.

**GAYLER, Hugh C., (MR.) (AAAA 1963)** 927 Bradwell Street, Hinesville, GA 31313. Bus: (912) 767-4910. Res: (912) 876-4773. W: Leila. B: Oct 31. Job: Logistic Management Specialist, Department of the Army. Educ: Auburn Univ, BA Aero Engrg. Prev Svc: USAF. 2 yrs. Orgn: AHS, AUSA, AAAA Offices/Misc: Past VP, Rhine Valley Chapter.

**GENTRY, C. Patrick, (MR.) (AAAA 1966)** 233 Maple Drive South, Hinesville, GA 31313. Bus: (912) 767-8358. Res: (912) 876-8792. W: Nancy. Ch: Monica, Brian. B: 8-7-19. Job: Civilian Personnel Officer, Dept of the Army, Fort Stewart, GA. BS. 13 Yrs in Grade: 8. Educ: Texas A&I, BA.

**GIBSON, Constance S., (MS.) (AAAA 1980)** Hq V Corps, G1 Safety, APO New York 09079. Bus: 0611-151-5306. Res: 06039-6215. W: William. B: Sep 6. Nickname: Connie. Job: Safety Specialist (Explosives), V Corps. GS: 12. Yrs in Grade: 3. Educ: Troy State Univ, BS. Orgn: AUSA.

**GILBY, Howard M., (MR.) (AAAA 1962)** 7333 Teasdale Avenue, St. Louis, MO 63130. Bus: (314) 263-1179. Res: (314) 725-6993. W: Barbara. Ch: Howard, Dena, Lora, Brian. B: Feb 2. Job: USAAVRAD-COM DRDAD-BA. GS: 14. Educ: University of MO, BSME; St. Louis University, MBA. Orgn: AHS.

**GODSEY, Bobbie J., (MR.) (AAAA 1978)** 313 Waverly Street, Corpus Christi, TX 78412. Bus: (512) 939-3279. Res: (512) 991-1764. W: Carlene. Ch: Ralph, Donald, Allan. B: Nov 19. Job: Pneumatic Systems Foreman, CCAD, Corpus Christi, TX. GS: 10. Prev Svc: USA.

**GOLUB, David, (MR.) (AAAA 1982)** 1036 Orchard Lakes, St. Louis, MO 63141. Bus: (314) 263-1184. Job: Chief, Data Analysis and Control Division, USA Aviation Systems CMC. Orgn: AHS.

**GRECO, Samuel D., (DR.) (AAAA 1962)** 805 Liwa Lane, Aston, PA 19014. Bus: (215) 522-2716. Res: (215) 485-6041. B: Feb 26. Job: Aerospace Engineer, US Army Plant Representative-Boeing Vertol. Yrs in Grade: 3. Educ: INIT, BSME, Drexel Univ, MBA; Nova, DPA; COL, PAC, UN, Ph.D. Prev Svc: USAFR. Ret: 1967. 20 yrs. MAJ. Orgn: AHS, AFA.

**GREENE, Virginia D., (MS.) (AAAA 1983)** 106-B Ridgeway Drive, Enterprise, AL 36330. Bus: (205) 255-2607. Res: (205) 347-4852. B: Oct 26. Nickname: Digi. Job: Secy to Dir of Flight Tng, USAAVNG, Fort Rucker, AL. GS: 6. Yrs in Grade: 4. Prev Svc: USN. 2 yrs.

**GROSSMAN, Daniel C., (MR.) (AAAA 1983)** 9701 Duluth Drive, St. Louis, MO 63137. Bus: (314) 263-1631. Res: (314) 869-7797. W: Gall. B: Sep 21. Job: AVRAD-

COM DAVAA-1. GS: 12. Yrs in Grade: 6. Educ: St. Louis Univ, BS MS.

**GROTHER, Robert T., (MR.) (AAAA 1962)** 2936 Elmcrest Drive, St. Charles, MO 63301. Bus: (314) 263-1946. Res: (314) 946-4758. W: Mary Ann. Ch: Judith Ann, Robert Jr. B: Aug 11. Job: Logistics Management Division, AAH PMO/DARCOM. GS: 13. Yrs in Grade: 7. Educ: St. Louis University, Mil Svc: 4 yrs.

**GUZMAN, Elida, (MS.) (AAAA 1983)** 725 Belmead, Corpus Christi, TX 78412. H: Jose. Ch: Roxanna, Steve. B: Apr 22. Nickname: Ellie. Educ: Texas A&I University, BS.

**GUZMAN, Jose J., (MR.) (AAAA 1978)** 725 Belmead, Corpus Christi, TX 78412. Bus: (512) 939-2001. Res: (512) 992-1722. W: Elida. Ch: Roxanna, Steve. B: Aug 30. Nickname: Joe. Job: Force Modernization Officer, CCAD. GS: 13. AAAA Offices/Misc: VP, Corpus Christi Chapter.

**GUZMAN, Jose Jr., (MR.) (AAAA 1982)** 2221 Tallisman Street, Corpus Christi, TX 78416. Bus: (512) 939-2135. Res: (512) 851-8207. W: Ofelia. Ch: Raquel. B: Jul 18. Nickname: Chacho. GS: 9. Yrs in Grade: 1. 4 yrs. SSGT.

**GUZMAN, Roland A., (MR.) (AAAA 1983)** 1705 Marguerite Street, Corpus Christi, TX 78401. Bus: (512) 939-2651. B: Feb 13. Job: Engine Service Center, CCAD. Prev Svc: USA. 2 yrs. Orgn: AUSA.

## HHHHHHHHHH

**HALL, James E., (MR.) (AAAA 1982)** 4513 South Staples, Apt. 8, Corpus Christi, TX 78411. Bus: (512) 939-3434. Res: (512) 993-2094. B: Nov 9. Nickname: Jim. Job: Mechanical Engineer, CCAD. GS: 12. Yrs in Grade: 1. Educ: Univ of TX, BSME; E. TX State Univ, MS.

**HALL, Larry W., (MR.) (AAAA 1974)** 554 Laurel Court, Winter Springs, FL 32708. Bus: (305) 646-5286. Res: (305) 695-0045. W: Addie. B: Dec 4. Job: Assistant Project Director, Naval Trng Equipment Center, Orlando, FL.

**HALLADAY, Virginia G., (MS.) (AAAA 1981)** 1612 West Village Way, Tempe, AZ 85282. Res: (602) 967-7489. Ch: Alabama. B: Jul 28. Nickname: Jenny. Job: Department of the Army, RSOK, Camp Stanley, Korea. GS: 9. Yrs in Grade: 6. Educ: ASU, MSW, CU, BS. Orgn: AUSA.

**HALLMARK, Gerald D., (MR.) (AAAA 1978)** 5629 Cordilla, Corpus Christi, TX 78412. Bus: (512) 939-3291. Res: (512) 992-8227. Ch: Holly, Rachel, Ashley. B: Jan 13. Nickname: Jerry. Job: Aircraft Engine Mechanic, CCAD, Corpus Christi, TX. GS: 11. Yrs in Grade: 2. Prev Svc: USA. 3 yrs.

**HARDIN, Glenda C., (MS.) (AAAA 1983)** 5143 Ridge, St. Louis, MO 63113. Ch: Terence, Demarcus, Lajuanna, Katina. B: Dec 18. Bus: (314) 263-3216. Res: (314) 361-7552. Job: USA TSARCOM. GS: 9. Yrs in Grade: 2. Prev Svc: USAF. Educ: Columbia College, BA Bus Admin.

**HARRIS, Darrell L., (MR.) (AAAA 1982)** 4966 Crosswood Drive, St. Louis, MO 63129. W: Mary. Ch: David, Christina. B: Nov 27. Bus: (314) 263-1371. Res: (314) 892-2985. Job: ASH PMO, AVRADCOM. GS: 14. Yrs in Grade: 2. Educ: Georgia Tech, BSAE MSAE.

**HARRIS, Hobart L., (MR.) (AAAA 1962)** 112 Melvin Drive, Cahokia, IL 62206. W: Betty. Ch: Gary, Steven, Keith. B: Jun 22. Nickname: Hobie. Bus: (314) 263-1194. Res: (618) 332-0981. Job: Plans Specialist, AVSCOM (DRSAV-BP), St. Louis, MO 63120. GS: 11. Yrs in Grade: 2. Prev Svc: USAF. Retired: 1967. 20 yrs. MSGT. Educ: MI State College; MI College of Mining & Tech; SIU.

**HARRITY, John J. Jr., (MR.) (AAAA 1975)** 4018 DOTSON DRIVE, S.E., Huntsville, AL 35802. W: Patricia. Ch: Kathy, Diane, Kelly. B: Nov 18. Bus: (205) 876-1117. Res: (205) 881-6745. Job: Deputy Project Manager HELLFIRE/GLD, USA Missile Cmd, Huntsville, AL. GS: 15. Yrs in Grade: 17. Educ: Fairleigh Dickinson Univ, BSIE; AL A&M Univ, MBA.

**HASELHORST, Herman, (MR.) (AAAA 1983)** Box 48, APO New York 09333. W: Ruth. Ch: Cindy, Gail, Jeff, Mark. B: Mar 3. Nickname: Herm. Bus: 2131-6466. Res: 06221-380124. Job: USAREUR MWO Coord & Project "OLR" Cdr, (TSARCOM), AVSCOM. GS: 12. Prev Svc: USA. 4 yrs.

**HAYDEN, James S., (MR.) (AAAA 1980)** 2910 West Avenue J-4, Lancaster, CA 93534. W: Marty. B: Jul 2. Bus: (805) 277-2813. Res: (805) 942-3398. Job: Technical Director, Army Aviation Engineering Flight Activity. GS: 15. Yrs in Grade: 15. Prev Svc: USAF. 2 yrs. Educ: MS State, MS Aero. Orgn: AHS, AIAA.

**HAYES, Thomas R., (MR.) (AAAA 1981)** 6926 Dartmouth Avenue, St. Louis, MO 63130. Bus: (314) 263-3469. Res: (314) 863-3727. W: Paula. Ch: Alison, Lindsey, Emily. B: Jun 16. Nickname: Tom. Job: Supervisory Aero Engineer, USA AVSCOM, St. Louis, MO. GS: 13. Yrs in Grade: 3. Educ: BSEE MS Mgt.

**HEMMER, Dean, (MR.) (AAAA 1982)** 301 Fieldcrest Drive, Belleville, IL 62221. Bus: (314) 268-1440. Res: (314) 268-3819. W: Shirley. B: Apr 24. Job: Log Mgmt Div Chief, CH-47 PMO, AVRADCOM (AVSCOM). GS: 15. Yrs in Grade: 1. Educ: Belleville Area College. Prev Svc: USN. 4 yrs.

**HEMMER, James N., (MR.) (AAAA 1964)** 1718 Park Tree Lane, St. Louis, MO 63138. Bus: (314) 263-1941. Res: (314) 741-9980. W: Joan. Ch: John, Amy, Mike, Mark, Laura, Phillip, Paul, Greg. B: Jun 3. Nickname: Jim. Job: Configuration Mgmt Off, AAH PMO, DARCOM. GS: 14. Yrs in Grade: 11. Educ: Webster Univ, BS MBA. Prev Svc: USAF.

**HENDON, George B., (MR.) (AAAA 1978)** 1525 Edmund Drive, Barnhart, MO 63012. Bus: (314) 263-1465. Res: (314) 464-1810. W: Martha. Ch: Brian, Casey. B: Nov 10. Job: PMO-ASE, Chief Logistics Management Division, AVSCOM, St. Louis. GS: 14. Yrs in Grade: 5. Educ: Univ of TX, BA; Webster College, Mstr Adjs.

**HENDRICKSON, Paul L., (MR.) (AAAA 1960)** 1544 Northwinds Est Dr-225, Ferguson, MO 63136. Bus: (314) 263-3775. Res: (814) 869-8268. Ch: Paul Jr, Alecia Anne. B: Jun 9. Nickname: Paul. Job: Chief Arctc Systems Div, Dir Mat'l Mgmt, USA TSARCOM, St. Louis, MO. GS: 15. Yrs in Grade: 3. Prev Svc: USA. 8 yrs. SFC. Orgn: AUSA, AAAA Offices/Misc: NEB, Past Pres, Lindbergh Chapter.

**HEPLER, Heide E., (MS.) (AAAA 1978)** Box



201, Oak Grove, KY 42262. Bus: (502) 798-4812. Res: (615) 431-3502. Ch: Megan. B: Jan 31. Job: Music Director, Morale Support Act Div, Ft Campbell, KY. GS: 9. Yrs in Grade: 5. Educ: Austin Peay State Univ, BA BS MA; Murray Univ, MS. Orgn: USA.

**HERSCHBACH, C. E., Jr., (MR.) (AAAA 1982)** 350 E. Wildwood Street, Corpus Christi, TX 78410. Bus: (512) 939-2219. Res: (512) 241-2037. W: Gracie. Ch: Charles III. B: Aug 15. Job: Sheetmetal Mechanic, CCAD. WG: 5. Yrs in Grade: 3. Educ: Delmar College.

**HERSCHBACH, Charles E., (MR.) (AAAA 1971)** P.O. Box 3045, Corpus Christi, TX 78404. Bus: (512) 939-2208. Res: (512) 241-2037. B: May 30. Job: Quality Assurance Spec Aerospace, CCAD, SDSCC-QMT. GS: 11. Yrs in Grade: 10. Prev Svc: USAF.

**HEWETT, Craig A., (MR.) (AAAA 1982)** 411 Flanders Drive, Warson Woods, MO 63122. Bus: (314) 263-1268. Res: (314) 966-2768. W: Catherine. Ch: Patricia, Ann, Pamela. B: Nov 26. Job: Industrial Engineer, USA TSARCOM, St. Louis, MO. GS: 12. Yrs in Grade: 2. Educ: Univ of Notre Dame, BS in Mech Engr. Prev Svc: USNR. 3 yrs.

**HILFMAN, Ned, (MR.) (AAAA 1982)** 8454-e Plaza Rock Court, St. Louis, MO 63114. Bus: (314) 263-3727. Res: (314) 966-7921. W: Carol. Ch: Beth, Joel, David, Kathleen. B: Aug 14. Job: LOH/AAH, AVSCOM. GS: 9. Yrs in Grade: 2. Educ: Tillamook Community College. Prev Svc: USA. Ret: 1978. 22 yrs. SFC.

**HOFFMAN, Roger P., (MR.) (AAAA 1980)** 1401 Crosssett, St. Louis, MO 63138. Bus: (314) 263-2668. Res: (314) 741-2019. W: Sharon. Ch: Clint, Nancy. B: Aug 30. Job: Chief, Field Data Collection, AVSCOM. GS: 13. Yrs in Grade: 11. Educ: Univ of Missouri-Rolla, BSEE. Orgn: AHS.

**HOLMES, David G., (MR.) (AAAA 1982)** HQ US Army Forces Command, Attn: AFOP-TV, Fort McPherson, GA 30330. Bus: (404) 752-3343. Res: (404) 763-3675. W: Monika. B: Aug 21. Job: Attorney At Law, Aviation Safety. Yrs in Grade: 1. Educ: Univ of AL, BS; USC, MSSM; Jones Law Inst. Prev Svc: USN. 10 yrs.

**HORNE, Deborah L., (MS.) (AAAA 1981)** P.O. Box 32, Edgewood, MD 21040. Bus: (301) 671-4729. B: Dec 4. Nickname: Debi. Job: Secretary to Chief Aviation Division HQDA NGB. GS: 7. Yrs in Grade: 4. Educ: Essex Cmty.

**HORTON, Nolan R., (MR.) (AAAA 1974)** 1322 East Cherrystone, Corpus Christi, TX 78412. Bus: (512) 939-2938. Res: (512) 992-6814. W: Mary. B: Jan 28. Job: Supervisor Production Control, CCAD. GS: 11. Yrs in Grade: 11. Prev Svc: USA. Ret: 1967. 20 yrs. SFC.

**HOWARD, Leonard L., (MR.) (AAAA 1981)** 111 W. Glenwood Drive, Columbia, IL 62236. Bus: (314) 263-1418. Res: (618) 281-5601. B: Nov 8. Nickname: Len. Job: Chief, Technical Management Division, CH-47D Project Managers Office. GS: 15. Yrs in Grade: 7. Educ: St Louis Univ, BSAE; Webster Coll, MBA. Prev Svc: USN. 4 yrs. Orgn: AHS.

**HUBBARD, Robert D., (MR.) (AAAA 1974)**

2060 Barcelona, Florissant, MO 63033. Bus: (314) 263-1961. Job: Chief Engineer, AAH Program. GS: 15. Educ: Univ Tulsa, BSAE; Univ MO-Rolla, MSEM. Orgn: AHS, AFA.

**HUBBLE, David N., (MR.) (AAAA 1982)** 474 Chamberlin Drive, Manchester, MO 63011. Bus: (314) 263-1078. Res: (314) 527-3747. Job: Directorate for Advanced Systems, AVRADCOM. GS: 14. Yrs in Grade: 1. Educ: Imperial College-London, BSC Aero Eng. Orgn: AHS.

**HUDSON, Joseph D. Sr., (MR.) (AAAA 1966)** 309 Dogwood Lane, Fairview Hts, IL 62206. Bus: (314) 263-1465. Res: (618) 397-2918. Nickname: Joe. Job: Logistics Manager for CH-47 PM. GS: 13. Orgn: SOLE.

**HUGHES, Sonja, (MS.) (AAAA 1983)** 8833 Partridge Avenue, St. Louis, MO 63147. Bus: (314) 263-3201. Res: (314) 382-2588. W: Everett. Ch: Everett III, Terence, Timothy, Brian. Job: TSARCOM DRCPM-AEB. GS: 4. Yrs in Grade: 1. Educ: Harris Teachers Coll; Florissant Valley CC.

**HURT, Samuel R., (MR.) (AAAA 1982)** 5208 Oak Crest Drive, Imperial, MO 63062. Bus: (314) 263-1078. Res: (314) 464-0266. W: Julie. Ch: Audrey, John. B: May 5. Nickname: Sam. Job: Chief, Advanced Concepts Division. GS: 15. Educ: Univ of MO, BSME; Univ of MI, MSAE. Orgn: AHS, AUSA.

**HUTCHISON, Robert G., (MR.) (AAAA 1982)** 3104 Bowman Ridge, St. Charles, MO 63301. Bus: (314) 263-2423. Res: (314) 724-0397. W: Betty. Ch: Glynn, Keith, Tonya. B: Aug 25. Nickname: Hutch. Job: USA Trp Support Cmd. GM: 15. Yrs in Grade: 2. Educ: Univ of OK, BLS; Nova Univ, MPA DPA. Prev Svc: USA. 3 yrs.



**IFTNER, Elizabeth J., (MS.) (AAAA 1982)** 1310 Oak Park Drive, Aransas Pass, TX 78336. Bus: (512) 939-3646. Job: Production Control Parts Specialist, CCAD. Yrs in Grade: 6.

**ISOM, Jack R., (MR.) (AAAA 1973)** 2523 Willena Drive, Huntsville, AL 35803. Bus: (205) 876-1488. Res: (205) 883-5302. W: Marcella. Ch: Ronald, Robyn, John, Dawn, Joe. B: Oct 3. Job: Dir., Missile Logistics Ctr., USA Missile Command, Redstone Arsenal. SES. Yrs in Grade: 2. Prev Svc: USAF, USN. SGT. AAAA Offices/Misc: Past VP, Lindbergh Chapter.



**JACKSON, Peggy A., (MS.) (AAAA 1983)** 2540 Parkview Drive, Granite City, IL 62040. Bus: (314) 263-1625. B: Oct 26. Nickname: PJ. Job: Student Engineer (Aerospace), AVRADCOM, St. Louis, MO. Educ: AS Bus Admin; AA Math; AS Engrg Science.

**JANTS, Allen E., (MR.) (AAAA 1968)** 1420 Tina Drive, Florissant, MO 63033. Bus: (314) 263-1971. Res: (314) 831-6086. W: Mary. B: Sep 14. Nickname: Smiley. Job: AAH PMO, Electronic Engineer, DRCPM-AAH-SE, St. Louis, MO. GS: 14. Yrs in Grade: 14. Prev Svc: USA.

**JEWSBURY, Wesley, (MR.) (AAAA 1982)** 6

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Pinecrest Circle, Belleville, IL 62223. Bus: (314) 263-1194. Res: (618) 398-1606. W: Phyllis. Ch: Janet, Joyce. B: Jan 3. Nickname: Wes. Job: Chief, Plans Division, AVSCOM, St. Louis, MO. GS: 13. Yrs in Grade: 16. Prev Svc: USAF. 4 yrs.

**JINES, Jean S., (MR.) (AAAA 1979)** 6814 Sahara, Corpus Christi, TX 78412. Bus: (512) 939-3915. Res: (512) 992-4595. W: Bernadine. Ch: Michael Lee, Vanessa Lynn. B: Jun 5. Job: Contract Specialist, CCAD, Corpus Christi, TX. Educ: LA State Univ, BS; Univ of TX, MBA; Univ of Houston, Ph.D. Prev Svc: USAF.

**JOHNSON, Donald K., (MR.) (AAAA 1960)** 821 Ester, Cahokia, IL 62206. Bus: (314) 263-2775. Res: (618) 337-4814. W: Evelyn. Ch: David, James. B: Mar 3. Job: Chief, Dist Trans Div, AVSCOM, St. Louis, MO. GS: 14. Yrs in Grade: 4. Educ: Columbia, BA Bus. Prev Svc: USN. 4 yrs. E5.

**JOHNSON, Douglas C., (MR.) (AAAA 1974)** 4 Seward Drive, Ocean, NJ 07712. Bus: (201) 544-3284. Res: (201) 922-0568. W: Patricia. Ch: Sarah, Mark. B: Feb 13. Job: Project Engineer, USA AVRAD, Fort Monmouth, NJ. GS: 13. Yrs in Grade: 1. Educ: RPI, BSEE FDU, MSCS; NYU, MSEE. Previous Service: USAF. 4 yrs. CPT. Orgn: AHS.

**JOHNSON, Jackie, (MR.) (AAAA 1983)** 7230 Waters Edge Apt F, Indianapolis, IN 46256. Job: Engineer Trainee, AVRADCOM, Co-Op Student Purdue University. GS: 3.

**JOHNSON, Janice M., (MS.) (AAAA 1982)** 420 Warfield Avenue, Ferguson, MO 63135. Bus: (314) 263-2227. H: Ken. Ch: Lisa, Tanya. B: Jun 4. Nickname: Jan. Job: TSARCOM. GS: 7. Yrs in Grade: 3.

**JOHNSON, Robert H., (MR.) (AAAA 1982)** 5727 Hidden Cove Lane, Florissant, MO 63034. Bus: (314) 263-3506. Res: (314) 741-8045. W: Bunny. Ch: Lisa, Dana, Robert. B: Feb 18. Nickname: Bob. Job: Chief UH-1H/A-1 Systems Branch, Aircraft Sys Div, Dir for Mat Mgmt. GS: 14. Yrs in Grade: 2. Educ: Memphis State Univ, XBA Business. Prev Svc: USA.

**JOHNSON, Sammy R., (MR.) (AAAA 1960)** 5322 Bromley, Corpus Christi, TX 78413. Bus: (512) 939-3161. Res: (512) 992-2900. W: G. Faye. Ch: Michael, Michelle. B: Dec 27. Job: Avionics/Armament Q.C. GS: 13. Yrs in Grade: 6. Prev Svc: USAF. 4 yrs.

**JOHNSTON, Homer W., (LTC) (AAAA 1976)** 10621 Langford Drive, St. Louis, MO 63136. Bus: (314) 263-2750. Res: (314) 868-9111. W: Dorothy. Ch: Lisa. B: Sep 5. Job: Chief, IHS Branch, ILS Office, TSARCOM, St. Louis, MO. GS: 13. Yrs in Grade: 7. Educ: Webster, MA. Prev Svc: USA. Ret: 1963. 20 yrs. LTC.

**JOHNSTON, Larry D., (MR.) (AAAA 1979)** 5747 Hidden Cove, Florissant, MO 63034. B: Sep 11. Job: Chief Technical Management Div, COBRA Project Management Office. GM: 15. Yrs in Grade: 2. Educ: Univ

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of MO, BSME; TX A&M Univ, Masters.  
Orgn: AHS.

**JOSEPH, Martin W.**, (MR.) (AAAA 1983) 969 Wynhaven Lane, Manchester, MO 63011. Bus: (314) 263-2464. Res: (314) 391-1636. W: Barbara. Ch: Harold, Alice. B: Jul 8. Nickname: Marty. Job: (TSARCOM DRSTS-OE) AVSCOM-QS. GS: 14. Educ: Univ of Chicago, MBA; NW Univ, BS. Prev Svc: USN. 3 yrs.

**JUDD, Alfred N.**, (MR.) (AAAA 1983) 1522 Woodcliff Avenue, Baltimore, MD 21228. Bus: (301) 765-9008. Res: (301) 944-1144. W: Shirley. Ch: Michael, Matthew. Nickname: Al. Job: AFPRO, Westinghouse Defense Electronics Center. GS: 12. Educ: BSIE.

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**KAILOS, Nicholas C.**, (MR.) (AAAA 1979) 34 Meade Drive, Newport News, VA 23602. Bus: (804) 878-2770. Res: (804) 877-2511. W: Gay. B: Oct 29. Job: Chief Weapon Tech Area, App. Tech Lab, USARLT AVRADCOM, St. Louis, MO. GS: 15. Yrs in Grade: 2. Educ: VPI, BSME. Prev Svc: USA. 2 yrs. Orgn: AHS.

**KAISER, Lynn F.**, (MS.) (AAAA 1983) 5332 Trailblend Drive, Black Jack, MO 63033. Bus: (314) 263-5733. Res: (314) 741-3159. B: Oct 13. Job: Computer Specialist, USA ALMISA. GS: 12. Yrs in Grade: 3. Educ: CSUSCA, BA.

