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ALL MAJOR ACTIVITIES, AGENCIES, AND UNITS**

Army Aviation

OCTOBER 31, 1985



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BUSINESS MANAGER

Lynn Coakley

CIRCULATION MANAGER

Jill Thomas

CIRCULATION ASSISTANT

Mary Ann Stirling

ADVERTISING MANAGER

Terrence M. Coakley

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November 30, 1985—A Special Issue devoted to UH-60A BLACK HAWK, and its worldwide use and acceptance.

December 31, 1985—A general news issue with a centerfold "Who's Who in AWO Aviation" Directory.

January 31, 1986—A Special Issue providing an end-of-the-year update on the Army's Light Helicopter Experimental (LHX) Program

FRONT COVER

An artist's concept of the LHX proposal of the McDonnell Douglas Helicopter Company

EDITOR AND PUBLISHER

Arthur H. Kesten

ASSOCIATE PUBLISHER

Dorothy Kesten

Army Aviation

VOLUME 34

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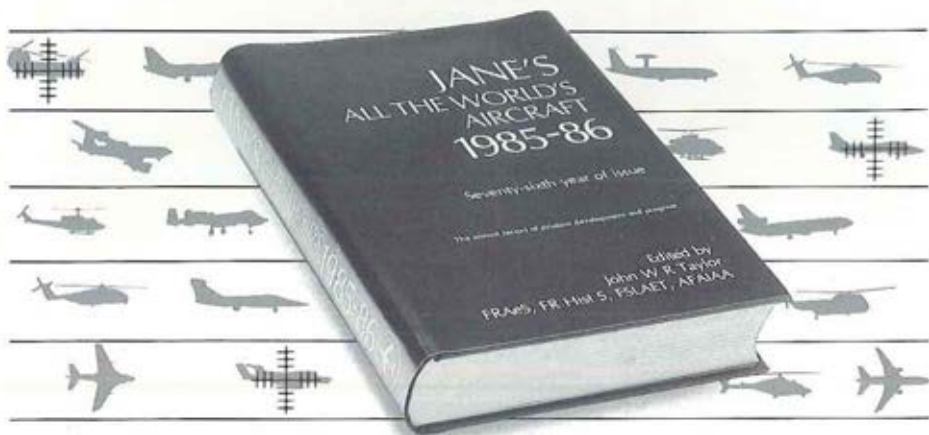
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THANK YOU! — AAAA Coastal Empire Chapter President LTC Billy Pearson (left) presents a Certificate of Appreciation to Boeing Vertol President Joseph Mallen (center) following Mallen's talk on the CH-47 Modernization Program at a Chapter luncheon meeting on Sept. 9. MAJ Phillip D'Amico, Commander of the 132nd Aviation Company (ASH), looks on. More details follow on page 4.

If Your Aircraft is in This Book, Sanders Knows How to Protect it Against IR Missiles.



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CH-47D is now deployed outside Ft. Campbell

HUNTER AAF, GA. — The 132nd Aviation Company (Assault Support Helicopter) of the 24th Infantry Division (Mechanized) officially accepted its first modernized D-Model CHINOOK helicopter at a ceremony on September 9.

This historic event marks the first official acceptance of the fully modernized CH47-D aircraft by an Army unit located outside of Ft. Campbell, Ky.

Participating in the acceptance ceremony were: Major General Andrew L. Cooley, Commanding General of the 24th Division; Joseph Mallen, President of the Boeing Vertol Company which manufactures the helicopter; William P. Jones, Boeing Vertol Vice President; COL Norbert I. Patla, AVSCOM Project Manager for the CH-47 Modernization Program; and Major Phillip J. D'Amico, 132nd Aviation Company Commander.

Current Army plans call for 436 CH-47's to be modernized at Boeing's suburban Philadelphia plant by the early 1990's. (See the photograph on Page 2).

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From the Editor's desk:

Last October, we published the first edition of our "Blue Book" — a comprehensive directory of key personnel serving in U.S. Army Aviation commands, offices, agencies, and units worldwide.

The response to our 1984 edition was highly favorable, and we hope and expect that our 1985 "Blue Book", as revised, expanded, and updated, will be even more valuable as a handy reference tool to be used continually by those having a professional interest in U.S. Army Aviation.

To the best of our knowledge, this information simply isn't available anywhere else under one cover.

Unfortunately, our information gathering process for the "Blue Book" is still evolving and we recognize that our final product isn't quite as perfect or comprehensive as we'd like it to be.

We've computerized all of the data from our first edition along with a lot of new information sent to us on the response form we printed in the magazine at that time. A printout of each listing has been sent to each organization for review and numerous corrections have been sent back to us and incorporated in this current edition.

However, as improved as this edition may be, we're undoubtedly still unaware of some units and organizations that should be listed, and some of the data we're printing probably hasn't been properly updated since last year.

That's where we need **your** help! If you notice anything that's missing or inaccurate, please don't wait for someone else to point it out. Just sharpen your pencil, lick a stamp, and drop us a line so we can continue to improve the next time around!

Dale Kesten



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Success on the Battlefield of Tomorrow

by Major General
Ellis D. Parker
Commanding General,
USA Aviation Center
and
Ft. Rucker, Alabama

OUR success as a combat arm on the battlefields of tomorrow will be measured by our ability to attrite the enemy forces while maximizing our capabilities in a well coordinated combined arms team effort. Many of the areas in which we are concentrating our endeavors today will directly impact upon the proficiency with which we will accomplish this mission.

Vietnam era lessons

Renewed emphasis is being placed on writing the doctrinal guidelines that will govern the employment of Army Aviation in the low-intensity conflict. Postulation by defense analysts and recent events such as Grenada and Lebanon have demonstrated that to be the most likely kind of battlefield upon which we will commit our forces. The wealth of Vietnam era experience, where Army aviators pioneered combat doctrine for helicopters, is being re-examined and applied against today's technology in field exercises with units such as the 7th Infantry Division. The insights and lessons learned from these exercises will allow us to refine our tactics and doctrine to be better prepared to meet the demands of combat in a high-tech, low-intensity conflict.

Effective air defense

Regardless of the level of intensity of the conflicts in which we may be involved in the future, it has been recognized for some time that now that our soldiers will face a new threat: that of the armed helicopter. Having fully realized the potential impact the current and future Soviet helicopter threat will pose to aviation operations, air-to-air weapons systems and tactical doctrine continue to be developed and matured to a finite degree. The air-to-air STINGER is being evaluated for possible employment on the OH-58 Scout aircraft. The T-120 air-to-air test is slated to commence this Spring. The purpose of this test will be to validate the air-to-air concepts published in FM 1-107. This is critically important, as the helicopter has become a strategic tool in the post-SGT YORK strategy of providing effective air defense for the close combat forces.

Looking at logistics

The demands of the modern battlefield also require the capability for rapid logistical

replenishment. The aviation community has recognized the viability of class III/IV aerial resupply. We are working to optimize and enhance the capabilities of current aircraft to meet this need. Additionally, work is beginning on the drafting of requirements for an advanced cargo aircraft to meet the Army's future needs.

Directed energy

Future technologies play a vital role in the way we fight and greatly influence the doctrinal base we have established. An area we believe will improve our capabilities and affect battlefield maneuverability lies in the science of directed energy systems. The Directorate of Combat Developments, U.S. Army Aviation Center, recently hosted a series of briefings to review directed energy effects of laser and microwave technologies and highlight current aviation operational effectiveness when conducting missions in these environments. This was the first major effort undertaken to educate the aviation community with regard to the hazards of directed energy systems on the battlefield.

LHX update

As we speak of technology on the modern battlefield, let us turn to the progress of our LHX program. The senior Army leadership has elected to pursue a unique approach to training in conjunction with the development and acquisition of the LHX family of helicopters.

The "turnkey" concept of training is an arrangement between the contractor and the government whereby industry agrees to accept an individual at an entry level of training and train him to contractually agreed upon standards of performance. This training may be conducted on contractor or government equipment or training devices, at a contractor or government selected location.

This "turnkey" approach is not new. Our current contracts for initial entry rotary wing and instrument training and C-12 training are similar to the turnkey philosophy. The primary difference is that for the first time the turnkey training approach is being considered in the initial acquisition strategy for a system and will be applied to all training for aircrews and maintainers.

Several questions must be answered in considering the possibility of incorporating this concept with the procurement of LHX. The Army



Research Institute, located at Alexandria, Virginia, is conducting a feasibility analysis of the turnkey approach to training. The results of this analysis will determine the issues, answers, advantages and disadvantages to the Army for this training strategy.

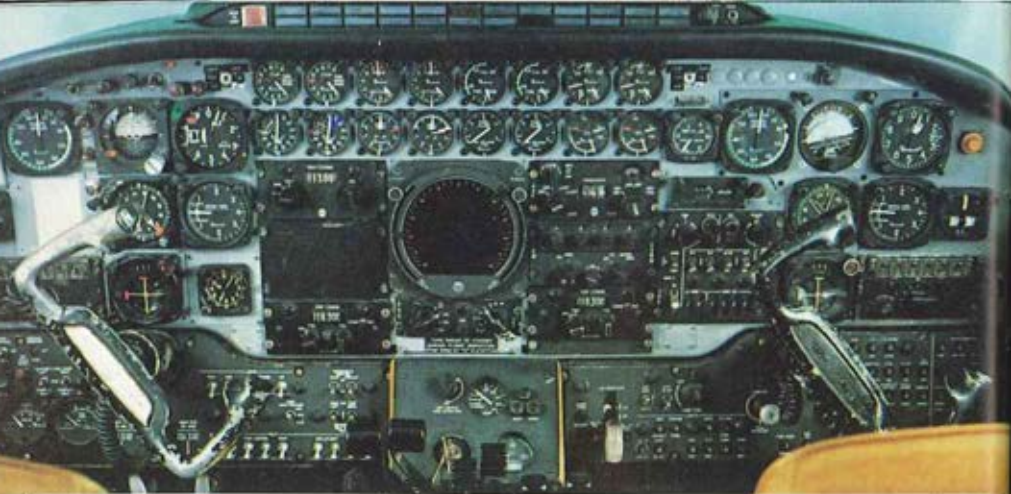
The preliminary findings should be available in January 1986, with the final results being published in July 1986.

ACE-85

One final word: During the period 23-25 September 1985, the Aviation Center hosted the 1985 meeting of the **Army Aviation Council Emeritus (ACE)** at Fort Rucker, Alabama.

Started in 1984, ACE represents an annual forum for the discussion of aviation matters and is attended by retired senior Army Aviation leaders — general officers, colonels, chief warrant officers, and command sergeant majors. The purpose of the ACE is to obtain guidance and assistance from matured aviation leadership for use in solving current Aviation Branch issues and directing future Army Aviation initiatives.

The contributions made by these distinguished individuals have been immeasurable. I wish to extend a sincere note of thanks to each and every participant and cast a look toward the future for the continued success of the Aviation Council Emeritus. ■■■■



New capabilities for

There are times when less can mean more as in the case of King Radio Corporation's U-21 avionics update/retrofit program for the U.S. Army. While saving 268 pounds, the panel on the right clearly illustrates King's understanding of pilot workload and King's ability to plan, engineer, install and flight test complete avionics systems.

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AAAA's seven National Awards

"1985 Award Presentations"

AAAA National Awards for accomplishments made during Calendar Year 1985 will be presented at an Annual Awards Luncheon on April 11 and an Awards Banquet to be held on April 12, 1986 at the 1986 AAAA National Conven-

tion in Atlanta, Ga. The individual awards will be made on Friday; the unit awards will be presented on Saturday. Senior members of the U.S. Army and U.S. Army Aviation will be invited to present AAAA's top awards on both occasions.

"Army Aviator of the Year Award"

Sponsored by the Sikorsky Aircraft Division, this award will be presented "to the Army Aviator who has made an outstanding individual contribution to Army Aviation during the awards period encompassing the previous calendar

year." Membership in AAAA is not a requirement. A candidate for this award must be a rated Army Aviator in the Active U.S. Army or Reserve Components, and must have made an outstanding individual achievement.

"Aviation Soldier of the Year Award"

Sponsored by Bell Helicopter Textron, this award will be presented "to the enlisted man serving in an Army Aviation assignment, who has made an outstanding individual contribution to Army Aviation during the awards period encompassing the previous calendar year."

Membership in AAAA is not a requirement. A candidate for this award must be serving in an Army Aviation assignment in the Active U.S. Army or in the Reserve Components, and must have made an outstanding individual achievement.

"Outstanding DAC of the Year Award"

Sponsored by the Boeing Vertol Company, this award will be presented "to the Department of the Army Civilian who has made an outstanding contribution to Army Aviation in the awards

period encompassing the previous calendar year." Membership in AAAA is not a requirement for consideration. A candidate for this award must be a current Department of the Army Civilian.

"James H. McClellan Aviation Safety Award"

Sponsored by the many friends of Senator John L. McClellan in memory of his son, James H. McClellan, a former Army Aviator who was killed in a civil aviation accident in 1958. The award is presented to any individual who has made an outstanding contribution to Army Aviation safety during the awards encompassing the previous calendar

period. Membership in AAAA is not a requirement; any individual, military or civilian, is eligible as a nominee for this award. The award is NOT intended to be given for competitions between units for safe flying, or for the accumulation of operational hours without accidents by any aviation unit or individual.

"Robert M. Leich Special Award"

Sponsored by the Association, the Award is named in memory of Brig. Gen. Robert M. Leich, the AAAA's first president (1957-1959) and Chairman of its Awards Committee for 23 years. Normal-

ly given to a unit for distinguished aviation-related service over an extended period, the Robert M. Leich Special Award may be presented to an individual recipient.



Jan. 15, 1986 Suspense Date set



"Outstanding USAR Aviation Unit Award"

Sponsored by the Avco Lycoming Division, this award will be presented "to the U.S. Army Reserve aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the nor-

mal mission assigned to the unit during the AAAA awards period encompassing the previous calendar year." Any U.S. Army Reserve aviation unit or organization that has met the foregoing criteria is eligible for award consideration.

"Outstanding ARNG Aviation Unit Award"

Sponsored by the Avco Lycoming Division, this award will be presented "to the Army National Guard aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above

the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any Army National Guard aviation unit or organization that has met the foregoing criteria is eligible for consideration.

"Outstanding Aviation Unit of the Year Award"

Sponsored by McDonnell Douglas Helicopters, this award will be made "to the aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the normal mission assigned to

the unit during the awards period encompassing the previous calendar year." Any Army Aviation unit or organization that has met the foregoing criteria is eligible.

Administrative Details

ACCOMPANYING DATA FOR INDIVIDUAL AWARDS: Documentation should include the nominee's name; his unit assignment, unit name, and address; and the name of his current unit and commander. A cover sheet should provide a brief outline of not more than 100 words citing the main reason(s) for the

nomination. Detailed supporting information should be attached as inclosures; and be limited to 1,500 words or three pages (whichever is greater). The documentation should be typed, and must include a recent photo and the nominee's bio sketch. Winners will be asked in March to provide add'l "slides".

ACCOMPANYING DATA FOR ALL UNIT AWARDS: Documentation should include the name and address of the unit, and the name of the present commander and senior NCO. A cover sheet should provide a brief outline of not more than 100 words citing the main reason(s) for the nomination. Detailed supporting information may be attached as inclosures

and is limited to 1,500 words or three pages (whichever is greater). Photos of BOTH the commander and senior NCO must accompany the nomination. Winners will be asked in March to provide add'l "slides". This form may be reproduced locally. Receipt of each nomination will be acknowledged by the National Office of the AAAA.

SUSPENSE DATE: The nomination(s) and accompanying data should be mailed before 15 Jan. to: AAAA Nat'l Awards Chair-

man, 1 Crestwood Road, Westport, Connecticut 06880. Please use stiffeners to protect the photo(s) being submitted.

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BOEING



The RDE Center: A New Way of Doing Business

BY GARY L. SMITH
Director of Advanced Systems
U.S. Army Aviation Systems Command

A new way of doing business in achieving our mission goals has been the dynamic and aggressive commitment pursued by General Richard H. Thompson of the Army Materiel Command (AMC).

Through his leadership, and with AMC's support, the U.S. Army Aviation Systems Command (AVSCOM) now has the corporate strength necessary to initiate long-needed changes in our life cycle management processes.

Working within an environment of constrained resources and the ever-increasing complexity of weapons systems, it is highly that we get the maximum return from our research, development, and engineering community.

New management concept

Creation of a **Research, Development, Engineering (RDE) Center** at each major subordinate command will concentrate and focus the scientific and engineering functional assets of each commodity area into a single cohesive organization (See **Figure 1**).

The Center concept has been designed to have strong linkages with the user, combat developers, project managers, manufacturers, and

the logistics support community involved with the commodity area.

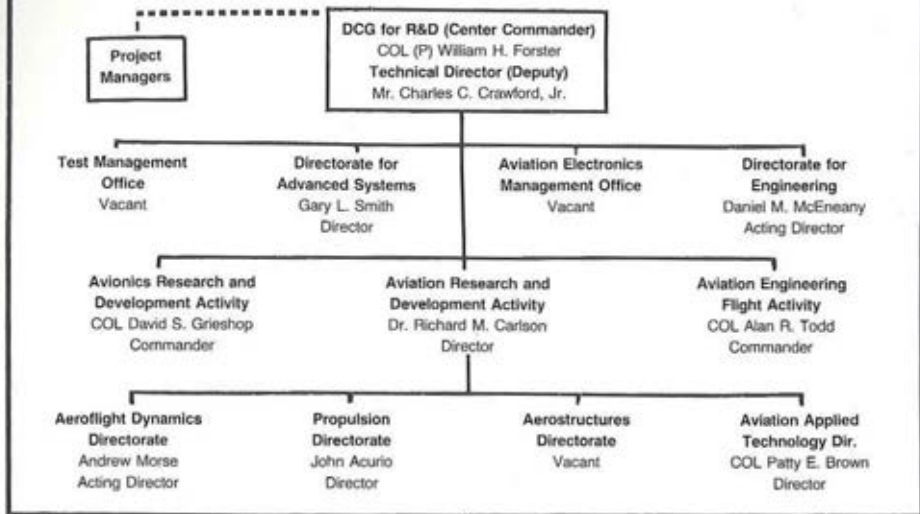
The RDE Centers will be compatible with and, in fact, complementary to the role of the traditional corporate laboratories which will continue their responsibilities in the technology base.

As you'll note in **Figure 1**, the Hqs, USA Research and Technology Laboratories, NASA Ames Research Center, has changed its name to the **USA Aviation Research and Technology Activity (ARTA)**. Four subordinate research units of the activity have also undergone name changes: Aeroflight Dynamics Directorate (formerly the Aeromechanics Laboratory), located at NASA Ames; Propulsion Directorate (formerly the Propulsion Laboratory), located at NASA Lewis; Aerostructures Directorate (formerly Structures Laboratory), located at NASA Langley Research Center; and the Aviation Applied Technology Directorate (formerly the Applied Technology Laboratory), located at Ft. Eustis, VA.

Organizational concept

The AVSCOM RDE Center concept was tailored to optimize this Command's positive resource capabilities. As such, it is not a traditional

AVSCOM Research, Development, Engineering Center



"center" in some respects. A "center" most commonly refers to an organization located at one specific geographical site, i.e. administratively self-sustaining with a generally autonomous mission.

Conversely, the AVSCOM RDE Center melds together, organizationally, several geographically dispersed technical organizations that collectively perform or support virtually all aspects of the AVSCOM aviation life cycle mission.

An example is the Army/NASA joint agreement whereby AVSCOM uses facilities and personnel capabilities of three NASA laboratories (NASA Ames, Moffett Field, Cal.; NASA Lewis, Cleveland, Ohio; and NASA Langley, Hampton, Va.) which have made major contributions to Army/DOD technology with a minimum Army investment. The Army profits by getting a lot of high technology support and NASA benefits by working the Army's real problems.

The unique missions and capabilities of the **Aviation Engineering Flight Activity (AEFA)** and the **Avionics Research and Development Activity (AVRADA)**, likewise, provide Army Aviation critical organic capabilities. The AEFA mission of independent test is a critical element of aircraft systems development and the airworthi-

ness qualification program, thus contributing to AVSCOM being the smart buyer.

AVRADA develops avionics and also provides AVSCOM the core capability for aviation electronics technology—a technology that is evolving and growing rapidly in its application to aviation systems. Our new aircraft will be extremely dependent on electronics and complex integration. Elements of the RDE Center maintain regular management and support interfaces with each other, aviation Project Managers, users, logistics/readiness elements, and external elements.

Over the last eight years, AVSCOM, also previously named AVRADCOM and TSARCOM, has made major progress in better integrating the aviation **Research, Development, Test and Evaluation (RDT&E)** program, interfacing with AVSCOM technical elements and other Commands and activities that provide valuable input to aviation technology and system acquisition processes.

AVSCOM has the word "systems" in its name for a specific reason. Aviation systems developments are complex integration jobs requiring hardware and support from the other AMC commodity commands. AVSCOM must in-

tegrate these supporting command efforts into a successful system.

The **Directorate for Advanced Systems (DAS)** serves as a key element in meeting these new and expanded interfaces. As a staff organization, DAS is charged with pulling together the AVSCOM RDT&E program; maintaining necessary technical compatibility with other Commands and activities; documenting user requirements; managing the transfer of mature technology from all sources (international, Government, and commercial); assuring adequate consideration of **nondevelopmental items (NDI)** and product improvement alternatives; and insuring that the planning is accomplished for life cycle technical support of aviation systems. The mission of DAS was recently expanded to include life cycle management of system product improvements.

Two new elements

AVSCOM is in the process of organizing two new elements within the RDE Center: the **Aviation Electronics Management Office (AEMO)** and the **Test Management Office (TMO)**.

The AEMO is directed to meet the growing need for electronics technology application in the aircraft system design. Although only in the formative stages, the office will create a Command focus for critical issues like electronic system integration, technical support from external/internal sources, **Life Cycle Software Support (LCSS)**, and **Automatic Test Equipment (ATE)/Test Program Sets (TPS)** support requirements. As such, the AEMO organizational concept must be sufficiently flexible to be responsive to evolving priorities.

The TMO was organized to perform a life cycle test management mission that does not duplicate existing system/functional manager responsibilities. The AVSCOM test manager will interface with AVSCOM project managers and testers on test requirements and perform Command interface with the **Test and Evaluation Command (TECOM)**, **Army Materiel Systems Analysis Agency (AMSAA)**, and the **Operational Test and Evaluation Agency (OTEA)**.

RDE Center management

The AVSCOM RDE Center is headed by a commander, **COL (P) William "Bud" Forster**, and a deputy, **Charles C. Crawford**. To facilitate operational continuity and minimize over-

head costs, these positions are "dual-hatted" with the AVSCOM Deputy Commander for Research and Development and the AVSCOM Technical Director, respectively.

The Directorate for Advanced Systems plays a critical staff role in the overall management of the RDE Center, establishing and maintaining interfaces with supporting activities and planning the RDT&E efforts of Army Aviation.

Life Cycle roles and skills

Command processes affected by the AVSCOM RDE Center cross the total life cycle. In some areas, such as RDT&E requirements documentation and acquisition planning, the Center assumes a lead role in coordination with other non-Center elements. In the last year, an AVSCOM Acquisition Strategy Advisory Panel was established to provide Command management input to the acquisition planning process and insure that acquisition alternatives are considered to meet the Army's objectives. Center personnel also participate in Source Selection Boards and Should Cost analyses.

For example, the LHX Source Selection Boards will include membership from all Center technical base and engineering elements. While the level of participation of individual Center elements may vary substantially during the system's life cycle, the Center continues to play an integral role in all technical decision processes throughout the hardware life cycle.

Support to PM's and the field

The AVSCOM RDE Center (D/Eng, AV-RADA, ARTA) is the source of organic Command engineering support to the **Project Managers (PMs)** and all system managers. The system engineer is the primary conduit for that support and sets priorities, as necessary, in light of available personnel resources. In effect, the (D/Eng) system engineers serve as the technical management arm of the weapon systems managers and PMs as required.

The PMs also have direct access (in coordination with the system engineer) to other AVSCOM technical base elements, supporting Commands and contractors.