**KAISER, Richard F.O.**, (MR.) (AAAA 1977) 5332 Trailblend Drive, Black Jack, MO 63033. Bus: (314) 263-2966. Res: (314) 741-3159. W: Lynn. B: Jan 22. Nickname: Dick. Job: Supv Inv Mgt Spec C Low Pwr Gen Sec, USATSARCOM, St. Louis, MO. GS: 13. Yrs in Grade: 4. Educ: CSUSCA, BA; WCSLMO, MA. Prev Svc: USA. 2 yrs. SP4. AAAA Offices/Misc: VP, Lindbergh Chapter.

**KARG, Ronald K.**, (MR.) (AAAA 1982) 3 Coventry Square, Holmdel, NJ 07733. Bus: (201) 544-4967. Res: (201) 946-4593. W: Jeannette. Ch: Elise, Ronald, Patricia, Stephen, James. B: Aug 20. Job: Electronics Engineer, Acionics R&D Activity. GS: 13. Yrs in Grade: 14. Educ: Stevens IT, BE; NJ IT, MS.

**KELLEY, Karen L.**, (MS.) (AAAA 1982) 1709 Nashua Drive, Dellwood, MO 63136. Bus: (314) 263-3083. Res: (314) 723-0342. W: Barbara. B: Dec 7. Job: Contracting Officer, USATSARCOM. GS: 12. Educ: Columbia, BA; Webster College, MA.

**KELLEY, Larry J.**, (MR.) (AAAA 1982) 912 Tibury Lane, St. Charles, MO 63301. Bus: (314) 263-2055. Res: (314) 723-0342. W: Barbara. B: Dec 7. Job: International Logistics, TSARCOM. GS: 9. Prev Svc: USAF. 4 yrs.

**KELLY, Kenneth K.**, (MR.) (AAAA 1983) 60 Fourth Avenue, Atlantic Highlands, NJ 07716. Bus: (201) 544-2023. W: Jeanne. Ch: Kenneth, Barbara. B: Dec 3. Job: Program Leader-AAH, AVRADA, Fort Monmouth,

NJ. GS: 13. Yrs in Grade: 17. Educ: Monmouth Pitt, BS. Prev Svc: USAAF. 4 yrs. 1LT. AAAA Offices/Misc: Past Pres, Monmouth Chapter.

**KEMPPINEN, Ann M.**, (MS.) (AAAA 1980) 328 Norwich Court, Ballwin, MO 63011. Bus: (314) 263-3011. Res: (314) 227-0840. H: Auvo. Ch: Angie Maddux, Christie Maddux. B: May 29. Job: Operations Research Analyst, USATSARCOM, St. Louis, MO. GS: 12. Yrs in Grade: 3. Educ: Va Commonwealth Univ, BS MBA; Nova Univ, Doctorate.

**KENNEDY, Lawrence E.**, (MR.) (AAAA 1983) 230 S. Catalina Avenue, No. 216, Redondo Beach, CA 90277. W: Elizabeth. B: Jul 23. Nickname: Larry. Job: Chief Proc & Prod Div, US Army Plant Rep Ofc, Hughes Helicopters. GS: 14. Yrs in Grade: 2. Prev Svc: USA, USN, USAF. 30 yrs. E-9.

**KENNEY, Richard**, (MR.) (AAAA 1981) 1301 Rodd Field Road, Apt. 107, Corpus Christi, TX 78412. Bus: (512) 939-2069. Res: (512) 991-0332. B: Apr 10. Nickname: Buddy. Job: Corpus Christi Army Depot. GS: 10. Yrs in Grade: 24. 8 yrs.

**PLEASE NOTE!**  
While each of the 1,682 current DAC members of the AAAA was invited to submit a "1984 DAC Pack" listing, only the listings of those DAC members who returned an AAAA Form appear in this '84 Roster.

**KERBY, Paul D.**, (MR.) (AAAA 1983) 5715 Hidden Stone Drive, St. Louis, MO 63128. Bus: (314) 693-2750. Res: (314) 487-9872. W: Darlene. Ch: Scott, Sandra, Tamara. B: Aug 2. Job: Tsarcom, St. Louis, MO. GS: 12. Yrs in Grade: 7. Educ: Webster College, MBA. Prev Svc: USN. 4 yrs.

**KHEMCHAND, Frederick**, (MR.) (AAAA 1980) Avn Det Berlin Bde-Box 60, APO New York 09611. Bus: 819-5437. Res: 685-2130. W: Beryl. Ch: Zarina, Ashika. B: Apr 3. Nickname: Sonny. Job: Calibration Coordinator, Avn Det, Maint Element Bde, APO NY 09611. AAAA Offices/Misc: VP, Checkpoint Charlie Chapter.

**KISTNER, Lois E.**, (MS.) (AAAA 1983) 1011 Union Avenue, Belleville, IL 62221. Bus: (314) 263-3608. Res: (618) 277-8790. H: Richard. B: Aug 27. Job: Supply Clerk, Distribution & Transportation Div, TSARCOM DRSTS-SDDCO. GS: 4. Yrs in Grade: 1. Educ: Belleville Area College, BAC. Prev Svc: USAF. 8 yrs. SSGT.

**KOVACICH, George J.**, (MR.) (AAAA 1967) 10545 Stephenson Drive, St. Louis, MO 63128. Bus: (314) 263-1697. Res: (314) 843-0688. W: Peggy. Ch: Georgiann, Catherine, William. B: Nov 2. Job: Chief Power Plants Division, Sys Engr & Dev Directorate, AVRADCOM. Prev Svc: USAFR. LTC. Orgn: AHS, AUSA, AFA.

**KUEBLER, Harold O.**, (MR.) (AAAA 1977) 4717 Galway Drive, Corpus Christi, TX 78413. Bus: (512) 939-3500. Res: (512)

854-6127. W: Nancy. Ch: Richard, Karen. B: Sep 27. Nickname: Harry. Job: Machinist Foreman, CCAD, Corpus Christi, TX. GS: 11. Prev Svc: USN, EM5. AAAA Offices/Misc: VP, Corpus Christi Chapter.

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**LADNER, Robert W.**, (MR.) (AAAA 1983) 3509 Bobolink Lane, Corpus Christi, TX 78415. Bus: (512) 939-2127. Res: (512) 854-0167. W: Dee. Ch: Amy Leigh, Robert Jr. B: Sep 15. Nickname: Bob. Job: Chief, TSARCOM Depot Engineering Support Division. GS: 14. Yrs in Grade: 2. Educ: L.S.U.

**LANG, Carole E.**, (MS.) (AAAA 1982) 841 Country Stone Drive, Manchester, MO 63011. Bus: (314) 263-1179. Res: (314) 225-3539. H: Albert. B: May 23. Job: Operation Research Analyst, AVRADCOM, St. Louis, MO. GS: 12. Educ: Appalachian State University, BS. Orgn: AHS, AMCA.

**LANG, James R.**, (MR.) (AAAA 1983) 8026 Stantford Avenue, University City, MO 63130. Bus: (314) 263-2512. Res: (314) 727-9519. W: Lisa. B: Sep 13. Job: TSARCOM DRSTS-QVP. GS: 9. Educ: So. IL Univ, BA.

**LANGFORD, Isalah C.**, (MR.) (AAAA 1975) 941 Rickey, Corpus Christi, TX 78412. Bus: (512) 939-3978. Res: (512) 991-7060. W: Carolyn. Ch: Steven, Shannon. B: Mar 30. Nickname: Charlie. Job: Equipment Manager, CCAD. GS: 12. Yrs in Grade: 2. Educ: E. Texas State University, BS.

**LARA, Louis, Jr.**, (MR.) (AAAA 1983) 3518 Swiss Drive, Corpus Christi, TX 78415. Bus: (512) 993-3570. Res: (512) 853-5757. W: Eva. Ch: Louis, Joe, Michael, Randy. B: Oct 28. Job: NDT Inspector, CCAD. Educ: Embury-Riddie Aero Univ, Avn Maint Tech. Prev Svc: USN. 17 yrs.

**LAWSON, Richard B.**, (MR.) (AAAA 1983) Route 1, Box 321-A, Geneva, AL 36340. Bus: (205) 255-4605. Res: (205) 684-9794. Ch: Jeffrey, Melissa. B: Feb 10. Nickname: Bill. GS: 12. Yrs in Grade: 3. Educ: BS Business Admin. 17 yrs.

**LEE, Wayne O.T.**, (MR.) (AAAA 1981) 158 Signal Hill Drive, Cool Valley, MO 63121. Bus: (515) 693-2639. Res: (314) 524-0890. W: Delories. B: Nov 23. Nickname: Tonski. Job: Tsarcom, Investment Specialist, Field Support Services. GS: 11. Yrs in Grade: 1. Educ: Univ of MO; Columbia University. Prev Svc: USA. Ret: 1978. 20 yrs. SFC.

**LETTIS, Clifford E. Jr.**, (MAJ.) (AAAA 1967) 459 Dunmore Drive, Newport News, VA 23602. Bus: (804) 727-3608. Res: (804) 874-0728. W: Midge. Ch: Holly, Clifford, Kevin, Heather. B: Nov 27. Nickname: Cliff. Job: Studies/Research Coordinator, Trng Developments Inst. Ft. Monroe, VA. GS: 11. Yrs in Grade: 8. Educ: St Leo, BA. AA. Prev Svc: USAR. 26 yrs. MAJ. AAAA Offices/Misc: VP, Colonial Virginia Chapter.

**LEVYA, Trinidad M.**, (MR.) (AAAA 1983) P.O. Box 3573, Corpus Christi, TX 78404. B: Sep 2. Nickname: Trini. GS: 10.



**LINA, Michael J., (MR.)** (AAAA 1982) 602 Old Dominion, Yorktown, VA 23692. Bus: (804) 878-2780. Res: (804) 898-7824. W: Dee Dee. Ch: Michael. B: Oct 3. Job: IPIFFE Flight Standards, DPTSEC, Felker AAF, Fort Eustis, VA. GS: 12. Yrs in Grade: 2. Educ: William & Mary, BS Biology. 4 yrs.

**LINDQUIST, Olof G., (MR.)** (AAAA 1971) 965 North Lincoln Avenue, Davenport, IA 52804. Res: (319) 323-9999. W: Ellen. B: May 6. Job: DARCOM, Rock Island. GS: 13. Educ: ME EE.

**LINES, Charles, Jr., (MR.)** (AAAA 1982) 295 Avant Drive, Apt. 1, Hazelwood, MO 63042. Bus: (314) 263-1184. Res: (314) 831-3993. B: Feb 22. Nickname: Chuck. Job: Operations Research Analyst, Cost Analysis, Aviation Systems Command. GS: 12. Yrs in Grade: 1. Educ: Univ of GA, BBA; Webster Univ, MA. Prev Svc: USAF. 5 yrs.

**LIUZZA, Victor, (MR.)** (AAAA 1983) 11246 Elrath Avenue, Bridgeton, MO 63044. Bus: (314) 263-1971. B: Mar 14. Job: Electronics Engineer, DRCPM, AH-64, SES. GS: 13. Educ: Univ of Palermo, BS; WA Univ, BSEE; Webster College, MABA.

**LIVINGSTONE, Jessie, (MRS.)** (AAAA 1980) 4750 Penrose Street, St. Louis, MO 63115. Bus: (314) 263-3738. H: Edward. B: Apr 7. Job: Inventory Management Specialist, TSARCOM. GS: 12. Yrs in Grade: 4.

**LIVINGSTON, Richard E. Jr., (MR.)** (AAAA 1982) P.O. Box 23079, Washington, DC 20026. Bus: (202) 426-8748. Res: (703) 830-4336. Ch: Leslie Diane, Richard III. B: Aug 11. Nickname: Dick. Job: Chairman, FAA Rotorcraft Task Force, Federal Aviation Administration. GS: 15. Educ: Penn State Univ, BS; Geo Univ, MS. Prev Svc: USA. 26 yrs. Orgn: ROA, IAPA, AIAA, HAI, ISASI, ICAF.

**LOWMAN, Joseph L., (MR.)** (AAAA 1974) 6116 Lynley Terrace, Alexandria, VA 22310. Bus: (201) 274-8292. Res: (703) 971-6387. W: Dorle. Ch: Thomas, Christopher, Kerstin. B: Nov 13. Job: Chief, Maintenance Interservice Support Mgmt Div, HQ DARCOM. GS: 15. Yrs in Grade: 2. Prev Svc: USAF. 4 yrs. EE.

**LUDE, Leroy H., (MR.)** (AAAA 1980) 7 Baron Drive, Newport News, VA 23602. Bus: (804) 878-2122. Res: (804) 877-1161. W: Shirley. Ch: Gary, Linda, Dale, Lisa. B: Jul 2. Job: Chief Appl Aero, Tech Area, App Tech Lab, AVRADCOM, Fort Eustis, VA. GS: 15. Yrs in Grade: 8. Educ: Univ of FL, B Aero E. Prev Svc: USN. 6 yrs. CPT. Orgn: AHS.

**LUNDEN, Robert B., (MR.)** (AAAA 1982) 22 East End Avenue, Neptune City, NJ 07753. Bus: (201) 544-4685. Res: (201) 988-4580. W: Margaret. Ch: Charles. B: Dec 16. Nickname: Bob. Job: PM TMDE, DRCPM-TMDE-M, USA CECOM, Fort Monmouth, NJ. GS: 13. Yrs in Grade: 1. Educ: Adelphi Univ, BS; Long Island Univ, MS. Prev Svc: USAF. 4 yrs.

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**MABREY, Harold L., (MR.)** (AAAA 1982) USAVSCOM Dir for PP, 4300 Good-fellow Blvd., St. Louis, MO 63120. Bus: (314) 263-1200. Res: (314) 831-0404. W: Barbara. Ch: Vicki, Lesley, Kevin. B: May

24. GS: 15. Yrs in Grade: 6. Educ: Lincoln Univ, BS; GW Univ, MBA. 2 yrs.

**MACARI, Judith K., (MS.)** (AAAA 1981) 502 Forest Drive, Collinsville, IL 62234. Bus: (618) 263-3892. Res: (618) 344-4238. Ch: Kristine, Patricia, Jill. B: Aug 2. Nickname: Judy. Job: Supply Clerk, TSARCOM, St. Louis, MO. GS: 4. Yrs in Grade: 2 mo. Educ: Southeast MO State.

**MADDOX, Norma, (MS.)** (AAAA 1982) 464 Graywood Drive, Ballwin, MO 63011. Bus: (314) 263-2120. Res: (314) 394-7496. Job: AVSCOM. Educ: Columbia, AA. GS: 12. Yrs in Grade: 1.

**MARCHINSKI, Leonard J., (MR.)** (AAAA 1974) 6 East Avenue, Mount Carmel, PA 17851. Bus: (215) 522-7163. Res: (717) 339-3141. W: Rita. Ch: Renee Marie, Leonard Joseph. B: Nov 5. Nickname: Len. Educ: Univ Notre Dame, BSAE; Drexel Univ, MSME. 3 yrs.

**MARKOWITZ, Charles R., (MR.)** (AAAA 1983) 114 East Park, Edwardsville, IL 62025. Bus: (314) 263-3764. Res: (618) 692-0578. Ch: Kimberly, William, Brenda. B: Mar 4. Nickname: Chuck. Job: Chief, FW Section, Dir of Mt Mgmt, USA TSARCOM. GS: 13. Yrs in Grade: 7. Educ: Mankato State Univ, BS. Prev Svc: USAF. 6 yrs. SP5.

**MARLO, Joseph C., (MR.)** (AAAA 1982) 5426 Mardel Avenue, St. Louis, MO 63109. Bus: (314) 263-1082. Res: (314) 832-8192. W: Carol. Ch: Marietta, Melissa, Jennifer, Joseph Jr, Helen, Amy, Frank. B: Dec 14. Nickname: Joe. Job: Aerospace Engineer, AVRADCOM. GS: 14. Yrs in Grade: 14. Educ: Washington Univ, BSME. Prev Svc: USAF. 5 yrs. Orgn: AHS, ASME.

**MARSTILLER, James K., (MR.)** (AAAA 1983) 1703 Greening Lane, St. Louis, MO 63122. Bus: (314) 263-1333. W: Jane. Ch: Marilyn, James Jr, John. B: Jul 23. Nickname: Jim. Job: AVRADCOM DRCPM-RPV. GS: 13. Educ: Davis & Elkins, SM in AE; MMA Inst Tech. Orgn: AIAA.

**MARTELLA, Doris A., (MS.)** (AAAA 1983) 3926 Panama No. 175, Corpus Christi, TX 78415. Bus: (512) 939-2264. Res: (512) 851-1391. H: Robert. Ch: Pam, Linda, Kathy, Steven, Kim. B: May 4. Nickname: Dori. Job: Clerk-Steno, HQ TSARCOM, CCAD. GS: 4. Yrs in Grade: 9.

**MARTINEZ, Benigno, (MR.)** (AAAA 1982) 507 Bonita, Taft, TX 78390. Bus: (512) 939-2967. Res: (512) 643-4464. B: Feb 13. Nickname: Bene. Job: CCAD, Department of Defense. GS: 7. Yrs in Grade: 1. Prev Svc: USMC. 4 yrs. SGT.

**MARTIN, Carol C., (MRS.)** (AAAA 1977) 15006 Woodford Way, Bridgeton, MO 63044. Bus: (314) 263-2891. Res: (314) 291-8808. H: Bill. B: Dec 14. Job: Supv, Supply Systems Analyst, TSARCOM, MA1 Mgt Div, St. Louis, MO. GS: 13. Yrs in Grade: 2. AAAA Offices/Misc: Past Sec, Air Assault Chapter.

**MARTINI, Joyce K., (MS.)** (AAAA 1983) 8217 Baylark, Corpus Christi, TX 78412. Bus: (512) 939-3414. Res: (512) 993-8045. Ch: Gale, Wes, Keith, Mark. B: Jul 21. Job: Computer Specialist, CCAD. GS: 11. Yrs in Grade: 4. Educ: Univ of Houston.

**MASTERS, Charles O., (MR.)** (AAAA 1979) 806 Stamford Drive, Neptune, NJ 07753. Bus: (609) 641-8200. Res: (201) 988-5503.

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**Chr: Monte, Barry, B: Nov 23. Job: Senior Aero Space Engr, Hel Fil Safety, FAA, Atlantic City Airport. GS: 14. Yrs in Grade: 4. Educ: Monmouth College, MSEE. Prev Svc: USA. G14.**

**McCANDLESS, Carol, (MS.)** (AAAA 1983) 602 Brawner Parkway, Corpus Christi, TX 78411. Bus: (512) 855-4345. B: Nov 20. Educ: Del Mar Jr College.

**McCANDLESS, Norman W., (MR.)** (AAAA 1982) 602 Brawner Parkway, Corpus Christi, TX 78411. Bus: (512) 939-2495. Res: (512) 852-0681. W: Deceased. Ch: Cindy, William, Carol, Tim. B: Aug 24. Prev Svc: USA. 5 yrs.

**McCULLOUGH, Judith L., (MRS.)** (AAAA 1982) 514 Riverbluff Drive, St. Charles, MO 63031. Bus: (314) 263-2227. Res: (314) 946-5155. H: Thomas. Ch: James, Timothy, Tracey, Karie. B: Jul 25. Nickname: Judy. Job: Protocol Specialist, TSARCOM. GS: 7. Yrs in Grade: 3.

**McFALLS, Michael, (MR.)** (AAAA 1980) 16417 Hollister Crossing, St. Louis, MO 63011. Bus: (314) 263-1480. Res: (314) 458-2565. W: Sharon. B: Oct 26. Nickname: Mike. Job: General Engineer, AVRADCOM. GS: 13. Yrs in Grade: 2. Educ: Univ of IL, BS Aero/Astronautical Engr.

**McGILLIVRAY, Joseph A., (MR.)** (AAAA 1982) 317 Caribbean Drive, Corpus Christi, TX 78418. Bus: (512) 939-3648. Res: (512) 937-2912. W: Angela. Ch: Jane, Katy, Joe, Kevin. B: Mar 4. Nickname: Sky. Job: Maintenance Management Branch, CCAD. GS: 9. Yrs in Grade: 2. Educ: St. Mary's Univ, BA. Prev Svc: USAF. Res: 1955. 23 yrs. MS.

**MEASE, Mollie K., (MRS.)** (AAAA 1984) 5000 Surrey Court, Fort Worth, TX 76118. Bus: (817) 268-0081. Res: (817) 498-2870. H: Harry. B: Mar 11. Job: Chief Contract Services Div, USA Pil Rep Office, BHT, Ft. Worth, TX. GS: 13. Yrs in Grade: 8. Educ: Ft Hays KS Univ, BS.

**MENCHER, Herman, (MR.)** (AAAA 1968) 114 Hollywood Avenue, W. Long Branch, NJ 07764. Bus: (201) 544-4648. Res: (201) 222-1648. W: Deceased. Ch: Marcy Ellen, Judy Karen. B: Jun 25. Nickname: NY. Job: Superv Elect Engr, Branch Chief, Avionics R&D Activity, Ft Monmouth. GS: 14. Yrs in Grade: 20. Prev Svc: USA. PVT.

**MERGL, Ronald R., (MR.)** (AAAA 1971) 1297 Kennebec Road, Chesterfield, MO 63017. Bus: (314) 263-1418. Res: (314) 532-4067. W: Jean. Ch: Ronald, Victor. B: Feb 10. Job: Cargo CH-47/CH-54 Hel PMO, Aero Engr AVSCOM. GS: 13. Yrs in Grade: 13. Educ: Parks College, BS in A.M.E.

**MERTZ, Walter W., (MR.)** (AAAA 1968) 4621 Shea Parkway, Corpus Christi TX 78413. Bus: (512) 939-2321. Res: (512) 855-8032. W: Mary Beth. B: Sep 7. Job: Employee Dev Specialist & EOAO, CCAD, Corpus Christi, TX. GS: 11. Yrs in

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Grade: 11.

**MIALARET, Gerard J.**, (MR.) (AAAA 1957) 1328 Melody Drive, Metairie, LA 70002. Res: (504) 834-4513. W: Ida. Ch: Debby, Jerry, David, Junie, Susan, Stephen, Anne. B: Feb 12. Nickname: Colonel. Job: IRR, RCPAC. GS: 14. Educ: Loyola of New Orleans, Masters. Prev Svc: USA. 25 yrs. 0-6. Orgn: National Guard Association.

**MITCHELL, James E.**, (MR.) (AAAA 1970) 4425 Robbins Mill Road, Florissant, MO 63034. Bus: (314) 263-1639. Res: (314) 741-3931. Job: Aerospace Engineer, Dir Engineering, USA Avn Sys Ccmd, St. Louis, MO. GS: 14. Yrs in Grade: 18. Educ: Parks St. Louis, BS Aero Eng. Prev Svc: USAF. Orgn: AHS.

**MITCHELL, Jillma**, (MS.) (AAAA 1982) 114-2 Norfolk Road, Alameda, CA 94501. Bus: (415) 466-5666. Res: (415) 523-2811. H: James. B: Dec 25. Nickname: Jill. Job: Naval Supply Center, PPD, Oakland, CA 94625. GS: 8. Yrs in Grade: 6. AAAAA Offices/Misc: Past Sec, Corpus Christi Chapter.

**MOKRY, Charles J. Jr.**, (MR.) (AAAA 1974) 6433 So. Staples, Apt. 81, Corpus Christi TX 78413. Bus: (512) 939-2651. Res: (512) 991-5097. B: May 14. Job: Engine Service Center & Hotline, CCAD, Corpus Christi, TX. WG: 11. Yrs in Grade: 2. Prev Svc: USA. 2 yrs. E5.

**MOORE, Michael D.**, (MR.) (AAAA 1980) 195 Bon Aire Drive, Florissant, MO 63033. Bus: (314) 263-3769. Res: (314) 839-1365. W: Janis. Ch: Christopher, Ryan. B: May 10. Job: Supervisory Inventory Mgmtl Spec, TSARCOM, St. Louis, MO. GS: 13. Yrs in Grade: 2. Prev Svc: USA.

**MORALES, Roger D.**, (MR.) (AAAA 1982) 4526 Angela Street, Corpus Christi, TX 78416. Job: Mechanical Engineer 0830, CCAD. GS: 12. Yrs in Grade: 1. Educ: Texas A&M, BSME.

**MORTON, Joseph O.**, (MR.) (AAAA 1983) 1318 Apollo Drive, Arnold, MO 63010. Bus: (314) 263-3537. Res: (314) 287-2395. W: Linda. Ch: Andrew. B: Feb 21. Nickname: Joe. Job: TSARCOM DRSTS-SPME. GS: 11. Yrs in Grade: 4. Educ: West TX State, BS; Webster College, MBA.

**MOSS, Arthur W.**, (MR.) (AAAA 1969) 6017 Fair Avenue, North Hollywood CA 91606. Res: (213) 781-3414. W: Jude. Ch: Diane, Julia. B: Mar 31. Nickname: Art. Educ: UT State Univ, BS; Mt. San Antonio Jr College, AA. Prev Svc: USA. 4 yrs. SP5. Orgn: AHS.

**MOUSHEGIAN, Robert G.**, (MR.) (AAAA 1970) FSA TSARCOM Unit 4, APO New York 09036. Bus: 2320-7122. Res: 0933-1025. Ch: Katrin, Eric, Garry. B: May 4. Nickname: Moush. Job: Giebelstadt AAF, TSARCOM FSA. GS: 12. Yrs in Grade: 20. Prev Svc: USAF. 4 yrs.