The RDE Center accesses technical and equipment performance and test data. All aircraft maintenance actions (e.g., Safety-of-Flight, **Equipment Improvement Recommendations (EIR)**, maintenance advisories) with design im-

plications are approved by the RDE Center.

Center personnel work in consonance with logistics, maintenance, product assurance, safety, contractor, and user personnel during system development and acquisition to address integrated logistics support, **Manpower and Personnel Integration (MANPRINT)**, and supportability requirements and to resolve specific technical problems on fielded equipment.

The ARTA also supports all managers in the resolution of fielded hardware problems with their unique research and laboratory facilities and expertise.

Future actions

In addition to organizational changes mentioned previously, AVSCOM has several other management actions planned to meet foreseeable needs to enhance technical base and support performance. NASA/AVSCOM agreements are being amended to include support to an AVRADA electronics technology element on-site at the NASA Langley Research Center.

Like existing Army/NASA efforts, this agreement will capitalize on NASA capabilities to expand Army technology in fault tolerant electronics architectures/computer software, and advanced crew station concepts. AVSCOM, in conjunction with the **Communication Electronics Command (CECOM)** and AMC, is currently developing methodology affecting AVRADA and the overall AVSCOM aviation electronics mission.

Another electronics-related priority issue, **Life Cycle Software Support (LCSS)** is currently under study with a view toward expanding AVSCOM's existing capabilities. Improved AVSCOM integration of life cycle programming activities is also needed. Although much progress has already been made at AVSCOM, better management of the Product Improvement Program is planned both at the AVSCOM level and at higher headquarters.

AVSCOM's greatest single challenge for the future is doing more with less. When an organization has a scarcity of resources to accomplish the job at hand, the tendency is to use all available resources on today's problems. However, in aviation's case, planning for tomorrow is an absolute necessity — or there won't be a tomorrow!

Although no formal proof will be offered, a theorem could be developed which relates the

need for planning to the availability of resources in an inversely proportional manner.

The results of good planning should not only help take us through the times of scarce resources but should also help to garner future additional resources. Since good planning is indicative of optimum utilization of available resources, the wise planner is likely to be the recipient of additional resources in the future, assuming his management is also concerned about maximizing return on investment. And investing is, in fact, what we are concerned with since research and development is an investment in the future of the Army.

One of the primary functions of the R&D community is to convince the appropriate decision makers that a particular R&D investment strategy holds a high probability of providing a positive return on investment over some specified period of time.

Publication of the '85 Plan

AVSCOM's RDT&E Plan has served as a useful planning tool to the aviation community as a basis for the management/investment strategy for aviation and continues to be one of the key Command management guides. The RDT&E Plan documents the 20-year plans of Army Aviation to develop technology, equipment, and subsystems for potential application to Army aircraft.

The Plan is the culmination of a comprehensive threat survey, a technology forecast by both government laboratories and industry, an assessment of the Army Aviation Modernization Plan, and a review by the Project Managers and the combat developer community for relevancy.

The new RDT&E Plan, dated October 1985, will be published and distributed during the month of October 1985. If your organization is interested in obtaining a copy, please indicate the requested quantity, and the name, title, office symbol, company, and address to the following:

Commander,
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in Army
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The 1985 Blue Book

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RESPONSE FORM -

HOW ARE WE DOING?

We tried to touch all bases for our 1985 Blue Book, BUT we may have skipped your office, agency, or aviation unit (battalion size or larger) or made some mistake in your listing. Please DON'T wait for someone else to correct us! We need YOUR help to make our 1986 edition more accurate. Thank you!

(Name of Army Aviation Agency, Activity, or Unit*)

(Mailing Address — Include File Symbol)

(Mailing Address)

(City)

(State)

(ZIP Code)

(Parent Unit)

(Job Title, if other than "Commander")

(Rank of Commander)

(First Name, MI, Last Name of Commander)

(Commander's Com'l Phone No.)

(Commander's Autovon No.)

(Job Title, if other than "Deputy Commander")

(Rank)

(Dep Commander's / Exec's First Name, MI, Last Name)

(Dep Commander's Com'l Phone No.)

(Dep Commander's Autovon No.)

(Grade)

(First Name, MI, Last Name of Senior NCO)

(Senior NCO's Com'l Phone No.)

(Senior NCO's Autovon No.)

Submitted by:

Date:

A black & white or color photo of the Commander (any size) will be used with the listing, if one is submitted; the photo cannot be returned.

ALABAMA		Honolulu—AAAA	36	NEW HAMPSHIRE		Ft. Sam Houston—AAAA	54
Birmingham	20	Schofield Barracks	36	Concord	45	Ft. Worth	54
Cropwell	20	Wheeler AFB	37	NEW JERSEY		Ft. Worth—AAAA	54
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Mobile	26	ILLINOIS		Ft. Monmouth	45	San Antonio	54
Montgomery	26	Chicago	37	Ft. Monmouth—AAAA	46	Tomball	55
Redstone Arsenal	26	Chicago—AAAA	37	Lakehurst	46	UTAH	
Tenn. Valley—AAAA	26	Decatur	37	Trenton	46	Salt Lake City	55
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Edwards AFB	30	Ft. Riley	38	Raleigh	47	Ft. Lewis	60
Ft. Ord	30	Ft. Riley—AAAA	38	Salisbury	47	Fl. Lewis—AAAA	60
Ft. Ord—AAAA	30	Olathe	38	NORTH DAKOTA		Spokane	60
Fresno	30	Topeka	38	Bismarck	47	Tacoma	60
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Herlong	30	Ft. Campbell	38	Cleveland	47	Parkersburg	60
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Los Angeles—AAAA	30	Ft. Knox	38	Elyria	47	Madison	60
Mather AFB	30	Frankfort	38	Greensburg	47	Waukesha	60
Moffett Field	30	Louisville	40	Worthington	47	West Bend	60
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Sacramento	31	New Iberia	40	Ft. Sill	47	Cheyenne	61
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Aurora	31	MAINE		Oklahoma City	50	*****	
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Stratford—AAAA	31	Ft. Ritchie	40	Annvile	50	APO NY 09025	61
Westport—AAAA	31	Hagerstown	40	Indiantown Gap—AAAA	50	APO NY 09025—AAAA	61
Windsor Locks	31	MASSACHUSETTS		Philadelphia	50	APO NY 09028—AAAA	61
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New Castle	31	Ft. Devens	40	Washington	50	APO NY 09052	61
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Hollywood	33	Selfridge Field	40	North Kingston	50	APO NY 09092—AAAA	62
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Ft. Gordon	36	St. Louis	41	Amarillo	51	APO NY 09611—AAAA	63
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Winder	36	Helena	45	Fl. Bliss	51	APO SF 96301—AAAA	64
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Fl. Shafter	36	Lincoln	45	Fl. Hood—AAAA	54		
Hilo	36	NEVADA		Fl. Sam Houston	54		
Honolulu	36	Reno	45				

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MG Ellis D.
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C: (205) 255-2600; AV: 558-2600



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C: (205) 255-6671; AV: 558-6671



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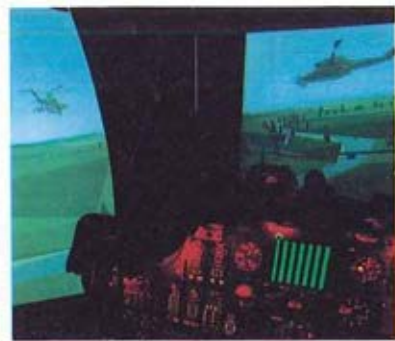
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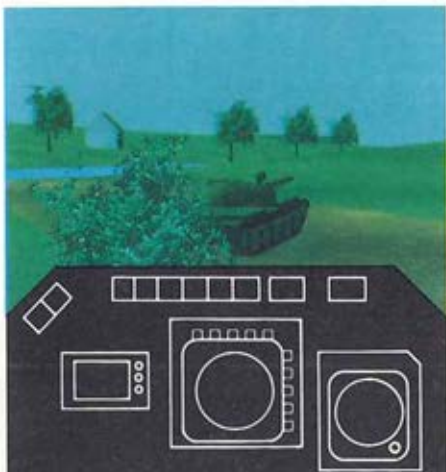
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Asst TSM-Pers: LTC Jerry L. Guthrie
C: (205) 255-5171; AV: 558-5171
Asst TSM-Training: LTC Kenneth L.

London
C: (205) 255-3408; AV: 558-3408
Asst TSM-Log: LTC Dave Sale
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C: (205) 255-4909; AV: 558-4909
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Fort Rucker, AL 36362



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Rosser

C: (205) 255-5217; AV: 558-5217
Deputy Brigade Commander: LTC
Herman S. Heath
C: (205) 255-5284; AV: 558-5284
Senior NCO: CSM Birdell Sturges, Jr.
C: (205) 255-3405; AV: 558-3405

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1st Aviation Brigade (Air Assault)
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U.S. Army Aviation Center
Fort Rucker, AL 36362



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Lt. Colonel
William B.
Bauer

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Exec Off: MAJ Denny R. Sorenson
C: (205) 255-2102; AV: 558-2102
Sr. NCO: CSM John McLemore, Jr.
C: (205) 255-2102; AV: 558-2102

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1st Aviation Brigade (Air Assault)
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U.S. Army Aviation Center
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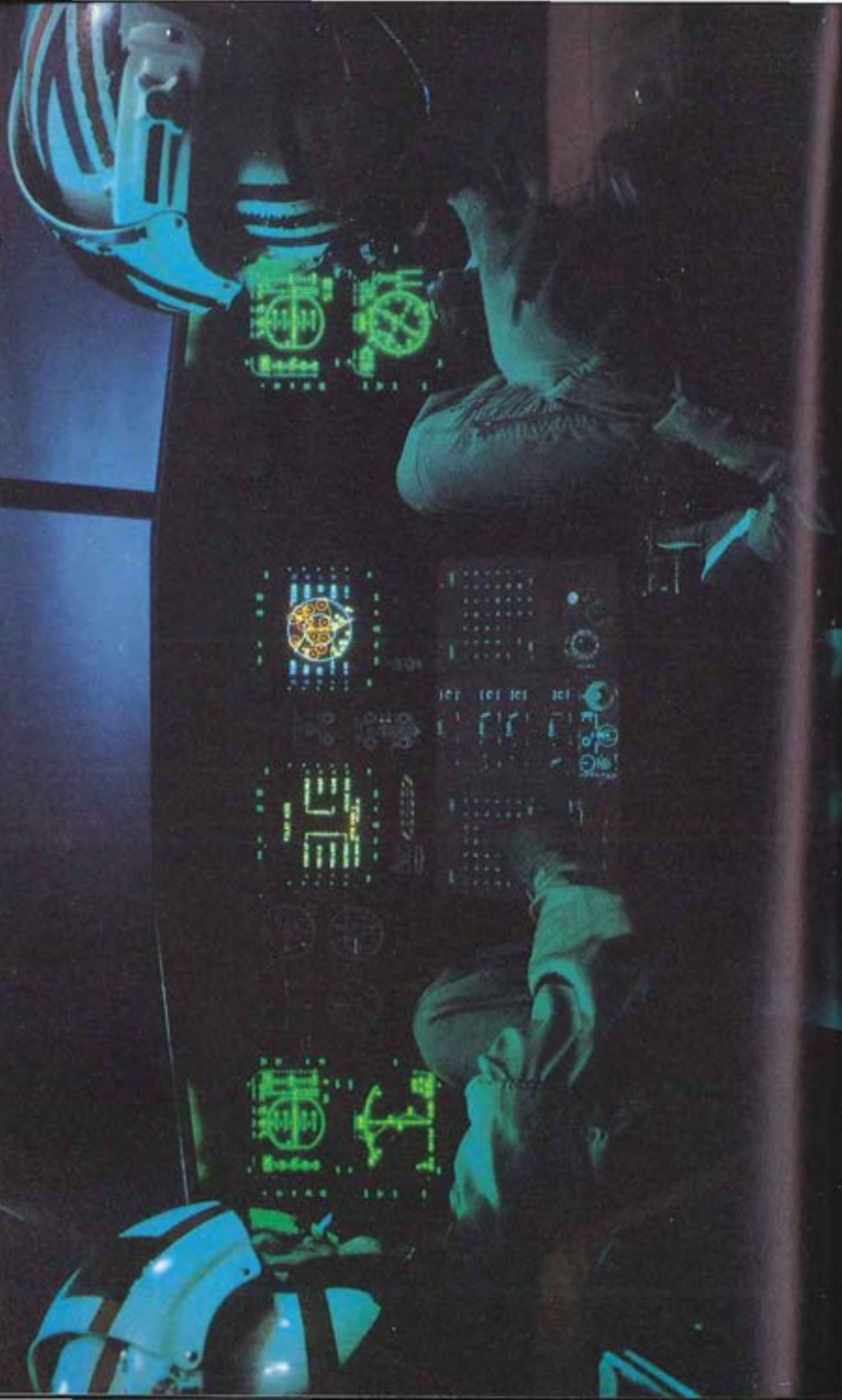