**MUSCH, James C.**, (MR.) (AAAA 1981) No. 1 Mark Trail, Edwardsville, IL 62025. Bus: (314) 263-3371. Res: (618) 288-9619. W: Anna. Ch: Cheryl, James, Daniel. B: Nov 7. Nickname: Jim. Job: Deputy Director Mis, AVSCOM. GS: 15. Yrs in Grade: 2. Educ: Indiana University, Ed Pub Man.

## NNNNNNNNNN

**NEAL, Sally M.**, (MS.) (AAAA 1983) 8640 Olive, Apt. D, University City, MO 63132. Bus: (314) 425-6501. Res: (314) 432-1091. Ch: Angie, Barry, Charisse. B: Oct 23. Job: EEO Investigator, Equal Employment Opportunity Commission. GS: 11. Yrs in Grade: 3. Educ: Harris Teachers College, BA. Prev Svc: USAF.

**NICOSIA, Michael**, (MR.) (AAAA 1982) 3505 Pangani, Corpus Christi, TX 78415. Bus: (512) 939-3342. Res: (512) 855-2715. W: Angela. Ch: Mike, Mark. B: Dec 27. Job: Machinist, USA. Prev Svc: USN. 4 yrs.

**NILLES, Joseph P.**, (MR.) (AAAA 1981) 4925 Dusty Dawn Road, Corpus Christi, TX 78413. Bus: (512) 939-3315. Res: (512) 992-4140. W: Stella. Ch: Joseph, Robert, Richard. B: May 12. Job: Security Division, CCAD. GS: 11. Yrs in Grade: 3. Educ: Webster Coll, MA; Univ of FL. BS. Prev Svc: USAF. Ret: 1976. 20 yrs. MAJ.

**NILLES, Stella R.**, (MS.) (AAAA 1983) 4925 Dusty Dawn, Corpus Christi, TX 78413. Bus: (512) 939-2317. Res: (512) 992-4140. Ch: Joe, Robert, Richard. B: Nov 24. GS: 4. Orgn: AUSA.

**NORRELL, Sharon F.**, (MS.) (AAAA 1983) 2005 Waldron Road, Corpus Christi, TX 78418. Bus: (512) 939-2475. H: Sonny. B: Ch: Cinda, Donna, Kerri, William. B: Jun 20. GS: 8. Educ: Del Mar College, Keypunch.

## OOOOOOOO

**OLIVER, Roy C.**, (MR.) (AAAA 1982) 2206 Hickory, Portland, TX 78374. Bus: (512) 939-3243. Res: (512) 643-7730. W: Jeanice. Ch: Todd. B: Jan 2. Job: Corpus Christi Army Depot. GS: 13. Yrs in Grade: 1. Educ: TX Tech Univ, BS Indus Engrg. Prev Svc: USN. 4 yrs.

**OTTOLETTI, Diane F.**, (MS.) (AAAA 1981) 27 Lagorce Drive, Chesterfield, MO 63017. Bus: (314) 263-2844. Res: (314) 469-1612. W: Thomas. B: Jul 5. Job: Civilian Personnel Officer. GS: 15. Yrs in Grade: 3. Educ: Harris.

## PPPPPPPP

**PALAZZO, Robert G.**, (MR.) (AAAA 1980) 1 Van Court Avenue, West End, NJ 07740. Bus: (201) 544-2060. Res: (201) 222-0664. W: Linda. Ch: Stacey, Beth. B: Feb 22. Nickname: Bob. Job: Chief EW Protection Division, EW Laboratory, Fort Monmouth, NJ. GS: 15. Yrs in Grade: 3. Educ: Manhattan, BEE MEE.

**PAONE, Paolo D.**, (MR.) (AAAA 1978) 862 Red Oaks Drive, Elberon, NJ 07740. Bus: (201) 544-4587. Res: (201) 229-2978. W: Mildred. Ch: Lorraine. B: Jun 30. Job: Project Leader, Doppler AN/AS N-128 Avra, Fort Monmouth, NJ. GS: 12. Yrs in Grade: 3. Prev Svc: USA. E06.

**PAPASIFAKIS, Peter J.**, (MR.) (AAAA 1981) 1414 Mohican Trail, St. Charles, MO 63301. Bus: (314) 263-2090. Res: (314) 441-1376. W: Diane. Ch: Dawn, Michael, Karen, Laura. B: Mar 10. Nickname: Pete. Job: Industrial Specialist, AVSCOM, 4300 Goodfellow Blvd., St. Louis, MO. GS: 12. Yrs in Grade: 1. Educ: Carnegie inst of Tech, Pdn Mgmt. Prev Svc: USAF. 14 yrs. Orgn: AFA.

**PARKER, James A.**, (MR.) (AAAA 1967) 135 Bridge Avenue, Bay Head, NJ 08742. Bus: (201) 544-2592. Res: (201) 892-0926. B: Mar 28. Job: Electronic Engineer, USA Avionics R&D Activity, Fort Monmouth, NJ. GS: 13. Yrs in Grade: 16. Educ: Rutgers University, BS MS. Prev Svc: USN. SN.

**PARKER, Lella B.**, (MS.) (AAAA 1982) 5214-A Highland Avenue, St. Louis, MO 63113. Bus: (314) 263-1243. Res: (314) 361-2065. H: Charles. B: Feb 5. Nickname: Freckle. Job: Contracting Officer, USA R&D Cmd, 4300 Goodfellow Blvd, St Louis, MO. GS: 12. Yrs in Grade: 2.

**PARRIE, Charles W.**, (MR.) (AAAA 1974) 4165 Montego Drive, Corpus Christi, TX 78411. Bus: (512) 939-3315. Res: (512) 852-3872. W: Patricia. Ch: Linda. B: Jul 7. Nickname: Bill. Job: Security Officer, CCAD. GS: 12. Yrs in Grade: 3. Prev Svc: USN. Ret: 1973. 22 yrs. E09.

**PERKINS, Dorothy S.**, (MS.) (AAAA 1979) 1725 Melissa Lane, Corpus Christi, TX 78412. Bus: (512) 939-3414. Res: (512) 991-7063. Ch: David Jr. B: Aug 23. Nickname: Dottie. Job: Rcm Branch, Tech Analysis Sec, TSARCOM Troop Support & Rcm Division. GS: 4. Yrs in Grade: 5.

**PETT, William F.**, (MR.) (AAAA 1982) 3926 Panama Drive, Apt. 247, Corpus Christi, TX 78415. Bus: (512) 939-2264. Res: (512) 853-4594. B: Feb 16. Job: General Engineer, TSARCOM, CCAD. GS: 12. Yrs in Grade: 12. Educ: Tri-State Univ, BSME. Prev Svc: USN. 2 yrs. Orgn: AUSA.

**PETTIGREW, Raymond O.**, (MR.) (AAAA 1982) 905 Tammy Drive, Copperas Cove, TX 76522. Bus: (817) 287-6513. Res: (817) 547-2384. W: Dorothy. Ch: Sandra, Cynthia, James, Robert. B: Mar 22. Nickname: Ray. Job: Fort Hood LAO Office, TSARCOM. GS: 12. Yrs in Grade: 15.

**PFÄFFE, John M.**, (MR.) (AAAA 1982) HQ DARCOM-Europe, APO New York 09033. Bus: 622157-8139. Res: 622130-0373. W: Susann. Ch: Gretchen. B: Jan 14. Job: Aircraft Maintenance Engineer, USATSARCOM. GS: 12. Yrs in Grade: 8. Educ: St. Louis University, BSCE.

**PFEIFER, Wanda S.**, (MS.) (AAAA 1983) 4101 Kingston, Corpus Christi, TX 78411. Bus: (512) 993-2067. Res: (512) 855-3434. H: Virgil. B: Jan 3. Job: Supply Specialist, Corpus Christi Army Depot. GS: 7.

**PHILLIPS, Frank D.**, (MR.) (AAAA 1978) 29 Russell Street, Toms River, NJ 08753. Bus: (201) 532-1407. B: Jul 22. Job: Avionics Br Chief, CECOM. GM: 14. Yrs in Grade: 1. Educ: CCNY, BEE; CUNY, MEE; F.D., MBA. Prev Svc: USA. 3 yrs.

**PICKETT, Gaines T.**, (MR.) (AAAA 1981) 2516 Pontoon Road, Granite City, IL 62040. Bus: (314) 263-3653. Res: (618) 931-3914. W: Linda. Ch: James, Sheri. B: May 31. Nickname: Pick. Job: Chief, UH-1



Section, Dir/Mat Mgt TSARCOM. GS: 13. Yrs in Grade: 2. Educ: Univ of TN, BS; So IL Univ, MS MBA. Prev Svc: USA. 3 yrs.

**PLATT, Donald L., (MR.)** (AAAA 1982) 12013 Charter Oak, St. Louis, MO 63146. Bus: (314) 263-2807. Res: (314) 432-0835. B: Nov 21. Nickname: Don. Job: Deputy Director of Int'l Logistics, AVSCOM. GM: 14. Yrs in Grade: 1. Educ: Univ of MO, BA; Webster College, MA. Prev Svc: USAR.

**POINDEXTER, Audrey J., (MS.)** (AAAA 1981) 4527 Greer Avenue, St. Louis, MO 63115. Bus: (314) 263-3312. Res: (314) 383-7174. H: Robert. Ch: Robert III, Terrence. B: Jan 27. Job: Supervisor, Inventory Mgmt Spec, TROSCOM, St. Louis, MO. GS: 13. Yrs in Grade: 3. Educ: Ind Univ.

**POLLARD, Richard, (MR.)** (AAAA 1982) 3802 Caravelle Parkway, Apt. 129, Corpus Christi, TX 78415. Bus: (512) 939-3434. Res: (512) 855-1312. W: Betty. Ch: Teresa, Eva. B: Aug 2. Nickname: Dick. Job: New Mexico State Univ, BSME. GS: 12. Yrs in Grade: 2.

**POTTS, Homer W., (MR.)** (AAAA 1984) 5245 Studer Lane, St. Louis, MO 63128. Bus: (314) 263-3726. Res: (314) 296-0495. W: Betty. Ch: Mike, Carol, Robert, Charles, Gail, Keena. B: Jan 5. Job: Operating Accountant, USA Troop Spt & Avn Mat, TSARCOM, St. Louis, MO. GS: 11. Yrs in Grade: 14. Prev Svc: USN. 4 yrs. P03.

**PREASEL, Gwen B., (MS.)** (AAAA 1983) 5034 Crestwick, Corpus Christi, TX 78413. Bus: (512) 393-2591. Res: (512) 992-5195. H: Carl. Ch: Glynn, Laura, Todd. B: Jul 19. Job: Item Manager, Director of Supply, Depot Prod Div. GS: 5. Yrs in Grade: 6. Educ: Del Mar, UCC; TWU.

**PRESTON, Phillip R., (MR.)** (AAAA 1982) 620 N. 21st Street, Coppertown Cove, TX 75522. Bus: (817) 287-3988. Res: (817) 547-3270. W: Kaye. Ch: Wade. B: Nov 14. Job: Equipment Specialist Aircraft, USATSARCOM, Fort Hood, TX. Yrs in Grade: 12. Educ: Columbia College, BA Bus Mgmt. Prev Svc: USA. 4 yrs.

## RRRRRRRR

**RAMEY, Lela M., (MS.)** (AAAA 1978) 4629 Mildred, Corpus Christi, TX 78411. Bus: (512) 939-2950. Res: (512) 853-2113. H: Myron. Ch: Leslie. B: Nov 18. Job: Forms Management Officer, CCAD. GS: 6. Yrs in Grade: 1. Educ: Business College.

**RAMIREZ, Andres, (MR.)** (AAAA 1982) 2025 Rosalie Street, Corpus Christi, TX 78416. Bus: (512) 939-2443. Res: (512) 853-5782. W: Melva. Ch: Becky, Edna. B: Jan 15. Nickname: Chino. Job: Forklift Operator, CCAD, Corpus Christi, TX. Yrs in Grade: 1. Prev Svc: USN. 22 yrs.

**RAY, James A., (MR.)** (AAAA 1982) 3705 Red Hawk Court, Bridgeton, MO 63044. Bus: (314) 263-1715. Res: (314) 739-8352. W: Charlotte. Ch: Kathy, Greg. B: Mar 9. Nickname: Jim. Job: Aerospace Engineer, USA AVSCOM, St. Louis, MO. GS: 14. Yrs in Grade: 2. Educ: Univ of TN, BSME; Univ of MO, MSME. Orgn: AHS.

**RED, Vickie E., (MS.)** (AAAA 1982) 6925 So. Padre Island Dr., Apt. 36, Corpus Christi, TX 78412. Bus: (512) 939-3872. Job: Directorate for Quality Assurance,

CCAD. GS: 9. Yrs in Grade: 2. Educ: THT College, BA Bus Admin.

**REED, Catherine J., (MRS.)** (AAAA 1982) 4453 Catherine Place, St. Louis, MO 63115. Bus: (314) 263-3236. Res: (314) 389-1107. H: Earl. B: Nov 14. Nickname: Cathy. Job: USA Troop Support Aviation Readiness Command. GS: 7. Yrs in Grade: 2. Orgn: AFA.

**REED, Frank A., (MR.)** (AAAA 1982) 1515 Knollstone Drive, Ferguson, MO 63135. Bus: (314) 263-1477. Res: (314) 624-3176. W: Sharon. Ch: Carol, Kyle. B: Jan 25. Job: DRCPM-ASE-TM, USAAVSCOM. GS: 15. Yrs in Grade: 3. Educ: Univ of Oregon, BS.

**REESE, Alfred G., (MR.)** (AAAA 1979) 1190 S. Chelton, No. 326, Colorado Springs, CO 80910. Bus: (303) 579-3614. Res: (303) 471-0427. B: Apr 5. Nickname: Al. Job: Equipment Specialist Aircraft, TSARCOM (AVSCOM). GS: 12. Yrs in Grade: 15. Educ: Univ of NY, BS. Prev Svc: USAF. 4 yrs.

**REVELS, Jack W., (LTC)** (AAAA 1989) P.O. Box 5272, Fort McCallie, AL 36205. Bus: (205) 238-3297. Res: (205) 820-4325. W: Nancy. Ch: Jason, Chris, Kerl, Rene. B: Feb 9. Job: Education Specialist (DAC), with USA Military Police School. GS: 12. Yrs in Grade: 3. Educ: Embury-Riddle Aero Univ, BS; GA State, M Ed. Prev Svc: USA. 30 yrs. LTC. Orgn: AUSA.

**PLEASE NOTE!**  
While each of the 1,682 current DAC members of the AAAA was invited to submit a "1984 DAC Pack" listing, only the listings of those DAC members who returned an AAAA Form appear in this '84 Roster.

**RICCIARDI, Bernard V., (MR.)** (AAAA 1982) 1204 Vanhook Path, Manasquan, NJ 08736. Bus: (201) 544-4894. Res: (201) 528-9259. W: Dorothy. Ch: Diane, Theresa, James, Brian, Joanne, Tamara. B: Jan 13. Nickname: Bernie. Job: NOE Comm Program Manager, AVRADA. GS: 14. Yrs in Grade: 25. Educ: Worcester Polytech, BSEE; Monmouth, MSEE. Prev Svc: USA. 6 yrs. CPT.

**RICHARDSON, Raymond G., (MR.)** (AAAA 1983) 4742 Stanhope, St. Louis, MO 63128. Bus: (314) 263-2351. Res: (314) 894-0183. W: Pat. Ch: Mark, David. B: Jun 17. Nickname: Ray. Job: TSARCOM DRSTS-WK. GS: 14. Educ: WA Univ, BS Bus Admin. Prev Svc: USAF. 4 yrs. A1C.

**RICKERSON, Billie, (MR.)** (AAAA 1976) P.O. Box 8281, Corpus Christi TX 78412. Bus: (512) 861-2548. Res: (512) 993-2424. W: Debra. Ch: Randal, Cynthia, Ricky. B: Jun 20. Nickname: Rick. Job: Supervisory Equipment Specialist, CCAD. GS: 11. Yrs in Grade: 2. Prev Svc: USCG. 6 yrs.

**RICKMEYER, James C., (MR.)** (AAAA 1981) USA AVSCOM DRCPM-AE, 4300 Goodfellow Blvd., St. Louis, MO 63120. Bus: (314) 263-3179. Res: (314) 822-4654. W: Marilyn. Ch: Kim, Tim, Amy, Jeff, Tracy, Lisa, Jerry. Mark. B: Feb 19. Nickname: Jay. Job: Dep PM Spl El Man Aircraft, US ARMM. AVS-

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COM, St. Louis, MO. GS: 15. Yrs in Grade: 5. Educ: Parks, BS; SIU, MBA. Orgn: AUSA.

**ROGIER, Floyd L., (MR.)** (AAAA 1982) RR 3, Box 65, Highland, IL 62249. Bus: (314) 263-3928. Res: (618) 654-3708. W: Eunice. B: Jan 7. Job: CECOM Liaison Office, St. Louis, MO. GS: 13. Yrs in Grade: 1. Prev Svc: USN. 4 yrs.

**RONECKER, William A., (MR.)** (AAAA 1983) 10211 Midland, Overland, MO 63114. Bus: (314) 263-1301. B: Jan 8. Nickname: Wild Bill. Job: Remotely Piloted Vehicle Project Manager, Budget Analyst, AVSCOM. GS: 12. Yrs in Grade: 4. Educ: Northeast MO State, BS Bus Admin.

**ROTH, Donald L., (MR.)** (AAAA 1983) 818 St. Mathew, Cahokia, IL 62206. Bus: (314) 263-1465. W: Barbara. Ch: Kevin, Keith, Kristi, Kraig. B: Feb 2. Nickname: Don. Job: DRCPM-ASE, USAAVRADCOD. GS: 12. Yrs in Grade: 2. Educ: Columbia College, BA Bus Admin. Prev Svc: USA. 2 yrs.

**ROTH, Irwin, (MR.)** (AAAA 1983) 15448 Longcastle For Ct, Chesterfield, MO 63017. Bus: (314) 263-3602. Res: (314) 532-5732. W: Karen. Ch: Michelle, Michael. B: Oct 5. Nickname: Irv. Job: TSARCOM DRSTS-DA. GS: 14. Yrs in Grade: 9. Educ: Polytech Institute of Brooklyn, BS; Webster, MA. Prev Svc: USA. 2 yrs. 1LT.

**ROWLAN, Matilda C., (MS.)** (AAAA 1972) 708 Orleans, Apt. H, New Orleans, LA 70116. Res: (504) 522-1297. B: Jun 3. Nickname: Tillie. Job: Taxpayers Service Representative, Internal Revenue Service. AAAA Offices/Misc: Past Sec, Lindbergh Chapter.

## SSSSSSSSSS

**SAENZ, Crecencio, (MR.)** (AAAA 1983) 2034 Isilla Drive, Corpus Christi, TX 78416. Bus: (512) 939-2011. W: Lucia. Ch: Chrselida Marie. B: May 5. Nickname: Chris.

**SALINAS, Daniel, (MR.)** (AAAA 1981) 1621 Karen, Corpus Christi, TX 78416. GS: 7.

**SALINAS, Oscar B., (MR.)** (AAAA 1978) 5117 Diver Duck, Corpus Christi, TX 78413. Bus: (512) 939-3660. Res: (512) 993-0380. W: Dora. Ch: Sandy, Doris, Jeanne, Janice, Steve, Sonnye. B: Mar 20. Nickname: Sal. Job: A/C Eng Repair. GW: 9. 2 yrs.

**SAMPLES, Judy M., (MS.)** (AAAA 1983) 1611 Wishwood Court, Chesterfield, MO 63017. Bus: (314) 263-2626. Res: (314) 532-1520. H: Tullias. B: Oct 7. Nickname: Red. Job: TROSCOM DRSTR-STPG. GS: 9. Yrs in Grade: 1. Educ: Columbia College, BS Pub Admin.

**SAMPLES, Tullias L., (MR.)** (AAAA 1983) 1611 Wishwood Court, Chesterfield, MO

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63017. Bus: (314) 263-3528. Res: (314) 532-1520. W: Judy. Ch: John, Lisa. B: Apr 3. Nickname: Sam. Job: AVSCOM DRSAV SAJPA. GS: 9. Yrs in Grade: 1. Ret: 1974. 20 yrs. E7.

**SANFILIPPO, Jakle, (MR.) (AAAA 1978)** 758 Berkshire Street, Corpus Christi, TX 78412. Bus: (512) 939-2208. Res: (512) 902-6022. W: Donna. Ch: Tony, Nathan, Katherine. B: Sep 4. Job: Chief Quality Control Div, Quality Inspection Specialist, CCAD, TX. GS: 12. Yrs in Grade: 4. Prev Svc: USN. E5.

**SCHARIG, Hans J., (MR.) (AAAA 1983)** 13308 Streamwood Drive, St. Louis, MO 63141. GS: 13.

**SCHILDER, Craig B., (MR.) (AAAA 1983)** 305 Oakwood Drive, Enterprise, AL 36330. Bus: (205) 255-3410. Res: (205) 393-4850. W: Theresa. Ch: Andrew. B: Feb 18. Job: Senior Safety Manager, Army Safety Center, Fort Rucker, AL. GS: 15. Yrs in Grade: 1. Educ: Newark Coll of Engr, BSIE; TX A&M, MSIE.

**SCHMITZ, Don W., (MR.) (AAAA 1983)** TSARCOM DRSTS-P, 4300 Goodfellow Blvd, St. Louis, MO 63120. Bus: (314) 263-3125. Res: (618) 594-2883. W: Mary Ann. Ch: David, Kurt, Cindy. B: Aug 13. Nickname: Don. Job: Director of Procurement and Production, AVSCOM. SES: 15. Yrs in Grade: 5 mo. Educ: Univ of So. IL, BS. Prev Svc: USA. 2 yrs.

**SCHNEIDER, Maurice D., (MR.) (AAAA 1960)** 713 North Metter Street, Columbia, IL 62236. Bus: (314) 263-1200. Res: (618) 281-5416. W: Myrtle. B: Mar 6. Nickname: Mairy. Job: Director Proc. and Prod., Army Aviation RAD Cmd, St. Louis, MO. GS: 15. Yrs in Grade: 10. Prev Svc: USA. Orgn: AHS.

**SCHODROSKI, Jeannette, (MS.) (AAAA 1983)** 1417 Olive Street, Highland, IL 62249. Bus: (314) 263-3769. B: Jan 23. Job: TSARCOM DRSTS-SAAD. GS: 12. Yrs in Grade: 1. Educ: So. IL Univ at Edwardsville, BA Pol Sci.

**SCHRAGE, Daniel P., (DR) (AAAA 1982)** 312 E. 4th Street, O'Fallon, IL 62269. Bus: (314) 263-1070. W: Nancy. Ch: Steven, Susan, Michael. B: Mar 18. Job: Director of Advanced Systems, USAAVRADCOM. SES: 3. Yrs in Grade: 1. Educ: W. Point, BS; GA Tech, MS; WA Univ, DSC, Webster, MA. 11 yrs. Orgn: AHS.

**SCHUMACHER, Dennis A., (MR.) (AAAA 1982)** 14543 Gravelle Lane, Florissant, MO 63034. Bus: (314) 263-1995. W: Rose. Ch: Denise, Kevin, Irene. B: Mar 4. Nickname: Lilishone. Job: Chief, RPV Project AVSCOM, St. Louis, MO. GS: 14. Yrs in Grade: 14. Educ: Parks College, BS Aeron. Prev Svc: USAF. 4 yrs. Orgn: AHS.

**SCOTT, David C., (MR.) (AAAA 1982)** 20 Amberly Drive, St. Peters, MO 63376. Bus: (314) 263-3227. W: Jan. B: Sep 9. Nick-

name: Dave. Job: Safety Engineer (Aviation), USA AVSCOM, St. Louis, MO. GS: 12. Yrs in Grade: 2. Educ: Norwich Univ, BS Mech Engrg.

**SCOTT, Earl D., (MR.) (AAAA 1982)** 402 Rebecca Drive, O'Fallon, IL 62289. Res: (618) 624-2607. W: Josie. Ch: Carolyn. B: Nov 18. Nickname: Scottie. Job: IL DRSTS-IZ, TSARCOM. GS: 11. Educ: Webster Univ, MA; SIUE, MS. Prev Svc: USAF. Ret: 1981. 26 yrs. E-9.

**SEALEY, Belle, (MS.) (AAAA 1981)** 4513 Nelson Drive, Northwoods, MO 63121. Bus: (314) 263-3732. Res: (314) 382-4703. H: Samuel. Ch: Samuel III, Reginald, Stephen. B: Mar 12. Job: Supervisor Inventory Mngmnt Spec, USA AVSCOM, St. Louis, MO. GS: 12. Yrs in Grade: 1.

**SERNA, Alfred R., (MR.) (AAAA 1983)** Box 205, Inglestad, TX 78362. Bus: (512) 939-2908. Res: (512) 776-3887. B: Mar 18.

**SEYMORE, Everett L., (MR.) (AAAA 1983)** 802 Barry, Apt. 1301, Corpus Christi, TX 78411. Bus: (512) 939-3242. Res: (512) 854-3648. W: Phyllis. Ch: Terri. B: Dec 7. Nickname: Ed. Job: Engine Repairer, CCAD. GS: 8. Yrs in Grade: 3. Prev Svc: USN. Ret: 1978. 30 yrs. E-9.

**SHAAK, A. Robert, (MR.) (AAAA 1968)** 414 Suandra, Collinsville, IL 62234. Bus: (314) 263-2591. Res: (618) 345-9967. W: Joan. Ch: Dale, Curtis, Todd, Douglas. B: Aug 17. Job: TSARCOM, Chief Aircraft Systems Branch, Integrated Log Spt Office. GS: 13. Yrs in Grade: 6. Prev Svc: USA. 3 yrs. SGT.