Commander:
Lt. Colonel
Ace A.
Cozzallo

C: (205) 255-5615; AV: 558-5615
Executive Officer: MAJ Gary L. Sims
C: (205) 255-5681; AV: 558-5681
Senior NCO: CSM Ernest H. Williams
C: (205) 255-5681; AV: 558-5681

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Senior NCO: CSM Timothy Bronson
C: (205) 255-3405; AV: 558-3405

AMC APACHE Materiel Fielding Team
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Fort Rucker, AL 36362



Team Chief:
Lt. Colonel
David
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C: (205) 255-2632; AV: 558-2632

TRADOC Flight Detachment
Fort Rucker, AL 36362
Commander: LTC Garnett E. Crank

U.S. Army Aeromedical Research Laboratory
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Commander:
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Deputy Commander: LTC John D. LaMothe
C: (205) 255-6914; AV: 558-2914
Senior NCO: SFC B. J. Clark
C: (205) 255-6909; AV: 558-6909

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Fort Rucker, AL 36362-5276



Commander:
Colonel
Lawrence
Karjala

C: (205) 255-2404; AV: 558-2404
Dep Cdr for Test: Vacant
C: (205) 255-3606; AV: 558-3606
Senior NCO: SGM Jerry Davis
C: (205) 255-2404; AV: 558-2404

U.S. Army Research Institute Field Unit
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Fort Rucker, AL 36362



Chief:
Mr.
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Gainer

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Sr Safety Mgr: Mr. Craig B. Schilder
C: (205) 255-2029; AV: 558-2029
SGM: SGM Cletus Milan
C: (205) 255-3005; AV: 558-3005

U.S. Army School of Aviation Medicine

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Dean: LTC (P) Jose G. Garcia, MC
C: (205) 255-7409; AV: 558-7409
Asst Dean: LTC (P) Bill Colbert, MS
C: (205) 255-7416; AV: 558-7416
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C: (205) 255-7417; AV: 558-7417

121st Army Reserve Command
Aviation Support Facility - 157
P.O. Drawer 1
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Facility Supvr: Mr. Gerald D. Lyon
C: (205) 255-3090; AV: 558-3090

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Army Aviation Center Chapter
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107 Vintage Lane
Enterprise, AL 36330
C: (205) 255-3343; R: (205) 598-2215

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52 Red Cloud Road
Fort Rucker, AL 36362
C: (205) 255-3096

COL Lee C. Smith, Jr., Ret.Secretary
P.O. Box 113
Fort Rucker, AL 36362
C: (205) 598-9200; R: (205) 393-3028

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ALABAMA
(Mobile)

Alabama Army National Guard
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P.O. Box 5617
Mobile Aerospace Airport
Mobile, AL 36605
AASF: MAJ Gary E. Dekay
C: (205) 433-3320

ALABAMA
(Montgomery)

Alabama Army National Guard
State Army Aviation Officer
P.O. Box 3711
ATTN: SAAO
Montgomery, AL 36193-4701
SAAO: LTC Roger L. Lane
C: (205) 271-7262; AV: 363-7262

Alabama Army National Guard
Army Aviation Support Facility - 1
P.O. Box 2769 (Dannelly Airfield)
Montgomery, AL 36105-0769
AASF: LTC Robert P. Dunn
C: (205) 281-7722; AV: 742-9237
Army Avn Advisor: CPT William F. Anderson
C: (205) 288-8209

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ATTN: AMCPM-HD
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Project Manager: William J.
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HOTLINE - Missile and Munitions
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412 Flemington Road
Huntsville, AL 35802
O: (205) 876-3106 F: (205) 883-5302

Mr. Robert O. Wyme.....Secretary
8726 Edgehill Drive
Huntsville, AL 35802
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Alaska Army National Guard
State Army Aviation Officer
Ofc of Adjutant General, Dept Mil Afrs
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Anchorage, AK 99503
SAOC: MAJ Michael T. McCourt
C: (907) 243-0656; AV: 626-1371

ALASKA
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Alaska Army National Guard
Army Aviation Operating Facility - 2
P.O. Box 508
Bethel, AK 99559
AAOFC: MAJ Thomas J. Bauer
C: (907) 543-2831

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Alaska Army National Guard
Army Aviation Support Facility
Pouch A
Fort Richardson, AK 99505
AAOFC: LTC John O. Eidge
C: (907) 864-1200; AV: 864-1200

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ALASKA
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222nd Aviation Battalion (Combat)
172nd Infantry Brigade
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D. Calhoon

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C: (907) 353-6396; AV: 353-6396
SGM: CSM Jack L. Mentzer
C: (907) 353-6271; AV: 353-6271

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Alaska Army National Guard
Army Aviation Operating Facility - 4
The Armory, Juneau, AK 99801
AAOFC: MAJ Edward S. Reynoldson
C: (907) 789-3366

ALASKA
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Alaska Army National Guard
Army Aviation Operating Facility - 3
P.O. Box 286
Kotzebue, AK 99752-0286
AAOFC: MAJ William L. P. Lyons
C: (907) 442-3105

ALASKA
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Alaska Army National Guard
Army Aviation Operating Facility - 1
P.O. Box 533
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AAOFC: CPT David G. Hoffman
C: (907) 443-2831

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Fort Huachuca, AZ 85613



Commander:
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C: (602) 538-6910; AV: 879-6910

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C: (602) 538-5561; AV: 879-5561

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C: (602) 253-3609; AV: 878-3609

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C: (602) 891-3591; AV: 474-3591

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Arizona Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
5636 East McDowell Road
ATTN: SAOO
Phoenix, AZ 85008-3495
SAAO/AASFC: Lt. Colonel David P.
Rataczak
C: (602) 273-9795; AV: 853-8795

ARKANSAS
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Little Rock, AR 78118
Facility Supervisor: Mr. Phil Walker
C: (501) 374-7246; AV: 731-1101

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Arkansas Army National Guard
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Army Aviation Support Facility
Camp Robinson
ATTN: SAOO/AASFC
North Little Rock, AR 72118
SAAO/AASFC: COL James R. Morris
C: (501) 758-4053; AV: 731-8268
Flight Instructor (Supv): Lt. Colonel
Albert E. Van Pelt
C: (501) 758-4053

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**U.S. Army Aviation Engineering
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C: (805) 277-4619; AV: 350-4619

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Combat Aviation Brigade
7th Infantry Division (Light)
Fort Ord, CA 93941-5000



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C: (408) 242-4214; AV: 929-4214
Exec Off: MAJ(P) Paul R. Soderlund
C: (408) 242-4214; AV: 929-4214
Senior NCO: CSM James L. Coley
C: (408) 242-4214; AV: 929-4214

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Fort Ord, CA 93941-8300
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J. Gingras

C: (408) 242-6628; AV: 929-6628
Executive Officer: MAJ Gary Vrazel
C: (408) 242-6628; AV: 929-6628

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322 Metz Road
Fort Ord, CA 93941

LTC Kenneth J. Gingras.....Senior VP
125 Surf Way, Apt. 434
Monterey, CA 93940

CPT Danna Maller.....Secretary
1 Surf Way, Apt. 213
Monterey, CA 93940
O: (408) 242-5106

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California Army National Guard
Aviation Classification Repair
Activity Depot (AVCRAD)
5592 East Air Terminal Drive
Fresno, CA 93727-1294

Supervisor: COL Roy L. Lockwood
C: (209) 291-2993; AV: 949-9308
Dep Supervisor: LTC John A. Smith
C: (209) 291-2993; AV: 949-9308

California Army National Guard
Army Aviation Support Facility - 4
Fresno Municipal Airport
5592 East Air Terminal Drive
Fresno, CA 93727

AAFAC: MAJ Robert B. Brownlow
C: (209) 291-0173; AV: 949-9291

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124th Army Reserve Command
Aviation Support Facility - 27
Building 86
Hamilton Field, CA 94947-5087
Facility Supvr: Mr. Patrick Donague
C: (415) 833-2411; AV: 586-5738

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ATTN: SDSSI-AIR
Hurlong, CA 96113
**Aviation Officer & Chief, Aircraft
Operations Branch:** Mr. William T.
Heyland
C: (916) 827-4181; AV: 830-9181
Deputy: Ms. Michele P. Perez
C: (916) 827-4181; AV: 830-9181

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California Army National Guard

Army Aviation Support Facility - 1
Building 43,
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Los Alamitos, CA 90720-5001
AASFC: LTC James C. Ghormley, III
C: (213) 493-8001; AV: 972-2001

California Army National Guard
Los Alamitos Army Airfield
Building 1,
Armed Forces Reserve Center
Los Alamitos, CA 90720-5001
Airfield Commander: Lt. Colonel
Robert J. Brandt
C: (213) 493-8561; AV: 972-2561

63rd Army Reserve Command
Aviation Support Facility - 28
Building 42
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Los Alamitos, CA 90720
Facility Supvr: MAJ David Barkers
C: (214) 430-7418

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Culver City, CA 90230
O: (213) 305-3977; R: (805) 499-2554

Mr. John A. Duganne.....Senior VP
5301 Boisa Avenue
Huntington Beach, CA 92647
O: (714) 896-1746; R: (714) 556-6727

Ms. Barbara J. Reilly.....Secretary
3824 Keystone No. 2
Culver City, CA 90230
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Army Aviation Support Facility - 3
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AASFC: Lt. Colonel Billy Tabb
C: (916) 364-4950; AV: 828-4950

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**U.S. Army Aviation Research and
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NASA Ames Research Center
ATTN: SAVDL
Moffett Field, CA 94035-1099



Director:
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C: (415) 965-5584; AV: 359-5584
Dep Director: COL Walter Urbach, Jr.
 C: (415) 965-5585; AV: 359-5585

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Acting Director: Mr. Andrew Morse
 C: (415) 965-5837; AV: 359-5837

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Sixth U.S. Army
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 Presidio of San Francisco, CA 94129



Aviation Officer:
Colonel
Richard C.
Antross

C: (415) 561-4102; AV: 586-4102
**Chief, Standardization/Opns/-
 Training:** MAJ (P) William E. Roberts
 C: (415) 561-4133; AV: 586-4133
Sr NCO: SFC (P) Leonid Malkowskij
 C: (415) 561-2488; AV: 586-2488

**CALIFORNIA
 (Sacramento)**

California Army National Guard
 State Army Aviation Officer
 Office of the Adjutant General
 ATTN: CAAO, P.O. Box 214405
 Sacramento, CA 95821
SAAO: COL Stell B. Young
 C: (916) 920-6006; AV: 466-6006
Mgt Asst: CW2 Morrey M. Sakamoto
 C: (916) 920-6006; AV: 466-6006

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 (Stockton)**

California Army National Guard
 40th Combat Aviation Battalion
 40th Infantry Division (Mech)
 8010 South Airport Way
 Stockton, CA 95206

Commander: Lt. Colonel James C.
 Ghormley, III
 C: (209) 982-4621; AV: 462-2529
Senior NCO: CSM William Seiling
 C: (209) 982-4621; AV: 462-2529

California Army National Guard
 Army Aviation Support Facility- 2
 Stockton Metropolitan Airport
 2000 Stimson Road
 Stockton, CA 95206-3997
AASFC: LTC Claude P. Riddle
 C: (209) 982-2692; AV: 462-2692

**COLORADO
 (Aurora)**

Colorado Army National Guard
 State Army Aviation Officer
 Buckley Air National Guard Base
 Building 1500, ATTN: SAAO
 Aurora, CO 80011-9599
SAAO/AASFC: Lt. Colonel William A.
 Westerdahl
 C: (303) 340-9844; AV: 877-9844

**COLORADO
 (Fort Carson)**

4th Aviation Battalion (Combat)
 4th Infantry Division (Mechanized)
 Fort Carson, CO 80913
Commander and DAO: Lt. Colonel
 Wayne R. Hansom
 C: (303) 579-2180; AV: 691-2180
Exec Officer: MAJ Michael J. Mague
 C: (303) 579-2180; AV: 691-2180
Senior NCO: SGM Charles E. Noble
 C: (303) 579-2180; AV: 691-2180

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 Fort Carson, CO 80913
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Connecticut Army National Guard
 Aviation Classification Repair Activity
 Depot (AVCRAD), P.O. Box 1
 Groton-New London Airport
 Groton, CT 06340-1409
Supervisor: COL John M. Sivilla
 C: (203) 445-8138; AV: 636-7925
Admin Spec: SSG Donna Carlisle
 C: (203) 445-8138; AV: 636-7925

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Fairfield, CT 06430
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 Avco Lycoming
 550 S. Main Street
 Stratford, CT 06497
 O: (203) 385-3351

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Connecticut Army National Guard
 State Army Aviation Officer
 Army Aviation Support Facility
 Bradley Int'l Airport- Bldg 152
 Windsor Locks, CT 06096-1086
SAAO: LTC Francis L. Briganti
 C: (203) 623-3908; AV: 636-8380
AASFC: LTC Paluel J. Flagg, II
 C: (203) 623-2697; AV: 636-8380
Fit Instr (Supv): MAJ Albert A. Rubino
 C: (203) 623-0802; AV: 636-8381

**DELAWARE
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Delaware Army National Guard
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 Army Aviation Support Facility
 33 Corporate Circle
 New Castle, DE 19720-2493

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SAO/AASFC: COL Ronald Stewart
 C: (302) 323-3351; AV: 455-3351
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 C: (302) 323-3354; AV: 455-3354

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Exec Asst: Ms. Carolyn L. Chapman
 C: (202) 697-0487; AV: 227-0487

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 C: (202) 695-3869; AV: 225-3869
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Tech & Support Team: LTC Bradford
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 C: (202) 695-1362; AV: 225-1362

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 C: (202) 695-0879; AV: 225-0877

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Aviation Staff Officer:
Lt. Colonel
Ben Knisely

C: (202) 697-1469; AV: 227-1469

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Washington, D.C. Chapter
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2703 Harwich Court
Woodbridge, VA 22192
O: (202) 697-5611

Mr. Richard L. Ballard.....Senior VP
9316 Coronado Terrace
Fairfax, VA 22031
O: (202) 695-3869; R: (703) 273-4030

Mr. Robert W. Conrad.....Secretary
1235 Jeff Davis Hwy, 305
Arlington, VA 22202
O: (703) 920-7600

Mr. Leonard D. Kullik.....Trea
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81st Army Reserve Command
Aviation Flight Activity - 48
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North Perry Airport
Hollywood, FL 33024
Facility Supvr: Mr. David C. Gardner
C: (305) 966-5005

**FLORIDA
(Jacksonville)**

Florida Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
607-1 St. John's Bluff Road
P.O. Box 8628
Jacksonville, FL 32239
SAAO/AASFC: COL John E. Davis
C: (904) 641-6003; AV: 860-7117

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U.S. Army Aviation Support Element
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MacDill AFB, FL 33508-6001
Commander & USREDCOM Aviation
Officer: COL William A. Hall, III
C: (813) 830-2669; AV: 968-2669

**FLORIDA
(Orlando)**

Project Manager, Training Devices
PM-TRADE ATTN: AMCPM-TND-PM
Naval Training Center
Orlando, FL 32813-7100



Project Manager:
Colonel
James W. Ball

C: (305) 646-5292; AV: 791-5292

Deputy Project Manager: Mr. William
Marroletti
C: (305) 646-5292; AV: 791-5292

**Product Manager, Aviation Training
Devices**

PM-TRADE ATTN: AMCPM-AVD
Naval Training Center
Orlando, FL 32813-7100



Product Manager:
LTC Michael
F. McGaugh

C: (305) 646-5550; AV: 791-5550

Deputy Product Manager: Mr. Paul
S. Walker
C: (305) 646-5550; AV: 791-5550

81st Army Reserve Command
Aviation Support Facility - 49
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C: (315) 857-1860

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Georgia Army National Guard
State Army Aviation Officer
Dept of Defense, Military Division
P.O. Box 17965, ATTN: DCS-AVN
Atlanta, GA 30316-0965
SAAO: LTC Juan F. Herrera
C: (404) 656-6250; AV: 742-6250
Mgt Asst: SSG Susan Barclay
C: (404) 656-6250; AV: 742-6250

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Greater-Atlanta Chapter
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6871 Laurelridge Court
Douglasville, GA 30135
C: (404) 752-4040

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3570 Clubhouse Lane
Conyers, GA 30208
C: (404) 691-2500

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Georgia Army National Guard
Army Aviation Support Facility - 2
Building 555
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AASFC: LTC John H. Sydow
C: (404) 429-5288; AV: 925-5288

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81st Army Reserve Command
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P.O. Box 3027, Building 1011
Dobbins AFB, GA 30060
Facility Supvr: Mr. Jerry L. Morgan
C: (404) 429-5284; AV: 925-5284

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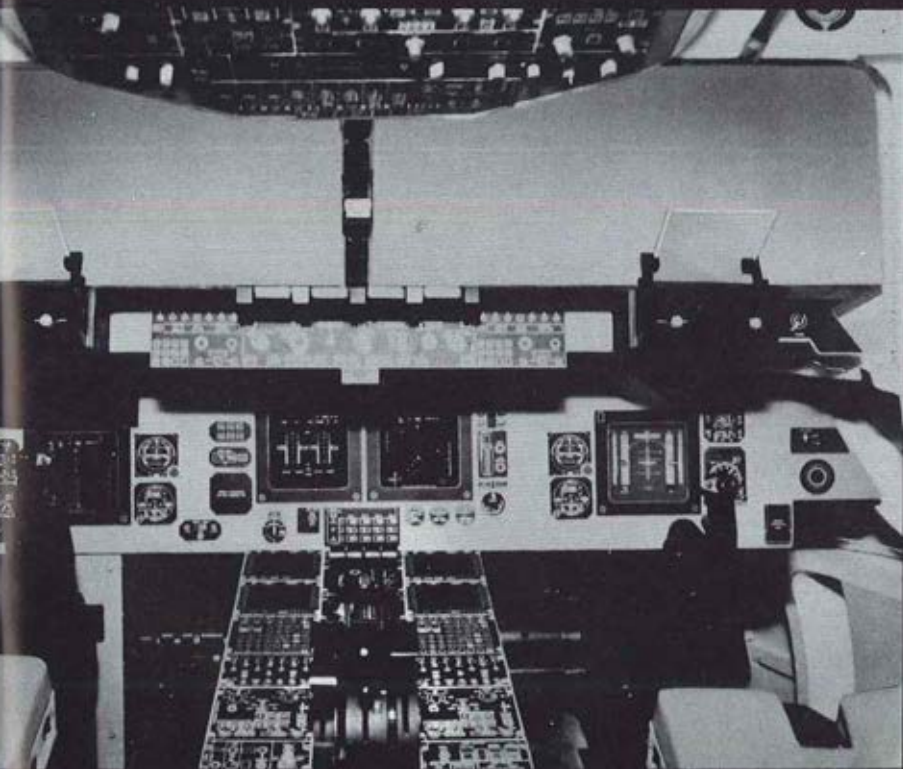
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O: (404) 545-3710

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O: (404) 545-1281

LTC Howard R. Elliott, III.....Secretary
HHD, 34th Medical Bn.
Fort Benning, GA 31905
O: (404) 545-2763

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Fort Gillem, GA 30050
Aviation Off: COL Geary D. Martin
C: (404) 362-7362; AV: 797-7369

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HOTLINE- Signal
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C: (404) 791-6703; AV: 780-6703

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Training, Mobilization and Security
ATTN: ATZH-DPA
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Clinton B. Boyd
C: (404) 752-2709; AV: 588-3940

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24th Infantry Division (Mechanized)
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C: (912) 352-6132; AV: 971-6132
Exec Officer: MAJ Mark S. Jones
C: (912) 352-5118; AV: 971-5118
Senior NCO: CSM Tommy E. Lamrn
C: (912) 352-6217; AV: 971-6217

**GEORGIA
(Savannah)**

Georgia Army National Guard
Army Aviation Support Facility - 3
P.O. Box 22546
Savannah, GA 31403
AASFC: MAJ William A. McElwee
C: (912) 352-5532; AV: 971-5532

**GEORGIA
(Savannah - AAAA)**

Coastal Empire Chapter
LTC Billy H. Pearson.....President
1623 Stillwood Drive
Savannah, GA 31406
O: (912) 352-5024

CPT Stuart D. Artman.....Secretary
220 E 50th Street
Savannah, GA 31405
O: (912) 352-5107; R: (919) 234-3310

CPT Michael L. McGary.....Trea
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**GEORGIA
(Winder)**

Georgia Army National Guard
Army Aviation Support Facility - 1
P.O. Box 545
Winder, GA 30680-0545
AASFC: MAJ David A. Dantice

C: (404) 867-6214; AV: 742-6019

**HAWAII
(Fort Shafter)**

U.S. Army Western Command
ODCSOPS - Aviation Division
ATTN: APOP-AV
Fort Shafter, HI 96858-5100
Chief: LTC Burton A. Greene
C: (808) 438-1078; AV: 438-1078

**HAWAII
(Hilo)**

Hawaii Army National Guard
Army Aviation Support Facility - 2
1046 Lelani Street
Hilo, HI 96720-4595
AASFC: MAJ Nelson M. Kunitake
C: (808) 935-6900

**HAWAII
(Honolulu)**

Hawaii Army National Guard
State Army Aviation Officer
3949 Diamond Head Road
Honolulu, HI 96815-4495
SAAO: MAJ Eugene H. B. Young
C: (808) 734-4046
AASFC: MAJ Orlan L. Peterson, Jr.
C: (808) 655-9227
Army Avn Advr: MAJ Stanford Miyamoto
C: (808) 622-3475

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Aloha Chapter of Hawaii
MAJ Ronnie D. Hopkins.....President
4528 Mahie Street
Honolulu, HI 96818
O: (808) 438-1078

MAJ Mary Kaye Hopkins.....Secretary
4528 Mahie Street
Honolulu, HI 96818
O: (808) 438-2210 R: (808) 422-5991
CW4 Earl R. Young.....VP ARNG Aff

**HAWAII
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25th Aviation Brigade
25th Infantry Division
Schofield Barracks, HI 96857
Commander: Colonel Ronald E. Adams

25th Aviation Battalion (Combat)
25th Infantry Division
Schofield Barracks, HI 96857
Commander and DAO: Lt. Colonel Robert Metzger
C: (808) 655-0028; AV: 455-0028
Exec Off: MAJ Barry Gerischer
C: (808) 655-0209; AV: 455-0209
Senior NCO: SGM Charles W. Moubrey
C: (808) 655-0209; AV: 455-0209

HAWAII (Wheeler Air Force Base)

Hawaii Army National Guard
Army Aviation Support Facility
Building 829
Wheeler AFB, HI 96854-5000
AASFC: MAJ Orlan L. Peterson, Jr.
Army Aviation Advisor: MAJ Arthur
Maruddio
C: (808) 734-9775

IDAHO (Boise)

Idaho Army National Guard
State Army Aviation Officer
P.O. Box 45
ATTN: SAAO/AASFC
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SAAO/AASFC: LTC Kenneth D.
Rhoades
C: (208) 385-5272; AV: 941-5272

ILLINOIS (Chicago)

Illinois Army National Guard
Army Aviation Support Facility - 2
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AASFC: MAJ Ronald I. Botz
C: (312) 735-7825; AV: 459-2200