**SHAMBLIN, Chester H., (MR.) (AAAA 1978)** 708 Dianne Drive, Copperas Cove, TX 76522. Bus: (817) 287-0938. Res: (817) 547-8760. W: Evelyn. B: Jul 1. Job: DARCOM LAO, (AVSCOM), Fort Hood, TX 76544. GS: 12. Yrs in Grade: 15. Prev Svc: USA. 4 yrs.

**SHANNON, John K., (MR.) (AAAA 1981)** 20 North Kingshighway, St. Louis, MO 63108. Bus: (314) 263-1415. Res: (314) 361-0447. W: Linda. Ch: Allan. B: Dec 22. Job: Chief Maintenance Branch, Logistic Mgmt Div, Proj Mgr CH-47 Mod PMO. GS: 14. Yrs in Grade: 3. Educ: BS Physics, MBA CPL. Prev Svc: USA. 2 yrs.

**SHEFFIELD, Rosie H., (MS.) (AAAA 1982)** 3418 Charlotte Drive, Corpus Christi, TX 78418. GS: 11.

**SIMPSON, Constance M., (MS.) (AAAA 1983)** 10 Hanson Drive, Granite City, IL 62040. Bus: (314) 263-3736. H: Jack. Ch: Edward, Karen, Larry, Shelly, Glen. B: Jun 2. Nickname: Connie. Job: Inventory Management Specialist, TSARCOM, St. Louis, MO. GS: 11. Yrs in Grade: 3.

**SINGLEY, George T. III, (MR.) (AAAA 1979)** 48 Dauphine Drive, Lake St. Louis, MO 63367. Bus: (314) 263-1280. W: Maxine. Ch: George, Kristine, Dean. B: Mar 29. Job: Directorate of Advanced Systems AVRADCOM. GS: 15. Yrs in Grade: 1. Educ: Univ of DE, BEA; Wm & Mary, MBA; Old Dominion Univ, ME. Prev Svc: USAF. 15 yrs. MAJ. Orgn: AHS.

**SLAGLEY, George E., (MR.) (AAAA 1964)** 2903 Tarboro Street, Dothan, AL 36303. Bus: (205) 255-2179. Res: (205) 793-6758. W: Kathryn. Ch: Dale, Gale. B: Oct 13. Job: Technical Advisor, USAAVNBD, Fort

Rucker, AL. GS: 14. Yrs in Grade: 9. Educ: BSAE, MBA. Prev Svc: USN. 4 yrs. Orgn: AHS, ABA.

**SMITH, Brian K., (MR.) (AAAA 1983)** 7C49 (Stop 15), Corpus Christi, TX 78419. Bus: (512) 939-3432. B: Sep 30. Nickname: Rex. Job: Command Judge Advocate, CCAD, Educ: Ripon College, BA; Univ of Chicago, JD. Retired: 1969. 15 yrs.

**SMITH, Edward J., (MR.) (AAAA 1983)** 10531 Hamford Drive, St. Louis, MO 63128. Bus: (314) 263-2669. Res: (314) 843-6856. B: Feb 7. GS: 5. Yrs in Grade: 1. Educ: Univ of MO-Rolla, BSME.

**SMITH, Gary L., (MR.) (AAAA 1981)** 809 Waylamer Drive, Manchester, MO 63011. Bus: (314) 263-1460. Res: (314) 527-2590. W: Joyce. Ch: Steven, Mark. B: Sep 24. Job: Deputy Project Mgr, Aircraft Surv Equip, AVSCOM, St. Louis, MO. GS: 15. Yrs in Grade: 5. Educ: Bradley, BS; Webster, MA. Prev Svc: USAF. 5 yrs. CPT.

**SMITH, Gerald S., (MR.) (AAAA 1983)** 9625 Todd Mill Road, Huntsville, AL 35803. Bus: (205) 876-4026. B: Dec 14. Nickname: Gerry. Job: Hydra-70, MICOM, GS: 15. Educ: Univ of AR, BSCE. Orgn: AUSA.

**SMITH, Johnnie E., (MRS.) (AAAA 1983)** 3404 Laclede Avenue, Apt. B, St. Louis, MO 63103. Bus: (314) 263-3643. Res: (314) 535-6130. W: William Jr. B: Feb 21. Job: Inventory Management Specialist, TSARCOM. GS: 12. Yrs in Grade: 1. Educ: Johnnie Katherine Early, BS Comm Ed.

**SMITH, Loretta D., (MS.) (AAAA 1978)** 3126 Clarence Avenue, St. Louis, MO 63115. Bus: (314) 263-3526. Res: (314) 534-7054. W: James. Ch: Gloria, Renee, Loretta, James, Elaine, Denise. B: Feb 22. Job: Inventory Mngmnt Spec, US Army Aviation Mat Cmd, St. Louis, MO. GS: 11. Yrs in Grade: 4. 32 yrs.

**SMITH, Paul J., (MR.) (AAAA 1980)** P.O. Box 191, Salmon, ID 83467. Bus: (208) 855-2363. Res: (208) 756-2623. W: Mary Anne. Ch: Sarah, Loren. B: Apr 2. Nickname: PJ. Job: Helicopter Manager, Salmon National Forest, Salmon, Idaho, GS: 6. Yrs in Grade: 3. Educ: Idaho State University. Prev Svc: ACCP.

**SMOSKI, Marilyn J., (MS.) (AAAA 1983)** 1263 Jamaica Drive, Edwardsville, IL 62025. Bus: (314) 263-1714. Res: (618) 656-2221. B: Mar 11. GS: 5. Yrs in Grade: 3. Educ: S. Illinois Univ-Edwardsville.

**SORRELLS, Ronald, (MR.) (AAAA 1980)** P.O. Box 87, 6 South Johnson Street, Samson, AL 36477. Bus: (205) 255-6195. Res: (205) 898-2011. W: Emma. Ch: Claudia. B: Sep 25. Nickname: Ron. Job: Chief, Alcohol/Drug Abuse Division, Dir Personnel & Community Activ. GS: 12. Yrs in Grade: 2. Educ: Troy State Univ, BGS MS. Prev Svc: USMC. 4 yrs.

**SPANN, Jane F., (MS.) (AAAA 1983)** 3409 Meadow Ridge, Corpus Christi, TX 78418. Bus: (512) 939-2643. Res: (512) 937-3022. Ch: Scott, Sanda, John, Becky. B: Jul 21. Nickname: Jane. GS: 4. Yrs in Grade: 10. Educ: Univ of TX.

**SPEISER, Carl H. Jr., (MR.) (AAAA 1969)** 9405 Eucalyptus Drive, Afton, MO 63123. Bus: (314) 263-1937. Res: (314) 631-0782. W: Myrtle. B: Aug 17. Job: Procurement



Analyst, Army AAH PMO, St. Louis, MO. GS: 14. Yrs in Grade: 16. Educ: St. Louis Univ, BS Commerce Master Pub Adm. Prev Svc: USA. 3 yrs. Orgn: NCGA.

**STANARD, Norman, (MR.)** (AAAA 1982) 51 Grantwood Lane, Grantwood, MO 63123. Bus: (314) 263-1189. Res: (314) 843-8026. Job: Chief Estimates and Studies Division, AVSCOM, GS: 14. Yrs in Grade: 12. Educ: Univ of MO, BS MS. Orgn: AHS.

**STANFORD, Don L., (MR.)** (AAAA 1983) 9511 Howerton Drive, St. Louis, MO 63123. Bus: (314) 263-2932. Res: (314) 638-0195. W: Janet. Ch: Cheryl, Scott. B: Sep 19 yr. Job: TSARCOM DRSTS-RPO. GS: 13. Yrs in Grade: 5. Educ: Washington Univ, St. Louis Univ, Meramec JC.

**STANTON, Mildred L., (MRS.)** (AAAA 1984) Route 1-Flucrom Road, Box 102, Desoto, MO 63020. W: Philip. Ch: Deborah, Philip. B: Dec 31. Nickname: Millie. Job: System Analyst, TSARCOM, St. Louis, MO. GS: 12. Yrs in Grade: 4.

**STARKS, Thesola, (MS.)** (AAAA 1978) 8832 Riverview Boulevard, St. Louis, MO 63147. Bus: (314) 263-3640. Res: (314) 385-5823. B: Nov 29. Nickname: Jean. Job: Inventory Management Specialist. GS: 11. Yrs in Grade: 1.

**STEIGER, Arthur J., (MR.)** (AAAA 1983) 810 Bergquist Drive, Manchester, MO 63011. Bus: (314) 263-3447. Res: (314) 394-3597. W: Trudy. Ch: Arthur Jr, Scott. B: Aug 31. Nickname: Art. Job: Computer Programmer Analyst, USAVSCOM, St. Louis, MO. GS: 12. Yrs in Grade: 11. Educ: WA Univ, BS; Webster Univ, MA 2 yrs.

**STRAYHORN, Walter D., (MR.)** (AAAA 1982) 1264 Bal Harbor Drive, Arnold, MO 63010. Bus: (618) 263-3517. B: Aug 31. Nickname: Dan. Job: Supervisor Aircraft Distribution Unit, USAVSCOM. GS: 12. Yrs in Grade: 1. Prev Svc: USAF. 4 yrs.

**STRONG, Marian H., (MS.)** (AAAA 1983) 2225 Hummingbird Lane, Florissant, MO 63033. Bus: (314) 263-2157. Res: (314) 838-9149. Ch: Gail, Laurel, Steven. B: Jul 5. Job: TSARCOM DRSTS-RCT. GS: 12. Yrs in Grade: 9.

**STUPPI, Charles, (MR.)** (AAAA 1980) 252 East Louis Place, Iselin, NJ 08830. Bus: (201) 544-4664. W: Gloria. Ch: John, Christine, Karen. B: Jun 21. Job: Communications Systems Branch Chief, AVRADA. GS: 14. Yrs in Grade: 4. Educ: Newark College, BSEE; Stevens Inst, MS.

**SUETA, Theodore J., (MR.)** (AAAA 1986) 1212 Deal Road, Wayside, NJ 07712. Bus: (201) 544-4851. W: Joyce. Ch: Thomas, Elizabeth, Christine. Nickname: Ted. Job: Deputy Director, AVRADA. GS: 15. Educ: Syracuse Univ, BEE; Stevens Inst Tech, MMS.

## TTTTTTTTT

**TERNAK, Barbara R., (MS.)** (AAAA 1983) 8005 Lemay Ferry Road, Mehlville, MO 63129. Bus: (314) 263-3201. W: John Sr. Ch: John Jr. B: Nov 1. Job: P&P Officer, SEMA PM, USA AVSCOM, St. Louis, MO. GS: 13. Yrs in Grade: 1. Educ: St. Louis Univ, ASC BS.

**THAKUR, Rashpal S., (MR.)** (AAAA 1983) 14 Lake Charles Drive, St. Peters, MO

63376. Bus: (314) 263-1268. Res: (314) 441-0175. W: Suda. B: Feb 12. Nickname: Paul. Job: Industrial Engineer, AVRADCOM DRDAV-PI. GS: 12. Yrs in Grade: 1. Educ: IL Inst of Tech, BSME MSIE.

**THOMAS, Frank J., (MR.)** (AAAA 1965) 5474 Alnwick Drive, St. Louis, MO 63129. Bus: (314) 263-2485. Res: (314) 487-3156. W: Elaine. Ch: Cynthia, Steven. B: Oct 3. Job: Chief Aircraft New Equipment Training, USAVSCOM, St. Louis, MO. GS: 13. Yrs in Grade: 16. Prev Svc: USAF. 3 yrs.

**THOMPSON, Karen G., (MS.)** (AAAA 1983) 101 W Redwater, Apt. 256, Wake Village, TX 75051. Ch: Benjamin. B: Sep 12. Res: (214) 832-6830. Educ: St. Louis Community College, A.A.S. GS: 5.

**TIERCE, Richard E., (MR.)** (AAAA 1982) 155 TR Road, Collinsville, IL 62234. Bus: (314) 263-3300. Res: (618) 344-8086. W: Nancy. Ch: Terry, David. B: Feb 12. Nickname: Dick. Job: Chief Maint Engr Mgmt Br, AVSCOM, St. Louis, MO. GS: 14. Yrs in Grade: 4. Educ: Texas Tech-Lubbock TX, BS Indus Engrg. Prev Svc: USN. 4 yrs.

**TOGNOLA, Edmund T., (MR.)** (AAAA 1982) 1 Barnsdale Way, Eatontown, NJ 07724. Bus: (201) 544-4201. Res: (201) 542-9494. W: Patricia. Ch: Christopher, Deborah, Jeffrey. B: May 7. Nickname: Ed. Job: Chief, AVRADCOM Post Deployment Software Support Center, AVRADA. GS: 14. Educ: Rensselaer Polytechnic, BEE; Newark, MS.

**TOKMENKO, Thomas D., (MR.)** (AAAA 1983) 4555 Whisper Lake Drive, No. 5, Florissant, MO 63033. Bus: (314) 263-1937. Res: (314) 355-8027. W: Mary Grace. B: Apr 19. Nickname: Intern. Job: Contract Specialist, AVRADCOM, APACHE/AH-64A PMO. GS: 9. Yrs in Grade: 1. Educ: Cleveland State Univ, BA; Univ of Ottawa, MA. Prev Svc: USA. 3 yrs.

**TOMAINO, Robert L., (MR.)** (AAAA 1983) 436 Mason Ridge Drive, St. Charles, MO 63301. Bus: (314) 263-1280. Res: (314) 447-6623. W: Mary. Ch: Susan. B: Nov 25. Nickname: Bob. Job: DRDAV-AVSCOM NGLHX. GS: 14. Educ: VA Tech, BS&E; Geo Wash Univ, MSEE. Orgn: AHS.

**TOMLIN, Glenn, (MR.)** (AAAA 1982) 2508 Guebert Road, Fenton, MO 63026. Bus: (314) 263-1643. W: Kathy. B: Jul 12. Job: Electronics Engr, AVSCOM-AVRADA. GS: 13. Yrs in Grade: 2. Educ: Univ of MO-Rolla, BSEE. Prev Svc: MOANG. 14 yrs. MAJ.

**TOPP, L. David, (MR.)** (AAAA 1978) 90 Shell Street, Beachwood, NJ 08722. Bus: (201) 544-2967. Res: (201) 341-0342. W: Dolores. Ch: Jaime, Daniel, Ilona. B: Nov. Job: Proj Engr, ECM Sys, Elect Engrg, Avionics RAD DAVAA, Ft Monmouth, NJ. GS: 13. Yrs in Grade: 17. Educ: BS Physics/Electronic Engineering.

**TOWNSON, Marie, (MS.)** (AAAA 1982) 7056 Glenboro Drive, St. Louis, MO 63136. Bus: (314) 263-2109. Ch: Tracy, Deanna. B: Nov 27. Job: Supply Technician, AVSCOM. GS: 7. Yrs in Grade: 2.

**TREVEY, William E., (MR.)** (AAAA 1983) 703 Darst, St. Louis, MO 63135. Bus: (314) 263-1860. Job: Tscarcom, BLACK HAWK Project Manager's Office. GS: 12. Yrs in Grade: 2. Educ: Ohio State Univ, BS Bus Admin. Prev Svc: USAR. 6 yrs. ES.

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**TREVINO, Adolfo, (MR.)** (AAAA 1982) 1809 Whiting Drive, Corpus Christi, TX 78415. Bus: (512) 939-2317. Res: (512) 882-6435. W: Soledad. Ch: Adolfo Jr, Rene, Leticia, Selina, Ruben. B: Jul 3. Nickname: Al. Job: Supv Supply Sys Anal, Admin & Sys Br, Prod Plan & Cont Div, CCAD. GS: 12. Yrs in Grade: 3. Prev Svc: USA. 2 yrs.

**TRIGO, Robert R., (MR.)** (AAAA 1983) 4218 Sierra, Corpus Christi, TX 78410. Bus: (512) 939-2011. Res: (512) 241-7227. W: Aurora. Ch: Mark, Jaime. B: Jul 24. WG: 10. Yrs in Grade: 10. Prev Svc: 4 USN.

**TSCHOEPE, James, (MR.)** (AAAA 1978) 5218 Hitching Post, Corpus Christi, TX 78415. Bus: (512) 939-2428. Res: (512) 853-6325. W: Linda. Ch: Cheryl. B: Feb 7. Nickname: Jim. Job: Quality Control Inspector Foreman, CCAD. GS: 11. Yrs in Grade: 2. Educ: Del Mar. AAAA Offices/Misc: Past VP, Corpus Christi Chapter.

**TURNBULL, Robert C., (MR.)** (AAAA 1983) 1506 Valley Forge Drive, Collinsville, IL 62234. Bus: (314) 263-2196. Res: (618) 345-4013. W: Jeanette. Ch: Stacy, Jason, Jeffrey. B: Jun 18. Nickname: Bob. Job: Chief, Budget Section, AVSCOM DRSTS-MPPB. GS: 13. Yrs in Grade: 3. Educ: So. IL Univ, BS Econ. Prev Svc: USN. 4 yrs.

## UUUUUUUUU

**UDOLF, Kurt K., (MR.)** (AAAA 1981) 6038 Edgewater Drive, Corpus Christi, TX 78412. Bus: (512) 939-3434. Res: (512) 991-5370. W: Louise. Ch: Frank. B: Oct 6. Job: Mechanical Engineering Technician, Corpus Christi Army Depot. GS: 11. Yrs in Grade: 2. 4 yrs. CPL.

## VVVVVVVVV

**VAIL, C. Mark, (MR.)** (AAAA 1982) 4270 Haverleigh Terrace, Mehlville, MO 63128. Bus: (314) 263-1454. Res: (314) 467-0866. W: Karen. Ch: Erin. B: Jul 20. Job: Industrial Engineer, USA AVSCOM, DRCPM-ASE-P&P. GS: 12. Yrs in Grade: 2. Educ: Univ of MO-Rolla, BS Engrg Mgmt, Prev Svc: USAR. 8 yrs. 1LT.

**VENVERLOH, Bernard J. Jr., (MR.)** (AAAA 1980) 5075 Yorktown Blvd., Arlington, VA 22207. Bus: (703) 274-8566. Res: (703) 538-5698. W: Joan. Ch: Bernard III, Jeffrey, Denise. B: Dec 4. Nickname: Bernie. Job: Gen Engr, HQ, DARCOM, Dir/SM, Aircraft Branch. GS: 14. Yrs in Grade: 3. Educ: WA Univ, BSME. Prev Svc: USN.

**VERDIN, Filemon, (MR.)** (AAAA 1983) 830 Hulsache Street, Robstown, TX 78380. Bus: (512) 939-2137. Res: (512) 367-4738. W: Della. B: Apr 7. GS: 11. Yrs in Grade: 5.

**VILLARREAL, Onecimo, (MR.)** (AAAA 1983) 6409 Revolution, Corpus Christi, TX 78413. Bus: (512) 939-2077. W: Irma. Ch: Xavier, Carl. B: May 8. Nickname: Onie.

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Job: Electrical Engineer, CCAD, GS: 12. Yrs in Grade: 3. Educ: Texas College of AI, BSEE.

**VILLAUME, David A., (MR) (AAAA 1969)**  
The Flood Tide Company, 9510 SW 1st Ct, Coral Springs, FL 33065. Res: (305) 755-2691. Ch: Amy, David. B: Aug 30. Educ: Embury-Riddle Aero Univ, BS MCL. 10 yrs. CPT.

## WWWWWWW

**WALDROP, William D., (MR) (AAAA 1964)**  
720 Southgate Drive, Belleville, IL 62223. Bus: (314) 263-2411. Res: (618) 398-5592. W: Jerry. Ch: Danny. B: Jan 3. Job: Equipment Specialist Aircraft, USA TSARCOM. St. Louis, MO. GS: 12. Yrs in Grade: 15. Prev Svc: USAF. Ret: 1961. 21 yrs. EB.

**WALKER, Milburn F., (MR) (AAAA 1969)**  
2014 Healer, O'Fallon, MO 63366. Bus: (314) 263-2886. Res: (314) 272-6535. W: Louise. Ch: Michael, Garry. B: Oct 23. Nickname: Mid. Job: Liaison Officer Depot, Systems Command, Duty Station, TSARCOM. GS: 12. Yrs in Grade: 3. Prev Svc: USAF. 4 yrs.

**WALKLING, Robert L., (MR) (AAAA 1963)**  
2999 Black Oak Drive, Imperial, MO 63052. Bus: (314) 263-2499. Res: (314) 266-0747. W: Marie. Ch: Cheryl, Rexean, Laurie, Linda, Susan, Debbie. B: Apr 24. Job: Div Chief, Product Assurance Office, TSARCOM-AVSCOM. GS: 14. Yrs in Grade: 5. Educ: Webster Univ, BA MA. Prev Svc: USMC. 4 yrs.

**WALTON, Coburn C., (MR) (AAAA 1977)**  
4609 Champions, Corpus Christi, TX 78413. Bus: (512) 939-2595. Res: (512) 852-7500. W: Janet. Ch: Travis, Kevin. B: Feb 15. Job: Manufacturing Machine Shop, Foreman, CCAD, Corpus Christi, TX. WS: 11. Yrs in Grade: 10. Educ: Del Mar College, AAS; CCSU, BBA.

**WALTON, Donald R., (MR) (AAAA 1978)**  
1305 Brentwood Drive, Corpus Christi, TX 78415. Bus: (512) 939-3660. Res: (512) 854-7295. W: Donna. Ch: Victoria, Jon Paul. B: Sep 22. Job: Aircraft Engine Repairer. GS: 14. Yrs in Grade: 2. Prev Svc: USA. 2 yrs.

**WARREN, Dennis J., (MR) (AAAA 1963)**  
3452 Prieboy Avenue, Joliet, IL 60435. Bus: (312) 735-7825. Res: (815) 439-1429. W: Ingrid. Ch: Jennifer, Elizabeth, Steven. B: May 7. Nickname: DJ. Job: Aircraft Pilot ILARNG, Supervisor Maint Office, Chief Test Pilot. GS: 12. Yrs in Grade: 2. Prev Svc: USA. 12 yrs.

**WASHINGTON, Mary L., (MS) (AAAA 1983)**  
5903 De Giverville, St. Louis, MO 63112. Bus: (314) 263-2014. Res: (314) 721-0375. Ch: Charles, Marvin, Jacolyne, Patricia, Stephanie, Vincent. B: Aug 29. Nickname: Vern. Job: TSARCOM DRSTS-CF. GS: 5. Educ: Columbia College.

**WEST, J. B., (MR) (AAAA 1983)**  
1024 Bedford Court West, Hurst, TX 76053. Bus: (214) 767-2404. W: Margaret. Ch: John, Stephen. B: Dec 21. Job: Program Manager, Southwestern Division Corps of Engineers, Dallas, TX. GS: 13. Yrs in Grade: 7. Educ: Texas Tech, BS. Prev Svc: USAR. 18 yrs. LTC.

**WESTERN, Roy O., (MR) (AAAA 1982)**  
116 Briarcliff Drive, St. Charles, MO 63301. Bus: (314) 263-1415. Res: (314) 946-8780. W: Jo Ann. Ch: Michael, Pamela, John. B: Oct 7. Nickname: Wes. Job: CH-47 Modernization Project Managers Office, DOD. Educ: Columbia College, BA Bus Admin.

**WHITE, Lucille J., (MS) (AAAA 1980)**  
5985 McArthur, St. Louis, MO 63120. Bus: (314) 263-3653. Job: Inventory Management Specialist, TSARCOM. GS: 11.

**WHITEHEAD, Ward R., (MR) (AAAA 1966)**  
539 So. Bayberry Place, Corpus Christi, TX 78418. Bus: (512) 939-3911. Res: (512) 937-1304. W: Edith. Ch: Sharon, Donna, Glen, Jimmy. B: Jul 21. Job: Chief Components Shops Division, CCAD, Corpus Christi, TX. GS: 13. Yrs in Grade: 3. Educ: Oklahoma University, BLS. AAAA Offices/Misc: Past VP, Corpus Christi Chapter.

**WHITELY, Robert L., (MR) (AAAA 1981)**  
200TH TAMMC, WRD, APO New York 09052. Bus: 2816-6940. Res: 06332-6070. W: Anna. Ch: Pamela, Brian, Kevin, Bob.

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**NOTE!**

This 1984 DAC Pack Roster may be retained and used as a separate reference tool by removing the top and bottom staples in the spine in the centerfold.

**NOTE!**

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by, Branda. B: Apr 19. Nickname: Bob. Job: Chief, Storage & Distribution Branch, War Res Div, 200th TAMMC. GS: 12. Yrs in Grade: 2. Educ: Univ of Nebraska, BA. Prev Svc: USA. Ret: 1979. 23 yrs. MAJ. Orgn: HCA, AHS, AUSA, AFA.

**WILLIAMS, Larry T., (MR) (AAAA 1978)**  
P.O. Box 1714, Corpus Christi, TX 78403. Bus: (512) 939-3660. Res: (512) 992-3383. W: Patricia. Ch: Laura Jo, Larry Jr. B: Oct 19. Job: Aircraft Jet Engine Mechanic, CCAD, Corpus Christi, TX. GS: 10. Yrs in Grade: 12. Prev Svc: USAF. 4 yrs. AIC.

**WITT, Kenneth, (MR) (AAAA 1982)**  
1022 Bradbury Court, Westlake Village, CA 91361. Bus: (805) 995-0217. Res: (805) 497-2357. Ch: Amy. B: Nov 16. Educ: SDSM&T, BSEE; USC, MBA. 6 yrs. CPT. AAAA Offices/Misc: Past VP, Southern California Chapter.

**WOLF, William T., (MR) (AAAA 1982)**  
1507 Pinefree Lane, Webster Groves, MO 63119. Bus: (314) 263-1189. Res: (314) 961-9014. W: Rosemary. Ch: Bill, Tim, Judy, Sharon, Chris, Dan. B: Apr 27.

Nickname: Bill. Job: AVRDCOM-DRDAV-BE. GS: 12. Yrs in Grade: 3. Educ: WA Univ, BS; CA Inst of Tech, MS. 3 yrs.