ILLINOIS (Chicago - AAAA)

Chicago Area Chapter
COL David E. Baeb.....President
3711-A Leonard Wood Ave.
Fort Sheridan, IL 60037
C: (312) 926-3561

MAJ Raymond A. Lossing...Secretary
100 Burris Avenue
Lake Bluff, IL 60044
C: (312) 295-6521

CW3 Robert A. Risner.....Trea
15G Raymond Shroyer.....VP Memb
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CPT Ronald I. Botz.....NG Aff

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AASFC: LTC James M. Burgess
C: (217) 422-3687; AV: 555-3618

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C: (312) 926-3561; AV: 459-3561
Sr NCO: SFC Michael W. Basham
C: (312) 926-3561; AV: 459-3561

ILLINOIS (Glenview NAS)

86th Army Reserve Command
Aviation Flight Activity - 26
Building 24
Glenview NAS, IL 60026
Facility Supervisor: Mr. Hannek
C: (312) 657-2122; AV: 932-2122

ILLINOIS (Scott AFB)

102d Army Reserve Command
Aviation Support Facility - 44
Building 368
Scott AFB, IL 62225
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C: (618) 256-2778; AV: 638-2778

ILLINOIS (Springfield)

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C: (217) 785-3570; AV: 555-3570

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ATTN: ATZI-SPA
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C: (317) 240-0017

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RR 2, Box 114, ATTN: SAAO/AASFC
Shelbyville, IN 46178-9802

SAAO/AASFC: Colonel John E.
Freeman
C: (317) 835-2787; AV: 699-4964

IOWA (Boone)

Iowa Army National Guard
Army Aviation Support Facility - 1
CPL Roger Sneed Drive
Boone, IA 50703-9755
AASFC: LTC James S. Kessler
C: (515) 432-6351; AV: 946-2388

IOWA (Cedar Rapids- AAAA)

Cedar Rapids Chapter
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Rockwell International
400 Collins Road, N.E.
Cedar Rapids, IA 52498
C: (319) 395-3202; R: (319) 363-5492

Mr. Bennett D. Sloan.....Senior VP
190 Cottage Grove Ave, 304
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C: (319) 395-5399

Ms. Dianne L. Diseth.....Secretary
2407 Buckingham Dr N.W.
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C: (319) 395-5390; R: (319) 396-9348

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Aviation Flight Activity - 60
225 E. Army Post Road
Des Moines, IA 50315-5899
Facility Supervisor: Mr. Crabbe
C: (515) 284-6192

IOWA (Johnstown)

Iowa Army National Guard
State Army Aviation Officer
Office of the Adjutant General
Camp Dodge
7700 N.W. Beaver Drive
Johnstown, IA 50131-1902
SAAO: COL Donald C. Hinman
C: (515) 278-9376; AV: 946-2376

IOWA (Waterloo)

Iowa Army National Guard

Army Aviation Support Facility - 2
2245 West Big Rock Road
Waterloo, IA 50703-9645
AASFC: LTC John A. Tymeson
C: (319) 233-0901; AV: 946-2387

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Sherman Army Airfield
Fort Leavenworth, KS 66027-5071
Commander: CPT Neal E. Lang
C: (913) 684-4893; AV: 552-4892

U.S. Army Combined Arms Center
Combined Arms Training Activity
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Commander:
Colonel
Alan M.
Russo

C: (913) 684-4612; AV: 552-4612

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1st Infantry Division (Mechanized)
Fort Riley, KS 66442
Commander: LTC Billy G. Murphy
C: (913) 239-2268; AV: 856-2268
Exec Off: MAJ (P) Michael Byington
C: (913) 239-2268; AV: 856-2268
Senior NCO: CSM Louis Suarez
C: (913) 239-2025; AV: 856-2025

**KANSAS
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Mid-America Chapter
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1427 Leavenworth Street
Manhattan, KS 66502
C: (913) 537-0580

CPT Dennis Barba.....Senior VP
2224 Griffith Terrace
Manhattan, KS 66502
C: (913) 539-7114

CPT Stephen M. Wells, III.....Secretary
4504-1 Wofford Drive
Fort Riley, KS 66442
C: (913) 239-3166; R: (913) 784-5057

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89th Army Reserve Command

Aviation Support Facility - 37
21 Gardner Drive
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Facility Supervisor: Mr. Jim Salyer
C: (913) 782-2077; AV: 552-5652

**KANSAS
(Topeka)**

Kansas Army National Guard
State Army Aviation Officer
Forbes Field, Bldg. 636
P.O. Box 19061
ATTN: SAAO/AASFC
Topeka, KS 66619
SAAO/AASFC: COL Wayne L. Cline
C: (913) 862-9151; AV: 720-4695

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C: (502) 798-4406; AV: 635-4406
Senior NCO: CSM Charles Webster
C: (502) 798-4482; AV: 635-4482

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C: (502) 798-4015; AV: 635-4015
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C: (502) 798-4015; AV: 635-4015
Senior NCO: CSM Loren Wright
C: (502) 798-4015; AV: 635-4015

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Helicopter

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C: (502) 798-5129; AV: 635-5129
Senior NCO: SFC William Surratt
C: (502) 798-5129; AV: 635-5129

159th Aviation Battalion
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C: (502) 798-5717; AV: 635-5717

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C: (502) 798-5410; AV: 635-5410
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83rd Army Reserve Command
Aviation Flight Activity - 73
Hangar 7, Bowman Field
Louisville, KY 40205
Facility Supervisor: Mr. Pickard

**LOUISIANA
(New Iberia)**

122d Army Reserve Command
Aviation Flight Facility - 75
4050 Industrial Drive
New Iberia, LA 70560
Facility Supvr: Mr. George Francioni
C: (318) 365-7815

**LOUISIANA
(New Orleans)**

Louisiana Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
Lakeloft Airport - Bldg 101
ATTN: SAAO/AASFC
New Orleans, LA 70126-1491
SAAO/AASFC: COL Paul Allford, Jr.
C: (504) 278-6365; AV: 485-8365

**MAINE
(Bangor)**

Maine Army National Guard
State Army Aviation Officer
Bangor International Airport
Building 260, ATTN: SAAO/AASFC
Bangor, ME 04401
SAAO/AASFC: Colonel Albert J.
White, Jr.
C: (207) 947-6593; AV: 476-6257

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(Aberdeen Proving Ground)**

Army Aviation Division
National Guard Bureau
Building 6810-E
Aberdeen Proving Ground, MD 21010



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Army Aviation
Division, Nat'l
Guard Bureau:**
Mr. John J.
Stanko, Jr.

C: (301) 671-4729; AV: 584-4729
Chief, Avn Logistics Bureau: Mr. Alvin Marshall
C: (301) 671-4737; AV: 584-4737
Chief, Aviation Operations Bureau:
Lt. Colonel Arthur W. Riess, II
C: (301) 671-4730; AV: 584-4730
Chief, Safety Branch: Lt. Colonel

Michael T. McCourt
C: (301) 671-4727; AV: 584-4727
Tng Admin/Mgr, Multi-Media Bureau,
Fl. Rucker: MAJ William
Shawn
C: (205) 255-2520; AV: 558-2520

Maryland Army National Guard

State Army Aviation Officer
Army Aviation Support Facility
ATTN: SAAO - Weide AAF,
Edgewood Bl E4081
Aberdeen PG, MD 21010-5401
SAAO: LTC Ronald E. Steiner
C: (301) 671-3536; AV: 584-3536
AASFC: MAJ David W. Robbins
C: (301) 671-4403; AV: 584-4403

**MARYLAND
(Fort Meade)**

Chesapeake Bay Chapter
CW4 Keith G. Harris.....President
604 Winslow Drive
Bel Air, MD 21014
R: (301) 838-9333

CW4 Donald E. Beatty.....Senior VP
Box 94
Cardiff, MD 21024
O: (301) 671-3536; R: (301) 836-1791

CPT James C. Swartz.....Secretary
P.O. Box 567
Bel Air, MD 21014
O: (301) 836-7700; R: (301) 592-2990

LTC John Papier.....Trea
Ms. Deborah L. Horne.....VP Memb
CW3 Alfred J. Cargan, Ret.....VP Prog

**MARYLAND
(Fort George G. Meade)**

First U.S. Army
Aviation Officer
ATTN: AFKA-TR-A
Fort George G. Meade, MD 20755
Aviation Officer: Colonel Lonnie S.
Beasley
C: (301) 677-2913; AV: 923-3508

**MARYLAND
(Fort Meade)**

97th Army Reserve Command
Aviation Support Facility - 85
Tipton AAF, Building 85
Fort Meade, MD 20455
Facility Supervisor: Mr. George W.
Gorsuch, Jr.
C: (301) 679-6100; AV: 923-6100

**MARYLAND
(Fort Ritchie)**

U.S. Army Air Traffic Control
Combat Support Activity
USAATCCSA, ATTN: ASNT-C
Fort Ritchie, MD 21719-5010
Commander/Asst Chief of Staff ATC
for 7th Signal Command: Colonel
Melvin J. McLemore
C: (301) 878-5963; AV: 277-5963

Asst Deputy Chf of Staff ATC for 7th
Sig Cmd: Mr. Lloyd K. Burkholder
C: (301) 878-5963; AV: 277-5963
Senior NCO: CSM James W. Neale
C: (301) 878-5963; AV: 277-5963

**MARYLAND
(Hagerstown)**

79th Army Reserve Command
Aviation Support Facility - 111
Washington County Regional Airport
P.O. Box 2008
Hagerstown, MD 20742
Facility Supvr: Mr. Richard W. Arkin
C: (301) 797-8000; AV: 988-1300

**MASSACHUSETTS
(Boston)**

Massachusetts Army National Guard
State Army Aviation Officer
Office of the Adjutant General
905 Commonwealth Avenue
ATTN: MAAR-AV
Boston, MA 02215-1399
SAAO: COL Richard H. Nanantowich
C: (617) 782-7842; AV: 557-1221

**MASSACHUSETTS
(Fort Devens)**

94th Army Reserve Command
Aviation Support Facility - 64
Moore AAF, Building 3813
Fort Devens, MA 01433
Facility Supervisor: Mr. David A.
Jaratt
C: (617) 796-2343; AV: 256-2343

**MASSACHUSETTS
(Otis Air Nat'l Guard Base)**

Massachusetts Army National Guard
Army Aviation Support Facility
Building 2816
Otis Air Nat'l Guard Base, MA
02542-5002
AASFC: LTC Thomas F. Cox
C: (617) 968-5853; AV: 557-5853

**MASSACHUSETTS
(Westover Air Force Base)**

Massachusetts Army National Guard
Army Aviation Flight Activity
Building 7400
Westover Air Force Base, MA 01022
AAFAF: MAJ Joseph J. Mezzano, Jr.
C: (413) 557-2827; AV: 589-2827

**MICHIGAN
(Grand Ledge)**

Michigan Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
10600 Eaton Highway
ATTN: SAAO/AASFC
Grand Ledge, MI 48837-9102
SAAO/AASFC: Lt. Colonel Robert E.
Ostrom
C: (517) 483-9671; AV: 623-0671

**MICHIGAN
(Selfridge Field)**

123rd Army Reserve Command
Aviation Flight Facility - 61
Hangar 10
Selfridge Field, MI 48095
Facility Supvr: Mr. Tim Jackson
C: (313) 466-4226; AV: 273-4226

**MINNESOTA
(St. Paul)**

Minnesota Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
206 Airport Drive
St. Paul, MN 55107-1090
SAAO/AASFC: Colonel Jerome C. Litschke
C: (612) 296-4585; AV: 825-4585

88th Army Reserve Command
Aviation Flight Facility - 21
St. Paul Downtown Airport
St. Paul, MN 55107-1096
Facility Supvr: Mr. Mike Hayes
C: (612) 291-0135; AV: 825-5642

**MISSISSIPPI
(Gulfport)**

Mississippi Army National Guard
Aviation Classification Repair
Activity Depot (AVCRAD)
P.O. Box 3349
Gulfport, MS 39505-3349
Commander: COL James H. Burns
C: (601) 693-6261; AV: 363-6261

**MISSISSIPPI
(Jackson)**

Mississippi Army National Guard
State Army Aviation Officer
Adjutant General's Office
ATTN: SAAO
P.O. Box 5027 - Fondren Station
Jackson, MS 39216-1027
SAAO: COL James M. Coleman
C: (601) 949-6301; AV: 637-6301
Mgt Asst: CW2 Beverly Pantail
C: (601) 949-6301; AV: 637-6301

CHANGES

Mississippi Army National Guard
Army Aviation Support Facility - 1
365 Shop Street, Hawkins Field
Jackson, MS 39209-3436
AASFC: LTC Albert J. Turnage, Jr.
C: (601) 354-7540; AV: 731-9389

**MISSISSIPPI
(Meridian)**

Mississippi Army National Guard
Army Aviation Support Facility - 3
P.O. Box 4258, West Station
Meridian, MS 39304-4258
AASFC: LTC John L. Parker
C: (601) 693-5031; AV: 694-9500

**MISSISSIPPI
(Tupelo)**

Mississippi Army National Guard
Army Aviation Support Facility - 2
P.O. Box 1806
Tupelo, MS 38802-1806
AASFC: LTC Martin L. Hollis, Jr.
C: (601) 842-9351; AV: 731-9401

**MISSISSIPPI
(Vicksburg)**

121st Army Reserve Command
Aviation Flight Facility - 156
Route 2, P.O. Box 86E
Highway 61S
Vicksburg, MS 39180
Facility Supvr: Mr. Robert Franch
C: (601) 638-6550

**MISSOURI
(Fort Leonard Wood)**

TRADOC Flight Detachment
Fort Leonard Wood, MO 65473
Commander: CPT Blair Williams

**MISSOURI
(Jefferson City)**

Missouri Army National Guard
State Army Aviation Officer
Adjutant General's Office
ATTN: SAAO
1717 Industrial Drive
Jefferson City, MO 65101-1468
SAAO: COL Willard L. Bean
C: (314) 751-2321; AV: 940-3210

Missouri Army National Guard
Army Aviation Support Facility - 2
1717 Industrial Drive
Memorial Airport
Jefferson City, MO 65101-1468
AASFC: MAJ Warren E. Norris
C: (314) 751-2321; AV: 940-3383

**MISSOURI
(St. Louis)**

**U.S. Army Aviation Systems
Command**
ATTN: AMSAV-G (Bldg 105-2nd Fl)
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



**Commanding
General:**
MG Orlando E.
Gonzales

C: (314) 263-1002; AV: 693-1002



**Deputy
Commander for
R & D:**
Colonel (P)
William H.
Forster

C: (314) 263-1004; AV: 693-1007



**Deputy Com-
manding General
for Procurement
& Readiness:**
BG Richard E.
Stephenson

C: (314) 263-1007; AV: 693-1004



**Deputy Com-
mander for In-
stallation &
Resource Mgmt:**
Colonel Charles
L. Brown, Jr.

C: (314) 263-1051; AV: 693-1051



**Technical
Director:**
Mr. Charles C.
Crawford, Jr.

C: (314) 263-1010; AV: 693-1010



Chief of Staff:
Colonel
Robert A.
Wagg, Jr.

C: (314) 263-1012; AV: 693-1012



Command Sergeant Major:
CSM John T.
Pate

C: (314) 263-1018; AV: 693-1018



Secretary of the General Staff:
LTC Joe N.
Calhoun

C: (314) 263-1014; AV: 693-1014

Aircraft Survivability Equipment Project Manager's Office

ATTN: AMCPM-ASE (Bldg 105-1st Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Project Manager:
Colonel Curtis
J. Herrick, Jr.

C: (314) 263-1460; AV: 693-1460
Dep Pgm Mgr: Mr. Jerry F. Dettmer
C: (314) 263-1461; AV: 693-1461

CHANGES

Advanced Scout Helicopter Project Manager's Office

ATTN: AMCPM-ASH
(Bldg 105-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Project Manager:
Colonel John N.
Tragesser

C: (314) 263-1360; AV: 693-1360
Dep PM: Mr. John A. McLaughlin
C: (314) 263-1361; AV: 693-1361

Weapon System Management Officer for Scout/Observation

ATTN: AMCPM-ASH-W
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



WSMO for Scout/Observation:
Lt. Colonel
James J.
Molloy

C: (314) 263-1229; AV: 693-1229

BLACK HAWK Project Manager's Office

ATTN: AMCPM-BH (Bldg 105-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Project Manager:
Colonel Ralph
H. Lauder

C: (314) 263-1700; AV: 693-1700
Deputy Project Mgr: Mr. Charles D. Musgrave
C: (314) 263-1700; AV: 693-1700

CH-47 Modernization Program Project Manager's Office

ATTN: AMCPM-CH47M
(Bldg 105-1st Fl)
USA Aviation Systems Command

4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Project Manager:
Colonel Norbert
I. Patla

C: (314) 263-1411; AV: 693-1411
Dep Project Mgr: Mr. Don M. Brewer
C: (314) 263-1411; AV: 693-1411

COBRA Project Manager's Office

ATTN: AMCPM-CO (Bldg 105-1st Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798

Proj Mgr: COL John N. Bertelkamp
C: (314) 263-1500; AV: 693-1500
Dep Proj Mgr: Mr. William H. Barthel
C: (314) 263-1500; AV: 693-1500

Competition Advocacy and Spares Management Office

ATTN: AMSAV-3 (Bldg 105-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Competition Advocate:
Mr. James R.
Brennan

C: (314) 263-1712; AV: 693-1712

Directorate for Advanced Systems

ATTN: AMSAV-N (Bldg 105-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director of Advanced Systems:
Mr.
Gary L.
Smith

C: (314) 263-1070; AV: 693-1070

Directorate for Engineering

ATTN: AMSAV-E (Bldg 105-1st Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director for Engineering:
Mr. Daniel M. McEneary

C: (314) 263-1700; AV: 693-1700

Directorate for Internal Logistics
ATTN: AMSAV-I (Building 102)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Acting Director:
Mr. Donald L. Platt

C: (314) 263-2807; AV: 693-2807
Deputy Director: Mr. Donald L. Platt
C: (314) 263-2807; AV: 693-2807

Directorate for Maintenance
ATTN: AMSAV-M
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director for Maintenance:
Colonel Daniel J. Rubery

C: (314) 263-2532; AV: 693-2532

Directorate for Materiel Mgmt
ATTN: AMSAV-S (Bldg 103-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 64120-1798



Director for Materiel Management:
Colonel Clifford C. SchAAF

C: (314) 263-1376; AV: 693-1376

Directorate for Procurement and Production

ATTN: AMSAV-P (Bldg 102-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director of Procurement and Production:
Mr. Don W. Schmitz

C: (314) 263-3125; AV: 693-3125

Directorate for Product Assurance
ATTN: AMSAV-Q (Bldg 105-1st Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director for Product Assurance:
Mr. Edward J. Holliman

C: (314) 263-1755; AV: 693-1755

Directorate for Readiness
ATTN: AMSAV-L (Bldg 105, 2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director for Readiness:
Colonel Leonard P. Wice

C: (314) 263-1211; AV: 693-1211

CHANGES

Weapon System Management Officer for Aviation Ground Support Equipment (AGSE)

ATTN: AMSAV-LG (Bldg 105, 2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



WSMO for Ground Support Equipment:
Mr. Valentin C. Berger

C: (314) 263-1107; AV: 693-1107

Weapon Systems Manager for Fixed Wing Aircraft

ATTN: AMSAV-LW (Bldg 105, 2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



WSM for Fixed Wing Aircraft:
LTC Don R. Watson

C: (314) 263-1233; AV: 693-1233

Weapon System Management Officer for Multiapplication Items

ATTN: AMSAV-LM (Bldg 105, 2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



WSMO for Multiapplication Items:
Mr. Ivy A. Smith

C: (314) 263-1282; AV: 693-1283

Weapon System Management Officer for Synthetic Flight Trainer Systems (SFTS)

ATTN: AMSAV-LS (Bldg 105, 2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798

Acting WSMO for SFTS: MAJ Albert G. Lang
C: (314) 263-3250; AV: 693-3250

C: (314) 263-1238; AV: 693-1238

Weapon System Management Officer for Utility Helicopters
ATTN: AMSAV-LU (Bldg 105, 2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



WSMO for Utility Helicopters:
LTC Donald A. Foster

C: (314) 263-1249; AV: 693-1249

Directorate for Systems and Cost Analysis

ATTN: AMSAV-B (Bldg 105-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Director for Systems and Cost Analysis:
Mr. Edward P. Laughlin

C: (314) 263-1171; AV: 693-1171

LHX Project Manager's Office
ATTN: AMCPM-LHX (Bldg 105-1st Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Project Manager:
BG Ronald K. Andreson

C: (314) 263-1800; AV: 693-1800
Deputy Program Manager: Mr. Robert D. Hubbard
C: (314) 263-1800; AV: 693-1800

Public Affairs Office

ATTN: AMSAV-Z
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798

Public Affairs Officer: Howard DeVore
C: (314) 263-1164; AV: 693-1164

Special Electronic Mission Aircraft Product Manager

ATTN: AMCPM-AE (Bldg 105-2nd Fl)
USA Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



Acting Product Manager:
Mr. Jay Rickmeyer *

C: (314) 263-3179; AV: 693-3179
Dep Product Mgr: Mr. Jay Rickmeyer
C: (314) 263-3179; AV: 693-3179
Senior NCO: SFC John A. Huff
C: (314) 263-3239; AV: 693-3239
* LTC Larry D. Holcomb will be come the SEMA PM in January, 1986

Tactical Airborne Remotely Piloted Vehicle/Drone Systems Project Manager

ATTN: AMCPM-RP
U.S. Army Missile Command *



Project Manager:
Colonel David W. Keating

C: (314) 263-1334; AV: 693-1334
Dep Proj Mgr: Mr. David J. Weller
C: (314) 263-1334; AV: 693-1334
* RPV-PM was transferred from AVSCOM to MICOM on 26 August 1985. The office will be moved from St. Louis to Redstone Arsenal, Ala., at a future date.

Aviation Life Support Equipment Product Manager *

ATTN: AMCPM-ALSE
(Building 105-2nd Floor)
US Army Aviation Systems Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798

Product Manager: LTC Karl R. Griffin
C: (314) 263-3210; AV: 693-3210

Deputy Product Manager for Readiness: Mr. A.B.C. Davis

C: (314) 263-3210; AV: 693-3210
Deputy Product Manager for R & D: Mr. Richard A. Bee

C: (314) 263-3210; AV: 693-3210
* Last minute revised information prevented us from placing ALSE-PM in its proper alphabetical order within the AVSCOM listings above.