**WOLKOVICH, Paul D., (MR) (AAAA 1980)**  
81 Flat Rock Road, Easton, CT 06612. Bus: (203) 385-2962. Res: (203) 372-3347. Job: Logistics Engineer, Avco Lycoming Division, Stratford, CT. Educ: Columbia Univ. Prev Svc: USN. 4 yrs.

**WOMACK, Paul K., (MR) (AAAA 1982)**  
1767 Schuetz Road, St. Louis, MO 63146. Bus: (314) 263-2817. Res: (314) 567-0063. W: Diane. Ch: Paul, Christine. B: Jul 13. Job: Deputy Director, International Logistics, HQ TROSCOM. GS: 14. Yrs in Grade: 2. Educ: Western IL Univ, BS.

**WOOLVERTON, Harry T., (MR) (AAAA 1970)**  
4782 Nanroyal Drive, St. Louis, MO 63128. Bus: (314) 263-2898. Res: (314) 892-1656. W: Audrey. Ch: David, Diane. B: Jul 8. Job: Aerospace Engineer, AVSCOM. St. Louis, MO. GS: 13. Yrs in Grade: 13. Educ: Kansas State, BSME.

**WORTH, Calvert L., (MR) (AAAA 1976)**  
6637 Foothills Court, Florissant, MO 63033. Bus: (314) 263-3532. Res: (314) 305-6054. W: Patricia. Ch: Stefanie, Jonathan, Calvert Jr, Joseph. B: Jul 24. Job: Chief, CH-47/54 Branch, Dir Mat Mgt, Avn Sys Cmd, St. Louis, MO. GS: 14. Yrs in Grade: 3. Educ: St. Louis CM, Assoc Art. Prev Svc: USA.

**WRIGHT, Larry E., (MR) (AAAA 1983)**  
3028 Imperial, St. Charles, MO 63301. Bus: (314) 263-2115. Res: (314) 447-6544. W: Joyce. B: Jun 15. Job: Deputy Director of AISA, AVSCOM. GS: 13. Yrs in Grade: 1. Educ: Univ of MO-Columbia, BS; Univ of MO-Rolla, MS. Prev Svc: USA. 2 yrs. SP4.

**WUNDER, Dennis E., (MR) (AAAA 1978)**  
P.O. Box 8505, Corpus Christi, TX 78412. Bus: (512) 939-3282. Res: (512) 992-1523. B: Jan 28. Job: Aircraft Jet Engine Mechanic CCAD. WG: 10. Yrs in Grade: 9. Prev Svc: USA, USAF. 7 yrs. A1C.

## YYYYYYYY

**YOUNG, Bennie E., (MR) (AAAA 1983)**  
HQ USASAC, Customer Relations TM, Fort Shafter, HI 96858. Bus: (808) 438-2441. W: Patricia. Ch: Scott, Keith, Kyle, Mark, Lisa. B: Aug 2. Nickname: Ben. Job: Logistics Management Specialist. GS: 12. Educ: Santa Fe CC; Univ of FL, AS and AA. Prev Svc: USA. Ret: 1973. 18 yrs. MAJ. Orgn: AUSA.

## ZZZZZZZZZZ

**ZARDECKI, Frank W., (MR) (AAAA 1981)**  
Cameo Lane, Cresco, PA 18326. Bus: (717) 894-6660. Res: (717) 595-3330. W: Christina. Ch: Frank II, Rebecca. B: Jan 2. Nickname: Frank. Job: Chief, Force Modernization Office, Tobyhanna Army Depot. GS: 13. Yrs in Grade: 1. Prev Svc: USAF. 4 yrs. E-4. Orgn: AUSA, AFA.

**ZYWOTOW, Sidney J., (MR) (AAAA 1977)**  
276 Pelican Road, Middletown, NJ 07748. Bus: (201) 544-2941. W: Bernice. B: Nov 6. Nickname: Sid. Job: Chief, R&O Aircraft Integration Br, AVRADA, Fort Monmouth, NJ. GS: 14. Educ: Univ of PA, BSEE. F. DKS, MS. Orgn: AUSA.



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Name(s) of person(s) sharing accommodations \_\_\_\_\_

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## SECURITY ASSISTANCE (Continued from Page 31)

stallation in FMS helicopters. If the engines are procured, it could help stop depletion of U.S. Army owned assets to meet urgent FMS requirements and would provide a possible source of engines should the Army need them.

Another positive impact from FMS on aviation logistics is the maintenance of a warm production base for aircraft and other critical support items. A prime example is the UH-1H production line. Although the Army has not recently bought and does not intend to buy the UH-1H again, the production line for the UH-1H was kept open solely for security assistance for approximately four years after delivery of the last U.S. Army UH-1H in late 1976.

The potential to buy more UH-1Hs quickly in a mobilization or conflict situation did exist. While the UH-1H line was closed for about three years, it's been "opened" again on a limited basis for FMS with deliveries to start in May 1984. The foreign customer paid for start-up costs.

### Worldwide opportunities

The U.S. Army, as well as U.S. contractors, benefit because of the **contractor logistics support (CLS)** opportunities that are provided throughout the world for foreign customers. Recent examples are the Hughes Helicopters, Inc. effort in Kenya for the 500 MD aircraft (a non-standard U.S. Army aircraft, but with commonalities to the OH-6A) and the Northrop Worldwide Services contract with the U.S. Army for support of CH-47s in Egypt.

In both cases, the contractor, with **Contractor Officer Representative (COR)** type supervision by U.S. Army military and Department of the Army civilians, supported the foreign customers through FMS cases and developed a support base which could be used and expanded for support of the U.S. Army. The contractors and CORs obtained data on operation of aircraft in various parts of the world and developed expertise in military operations.

Another example is the experience gained by **Bell Helicopter International (BHI)** through contracts with the U.S. Government on behalf of the Iranian Army Aviation Program in the 1973-1979 time frame. This effort provided valuable

experience for contractor operations and CORs.

The Iranian Army Aviation Program was started from the "desert up" and was built to the point of almost being self-sufficient in several areas of the program before termination in early 1979. This included a helicopter depot and aviation groups wherein BHI personnel and U.S. Army civilian and military CORs and assistance teams guided the Iranians through a structured training plan toward self-sufficiency.

The operation started with BHI personnel doing the work; then Iranian counterparts were trained by BHI in formal classroom training; and, finally, the school-trained people were counter-parted with BHI personnel. Iranian personnel became proficient through on-the-job training and were eventually certified to take over from BHI. As Iranian technicians were certified, BHI personnel in country were reduced.

Not only did these programs provide valuable experience to U.S. contractors which can be extended and provided to the U.S. Army, but they provided employment to U.S. contractors and kept a warm base in contractor logistics support.

### Combat experience data

Another benefit of aviation logistics security assistance is experience attained in combat by security assistance customers with U.S. Army type aircraft. We can capitalize on this type of experience if we have a cooperative agreement to obtain data. This data can assist in proving our equipment, determining battle damage and the consumption of parts, and permitting more accurate planning for contingencies.

In some cases, foreign customers demand, for various reasons, non-standard configurations and pay for the changes. This can provide a benefit by giving us the opportunity to observe the use of this new configuration and possibly adapt it for U.S. Army use. On the other hand, with non-standard configuration, the aircraft are more difficult to support from our logistics system. Thus, it can be a disadvantage both to us and the foreign government.

Security assistance is frequently thought of as having a negative impact on U.S. Army Aviation logistics and readiness. While in some instances this may be true, security assistance supports U.S. foreign policy, and can provide some distinct advantages to U.S. Army Aviation logistics. ■■■■



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# DESIGN SIMPLICITY AND PEOPLE

(ENTRANCE KEYS TO READINESS)  
BY COLONEL THOMAS M. WALKER

"IT'S where dealers tell us God intended the horn to be!" So stated **Louis E. Lataif**, General Manager of Ford Motor Company's Ford Division, on the company's decision to move the horn from the turn-signal lever to the steering wheel on 1984 models — design simplicity adapted to the user's needs.

The average American driver, unlike his or her European counterpart, wants the horn on the steering wheel, and that's where Ford intends to keep it!

## Lost: Operational simplification

Basic enough, however, in these days of fast-paced, rapidly-changing high technology, the aerospace engineer may be outpacing the aircraft technician's ability to maintain a high readiness posture. Why? Complicated designs, coupled with increasingly complex systems, are seemingly defying operational simplification.

Result? Increasing soldier-maintainer frustration and decreasing equipment availability. More than ever, design simplicity is vitally needed to enhance the availability-readiness status of Army Aviation.

Unfortunately, the natural inventiveness of engineers and the demands of complex systems act as opposing forces to simplicity. To counter this trend, every aeronautical engineer should strive to design simplicity into his or her product.

In layman's terms: minimize the number of parts, combine functions into one part, and make the part easily accessible to the main-

tainer. **Design cleverly. Design simply.**

Most commanders have observed at one time or another a young soldier struggling through confusing maintenance directions on a sophisticated piece of equipment. How many of these machine versus man (or woman) confrontations resulted in a sequence being missed, thus ending in an improper maintenance operation or even defective maintenance?

The question that must be answered is: Are we in the Army giving sufficient credence to the fact that our aircraft systems' sophistication and our aircraft technicians are light years removed from the days in Vietnam where crew chiefs relied in large measure on unit OJT programs to become qualified and prodigious in maintenance procedures?

## Interaction of many factors

Availability, a "bottom line" on any logistician's balance sheet, is essentially having the right equipment at the right place at the right time, ready to perform its intended mission. To reach that point involves an interaction of many factors including the human one and its relationship to the machine.

System complexities have made it highly improbable to rely on unit training programs for upgrading and increasing skills. The requirement for formal schooling to match required skill levels for new and advancing technology is greater now than at any time in Army history.

So is the need for continuing education to keep the soldier-maintainer up-to-date on the latest technology. The "half life" on many of the most technical skills is as little as six years, so this continuous skills upgrading will be a real challenge to our TRADOC community. We

### ABOUT THE AUTHOR

COLONEL THOMAS M. WALKER SERVES AS THE DIRECTOR OF SYSTEMS MANAGEMENT AT USA TROOP SUPPORT COMMAND (TROCOSM), ST. LOUIS, MO.

## DESIGN SIMPLICITY AND PEOPLE

simply cannot afford to ignore it. Given the magnitude of the aviation logistics mission, Army Aviation must aim high in its drive for excellence.

In the January 1982 issue of **Military Review**, **Peter D. Weddle** accurately describes the dysfunction between complex systems and the soldier-maintainer: "... technology has not been designed into new systems so that soldiers and maintainers are efficiently and effectively integrated into a capable total system. Rather than using technology to accommodate or enhance a soldier's contribution to . . . **mission readiness**, the system design process has myopically focused on engineering improvements to hardware and software performance." According to **Weddle**, substandard human reliability accounts for about 50% of all equipment failures.

Now when you look at that claim of substandard human reliability accounting for approximately 50% of equipment failures, the result of machine-man complications, you may have the uncomfortable feeling that maybe our soldiers are inadequate to the mission in the current high tech environment. Of course, the Army should be concerned about the quality of its forces, and current indications are that indeed the new recruits now entering the service are the brightest of any past generation.

### The human factor

So the human factor, while one of concern, is one that can be supported by requiring engineers to design systems with the soldier-machine connection in mind, compensating for the aptitude and abilities of those making up the Army work force at any given time. If you believe "people are the Army," and I do, then you must agree that the quantity and quality of the force are paramount to the aviation maintenance mission. In my judgment, no resource is more important than the soldier or civilian who operates or maintains major Army weapons systems.

The Army must be relentless in its drive to put the **right** soldier in the **right** position. This point becomes exceedingly clear when one examines the high technology associated with the new

and future weapons systems for the Army.

**Weddle** emphasizes that most of a new system's manpower cost is incurred during the development period when little equipment cost has been realized. The conclusion is that if done early in the design process, a whole range of potential opportunities can be identified to better match the soldier to the machine. This early analysis then would assure that maintenance functions are adequately allocated between soldier and system. The soldier becomes part of the system design and is not considered apart from it.

To ignore early analysis of the human factor in equipment design can have serious consequences.

An example would be a design for a new navy ship requiring 311 sailors yet providing bunk space for only 300. And I'm sure you can probably recall your own particular "gremlin" at which you scratched your head and wondered how in the world could a system get so messed up. It just emphasizes the importance of bringing the soldier into the design itself, and early in the acquisition process.

### Beyond our realm

For the most part, engineers, designs, and acquisition policies are beyond the realm of what you and I can do at our particular level. This is particularly true of the commander of a field unit and, even more pointedly, a maintenance unit.

I express my own genuine concern for soldier-maintainer availability in three "P's":

- **Proper numbers** — authorizations more aligned to requirements.
  - **Proper qualifications** — adequate skills to perform tasks.
  - **Proper utilization** — sufficient duty time.
- Meeting these three "P's" in any organization will go a long way towards improving people availability.

I do get annoyed especially at improper utilization of our skilled people. My recent visits to a variety of units clearly revealed that our aviation maintenance technicians spend an inordinate amount of time performing non-MOS related duties: police details, guard duty, special projects, sports activities, etc. It was not at all unusual to find as little as three hours per day being applied to aircraft maintenance duties by





**THE LOOK OF THE FUTURE?** — Sikorsky Aircraft is scheduled to begin flight tests in 1984 on a modified S-76 helicopter with a new single-pilot cockpit attached. Called SHADOW (Sikorsky Helicopter Advanced Demonstrator of Operator Workload), the aircraft will test automated cockpit concepts and investigate the feasibility of single-

pilot helicopter operations for the Advanced Rotorcraft Technology Integration (ARTI) program being run by the Army's Applied Technology Lab (ATL) at Ft. Eustis, VA. ARTI is designed to develop advanced technologies for the next generation of Army helicopters — the LHX family of light scout, attack and utility rotorcraft.

highly skilled aviation technicians.

A strong case can be made for exempting key people from details, and I have found few people who would argue that aviation technicians and operators were not key people. Little things like a unit/installation policy requiring everyone to participate in a demanding physical training period first thing in the morning, no exceptions! **Would United or TWA burn up their aviation mechanics prior to 0800?** Why now allow the maintainers to take their PT at the end of the day, or on alternate days, and in doses sufficient for Army physical readiness standards rather than Green Beret marathons? I'm not putting down the importance of PT; however, productive maintenance hours are key to unit readiness and must be so recognized.

What about all those "mandatory attendance" periods? Are they really important enough to interrupt maintenance production flow?

A good technician requires sufficient time to get deeply involved in his or her work and to concentrate on the tasks at hand. It just doesn't make sense to unnecessarily interrupt a maintenance technician, send him or her off for an

hour or two, and expect him or her to return to work with the same degree of intensity. More critically, will the skilled technicians pick up exactly where they left off, or will they inadvertently skip an important sequence? I believe many of the so-called mandatory attendance periods can be effectively challenged. A 40% or 50% reduction is certainly possible.

I've briefly attempted, in very elementary terms, to share some thoughts with you in what I've termed the entrance keys to readiness: design simplicity and people.

Whether or not a weapons system is available and capable of performing its assigned mission is the "bottom line" to organizational readiness. Summarily, I would emphasize two fundamental points:

People — Proper numbers, qualifications, and utilization. Continuing skills education.

Design Simplicity — Early on the soldier must be part of the equipment design process, not apart from it. Engineers must focus on the aptitudes and abilities of our soldier work force as they design their products.

**Don't forget where God intended for us to put the horn!** IIII



# THE AVIATION LOGISTICS OFFICE

BY CAROLYN L. CHAPMAN

**T**HE Aviation Logistics Office, Office of the Deputy Chief of Staff for Logistics (ODCSLOG), HQDA, is the management agency for the Army's Aviation Logistics Program for aircraft systems during the complete life cycle process — from the cradle to the grave.

As a single coordinating and management agency within ODCSLOG, this office is responsible for providing the DCSLOG and the Army Staff with the technical expertise needed to maintain visibility and control of the entire Aviation Logistics Program by weapons systems, to include: interface with research and development; materiel acquisition; training; personnel; operations; logistic support of aeronautical materiel for all U.S. and foreign armed forces; and the capability for initiating and implementing logistic concepts, policies, practices, and techniques unique to Army Aviation.

## Office activated in 1983

The office originated as the Special Assistant for Tactical Air Mobility in 1963. Over the years there have been several name changes, such as Special Assistant for Logistical Support of Army Aviation, Aviation Logistics Management Office, Directorate for Aviation Logistics, Aviation Office, and, finally, the Aviation Logistics Office.

Within this Office, **Mr. Joseph P. Cribbins** serves in a dual capacity as Special Assistant to the Deputy Chief of Staff for Logistics and Chief of the Aviation Logistics Office. As Chief of the Aviation Logistics Office he is the principal ad-

visor to the DCSLOG and the Army Staff for aviation logistics and aviation weapons systems management and many other logistical functional areas.

As the Department of the Army's leading expert and foremost authority in these areas of aviation, **Mr. Cribbins** devises basic concepts, formulates policy, and establishes practices and procedures for a sustained high level of operational readiness of aeronautical materiel and equipment at best value to the Army and improvement of the overall Army logistic support system. As the DCSLOG's Special Assistant, **Mr. Cribbins** contributes significantly to staff level decisions in the broad area of logistics.

## Broad responsibilities

**Lieutenant Colonel "Jack" Kempster** serves as the principal assistant to **Mr. Cribbins**, his area of responsibility being primarily in new development programs. **Colonel Kempster** analyzes each aircraft in development as a total weapons system encompassing airframe and engine, avionics, armament, ground support equipment, integrated logistics concepts and procedures, and materiel acquisition. He also makes recommendations on major product improvement programs for current aviation systems and development of new aviation systems to assure that logistic support requirements are considered throughout design, development, and production.

**Jack** recently was selected for promotion to Colonel and will be leaving the office sometime in early 1984. His replacement will be **Major (P) "Ed" Grazier**, who is presently attending the Defense Management Systems Course at Fort Belvoir, VA.

### ABOUT THE AUTHOR

CAROLYN L. CHAPMAN SERVES AS THE EXECUTIVE ASSISTANT IN THE AVIATION LOGISTICS OFFICE, ODCSLOG, DEPARTMENT OF THE ARMY.





**A COMPLETE SUCCESS!** — The Aloha Chapter reports that its' 147th Aviation Company, 25th CAB, 25th ID, commanded by MAJ (P) Steven

Bouman, recently attained 100% membership, during the Quad-A's Sept '83 through Feb '84 membership enrollment contest. Congratulations!

**Lieutenant Colonel "Mike" Boyd** is the ODCSLOG general staff officer for aviation logistics programs as they pertain to three level maintenance; intensive management of selected aviation materiel; aircraft distribution; **Aviation Intensively Managed Items (AIMI)**; and the **Worldwide Aviation Logistics Conference (WALC)**.

**Mike** will depart the office in March for assignment as Commander, Test, Measurement, Diagnostic and Equipment Support Activity—Pacific located in Korea. His replacement will be **Major (P) "Sam" DeLoach**, who is finishing a tour with the U.S. Army Military Personnel Center.

**Lieutenant Colonel "Charlie" Mingus** is the ODCSLOG aviation weapons systems logistic staff officer responsible for fielded aviation systems. He also is responsible for all aviation matters involving National Guard and USAR Reserve Components; loans and bailment; interservice support agreements; special projects, such as MAX FLY Study, POMCUS, systems ILS assessments, and the aviation force modernization master plan; and, he is **Mr. Cribbins'** alternate and assistant with the Defense and Army Science Boards.

**Major "Roger" Woolfolk** is responsible for aviation support systems, such as avionics, armament, GSE, ASE, and ALSE; flying hour costs; Army Flying Clubs; and is backup for loans and bailment. He is also responsible for all aviation matters pertaining to SEMA, Observation (OH-58), and Utility (UH-1) aircraft systems.

**Roger** has been selected to attend Command and General Staff College and will depart in June 1984. His replacement is **Captain "Lou" Bonham**, who will be joining the office sometime in early 1984 after finishing a tour at Fort Rucker, AL.

**Ms. "Stephie" Holland** joined the office in August 1983. She is **Mr. Cribbins'** secretary. Prior to joining the office, **Ms. Holland** worked in the Directorate for Transportation, Energy, and Troop Support, ODCSLOG.

I am **Mr. Cribbins'** Executive Assistant and personal representative on all aviation logistic matters, having been with **Mr. Cribbins** for over 20 years. We've become the institutional memory and "Bobbsey Twins" of ODCSLOG. I'm solely responsible for administrative management of the office; work with **Mr. Cribbins** on his special projects directed by **LTG Thompson**, the DCSLOG; and serve as backup to the other officers in their absence. I interface within ODCSLOG with the other Executive Officers (LTC) in the various Directorates, and staff officers within other Army staff activities, Secretariat levels at Army and Defense, Guard Bureau, OCAR, and industry. **LTG Thompson** has also given me an additional duty as the ODCSLOG Federal Women's Program Manager.

We're a small office, but all of us thoroughly enjoy our jobs, which are helping Army Aviation fly better and faster. Come by and see us and have a cup of coffee.

"KEEP 'EM FLYING."

IIII



# DEVELOPING THE LOGISTIC SUPPORT SYSTEM

BY COLONEL LESLIE H. WEINSTEIN

**D**EFINING the military need and the systems concepts are the two paramount ideas in the business of developing new aviation equipment for the Army.

The needs of the field are reflected not only in performance parameters, such as speed and payload, but also in terms of resources such as manpower, time, and money that the Army is willing to expend to achieve that need. The systems concept implies that the aerial vehicle — which includes airframes, engines, weapons, and mission equipment — is only a part of the picture.

## ILS is the glue

Of equal importance is the logistic support system, more frequently referred to as the **Integrated Logistics Support System (ILS)**. ILS is the glue that holds the pyramid together. It consists of hardware, data, and the processes that assure effective and economical support of the aircraft both before and after fielding.

The elements of ILS include:

DESIGN INFLUENCE TO INCLUDE LOGISTICS-RELATED RELIABILITY, AVAILABILITY, AND MAINTAINABILITY  
MAINTENANCE PLANNING — SUPPLY SUPPORT  
MANPOWER/PERSONNEL — TECHNICAL DATA  
SUPPORT EQUIPMENT INCLUDING GROUND SUPPORT EQUIPMENT (GSE) AND TEST, MEASUREMENT, AND DIAGNOSTIC EQUIPMENT (TMDE)  
TRAINING/TRAINING DEVICES — FACILITIES  
COMPUTER RESOURCES SUPPORT  
PACKGING, HANDLING, AND STORAGE  
TRANSPORTATION AND TRANSPORTABILITY  
STANDARDIZATION AND INTEROPERABILITY

ILS coordinates these elements and provides

### ABOUT THE AUTHOR

COLONEL LESLIE H. WEINSTEIN IS THE DEPUTY COMMANDER FOR INSTALLATION AND RESOURCE MANAGEMENT AT US ARMY AVIATION SYSTEMS COMMAND.

a common data base for the input and exchange of information. The importance of this idea hinges on the fact that each element of the system affects each of the other elements. In order to satisfy the military need in the most efficient and cost-effective manner, the interrelationships of the various elements must be considered.

For example, increasing the reliability of an on-board component can significantly affect the complexity of the support system. In general if we have parts that are highly reliable the support system can be greatly simplified. This can be carried to the degree that if the part is reliable enough, the soldier can be completely relieved of the necessity for doing any maintenance in the field.

The other side of this coin is that reliability costs money and it may be impossible to provide the desired degree of reliability at a reasonable cost. The result is that, as in all design processes, a compromise must be reached which is the optimum design point.

## Trade-offs

The life cycle of a system consists of six main phases:

- Concept Exploration
- Demonstration and Validation
- Full Scale Development
- Production and Deployment
- Operation and Support
- Disposal

The ILS process never stops, especially for complex aviation systems. ILS begins in the concept exploration phase when the need for a new aircraft is established and alternative concepts for meeting that need are explored.



Because there is generally more than one way to "skin the cat", competing systems must be explored. In many cases a military need can be satisfied by a variety of different types of hardware. For example, a wheeled vehicle with its attendant road system might be used in lieu of an aerial vehicle with its landing fields. At issue is which vehicle is most suitable and which satisfies the mission requirement most efficiently and at the lowest cost.

### Our primary tool

The **Logistic Support Analysis/Logistic Support Analysis Record (LSA/LSAR)** is the primary tool used in defining the logistic support system. LSA/LSAR is an aggregation of a large variety of analytic methods which are first used during the design process. LSA is used to study the requirements for support equipment, maintenance, provisioning, personnel, training, and technical publications. The LSA/LSAR effort influences the aircraft design based on logistic considerations.

During concept exploration, LSA concerns include exploring the history of similar systems and projecting ahead to the time when the final product will be fielded. Supply requirements must be examined, training requirements for both the flight and maintenance crews are considered along with requirements for new ground support and test equipment that may not currently exist due to rapid advances in technology.

During the conceptual effort, special logistics problems are defined and an estimate is made of the current support capability. This includes existing procedures, repair facilities, skills and equipment which could be used or identified.

Data is gathered in sufficient detail to allow gross life cycle cost computations and to determine baseline operational and cost constraints. The operational and maintenance environment is described covering temperature extremes and worst case conditions. Support system and equipment system interfaces are defined and gross quantified support goals and equipment functional characteristics are established.

Trade-off studies are then performed to evaluate new and alternative means for accomplishing the support functions. Finally, the best concepts are selected and are included in the logistics support section of the system development plan.

### The road map

In the early stages the logistics effort must be confined to development and formulation of inclusive but broad logistics plan and support characteristics. The output should be a road map outlining the specific steps that will be taken and at what time they will be taken. Preparation of detailed data packages and the detail design of support system elements must be deferred until the configuration of the hardware has been reasonably stabilized. This is to preclude the risk of designing the logistic support package and then having to change these items later because of changes to design of the aircraft.

Achievement of the most cost-effective system requires rigorous evaluation of the design and support characteristics as part of the systems engineering process. It involves an iterative assessment of the impact the design will have on the specific technical and support requirements. It requires a close and dynamic working relationship between systems engineering, detail design and logistic support personnel and disciplines. In this process key characteristics of the support system must be expressed in terms of quantitative values which can measure system availability, system utilization, downtime, turn-around time, crew requirements and maintenance requirements such as man-hours per flight hours.

### Performance and cost

During the demonstration and validation phase, trade studies are conducted to attempt to achieve the optimum balance between performance and life cycle cost. The LSA program is directed towards influencing the materiel design by challenging design characteristics which impose unnecessary support requirements.

Previous examples include the addition of access panels to facilitate minor maintenance and adjustments and the redesign of equipment to make removal and replacement easier. ILS is reviewed and updated to include further quantitative and qualitative support system requirements. Definitive equipment and support specifications are developed.

There is a further refinement of system requirements such as **built-in test/built-in test equipment (BIT/BITE)**, (now known as **Fault**

## DEVELOPING THE LOGISTIC SUPPORT SYSTEM

**Detection/Location System (FD/LS)** reliability design criteria and maintainability and maintenance design criteria.

A baseline maintenance concept is then generated and the preliminary ILS Plan is expanded to cover development testing and evaluating the support elements. Further definition is also given to interface with other equipment systems, other support systems, and other government resources.

### Development

All the preliminary work described so far has of course been leading toward initiation of **Full Scale Engineering Development (FSED)**. During FSED the aerial vehicle and the entire logistic support system are created, tested, and demonstrated. In the ILS all maintenance actions, times, levels, and locations are determined through the LSA/LSAR process.

During full scale development, LSA is aimed at minimizing the support burden and trans-

lating detailed logistic support requirements into hardware design. Selection and allocation of repair parts are made. Level of repair is determined and support for testing and training is established. Requirements for facilities are determined and personnel, training, and training equipment requirements are developed. All technical data necessary to operate and maintain the system is created and the requirements for tools and test equipment are defined.

Test and evaluation of the logistic support system against its specifications is accomplished in the same manner as the aircraft is tested against its specifications. Service tests are conducted to verify compatibility of the mission equipment and the support system. Deficiencies found are corrected.

This data is then used to determine expected operational effectiveness, operational suitability, organizations, doctrine, and tactics for system employment. The support system is tested and evaluated to ensure that qualitative and quantitative support system requirements have been achieved and also to establish that equipment reliability and maintainability have been accomplished.

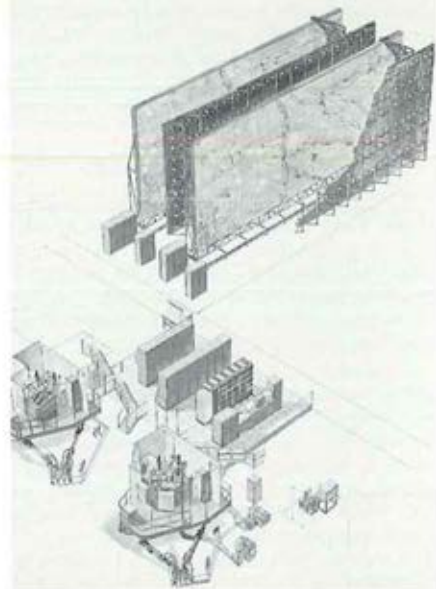
When full scale promotion is reached everything must be ready to support the aircraft. Training aids must be available, depot maintenance plans should be standing by; equipment distribution must be ready to roll. The supplies and personnel must also be in place and ready at the right time.

Compare this to the first **Wright Flyer** when there was no ready supply of fuel, parts, tools, training manuals, trainers, or even trained pilots. ILS support brings that all together for the Army at an affordable cost.

### Fielding

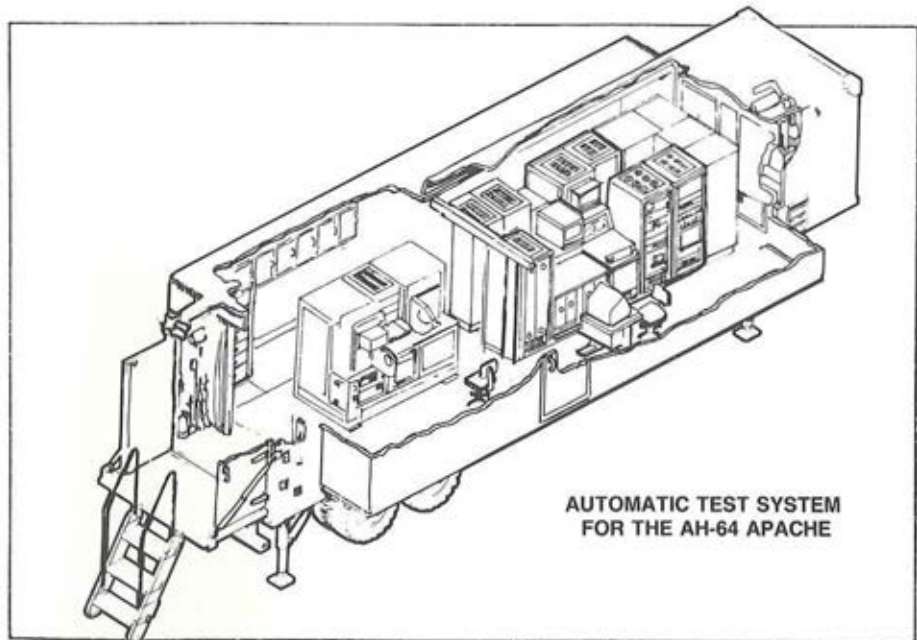
ILS development does not end once production starts. During the fielding phase LSA evaluates performance of the support structure. Design changes are suggested and new support philosophies are devised. The Army records and circulates documents on lessons learned throughout the life cycle in all areas of support.

Army equipment cannot be wasted when a unit is no longer operable. When the disposal phase is reached LSA goes to work to recycle what is left. Studies are done on material life and



ABOVE: FLIGHT SIMULATOR FOR THE COBRA.





**AUTOMATIC TEST SYSTEM  
FOR THE AH-64 APACHE**

reliability. Old publications must be removed from circulation and obsolete part numbers cancelled.

Over the years an extensive technology has developed to aid in designing, analyzing and testing the logistic support system. These methods and techniques evaluate the interrelationships of the prime mission equipment with the entire logistic support system. They greatly assist in reaching decisions that affect the logistics support area. The analytic methods enable a comparison of the many possible solutions and aid in rapidly and efficiently selecting the best among them. The many conflicting problems are reduced to orderly patterns which allow the engineer to systemically analyze and evaluate alternative solutions to the design problems.

Logistic support computer models have been developed by all three services and private industry. These have been pooled and are used by the Army, Navy, and Air Force in developing the Logistic Support System.

There is a tremendous variety in the data required for the Logistics Support System ele-

ments. It ranges from simple illustration to a complex set of the **Skilled Performance Aids (SPA)** manuals for the aircraft and its subsystems. There is also great familiarity in the logistic support hardware, with ranges from simple hand tools in the mechanics tool box to highly sophisticated subsystems which rival the aircraft in cost and complexity.

Three of the most recent examples are the Flight Simulator for the AH-1 **COBRA**, shown on the opposite page, the Automatic Test System for the AH-64 **APACHE**, shown above, and the **Mobile Engine Test Stand (METS)**, which is not shown.

Development of the Logistic Support System is a continuous process. Its scope is Army-wide in reducing cost, preventing duplication of effort, reducing turn-around time for repairs, and coordinating supply efforts with our allies and the other branches of our armed forces.

The Logistic Support System minimizes maintenance and improves readiness to assure that when the soldier in the field receives more than the best aircraft in the world, he also receives the best training and support to use it. IIII



# DEPOT SUPPORT TO KEEP US "ABOVE THE BEST"

BY COLONEL NILES C. CLARK, JR.

**“OUR Products Reflect our Pride”** is the **Corpus Christi Army Depot (CCAD)** Motto which sums up the attitude and professionalism of our people. This motto is an integral part of the depot's day-to-day role in providing support to Army Aviation.

It is that pride combined with the CCAD emphasis on product quality, operational efficiency, and technological excellence that form a key element in the Army Aviation logistics system.

## The two players

CCAD is one of the twelve depots which comprise **Depots Systems Command (DESCOM)** headquartered in Chambersburg, PA. The DESCOM mission simply stated is to command and control the U.S. Army's depot maintenance and support operations in support of the soldier in the field.

DESCOM and CCAD are only two players on the aviation logistics "team." Other key players include **Aviation Systems Command (AVSCOM)**, U.S. Army Transportation School, U.S. Army Aviation School, aviation maintenance units in the field, and operational aviation units. Each element in this big system has a key role to play in maintaining Army Aviation operational readiness which is so important to us all.

The primary CCAD mission is to support the wholesale supply system with depot level maintenance on aeronautical equipment. This includes depot level repair of UH-1, AH-1, OH-58, OH-6, and CH-47 helicopters; T-53, T-55, and T-63 engines; as well as other com-

ponents from these end items. This support mission is generally well known to the aviation community.

In addition, the depot provides support to the U.S. Navy/Marine Corps for UH-1 and AH-1 aircraft and to the U.S. Air Force for UH-1.

Not as well known is other support that the depot provides directly to both aviation and aviation maintenance units. The depot **Hotline** is manned during normal duty hours (0700-1530 Central time) and monitored by a recording device during other times. The **Hotline** gives field units direct access to depot technical expertise on aviation maintenance related questions.

Many **Hotline** questions are answered on the spot. Other questions require research and discussion with additional experts before they can be answered. Still other calls result in the dispatch of a depot repair team to the unit to repair the aircraft, engine, or other component.

## The Quick Reaction Team

CCAD teams are dispatched to locations around the world to accomplish depot level repairs. The depot has a 12-man Quick Reaction Team which responds to **Hotline** calls. Team members have an average of 20 years experience. When team personnel are in the field, host units are encouraged to allow their personnel to work with them to get an "over the shoulder" exposure to depot repairs and learn more about the end item related to their MOS.

In FY 83, the depot received 1,294 **Hotline** calls. Telephonic advice to units assisted in returning 71 engines to service. CCAD dispatched engine teams to 132 locations and returned an additional 348 engines to service and, in the

### ABOUT THE AUTHOR

A VETERAN AVIATOR AND LOGISTICIAN, COLONEL NILES C. CLARK, JR., IS COMMANDER OF THE CORPUS CHRISTI ARMY DEPOT (CCAD), CORPUS CHRISTI, TEXAS.





ABOVE LEFT: A crash-damaged AH-1S COBRA before rebuild.  
CENTER: An aerial view of much of the Corpus Christi Army Depot.  
RIGHT: The same AH-1S COBRA after rebuild at CCAD.

process, achieved over \$13 million in documented cost avoidance savings. Although the **Hotline** is manned by engine personnel, questions on any aspect of aviation maintenance, including test flights and troubleshooting, are referred to appropriate personnel for response.

In addition to our engine support effort, CCAD can dispatch field support teams for aircraft airframes and transmissions. All of the depot's field assistance is provided at the discretion, direction, and funding of AVSCOM. Team visits are normally coordinated by the applicable Logistics Assistance Officer or Field Maintenance Technician.

Team composition and size is dictated by the situation. These field assistance teams are subject to travel anywhere in the free world, and once notified, can be on site within 72 hours. The **Hotline** telephone number is AV 861-2651.

The depot is dedicated to producing a quality product. If you find a CCAD product which does not measure up to acceptable standards, by all means let us know. In addition to the documentation you provide to AVSCOM, send a copy to the CCAD Director for Quality Assurance, Corpus Christi, TX 78419. That way, our quality assurance people can research the problem

and hopefully avoid its repetition. Any questions or comments on depot quality can be addressed to AV 861-2587/3871. These are most of the ways in which we provide assistance to aviation units in the field.

#### What can field units do to assist CCAD?

Prompt return of reparables is one of the most important ways to help speed the parts repair and return process. Also important is the necessity to properly preserve and package returns of reparable items. Most important of all is the need to provide all documentation on the reparable and any of its components which also require historical information. By following these simple precautions, your maintenance and supply system will be able to provide you the top level support you deserve.

The technical expertise of CCAD was recognized when HQDESCOM designated the depot as the Center of Technical Excellence for aviation systems. That technical expertise, developed through the years as aircraft have aged in service, often exceeds that of the manufacturer.

From 1961 until the end of FY 83, CCAD had overhauled 8,822 aircraft, 58,079 engines, and 871,548 other aircraft components. Depot

## DEPOT SUPPORT TO KEEP US "ABOVE THE BEST"

employees have seen these items when they were worn or deteriorated to the point of no further use. We know where design weaknesses have materialized. Our technicians work closely with aeronautical engineers from AVSCOM (formerly AVRADCOM and TSARCOM) to improve design and performance parameters.

Furthermore, when repair parts become unavailable, the depot, in conjunction with others, has often developed new procedures to refurbish the old part, in many cases, in a way which is an improvement over the original configuration. It is for this reason that the depot's capabilities and expertise extend far beyond the mere rebuild of aircraft and their components.

But the depot is not only concerned with keeping your IROQUOIS, KIOWAS, CAYUSES, COBRAS, and CHINOOKS flying. In coordination with Project Managers, we must plan and prepare to accept depot level support requirements for the new and developing aviation systems. Our Force Modernization Office serves as the focal point in preparing to meet this need. Present plans call for CCAD to assume depot repair responsibility for the UH-60 BLACK HAWK T-700 engine by 1QFY85 with the BLACK HAWK airframe and other components to follow during FY 86.

### Apache transition

The AH-64 APACHE is planned for transition to organic DOD depot maintenance during FY 87. The decision on which Service will be tasked to perform APACHE depot maintenance will be decided by the Joint Logistics Commanders. Since the APACHE engine is in the T-700 "family," CCAD will essentially possess capability to overhaul it by 1QFY85 along with the BLACK HAWK engine. CCAD will also be able to test the APACHE gear boxes with facilities recently constructed and with equipment to be installed for BLACK HAWK support.

As for CH-47D, and OH-58D, our Force Modernization Office is also participating with project managers in the planning required to assume support for these aircraft when required. CCAD is converting T-55L-11D engines to the -712 configuration, and recently completed verifica-

tion of the depot maintenance work requirements to overhaul this engine.

In aviation units, safety and operational readiness are the areas of heavy emphasis by the maintainers and operators. At CCAD, the areas of heaviest emphasis are **quality** and **efficiency**. The reason for emphasis on product quality is obvious. The way the typical CCAD employee views quality is that it cannot be compromised.

We feel we have **Very Important Persons (VIPs)** riding in our products! Every one of you is a VIP, and we want every flight you make to be a safe one.

**Efficiency** is another area of heavy depot managerial emphasis. This involves continual update of our plant and equipment to current state-of-the-art in all cases where economically justified. We are participating in such organizational effectiveness projects as a Socio-Technical Evaluation Program in which we are optimizing technical and sociological aspects of the UH-1 production process.

Many other initiatives are being pursued such as improved methods, better parts support, and production smoothing, all intended to make us more efficient and more responsive to your needs.

Why all this emphasis on efficiency and productivity? By delivering as much depot support as possible for every dollar spent, CCAD can maximize its contributions to aviation readiness. That's our aim, and you can be assured we're working very diligently every day to achieve it.

### A personal observation

Let me close with a personal observation. Although some consider aviation logistics to be a dull, monotonous reactive business, I've found it to be quite the opposite. For much of my 21 years since completing Aircraft Maintenance Officers Course, I've found it to be exciting, challenging, and inspirational. I've been privileged to serve with and for the best commanders in Army Aviation. I know what it's like to be responsible for maintaining that essential operational readiness. I hope this background helps me to do my current job of supporting you that much better.

You can be assured that we 39 military and 3,800-plus civilians of CCAD are ever-mindful of our challenge!

**Army Aviation deserves nothing less. IIIII**





# AVIATION LOGISTICS: TOMORROW'S CHALLENGE

BY LIEUTENANT COLONEL LARRY D. HOLCOMB

**T**HE challenge for the Aviation Logistician has increased steadily as Army Aviation has grown. Aviation logistics has become more complex in the last few years than most of us who came in 15 years ago ever dreamed that it might.

The helicopter itself is more complex requiring more complex **Test Measurement and Diagnostic Equipment (TMDE)** and more thorough training over a wider variety of skills for the aviation soldier. The variety of spare parts, tools, and ground support equipment required also staggers the imagination. But the fact remains, helicopter repair must be accomplished in the field.

Consider what must occur to repair a non-mission capable helicopter. In a nutshell, a trained soldier and necessary parts, tools, calibrated TMDE and ground support equipment must be brought together to accomplish the repair. Everything must be right. That is the challenge on the ground in the field for aviation logistics.

## An even greater challenge

Now getting the right man there with the right parts and with the things he needs to do the job may sound simple but, in my opinion, that's the most complex of all the tasks associated with the aviation logistics business. The new organizations, the new concepts of tactical employment in combat, and the new machines that are coming into the field in the near future give us an even greater challenge than we've faced in the past.

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### ABOUT THE AUTHOR

LIEUTENANT COLONEL LARRY D. HOLCOMB IS COMMANDER, 394TH TRANSPORTATION BATTALION (AVIATION INTERMEDIATE MAINTENANCE) APO NY, NY.

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All aspects of aviation logistics — from the developmental and experimental efforts where we are trying to build reliable, maintainable aircraft systems to the wholesale supply system where we are providing the field with the spare parts, tools, and equipment required and to the Army depots where components are overhauled and returned to the system — are dedicated to the very fundamental purpose of repairing helicopters that need to be fixed on the ground somewhere.

## The cost factor

The increasing complexity of the equipment we fly has resulted in a steady growth in the required number of skills as well as the depth of knowledge needed to do the maintenance job. The higher technology that we use in our machines has changed the way that we look at component repair. Cost growth of components has resulted in lower quantities in the supply system which has required a careful analysis to determine at what level each component should be repaired in order to minimize costs.

We learned many years ago in Vietnam that it was often prudent to use high priority transportation and a centralized maintenance facility like Corpus Christi to do some repairs. There are times when numerous expensive turbine engines were sitting on the ground in Vietnam awaiting parts and repairs that might have been done in country, but were not. By evacuating those engines by high priority air and repairing them at a central activity like Corpus Christi, readiness was substantially enhanced. The same principle operates at lower levels of maintenance.

In an AVIM battalion in a deployed corps, a



vigorous component repair program substantially enhances readiness. The high price tag on many components makes repair at the AVIM level smart because having enough items to fill the supply pipeline often becomes prohibitive from a cost standpoint.

The business of the AVIM battalion in the Corps is now principally component repair. One such battalion completed 5,000 work orders in FY 83. Of these 5,000 work orders, over 4,800 were for components which were returned to the supply system in that battalion's supply support activity for direct exchange with the customer.

In truth, less than 200 helicopters were repaired by the battalion. Now this doesn't mean that the battalion's job is not to repair helicopters; it simply means that a substantial — if not an overwhelming — preponderance of the work done in the field at the AVIM level is not helicopter repair but is component repair that keeps vital aircraft repair parts in the system on the ground in the field.

Looking into the future we can see that APACHE repair efforts at **aviation intermediate maintenance (AVIM)** are focused on tasks associated with the repair of components or assemblies for return to AVUM and the direct exchange program. AVIM provides the capability to inspect, troubleshoot, diagnose, test, adjust, calibrate, and align components and assemblies, such as electrical components, hydraulic components, instruments, propulsion, and drive-train systems.

AVIM also will have the capability to repair selected components and assemblies which do not require extensive machinery or rework. Defective LRU's are repaired by Corps AVIM,

using the AN/MSM-105(V)2 Automatic Test Station. The repair of modules at AVIM will be done by identifying and replacing faulty **printed circuit boards (PCB)**.

Personnel operating the AN/MSM-105(V)2 may also repair selected PCB's. With the introduction of the AH-64 APACHE and the OH-58D, and the fielding of the Automatic Test Station and its capabilities to allow us to troubleshoot and repair the line replaceable units in the AH-64 **Target Acquisition Display System (TADS)** and **Pilot Night Vision System (PNVS)**, we'll see a growth once again in our need to repair components at the intermediate level in the corps rear and direct exchange them with the flying units' AVUM.

## Streamlining the organization

**What does this all have to do with the theme of this article which concerns the soldier fixing the helicopter?**

Well, it has everything to do with it. We streamlined our logistical organization in the aviation maintenance and logistics field several years ago. We aligned the **Maintenance Allocation Charts (MAC)** so that the replacement of components like engines, radios, transmissions, blades, rotor hubs—in fact almost everything that bolts onto a helicopter—can be done at the **Aviation Unit Level Maintenance (AVUM)**. And we placed component repair, for the most part, at **intermediate level maintenance (AVIM)**.

What we really did was break out maintenance into **forward support** and **rear support**. We defined functions that could be done quickly on the ground with limited time, tools, and equipment using **Built-In Test Equipment (BITE)** for simple troubleshooting at the AVUM level and we put those repairs that require more time, more tools, TMDE, skills, and support at AVIM.

It's interesting to note that the remainder of the Army has since recognized the wisdom of aviation's three level maintenance program and has initiated a similar concept for other equipment and commodities.

Now aviation is taking another leap forward in organizational structure and concepts of aviation employment and it is incumbent on the Aviation Logisticians to think freely and innovate now to assure that we remain abreast of the fast



moving evolution of Army Aviation.

**How do we do that?** Well, to my mind we must continue to do the good things that we've always done but we have to understand the employment of our systems. We have to work out ways that will allow us to survive and to continue to get the parts, the mechanic, and the tools and equipment on the ground at the right time at the right place. We have to innovate ways so that we can take time out to practice what we might have to do in wartime.

It was recently demonstrated that an entire AVIM battalion can move to the field in its organic maintenance vans and do highly technical component repair, operate the DAS4 computer system in a field environment, and do its mission with some degree of efficiency. Now an intermediate maintenance battalion is not a very mobile organization. It is not provided with the capability to move itself in a short period of time. All it takes is a little innovation and a desire to try out new ideas.

### Meeting the challenge

The following is an example of how soldiers, who are willing to try, met the challenge of new equipment with skills and bright ideas.

A T-700 engine with **Foreign Object Damage (FOD)** and a reduction in performance beyond the acceptable level was removed and turned into the **Direct Support Supply Activity (DSSA)** where an exchange engine was issued immediately from the AVIM stock of AIMI items. The direct support supply activity moved the engine immediately to the allied shop platoon engine section for repair.

In a field site that night, the engine compressor section was opened and the degree of damage assessed. It was determined to be repairable at the intermediate level, and the repair was made, and the engine was reassembled and placed on a UH-60A aircraft to be test run, since the **Mobile Engine Test Stand (METS)** was not readily available. The engine was test run and found to be within limits.

The good engine removed from the aircraft to make this test run was returned to stock for issue and the repaired engine left on the aircraft. Not a complex job but the first time, to my knowledge, that FOD repair had been accomplished in the field on a T-700 engine.

In the area of avionics, the AN/ASN 189 elec-

tronics repair vans with test equipment mounted and the AN/ASM 190 supply vans with shop stock on board set up in the field location and began radio repair to support navigation and communication radio direct exchange with the supply support activity.

### How long does it take to move an AVIM Battalion?

A long time! It takes about 24 hours to break down shop operations in a fixed hangar, load the equipment, and depart for a field site. Five lifts are required to move because there aren't enough trucks within the unit to move in fewer lifts.

It generally takes eight to 10 hours to set up and begin maintenance. The cramped quarters and slower, less effective communications as well as dispersion hamper the efficiency of some section operations. It's not as easy as a peacetime environment, but the fact remains that soldiers can repair components effectively in a field environment.

### Should we do it all the time?

No.

### How much should we do it?

We should do it when it's smart to do so and we should do it as much as we can.

### "Show" is better than "tell"

It's very difficult to tell a young soldier mechanic that he can do his job under adverse conditions; it's much easier to show him. The constraint is equipment readiness and productivity. The loss of efficiency which comes from breaking down, loading up, moving out, setting up, and reestablishing operations has a severe impact on work load and work order turn around time. All too often I encounter the young logistician who has never seen the more complex component repair function done under tactical field conditions.

I'm sure that if the over 4,800 component work orders completed in this battalion were not done last year, then we would have been strapped to assure the readiness and mission capability of the systems we support.

I'm also confident that the same work could be accomplished in combat. We can get the soldier, the parts, tools, and equipment in the field when it's necessary to support the needs of aviation in combat. Our eye must be constantly looking at the future to keep it that way. ■■■■



# ARNG AVIATION INTEGRATED LOGISTICS SUPPORT PROGRAM

BY JOHN J. STANKO, JR.

**T**HE resource investment in the **Army National Guard (ARNG) Aviation Program** during the past decade has been substantial and has produced and sustained a standard of excellence that demonstrates the capability of a reserve component to participate as an equal partner in the Total Army.

This program received its impetus beginning in the 1971 era with the acquisition of authorized aviation equipment returning from the Vietnam War and the energetic recruitment of Army Aviation personnel trained during that period. During 1971-1983, the ARNG achieved high levels of readiness in the areas of operational readiness, aircraft maintenance, logistic support, individual aviator proficiency, and unit readiness while developing the best aviation safety record of all the services.

## One-third of total program

The **ARNG Aviation Program** constitutes approximately one-third of the total Army Aviation Program and uses only 17% of the DA Flying Hour Program. Army National Guard anti-armor capability has become a reality with the introduction and continued distribution of AH-1S modified and modernized COBRAS. As a result, ARNG aviation units will become increasingly compatible with their active component counterpart and mobilization mission.

Army National Guard aviation has a seasoned cadre of trainers and maintainers who operate in the diverse geography and meteorology of the 50 states and territories year round.

**ABOUT THE AUTHOR**  
BASED AT ABERDEEN PROVING GROUNDS, COLONEL JOHN J. STANKO, RET., IS CHIEF OF THE AVIATION DIVISION OF THE NATIONAL GUARD BUREAU.

They operate from the hot deserts of southern Arizona to the Arctic Circle in Alaska, from the sea level Jersey and Florida coasts to the 7,200-foot field elevation at Santa Fe, from the over water operations in the Hawaiian Islands to the 11,000 foot operations in the Rocky Mountains, and in winter operations along the Canadian border from Montana to Maine.

## Multi-level support structure

Army National Guard aviation units have the objectives of training their personnel to assure high levels of proficiency and maintaining a combat ready fleet of aircraft that can readily be deployed. To provide the necessary backup maintenance support for the aviation units to attain and maintain these objectives, each state is organized with one or more **Army Aviation Support Facility (AASF)**, each with **aviation unit maintenance (AVUM)** and limited **aviation intermediate maintenance (AVIM)** capability.

In addition, there are four **Aviation Classification Repair Activity Depots (AVCRADs)** which provide the ARNG with non-divisional AVIM and approved depot level repair capability. The four AVCRADs located at Fresno, CA; Groton, CT; Springfield, MO; and Gulfport, MS provide aircraft logistical services within their geographically designated support areas. The AVCRADs' pre-mobilization mission is to provide day-to-day AVIM and approved depot level maintenance support requirements for the 2,500 to 2,600 aircraft assigned to the ARNG.

Upon mobilization, the AVCRADs will become U.S. Army Material **Development and Readiness Command (DARCOM)** units under the command and control of the U.S. Army **Depot Systems Command (DESCOM)** and



provide a rapidly deployable aviation depot maintenance capability.

The mission of the AVCRADs when mobilized is to:

- Expand the existing Army Aviation depot capability.
- Provide depot teams to assist FORSCOM aviation units to repair and deploy their aviation assets.
- Provide an OCONUS aviation depot capability in USAREUR.
- Plan to provide RDF-A support in the future as part of DARCOM participation in the RDF-A requirements.

The AVCRADs are continuing to enhance their existing depot capability through training and actual performance of depot tasks, such as tailboom rebuild, OH-6 rebuild, engine work and test, main rotor head rebuild, and extensive component repairs. AH-1S experience has been gained in the past year with the retrofit of aircraft transferred from USAREUR.

In addition, UH-60 training has been conducted at the Missouri AVCRAD and is scheduled at the other three AVCRADs during FY 84. These programs are critical to the success of the Aviation Depot Maintenance Roundout program in order to support all Army aircraft when the AVCRADs are mobilized.

### Across the board

Every one of the 50 states, Puerto Rico, the Virgin Islands and the District of Columbia has an ARNG aviation program. The **National Guard Bureau (NGB)** has invested heavily in support of its ARNG Aviation Program. Construction, schooling, training dollars, authorized stockage list funding, depot funds, and manning have all received enthusiastic support from the NGB Chiefs, and Army Directors and their staffs. The ARNG aviation community has responded to that support with achievement, professionalism, and enhanced readiness far beyond what used to be considered attainable for Reserve Forces.

ARNG aviation represents approximately 30% of the Army Aviation resources (aircraft, aviators, units, etc). Currently, there are 156 MTOE units in the ARNG force structure that are authorized aviation resources. The total requirement for aircraft in the ARNG is 2,780, which is filled by 18 different mission design

series aircraft.

The ARNG logistics support program of well-trained professionals with modern facilities, aircraft, and equipment has consistently maintained an objective composite **operational readiness (OR)** rate of 70% for its aviation fleet for the past eight years. The mean operational readiness rate is consistently above that objective.

Managing a program of this magnitude requires constant attention to innumerable details but the ultimate key to success lies with the people who comprise the ARNG Aviation Program.

National level management and guidance for this dynamic aviation logistical program is provided by the Aviation Logistics Branch of the ARNG Aviation Division located at Aberdeen Proving Ground (Edgewood Area) Maryland.

The mission of the logistics branch is to:

- Perform logistics management functions of aviation assets with the ARNG.
- Provide logistics liaison with all major subordinate commands.
- Supervise the AVIM program in the ARNG.
- Maintain operational control of the four AVCRADs.

### A positive impact

The branch is structured to provide maintenance, supply, quality control, force structure, logistical readiness, and fiscal management in support of the ARNG Aviation Program. The Aviation Logistics Branch is the ARNG interface between the U.S. Army agencies and the ARNG units and state agencies for aviation logistical matters. These interfaces, in conjunction with national level planning, AVCRAD regional management on a geographical area basis, and state operation, have had a significant positive impact on the ARNG Aviation Program.

The ARNG Aviation Division has developed and implemented an imaginative ARNG Aviation Force Modernization Plan which synthesized the aircraft distribution, logistical support, new equipment training, transition training for crews, and maintenance personnel, and initiated concurrent safety programs. This plan is currently in the process of bringing the 12 ARNG attack companies to a dramatic improved readiness level under standardized milestones and guidelines.

## ARMY AVIATION INTEGRATED LOGISTICS SUPPORT SYSTEM

ARNG aviation units have had much practice in this area as the never ending process of phasing out aircraft systems has taken place. The replacement of OH-13s with CH-23s and with the CH-23s followed swiftly by H-19s, and the CH-34s and CH-37s being followed by CH-47s has added up to a 2,000% change of aviation assets in a 10-year span.

In this case "practice" certainly has assisted in making a "perfect" model for the initial distribution and redistribution of assets.

### Improved readiness

In cooperation with DA DCSLOG and the U.S. Army Aviation Systems Command (AVSCOM) the ARNG has drastically improved the readiness and sustainability of its CH-54 and OH-6A aircraft systems so they're now on track as candidates for life extensions to the year 2,000 as first line aircraft. The development of a combat-prescribed load list and war reserve listing to enable these aircraft to go to war and be sustained has been a significant development.

Working with AVSCOM and Hughes Helicopters, Inc., in an effort to extend the usable life of the OH-6A aircraft, the ARNG has recently taken several initiatives to upgrade the aircraft, thereby increasing the reliability, maintainability, and sustainability of the OH-6 in the theatre of operations. Initial steps have been developed to accomplish a program which will:

- Identify 450 unique aircraft repair parts

### Top Honor

George E. Slagley, standing, technical advisor (aerospace engineer) at the Aviation Board, Ft Rucker, was selected as the TRADOC "Engineer of the Year" recently. COL Robert A. Wagg, Jr., seated, President of the Board, nominated Slagley for the award. The recipient's next level of competition will be for the Federal "Engineer of the Year" honors.



which can be interchanged with parts of commercial design having the same form, fit and function.

- Developed a plan which will upgrade all OH-6 series I, II, and III aircraft to a common series IV.

Upon completion of these actions, the OH-6 should become a viable, sustainable system with improved navigation/communication equipment along with an airframe, power train, and overall repair parts availability that will maintain the aircraft in required readiness condition.

The ARNG **Direct Exchange (DX)** and **Aviation Intensive Management Items (AIMI)** programs are operated by the four AVCRADs and managed by the ARNG Aviation Logistics Branch. These two programs have over the past five years made a significant contribution to the successful operational readiness rate of the ARNG aircraft fleet. During FY 83 the four AVCRADs had 9,387 DX transactions with the AASFs they support. The AIMI program is, without question, one of the most successful programs managed and operated by the ARNG. As operated by the ARNG, only the four AVCRADs can requisition AIMI. This method has provided complete support for the requirements of the ARNG fleet, while at the same time it's provided a cost effective and responsive program to the needs of the ARNG customer.

### Significant savings

During FY 83 there were 5,164 transactions with a total investment of \$47.4 million. In addition, many of those assets were repaired at the AVCRADs and included in their DX operations. The value of unserviceable assets repaired at the AVCRADs was \$12.7 million during FY 83. The net cost to the AVCRADs in labor and materiel was \$630,000.

This represented a significant cost savings to the Army as other assets were made available for other customer consumption. Some 70% of the ARNG customers' AIMI assets were shipped from the AVCRADs on the same day that the requirement was generated.

The ARNG has an authorization for 409 attack helicopters. Currently, there are 12 modernized AH-1S COBRA aircraft on hand and 41 additional modernized aircraft are scheduled to be received during FY 84-86. By the end of FY 84 there should be 54 AH-1S modified COBRA





**NEW BLACK HAWK FUSELAGE** — A lighter, less expensive Composite Rear Fuselage (CRF) with far fewer detail parts and fasteners than the standard metal rear fuselage is being developed for the UH-

**60A BLACK HAWK.** The H-60 CRF will be flight qualified and evaluated under field conditions under a Sikorsky contract with the USAF Aeronautical Systems Division at WPAFB, Ohio.

aircraft and 87 AH-1G/TH-1G aircraft on hand in the ARNG inventory.

The U.S. Army Aviation System Command is developing a program for conversion of the AH-1G/TH-1G to the AH-1S modified configuration. In the interim, these aircraft will be issued to ARNG units during FY 84 to provide an AH-1 type capability. Additional AH-1S modified aircraft should be transferred to ARNG as FORSCOM active component units receive AH-64 attack aircraft.

The receipt of these aircraft will ensure that all ARNG attack helicopter companies are equipped at a level of organization, three of which will provide personnel training to a level of organization one.

### **ARCSA III reorganization**

The single largest reorganization effort the ARNG Aviation Program experienced in the last ten years was the reorganization of Aviation Requirements for the Combat Structure Army II (ARCSA II) to ARCSA III. The ARNG was the first MACOM to completely reorganize to the ARCSA III structure. This gigantic effort served us well.

ARCSA IV is now in development and the NGB has personnel assigned to the ARCSA IV

Study Advisory Group to ensure that ARNG views are presented as required. The ARCSA IV will cause significant new developments in the ARNG Aviation Program during the FY 86 timeframe, one which we're looking forward to with great expectations.

### **The report card is in**

The report card for the logistics program has been exceptional. It's provided support to the ARNG aviation fleet at or above the Department of Army standards for the past six years while supporting the flying hour program at minimum cost to the ARNG and the Army. At the same time, a successful effort to increase equipment reliability, decrease the maintenance backlog, and operate a successful cost effectiveness program, and to authorize equipment to provide proper maintenance and operational support has exceeded expectations.

The success of the individual ARNG aviation units, the state AASFs, the AVCRADs, and the ARNG Aviation Logistics Branch has provided a logistical support program which has contributed to the success of the entire Army Aviation Program. These and future endeavors will ensure a force capable of providing ready units for Army contingencies throughout the world. ■■■■



# Chapter Standings with One Month to Go

## Largest Percentage Gain

(Standings — 1 February 1984)

### The Gaining Chapters

Curr Rank	Chapter Name	Sep 1	Feb 1	% Gain
1	The Citadel Chapter.....	42	85	102%
2	Aloha Chapter of Hawaii.....	117	223	91%
3	Checkpoint Charlie Chapter.....	19	26	37%
4	Taurus Chapter.....	62	84	35%
5	Fulda Chapter.....	55	72	31%
6	Nurnburg Chapter.....	52	65	25%
7	Cedar Rapids Chapter.....	47	58	23%
8	Monterey Bay Chapter.....	199	240	21%
9	Delaware Valley Chapter.....	155	174	12%
10	Pikes Peak Chapter.....	63	70	11%
11	Lone Star Chapter.....	73	80	10%
12	Monmouth Chapter.....	216	238	10%
13	Combined Arms Center Chap.....	114	124	9%
14	Stuttgart Chapter.....	149	163	9%
15	Tennessee Valley Chapter.....	59	64	8%
16	"Follow Me" Chapter.....	116	124	7%
17	Connecticut Chapter.....	208	223	7%
18	Chicago Area Chapter.....	102	108	6%
19	Southern California Chapter.....	353	373	6%
20	Schwaebisch Hall Chapter.....	95	101	6%
21	Fort Sill Chapter.....	79	83	5%
22	Air Assault Chapter.....	431	448	4%
23	Colonial Virginia Chapter.....	295	308	4%
24	Suncoast Chapter.....	127	132	4%
25	Hanau Chapter.....	129	134	4%
26	Chesapeake Bay Chapter.....	125	130	4%
27	Washington, DC Chapter.....	571	589	3%
28	Mainz Chapter.....	141	145	3%
29	Jack H. Dibrell (Alamo).....	141	144	2%
30	Corpus Christi Chapter.....	734	746	2%
31	Coastal Empire Chapter.....	110	112	2%
32	Mid-America Chapter.....	67	68	1%
33	Fort Hood Chapter.....	241	242	0%
34	Lindbergh Chapter.....	928	928	0%
35	Rhine Valley Chapter.....	204	203	0%
36	Morning Calm Chapter.....	239	240	0%

### The Losing Chapters

Curr Rank	Chapter Name	Sep 1	Feb 1	Memb Loss
37	Greater-Atlanta Chapter.....	147	145	-1%
38	Army Avn Center Chapter.....	1,018	990	-3%
39	Indiantown Gap Chapter.....	153	149	-3%
40	Bonn Area Chapter.....	113	108	-4%
41	Fort Bragg Chapter.....	342	317	-7%
42	Air Cavalry Chapter.....	81	75	-7%
43	Old Ironside Chapter.....	71	66	-7%
44	Mount Rainier Chapter.....	266	233	-12%
45	Wings of the Marne Chapter.....	226	193	-15%
46	Valley View Chapter.....	82	60	-27%

## Largest Membership Gain

(Standings — 1 February 1984)

### The Gaining Chapters

Curr Rank	Chapter Name	Sep 1	Feb 1	Memb Gain
1	Aloha Chapter of Hawaii.....	117	223	106
2	The Citadel Chapter.....	42	85	43
3	Monterey Bay Chapter.....	199	240	41
4	Taurus Chapter.....	62	84	22
5	Monmouth Chapter.....	216	238	22
6	Southern California Chapter.....	353	373	20
7	Delaware Valley Chapter.....	155	174	19
8	Washington, DC Chapter.....	571	589	18
9	Air Assault Chapter.....	431	448	17
10	Fulda Chapter.....	55	72	17
11	Connecticut Chapter.....	208	223	15
12	Stuttgart Chapter.....	149	163	14
13	Colonial Virginia Chapter.....	295	308	13
14	Nurnburg Chapter.....	52	65	13
15	Corpus Christi Chapter.....	734	746	12
16	Cedar Rapids Chapter.....	47	58	11
17	Combined Arms Center.....	114	124	10
18	"Follow Me" Chapter.....	116	124	8
19	Pikes Peak Chapter.....	63	70	7
20	Lone Star Chapter.....	73	80	7
21	Checkpoint Charlie Chap.....	19	26	7
22	Chicago Area Chapter.....	102	108	6
23	Schwaebisch Hall Chapter.....	95	101	6
24	Tennessee Valley Chapter.....	59	64	5
25	Suncoast Chapter.....	127	132	5
26	Hanau Chapter.....	129	134	5
27	Chesapeake Bay Chapter.....	125	130	5
28	Fort Sill Chapter.....	79	83	4
29	Mainz Chapter.....	141	145	4
30	Jack H. Dibrell (Alamo).....	141	144	3
31	Coastal Empire Chapter.....	110	112	2
32	Fort Hood Chapter.....	241	242	1
33	Mid-America Chapter.....	67	68	1
34	Morning Calm Chapter.....	239	240	1
35	Lindbergh Chapter.....	928	928	0

### The Losing Chapters

Curr Rank	Chapter Name	Sep 1	Feb 1	% Loss
36	Rhine Valley Chapter.....	204	203	-1
37	Greater-Atlanta Chapter.....	147	145	-2
38	Indiantown Gap Chapter.....	153	149	-4
39	Bonn Area Chapter.....	113	108	-5
40	Old Ironside Chapter.....	71	66	-5
41	Air Cavalry Chapter.....	81	75	-6
42	Valley View Chapter.....	82	60	-22
43	Fort Bragg Chapter.....	342	317	-25
44	Army Avn Center Chapter.....	1,018	990	-28
45	Mount Rainier Chapter.....	266	233	-33
46	Wings of the Marne Chapter.....	226	193	-33





## Aloha and Citadel Chapters in close contest as six-month drive ends on 29 February

**T**HE Aloha and Citadel Chapters are in the lead at the end of the fifth month of the AAAA's six-month 1984 Chapter Membership Competitions.

In a separate no-prize "We're No. 1!" category, AAAA's Lindbergh Chapter - with 928 members - can catch and overtake AAAA's longtime "No. 1", the Army Aviation Center Chapter, in **total membership**. The latter dropped below 1,000 members for the first time in two years having 990 members on the first of February.

### Up for grabs!

Both the Aloha and the Citadel Chapters are in the running for **BOTH** prizes . . . The prize for the "Largest Membership Gain" during the 1 September 1983-29 March 1984 period is an appropriate plaque to be presented at the General Membership Luncheon on Friday, 30 March, at AAAA's 1984 National Convention to be held during 29 March-1 April in Washington, D.C.

The "Largest Membership Gain" prize also includes an all-expense paid complimentary Chapter Hospitality Suite for one night at the National Convention (Value, \$300).

A second category, the "Largest Percentage Gain", also carries a dual prize: An appropriate plaque to be presented to the winning Chapter at the same luncheon and a \$150 cash award.

Thirty-five of AAAA's 46 worldwide Chapters show membership gains in the contest period with four previous year gaining Chapters (Aviation Center, Ft. Bragg, Mt. Rainier, and Wings of the Marne) showing double digit losses through 1 February.

### Chapter Totals at 1 February 1984

(1 Sep 1983—29 Feb 1984 Period)

#### Master Chapters — 150 or More Members

##### Rank Name of AAAA Chapter and Location

1	Army Avn Center Chapter.....	990
2	Lindbergh Chapter.....	928
3	Corpus Christi Chapter.....	746
4	Washington, DC Chapter.....	589
5	Air Assault Chapter.....	448
6	Southern California Chapter.....	373
7	Fort Bragg Chapter.....	317
8	Colonial Virginia Chapter.....	308
9	Fort Hood Chapter.....	242
10	Monterey Bay Chapter.....	340
11	Morning Calm Chapter.....	240
12	Monmouth Chapter.....	238
13	Mount Rainier Chapter.....	233
14	Connecticut Chapter.....	223
15	Aloha Chapter of Hawaii.....	223
16	Rhine Valley Chapter.....	203
17	Wings of the Marne Chapter.....	193
18	Delaware Valley Chapter.....	174
19	Stuttgart Chapter.....	163

#### Senior Chapters — 75-149 Members

20	Indiantown Gap Chapter.....	149
21	Greater-Atlanta Chapter.....	149
22	Mainz Chapter.....	145
23	Jack H. Dibrell (Alamo).....	144
24	Hanau Chapter.....	134
25	Suncoast Chapter.....	132
26	Chesapeake Bay Chapter.....	130
27	"Follow Me" Chapter.....	124
28	Combined Arms Center Chap.....	124
29	Coastal Empire Chapter.....	112
30	Chicago Area Chapter.....	108
31	Bonn Area Chapter.....	108
32	Schwaebisch Hall Chapter.....	101
33	The Citadel Chapter.....	85
34	Taunus Chapter.....	84
35	Fort Sill Chapter.....	83
36	Lone Star Chapter.....	80
37	Air Cavalry Chapter.....	75

#### AAAA Chapters — 25-74 Members

38	Fulda Chapter.....	72
39	Pikes Peak Chapter.....	70
40	Mid-America Chapter.....	68
41	Old Ironside Chapter.....	66
42	Nurnburg Chapter.....	65
43	Tennessee Valley Chapter.....	64
44	Valley View Chapter.....	60
45	Cedar Rapids Chapter.....	58
46	Checkpoint Charlie Chapter.....	26



DECEMBER												APRIL											
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S			
					1	2														1			
4	5	6	7	8	9		2	3	4	5	6	7	8		9	10	11	12	13	14	15		
17	18	19	20	21	22	23	16	17	18	19	20	21	22		23	24	25	26	27	28	29		
24	25	26	27	28	29	30								30									
31																							

## DECEMBER 1983

- **DEC 21.** Mid-America Chapter. Luncheon and business meeting. Ft. Riley Officers' Open Mess.
- **NOV 10.** Monterey Bay Chapter. Professional-social meeting. Discussion of Aviation Safety and AAAA. Ft. Ord Officers' Club.

## JANUARY 1984

- **JAN 6.** Old Ironside Chapter. Mid-afternoon business meeting to elect new officers. Katterbach Officers' Club.
- **JAN 10.** Coastal Empire Chapter. Mid-afternoon business-social meeting. Hunter Army Airfield Officers' Club.
- **JAN 12.** Corpus Christi Chapter. Professional luncheon meeting. BG Robert F. Molinelli, Army Aviation Officer, ODCSOPS, HQDA, guest speaker. NAS Officers' Club Ballroom.
- **JAN 18.** Lindbergh Chapter. Professional luncheon meeting. Charles D. Walker (Astronaut), guest speaker. Holiday Inn-Airport - I70 at Lindbergh.
- **JAN 18.** S. Chapter. Professional dinner meeting. MG Bobby J. Maddox, CG, USAAVNC, tentative guest speaker. Hacienda Hotel, El Segundo.
- **JAN 19.** Delaware Valley Chapter. Professional dinner meeting. COL Ernest F. Estes, Chief of the Aviation Proponency Office, Fort Rucker, guest speaker. Media Towne House.
- **JAN 19.** Lone Star Chapter. Professional membership meeting. Bill Cressal, Hughes Helicopters, Inc., guest speaker. Austin Army Aviation Support Facility.
- **JAN 19.** Tennessee Valley Chapter. Professional dinner meeting. BG(P) Charles Drenz, PM-AAH, guest speaker. Redstone Arsenal Officers' Club.
- **JAN 20.** Fort Hood Chapter. Late afternoon profes-



## THANKS FOR YOUR SUPPORT!

MG Bobby J. Maddox (L), Chief of the Aviation Branch and CG of the Army Aviation Center at Fort Rucker, AL, presents an AAAA-furnished mint set of Branch insignia to LTG Carl E. Vuono, Deputy CG of TRADOC and CG of the Combined Arms Center at Fort Leavenworth, KS, at Rucker ceremonies on January 16 in recognition of Vuono's support of the Aviation Branch and of the AAAA.

sional-social meeting. Sikorsky Aircraft Representative, guest speaker. Fort Hood Officers' Open Mess.

- **JAN. 24.** Washington D.C. Chapter. Professional luncheon meeting. LTC Mordehai Regev, Israeli Air Force, guest speaker. Pentagon Quality Inn.
- **JAN 31.** Colonial Virginia Chapter. Professional - luncheon meeting. Presentation of Turbo Engine to USA Transportation Museum. Fort Eustis NCO Club.

## FEBRUARY 1984

- **FEB 3.** Fort Wainwright Chapter. Late afternoon business meeting. Activation of a new AAAA Chapter, selection of Chapter name, and election of Chapter officers. Fort Wainwright Officers' Club.
- **FEB 4.** Indiantown Gap Chapter. After supper business-social meeting. Election of Chapter Officers. Community Club Ballroom.
- **FEB 8.** Mid-America Chapter. Business-social meeting. Election of Chapter officers. Fort Riley Officers' Open Mess. (Members only).
- **FEB 9.** "Follow Me" Chapter. Professional luncheon meeting. Chapter Elections. LTC Roger Dekok, USAF designated briefer on Space Operations, guest speaker. Fort Benning Officers' Club.
- **FEB 10.** Mt. Rainier Chapter. Professional-business luncheon meeting. Pay-as-you-go luncheon. Chapter elections. COL Patrick H. Brady, 1969 AAAA "Aviator of the Year" and Medal of Honor winner, guest speaker. Fort Lewis Officers' Club.
- **FEB 10.** Stuttgart Chapter. Mid-afternoon professional-social meeting. Captain Wilkerson, 11th Avn Gp, guest speaker. "All about Garmisch—1984". Nellingen Officers' Club.
- **FEB 15.** Chicago Chapter. Late afternoon professional-social meeting. MG Stephen Nichols, Commander, ARMR V, guest speaker. Northrop Defense Systems Plant, Rolling Meadows.
- **FEB 16.** Colonial Virginia Chapter. Business-social meeting. Warmup to 1984 AAAA Nat'l Convention. Fort Eustis Officers' Club.
- **FEB 22.** Hanau Chapter. Late afternoon professional-social meeting. CW4 Mike Manning, Aviation Assignments Officer, guest speaker. Hanau Officers' Club.
- **FEB 22.** Lindbergh Chapter. Late afternoon "Membership Rally" - Free hors d'oeuvres, Happy Hour Prices, Music. Breckenridge (Airport) Hotel.
- **FEB 23.** Bonn Ares Chapter. After supper professional-social meeting. OTL Poehlmann, Heerseamt, German Army Aviation, guest speaker. Bad Godesberg, American Embassy Club.
- **FEB 24.** Aloha Chapter of Hawaii. Mid-afternoon professional meeting. John Labansky, Sikorsky Aircraft, guest speaker. Schofield Barracks Officers Club.
- **FEB 28.** Wings of the Marne Chapter. Professional luncheon meeting. COL Rudolph Ostovich, III, President, USAREUR Region—AAAA, guest speaker. Hotel Krone.
- **FEB 29-MAR 4.** Monterey Bay Chapter. 2nd Annual Ski Trip and Professional Business Meeting and Convention. Lake Tahoe.

## MARCH 1984

- **MAR 15.** Army Aviation Center Chapter. Professional luncheon meeting. MG Bobby J. Maddox, CG, USAAVNC, guest speaker. Chapter AAAA Awards (Aviator, Soldier, Unit, Safety) for CY 1983. Ft. Rucker Officers' Club.
- **MAR 17-24.** 1984 USAREUR Region AAAA Convention. Armed Forces Recreation Center. Garmisch, Germany.
- **MAR 22.** Rhine Valley Chapter. Early evening social meeting. Barroom, von Steuben Hotel, Garmisch.
- **MAR 29-APR 1.** 1984 AAAA National Convention. Washington Convention Center (Professional sessions and exhibits); J.W. Marriott (Convention Hotel). Washington, D.C.



# month's takeoffs

## Generals

**HARRIS, Bruce R.**  
US Army Comm Sys Agency  
Fort Monmouth, NJ 07703

**PORTER, Bobby B.**  
3721 Mt. Ainey Lane  
Annandale, VA 22003

## Colonels

**BACON, William E.**  
421 Woods Stream  
St. Charles, MO 63301

**BAUMGARTEN, John R.**  
801 Columbia  
San Mateo, CA 94402

**BEDSOLE, William K.**  
9629 Lake Shore Drive  
Petersburg, VA 23805

**GOODWIN, Willard C.**  
604 Winyan Lane  
Louisville, KY 40223

**MANGUM, Robert A.**  
914 Elder Road  
Newport News, VA 23602

**MATTHEWS, Ralph A., Chrmn**  
Disab Rev USAPDA WRAMC  
Washington, DC 20307

**ROUNSEVILLE, Richard G.**  
P.O. Box 1709, Attn: I.G.  
Cheyenne, WY 82003

**TURCEK, Jack L.**  
6789 24th Street  
Fort Hood, TX 76544

## Lt. Colonels

**BARRETT, Richard E.**  
5001 Eisenhower, DARCOM  
Alexandria, VA 22304

**BRANDT, Robert J.**  
8817 Cardinal Street  
Fountain Valley, CA 92708

**CALHOON, Christopher**  
38 Farewell No. 1  
Fairbanks, AK 99701

**GRIER, Thomas F.**  
322 Metz Rd  
Ft Ord, CA 93941

**JACKSON, Geo. E., Jr.**  
415 Catawba Street  
Erwin, TN 37650

**JENKES, James E., Jr.**  
4728 Swansneck Place  
Winter Springs, FL 32708

**LONGHI, Fred A.**  
HHO 559th USAAG  
APO New York 09523

**LOVELESS, Kenneth D.**  
Box 84, USA-RA-PEP  
FPO New York 09510

**ROBERTS, Michael F.**  
1226 Everett Road  
Aberdeen PG, MD 21010

**WEAVER, John C., Jr.**  
1425 Heritage Landing  
St. Charles, MO 63301

## Majors

**ALDRIDGE, A. D., Jr.**  
624 Manning Drive  
Copperas Cove, TX 76522

## Majors

**ARENZ, James E.**  
RD 2, Box 4603  
Jonestown, PA 17038

**BALL, Calvin E.**  
PSC Box 1295  
APO San Francisco 96328

**BROWNE, Harvey**  
414 Aspen Court  
Medford, NJ 08055

**CONNER, David L.**  
Route 4, Box 8134  
Pine Bluff, AR 71602

**COPELAND, Guy L.**  
5925 Clermont Landing Ct.  
Burke, VA 22015

**GAGAN, Patrick**  
8803 Badger Drive  
Alexandria, VA 22309

**HASKELL, Robert L.**  
4843 Powell Road  
Fairfax, VA 22032

**LEE, Robert M.**  
6020 Comack Court  
Springfield, VA 22152

**McKENY, Bruce G.**  
4918 Gadsden Drive  
Fairfax, VA 22032

**MURPHY, Lawrence E.**  
HQ USAREUR-OPM  
APO New York 09806

**NEWSOM, Charles W.**  
3799 South Bahama Street  
Aurora, CO 80013

**NORVELL, Leo A.**  
Combat Avn Station, 11th ACR  
APO New York 09146

**OWENS, Ellis G.**  
Route 14, Box 429  
Gray, TN 37615

**PATTERSON, Robert W.P.**  
1548 Bell Flower Court  
Stone Mountain, GA 30088

**SCHNEIDER, Ronald D.**  
6505 Victoria  
Fort Worth, TX 76118

**SICKMAN, Alan**  
5143 Heritage Lane  
Alexandria, VA 22311

**SLEDGE, Elton S., Jr.**  
23 Hunt Street  
Fort Bragg, NC 28307

**SNOW, Steve J.**  
1 Dragon Drive  
Fort Leavenworth, KS 66027

**STOLARCEK, William G.**  
CINPAC Staff, Box 13  
Camp Smith, HI 96861

**THOMPSON, William L.**  
B Company, 1st Mi Bn (AE)  
APO New York 09487

**TURNER, Keith W.**  
P.O. Box 1081  
Placerville, CA 95667

**VINSON, Donald E.**  
8734 Arley Drive  
Springfield, VA 22153

**WHITESIDE, Douglas R.**  
1011-B Drennan Park  
Fort Campbell, KY 42223

**WOODWARD, John P.**  
Attn DRXIG-R 6001 Eisenhower  
Alexandria, VA 22333

## Captains

**ADAMS, Anthony J.L.**  
271st Aviation Company  
APO San Francisco 96271

**ADAMS, John J., Jr.**  
Route 4, Box 177  
Yoakum, TX 77995

**ADAMS, Robert H.**  
6013 Bush Hill Drive  
Alexandria, VA 22310

**ADEE, Daniel S.**  
Cbt Dev Exp Cmd (WOH1AA)  
Fort Ord, CA 93941

**ALEXANDER, David N.**  
3927 Foster Drive  
Fayetteville, NC 28301

**ALLEN, Donnie R.**  
201st Aviation Co (AH)  
APO San Francisco 96271

**BOWMAN, Robert E.**  
HHT, 4/7th Cavalry  
APO San Francisco 96251

**CARR, Regis J.**  
A Co, 503d Combat Avn Bn  
APO New York 09165

**CERNIGLIA, James A.**  
3509 Worley  
Fayetteville, NC 28301

**CHRISTIE, Donald H.**  
52321-2 Cayuga Court  
Fort Hood, TX 76544

**DEITS, Michael R.**  
8011 Langport  
San Antonio, TX 78239

**DIMITRON, George V.**  
Stu Det, USA, Trng School  
Fort Eustis, VA 23604

**DURHAM, Michael D.**  
201st Aviation Company  
APO San Francisco 96271

**EGAN, Joseph V., Jr.**  
3102 Jeanne Road  
Augusta, GA 30906

**ENGLISH, Lacy, Jr.**  
C Troop (CAP), 417th Cav  
APO San Francisco 96358

**FARLEY, Daniel H.**  
Box 1994, B Co, 501st AB(C)  
APO New York 09326

**FERRELL, Mark**  
680 Central Park  
Mt. Juliet, TN 37122

**FLANDERS, Stephen A.**  
1508 Noble Oaks Drive  
Savannah, GA 31406

**FORDICE, Jay S.**  
3074 Riverside Drive  
Clarkston, VA 99403

**GILLETTE, Paul E., Sr.**  
5250 Pinon Valley Rd  
Colorado Springs, CO 80919

**GRASSLUCK, C. Phil**  
5812 Tillery Lane  
Fayetteville, NC 28304

**GROTKE, Mark L.**  
10330 Gateway North, No. 21A  
El Paso, TX 79924

**JONES, Rickey A.**  
128th Aviation Company  
APO San Francisco 96208

**KAMMER, Edward F.**  
P.O. Box 465  
Jolon, CA 93928

## Captains

**KICKBUSCH, David A.**  
6412 Edgemere L4  
El Paso, TX 79925

**KONWINSKI, Craig M.**  
1141 E 38th St, Apt 20  
Erie, PA 16504

**KREDER, Karl J.**  
Box 46, 18th Med Det  
APO New York 09025

**KROPP, Carl J.**  
111 Iroquois  
Enterprise, AL 36330

**LAWLESS, John N., Jr.**  
(DRCPM-BH) 4300 Goodfellow  
St. Louis, MO 63120

**LEWIS, William D.**  
CMR 2, Box 3872  
Fort Rucker, AL 36362

**MINICH, Michael**  
EOMI/DSPS  
Patrick AFB, FL 32925

**NAIGLE, Alfred J.**  
2128 Dawson Drive  
Seaford, VA 23696

**NICKS, Dennis W.**  
175 Queensbury Court  
Newport News, VA 23602

**PACKETT, V. L., II**  
4/4th Artillery Road  
Fort Leavenworth, KS 66027

**PARKER, David K.**  
7 Hillcrest Road  
Canton, MA 02021

**PERRICH, Robert A.**  
Cdr WESTCOM, Chief PAO  
Fort Shafter, HI 98868

**PFEIFFER, Eugene H.**  
247th Med Det  
Fort Irwin, CA 92311

**PINKHAM, Martin C.**  
P.O. Box 305  
Platte City, MO 64079

**SCHAUWECKER, Steven G.**  
HHT, 4/7th Cavalry  
APO San Francisco 96251

**SYDNOR, Bruce A.**  
D Co, 501st Combat Avn Bn  
APO New York 09326

**VIDLAK, Michael D.**  
106 Lee  
College Station, TX 77840

**WICKIZER, Karl A.**  
D Co, 503d Combat Avn Bn  
APO New York 09165

**WOODWARD, Vincent E.**  
USA Inf Center  
Fort Benning, GA 31905

## 1st Lieutenants

**BREWER, Terrence P.**  
205th Aviation Co.  
APO New York 09185

**BROWN, Hubert W.**  
CMR 2, Box 4473  
Fort Rucker, AL 36362

**CHILD, Candice J.**  
P.O. Box 70988  
Fort Bragg, NC 28307

**ELIAS, Robert S.**  
C Troop, 2/10th ACS  
Fort Ord, CA 93941

## 1st Lieutenants

**FARINELLI, Edward**  
403 Broken Arrow Drive  
Enterprise, AL 36330

**FITZGERALD, Maureen E.**  
55th Aviation Company  
APO San Francisco 96301

**FOSTER, Edwin D.**  
207 Glenwood Dr., Apt. 4  
Enterprise, AL 36330

**FOX, John J.**  
HHD, USMCA  
Bambarg AAF  
APO New York 09139

**FREDERICK, Walt H.**  
1320 S.W. 27th St., Apt C-19  
Topeka, KS 66611

**GOLDSBERRY, Dale A.**  
324 Ben Grimes  
Ozark, AL 36360

**GORBITZ, Ozzie H.**  
CAT, 11th ACR  
APO New York 09146

**KOENIG, Gerald S.**  
A Dr 1st Ad A Co 501st ABC  
APO New York 09068

**LOTT, Cecil L.**  
Box 1607, B Co, 501st CAB  
APO New York 09326

**MANGUM, Kevin W.**  
128th Aviation Co (AH)  
APO San Francisco 96208

**MARMARO, Michael E.**  
2044 Lake Ridge Drive  
Fayetteville, NC 28304

**MERCADO, Ruben**  
1038-4 Dogwood Street  
Fort Wainwright, AK 99703

**O'LEARY, Brian D.**  
1029-7 Dogwood Street  
Ft Wainwright, AK 99703

**PAQUETTE, Derek J.**  
Davis Road  
West Brookfield, MA 01585

**SEVIER, Vernon A., Jr.**  
201st Aviation Company  
APO San Francisco 96301

**TUPPER, Sheila D.**  
HHC, 17th Avn Gp (Cbt)  
APO San Francisco 96301

**WARD, George, Jr.**  
7301 Kirkwood Drive  
Columbus, GA 31904

## 2nd Lieutenants

**COLE, David J.**  
114 Cbt Sp7 Avn Co 210 AB  
APO Miami 34001

**LONG, David S.**  
Air Troop, 11th ACR  
APO New York 09146

**ROBINSON, Lendee M.**  
479 Boston Street  
Lynn, MA 01905

**RUBENS, Randy J.**  
32 Anthony Circle  
Enterprise, AL 36330

**SMITH, Roger D.**  
2109 Elvis St., Apt. 404  
Fayetteville, NC 28303

**STARRETT, Robin**  
48th Aviation Company  
APO New York 09061

## CW4's

**LEASE, Jack A.**  
6513 S. Elm Street  
Tempe, AZ 85283

**MCLANERNY, Lawrence M.**  
201st Aviation Co (AH)  
APO San Francisco 96271

**MOORE, Norman L.**  
4th Infantry Division  
Fort Carson, CO 80913

**MURPHY, Calvin J.**  
Route 2, Box 610  
Richmond Hill, GA 31324

## CW3's

**PARK, Sun B.**  
727 Adobe Drive  
Salinas, CA 93907

**WILLIAMS, Robert L.**  
2610 Rimrock Road  
Placerville, CA 95667

**ANDEL, Michael H.**  
8502-A General Grant Dr.  
Black Bl., NJ, NY 13612

**COWLES, Kenneth M.**  
C Troop, 4/7th Cavalry  
APO San Francisco 96358

**EDMONSON, John D.**  
SR 2 Box 6431  
Chugiak, AK 99567

**FRANK, Raymond A.**  
1536 Armistead Dr.  
Clarksville, TN 37042

**GRAJALES, Fernando E.**  
P.O. Box 6938  
Fort Bliss, TX 79966

**GUDELAUSKI, David**  
USA National Training Ctr  
Fort Irwin, CA 92310

**GUNNING, Don S.**  
CMR 2, Box 3893  
Fort Rucker, AL 36362

**HUTCHISON, Robert C.**  
HHT, 2/17th Cav Sqn  
Fort Campbell, KY 42223

**MYERS, Joe N.**  
13514 11th Avenue Ct. S.  
Tacoma, WA 98444

**OATHOUT, Frank C.**  
P.O. Box 432  
Fort Rucker, AL 36362

**PRICE, Robert A.**  
206 Oriole Drive  
Enterprise, AL 36330

**RAMSEY, William H.**  
7079 Pantego Drive  
Fayetteville, NC 28304

**RAWLINSON, Michael**  
501 Chickasaw  
Enterprise, AL 36330

**RICHARDS, Danny L.**  
12469 Lolly Post Lane  
Woodbridge, VA 22192

**ROBERTS, Floyd W.**  
11400 White Bluff Rd., No. 53  
Savannah, GA 31419

**ROBINSON, Richard B.**  
63rd Co, USA Aviation  
Fort Rucker, AL 36362

**STANLEY, Richard E.**  
53d Avn Co, Box 279  
APO San Francisco 96301

**SWANK, Will L.**  
CMR 2  
Fort Rucker, AL 36362

**THOMPSON, Richard W.**  
40 Emory Street  
Mary Esther, FL 32569

**WELDA, Jon L.**  
55th Avn Co, Box 184  
APO San Francisco 96301

**WHITAKER, Gerald L.**  
P.O. Box 26  
Robinson, IL 62454

## CW2's

**BARTLETT, James P.**  
P.O. Box 101  
Fort Rucker, AL 36362

**CAIN, Rodney E.**  
Quarters 2517-A  
Fort Lewis, WA 98433

**EGGERTSON, Albert**  
B Co, 8th Combat Avn Bn  
APO New York 09185

**ENDERS, Dennis C.**  
E Co, 503d Aviation Bn  
APO New York 09165

## CW2's

**LEE, Marvin A.**  
Route 1, Box 173  
Daleville, AL 36322

**McCONNELL, Craig L.**  
202 Haven Drive  
Enterprise, AL 36330

**MOORE, Curtis A.**  
C Company, 3rd ABC  
APO New York 09702

**SAGE, Charles R., Jr.**  
525th AG Repl Co  
Fort Lewis, WA 98433

**STONE, Doyle L., Jr.**  
4827 Trail Crest Circle  
Austin, TX 78735

**ALBERS, John E.**  
87 North Harris Drive  
Fort Rucker, AL 36362

**BONE, Larry K.**  
Air Trp, 2d ACR, 1 Plt  
APO New York 09093

**DODD, Christopher**  
Air Trp, 2nd ACR, 1st Plt  
APO New York 09093

**MANUEL, William K.**  
800 Virginia Way, Apt. A  
Barnstow, CA 92311

**OLIVER, Kris**  
Air Troop, 11th ACR  
APO New York 09146

**OSBORN, Thomas P.**  
P.O. Box 457  
Fort Campbell, KY 42223

**PIZZIMENTI, David M.**  
465 Whittle Hudson Road  
Ozark, AL 36360

**RAYSON, Bernard I.**  
201st Aviation Co (AH)  
APO San Francisco 96271

**RUSH, Orrin E., Jr.**  
201st Aviation Co (AH)  
APO San Francisco 96271

**SPAULDING, Michael W.**  
Air Trp, 2d ACR, 1 Plt  
APO New York 09093

**TOMPkins, William R.**  
USA Aviation Company  
Fort Rucker, AL 36362

**UEDA, Alfred A.**  
E Company, 55th MT Bn  
APO New York 09281

**ZOLTA, Terrence A.**  
7739 Kelly Beach Road  
Olympia, WA 98503

**CALVERY, Donnie D., SSG**  
604 Cleveland Drive  
Clarksville, TN 37042

**FARRAR, Edward C., SGT**  
4258-D La Pointe  
Fort Campbell, KY 42223

**FRANCIS, Donald C., SP4**  
C Co, 101 Avn, 160 Task Force  
Fort Campbell, KY 42223

**KIRBY, Robert L., SGT**  
1909-A Humphrey Road  
Fort Bliss, TX 79966

**McCANN, Gregory L., SSG**  
HHC, 17th Avn Gp (Cbt)  
APO San Francisco 96301

**McKENNA, Mary, SGT**  
3557 Royal Oak Drive  
Titusville, FL 32780

**McNICHOLS, Robert E., SGT**  
HQ B Svc Co (Prov), Box 691  
APO New York 09359

**MULLEN, Richard P., MSG**  
PO Box 50761 USASMA CI 23  
Fort Bliss, TX 79918

**NELMS, Mitchell K., PFC**  
A Co, 5th Trans Bn  
Fort Campbell, KY 42223

## Enlisted

**LEE, Marvin A.**  
Route 1, Box 173  
Daleville, AL 36322

**McCONNELL, Craig L.**  
202 Haven Drive  
Enterprise, AL 36330

**MOORE, Curtis A.**  
C Company, 3rd ABC  
APO New York 09702

**SAGE, Charles R., Jr.**  
525th AG Repl Co  
Fort Lewis, WA 98433

**STONE, Doyle L., Jr.**  
4827 Trail Crest Circle  
Austin, TX 78735

**ALBERS, John E.**  
87 North Harris Drive  
Fort Rucker, AL 36362

**BONE, Larry K.**  
Air Trp, 2d ACR, 1 Plt  
APO New York 09093

**DODD, Christopher**  
Air Trp, 2nd ACR, 1st Plt  
APO New York 09093

**MANUEL, William K.**  
800 Virginia Way, Apt. A  
Barnstow, CA 92311

**OLIVER, Kris**  
Air Troop, 11th ACR  
APO New York 09146

**OSBORN, Thomas P.**  
P.O. Box 457  
Fort Campbell, KY 42223

**PIZZIMENTI, David M.**  
465 Whittle Hudson Road  
Ozark, AL 36360

**RAYSON, Bernard I.**  
201st Aviation Co (AH)  
APO San Francisco 96271

**RUSH, Orrin E., Jr.**  
201st Aviation Co (AH)  
APO San Francisco 96271

**SPAULDING, Michael W.**  
Air Trp, 2d ACR, 1 Plt  
APO New York 09093

**TOMPkins, William R.**  
USA Aviation Company  
Fort Rucker, AL 36362

**UEDA, Alfred A.**  
E Company, 55th MT Bn  
APO New York 09281

**ZOLTA, Terrence A.**  
7739 Kelly Beach Road  
Olympia, WA 98503

## Enlisted

**RIOS, Rafael, SGT**  
903 E Avenue G  
Killeen, TX 76541

**SCHADE, Gregory J., SSG**  
203d Aviation Company  
APO New York 09047

## Associates

**ABERCROMBIE, Hal S.**  
1100-5115 Calvert Road  
College Park, MD 20740

**BARLEY, Mark E.**  
12412 Cedarwood Drive  
St. Louis, MO 63131

**BENAVIDES, Vincent, Jr.**  
5516 Nelson Lane  
Corpus Christi, TX 78411

**CLEVELAND, James F.**  
1207 Spencer Avenue  
Signal Mountain, TN 37377

**FINK, James E.**  
6805 Nancy Ridge Drive  
San Diego, CA 92121

**FULENWIJDER, Ann M. S.**  
13510 Maham Road, No. 118  
Dallas, TX 75240

**GROVER, Fred**  
3328 Lower Ridge Road  
San Diego, CA 92130

**HAUGERUD, Howard E.**  
Cntrl Envrmmnt-605 S Lawn Ln  
Rockville, MD 20850

**KEANAN, Lou**  
326 Putting Green  
Trumbull, CT 06611

**LANING, Clifford L.**  
91 N. Pappertell Road  
Hollis, NH 03049

**LIDH, John S.**  
Upwey Old Road  
Elmsford, NY 10523

**MALANOWSKI, Chet**  
c/o ECC, 175 Stratford Ave  
Stratford, PA 19087

**PAULY, Peter**  
3240 24th Avenue  
Mason, IA 52302

**SERNA, Alfred R.**  
Box 205  
Ingleside, TX 78362

**SOLOMON, Tommy G.**  
13263 Armist Drive  
Creve Coeur, MO 63141

**STORA, Michael J.**  
334 Morris Avenue  
Boonton, NJ 07005

**TRIBBLE, Rickey**  
5802 Everhart No. 13-1  
Corpus Christi, TX 78413

**WILLIAMS, Warren J.**  
Emerson-8100 W. Florissant  
St. Louis, MO 63136

## Retired

**CRESSALL, William F., LTC**  
Hughes-Castellia & Teale Sits  
Culver City, CA 90230

**DESCORTEAU, Rudolph D., COL**  
1101 S Arlington Rd, Ste 1006  
Arlington, VA 22202

**KNIGHT, Emmett F., COL**  
916 Etna Drive  
Newport News, VA 23602

**McANDREW, Thomas J., LTC**  
P. O. Box 6413  
MacDill AFB, FL 33608

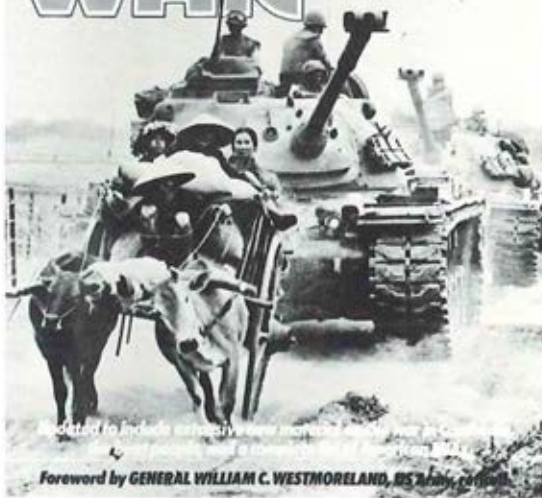
**OKARSKI, Gerald M., LTC**  
HQ R 1, Box 195e  
Newberry, MI 49938

**PETTY, Phares B., MAJ**  
74 Coachman Cr.  
Newport News, VA 23602

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## Top Army and ROK aviation leaders cited by AAAA at Christmas Formal

**T**HE Morning Calm Chapter of the Army Aviation Association of America honored top local aviators on December 3 during a formal Christmas dinner meeting in Seoul.

**CW4 James A. Stevens, Jr.**, of B Company, 2nd Combat Aviation Battalion, was named the Morning Calm Chapter's "Aviator of the Year" and **SGT Richard L. Bird** from the 128th Aviation Company (Assault Helicopter), 52nd Aviation Battalion, 17th Aviation Group, was selected as the Chapter's "Aviation Soldier of the Year."

**COL Yoon Bog Yul** was named as the Republic of Korea "Army Aviator of the Year." **Yoon** serves as Deputy Chief Number One for Republic of Korea Army Aviation.

**CW3 Richard L. Williams**, from Headquarters and Headquarters Detachment, 2nd Combat Aviation Battalion, was named AAAA's "Safety Officer of the Year."

The two U.S. aviators will represent the Morn-

ing Calm Chapter in the Association's worldwide aviation award competition.

Also representing Korea in the Association's top aviation unit competition will be the 201st Aviation Company (Assault Helicopter), which was chosen as the Morning Calm Chapter's "Most Outstanding Aviation Unit" from among 20 U.S. Army Aviation units in Korea. The top Republic of Korea aviation unit was the 201st Assault Helicopter Unit, part of the 61st Aviation Group.

The winners received plaques and the applause of about 450 fellow aviators and guests at the gala Christmas gathering.

**General Robert W. Sennewald**, Commander-in-Chief of the ROK/US Combined Forces Command and Commanding General of Eighth U.S. Army, guest speaker at the Christmas formal, indicated that the importance of Army Aviation was recognized when it received branch status recently, saying: "The achievement of branch status places a special responsibility on each of you — to continue the Army Aviation tradition of providing timely response to the soldier on the ground."

**Sennewald**, who flew as a forward observer during the Korean War, said it has been a pleasure to see the growth of Army Aviation in Korea and to see the formation of the ROK-U.S. Combined Aviation Force. He added, "Aviation will make a major contribution to winning any future battle here on the Korean peninsula through its inherent flexibility."

He reminded the aviators, however, that aviation units are costly and must be well managed in order to directly contribute to maximum combat power.

"The challenge then," **Sennewald** said, "is to make sure that all your colleagues . . . understand the importance of proper aviation employment, tactics, and doctrine . . . and that they also understand the contributions that well-handled air assets can make in times of peace to deterrence . . . and in times of war to victory." ■■■



Top—CW4 James A. Stevens, Jr. (r.) receives his AA of the Year Award from LTG Louis C. Menetrey, Cdr, ROK/US Combined Field Army. Bottom—SGT Richard L. Bird (r.) receives his Aviation Soldier of the Year Award from MG Henry Doctor, Jr., Cdr, 2nd Inf Div.



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