AVSCOM Remote Locations

AVSCOM Aviation Office
ATTN: AMSAV-A
USA Aviation Systems Command
Building 193

St. Louis Area Support Center
Granite City, IL 62040

Aviation Officer: LTC Jerry P. Mellick

C: (618) 452-4582; AV: 892-4582

AVSCOM Depot Engineering and Reliability Centered Maintenance Support Office
(See Corpus Christi, TX)

U.S. Army Aviation Engineering Flight Activity
(See Edwards AFB, CA)

U.S. Army Aviation Research and Technology Activity
(See Moffett Field, CA)

U.S. Army Aviation Research and Technology Activity, Aeroflight-dynamics Directorate
(See Moffett Field CA)

U.S. Army Aviation Research and Technology Activity, Aerostructures Directorate
(See Hampton, VA)

U.S. Army Aviation Research and Technology Activity, Aviation Applied Technology Directorate
(See Fort Eustis, VA)

U.S. Army Aviation Research and Technology Activity, Propulsion Directorate
(See Cleveland, OH)

U.S. Army Avionics Research and Development Activity
(See Fort Monmouth, NJ)

U.S. Army Plant Representative Office, Bell Helicopter Textron
(See Fort Worth, TX)

U.S. Army Plant Representative Office, Amarillo Division, Bell Helicopter Textron
(See Amarillo, TX)

U.S. Army Plant Representative Office, Boeing Vertol
(See Philadelphia, PA)

U.S. Army Plant Representative Office, McDonnell Douglas Helicopter Co.
(See Culver City, CA)

U.S. Army Plant Representative Office, APACHE Production Facility, McDonnell Douglas Helicopter Co.
(See Mesa, AZ)

CHANGES

**APACHE Helicopter Program
Manager's Office**
ATTN: AMCPM-AAH (Bldg 105-1st Fl)
U.S. Army Materiel Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



**Program
Manager:**
MG Charles F.
Drenz

C: (314) 263-1911; AV: 693-1911
Dep Prog Mgr: Mr. John P. Clarke
C: (314) 263-1912; AV: 693-1912

**Target Acquisition Designation System/
Pilot Night Vision Project
Manager's Office**
ATTN: AMCPM-AAH-TP
(Building 105-1st Floor)
U.S. Army Materiel Command
4300 Goodfellow Boulevard
St. Louis, MO 63120-1798



**TADS/PNVS
Project
Manager:**
Colonel (P)
David L.
Funk

C: (314) 263-1992; AV: 693-1992

**MISSOURI
(St. Louis - AAAA)**

Lindbergh Chapter
BG Ronald K. Anderson.....President
1243 Fernview Drive
Creve Coeur, MO 63146
O: (314) 263-1004; R: (314) 434-7620

COL Galen D. Roshier.....Senior VP
Quarters 21-1 SLASC
Granite City, IL 62040
O: (314) 263-1070

Ms. Rita Hassinger.....Secretary
14 Valley View
Collinsville, IL 62236
O: (314) 263-1082

Ms. Ann Canterbury.....Trea
Ms. Georgia M. Crenshaw.....VP Memb
LTC Alvin R. Kisler.....VP Programs
Mr. Howard Demere.....VP Publicity
Mr. Richard F.O. Kaiser.....VP Ind Aff
COL Charles L. Brown, Jr.....VP Mil Aff
Ms. Bernadette S. Bresley.....Flyer Ed
Ms. Diane F. Ottolini.....VP Civ Aff
Mrs. T. V. Bonds.....Special Asst

Mr. P.L. Hendrickson.....Special Asst
Mr. Donald F. Luce.....Special Asst

**MISSOURI
(Springfield)**

Missouri Army National Guard
Army Aviation Flight Activity
RFD 6, Box 385
Regional Airport
Springfield, MO 65803-9513
AAFAC: LTC Michael G. Fields
C: (417) 862-8552; AV: 581-1292

Missouri Army National Guard
Aviation Classification Repair Activity
Depot (AVCRAD), Regional Airport
2501 Lester Jones Avenue
Springfield, MO 65803-9513
Supv: Colonel Waylen E. Jobe
C: (417) 862-0738; AV: 581-1292

**MISSOURI
(Whiteman Air Force Base)**

Missouri Army National Guard
Army Aviation Support Facility - 1
P.O. Box 5088
Whiteman AFB, MO 65305-1588
AASFC: LTC Bobby A. Pierceall
C: (816) 687-3611; AV: 975-3611

**MONTANA
(Helena)**

Montana Army National Guard
State Army Aviation Office
ATTN: SAAO, P.O. Box 4789
Helena, MT 59604-4789
SAAO: COL William J. Yaeger
C: (406) 443-5732; AV: 857-3093

Montana Army National Guard
Army Aviation Support Facility
ATTN: AASFC, P.O. Box 4789
Helena, MT 59604-4789
AASFC: LTC Jerry W. Simpson
C: (406) 444-6991; AV: 857-3091

**NEBRASKA
(Lincoln)**

Nebraska Army National Guard
State Army Aviation Office
Army Aviation Support Facility
ATTN: SAAO/AASFC
Lincoln Municipal Airport, Bldg 624
Lincoln, NE 68524-1847
SAAO/AASFC: Lt. Colonel Randy L.
Cockrum
C: (402) 473-1450; AV: 720-1450

**NEVADA
(Reno)**

Nevada Army National Guard
State Army Aviation Office
Army Aviation Support Facility
ATTN: SAAO/AASFC
P.O. Box 60640, Reno-Stead Airport
Reno, NV 89506-0604
SAAO/AASFC: MAJ Robert J. Hayes
C: (702) 667-3300; AV: 830-5267

**NEW HAMPSHIRE
(Concord)**

**New Hampshire Army National
Guard**
State Army Aviation Office
Army Aviation Support Facility
ATTN: SAAO/AASFC
State Military Reservation
Concord, NH 03301-2003
SAAO/AASFC: LTC John E. Blair
C: (603) 271-2168; AV: 684-9270

**NEW JERSEY
(Dover)**

New Jersey Army National Guard
Army Aviation Support Facility
Building 3801
Dover, NJ 07801-5001
AASFC: MAJ Michael B. Smith
C: (201) 724-4609; AV: 880-4609

**NEW JERSEY
(Fort Dix)**

TRADOC Flight Detachment
Fort Dix, NJ 08640
Commander: MAJ Steven A. Grass
C: (609) 562-5659; AV: 562-6759

**NEW JERSEY
(Fort Monmouth)**

**U.S. Army Avionics Research and
Development Activity**
ATTN: AVRADA
Fort Monmouth, NJ 07703-5401



Commander:
Colonel
David S.
Grieshop

C: (201) 544-2922; AV: 995-2922
Dep Director: Mr. David G. Gaggin
C: (201) 544-4851; AV: 995-4851
Deputy, Laboratories: Mr. Charles T.
Elliott
C: (201) 544-2306; AV: 995-2304
**Special Assistant to the Com-
mander:** Dr. Priscilla Ranshoff
C: (201) 544-3855; AV: 995-3855

Chief, Navigation Division: Dr. John
Niemela
ATTN: SAVAA-N
C: (201) 544-4635; AV: 995-4635

**Chief, Command, Control & Com-
munications (C²) Division:** Mr.
Merton S. Dubois
ATTN: SAVAA-C
C: (201) 544-4609; AV: 995-4609

Chief, Advanced Systems Division:
Dr. Joseph Dasaro

ATTN: SAVAA-F
C: (201) 544-4635; AV: 995-4635

Chief, Research and Technology Division: Dr. Norman Shupe
ATTN: SAVAA-T
C: (201) 544-4340; AV: 995-4340

Chief, Systems Mgmt Division:
Dr. John Duffy
ATTN: SAVAA-M
C: (201) 544-2289; AV: 995-2289

Chief, Avionics Systems Integration Division: Mr. Martin Post
ATTN: SAVAA-I
C: (201) 544-2666; AV: 995-1243

Chief, Post Deployment Software:
Mr. Edmund Tognola
ATTN: SAVAA-SS
C: (201) 544-4201; AV: 995-4201

Chief, Plans and Resource Management Division: Dr. John Niemela
ATTN: SAVAA-L
C: (201) 544-2304; AV: 995-2304

NEW JERSEY (Fort Monmouth - AAAA)

Monmouth Chapter
Mr. Merton S. Dubois.....President
309 Green Grove Road
Wayside, NJ 07712
C: (201) 544-4609; R: (201) 922-9657

Mr. Samuel J. Delaney.....Senior VP
ITT Gallian-766 Shrewsbury
Tinton Falls, NJ 07724
C: (201) 747-8228; R: (201) 493-8416

Mr. Vincent C. O'Donnell.....Secretary
Norden Sys-1 Ind Way, A-8
Eatontown, NJ 07724
C: (201) 389-3030; R: (201) 531-8973

Mr. Alfred F. Smith.....Trea
MAJ C. J. Westerhoff.....VP Memb
Mr. Harry J. Smith.....VP Programs
Mr. David V. Gaggin.....VP Publicity
Mr. George Hogein.....VP Ind Aff
MAJ (P) W. Pohlmann.....VP NG & Res
Mr. Richard S. Steele.....VP

NEW JERSEY (Lakehurst)

Electronics Research & Development Command Flight Test Activity (EFTA)
Hangar 5, DELAF-P
Naval Air Engineering Center
Lakehurst, NJ 08733-5009

CHANGES



Commander/ERADCOM-Aviation Officer:
Lt. Colonel
Martin S.
Kleiner

C: (201) 323-2112; AV: 624-2112
Executive Officer/Aviation Safety Off: MAJ Donald C. Fricks
C: (201) 323-2113; AV: 624-2113
Senior NCO: 1SG Harris Lambert
C: (201) 323-2124; AV: 624-2124

NEW JERSEY (Trenton)

New Jersey Army National Guard State Army Aviation Officer
New Jersey Department of Defense
Eggett Crossing Road CN-340
Trenton, NJ 08625-0340
SAAO: COL John A. Maier
C: (609) 883-6700; AV: 445-9221
AASFC: MAJ Michael P. O'Connor
C: (609) 292-9258

New Jersey Army National Guard Army Aviation Support Facility
Eggett Crossing Road CN-340
Trenton, NJ 08625-0340
AASFC: MAJ Michael P. O'Connor
C: (609) 292-9258; AV: 445-9261

NEW MEXICO (Santa Fe)

New Mexico Army National Guard State Army Aviation Officer
Army Aviation Support Facility
ATTN: SAAO/AASFC
P.O. Box 4277
Santa Fe, NM 87501-4277
SAAO/AASFC: Major George B. Faulhaber
C: (505) 471-7030; AV: 979-3504

NEW YORK (Albany)

New York Army National Guard State Army Aviation Officer
ATTN: MNAV
Division of Military & Naval Affairs
Public Security Building
State Campus
Albany, NY 12226
SAAO: COL Edward F. Mye
C: (518) 454-2134; AV: 974-2134

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Singer Company
Colesville Road
Binghamton, NY 13902

C: (607) 772-3106

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4125 Drexel Drive
Binghamton, NY 13903
C: (607) 772-4367

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NEW YORK (Fort Drum)

U.S. Army Garrison Aviation Division
ATTN: AFZS-PTS-A
Fort Drum, NY 13602-5000
Post Aviation Officer and Airfield Commander: CPT Keith A. Wood
C: (315) 785-5314; AV: 341-5314
Avn Safety Officer/Deputy Commander: CW4 Michael H. Andel
C: (315) 787-5527; AV: 341-5527
Senior NCO: SFC Lindsey Jones
C: (315) 785-6118; AV: 341-6118

NEW YORK (Latham)

New York Army National Guard Army Aviation Support Facility - 3
Albany County Airport
Latham, NY 12110-2299
AASFC: MAJ Phillip E. Ide
C: (518) 457-5512; AV: 974-5000

NEW YORK (Newburgh)

77th Army Reserve Command Aviation Support Facility - 10
Hangar 109, Stewart Airport
Newburgh, NY 12550
Facility Supervisor: Mr. Alfred J. Belivaque
C: (914) 564-0300; AV: 247-3321

NEW YORK (Niagara Falls)

New York Army National Guard Army Aviation Support Facility - 2
P.O. Box F, Lasalle Station
Niagara Falls, NY 14304-0306
AASFC: LTC Herman J. Kuhn, Jr.
C: (716) 694-4277; AV: 822-1466

NEW YORK (North Syracuse)

98th Division (USAR)
Aviation Support Facility - 6
Hancock Field
North Syracuse, NY 13225
Facility Supvr: Mr. Mark Furman
C: (315) 455-2525; AV: 587-9264

NEW YORK (Ronkonkoma)

New York Army National Guard Army Aviation Support Facility - 1
Hangar A, L.I. MacArthur Airport

Ronkonkoma, NY 11779-7302
AAFSC: LTC Kenneth A. Mason
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TRADOC Flight Detachment
 2nd Aviation Detachment
 ATTN: MABS-H
 West Point, NY 10996
Commander: MAJ Gary F. Drackett
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TRADOC Flight Detachment
 U.S. Army Airborne Board
 Fort Bragg, NC 28307
Commander: MAJ Michael R. Davis

XVIII Airborne Corps
 Aviation Office
 Fort Bragg, NC 28307
Aviation Officer: Colonel Harold E. Coltoy, Jr.
 C: (919) 396-5611; AV: 236-5611

269th Aviation Battalion (Combat)
 XVIII Airborne Corps
 Fort Bragg, NC 28307-5000
Commander: LTC Larry Turnage
 C: (919) 396-3408; AV: 236-3408
Exec Off: MAJ Frank Diaz
 C: (919) 396-7311; AV: 236-7311
Senior NCO: CSM John Rock
 C: (919) 396-7311; AV: 236-7311

1st Squadron (Air) 17th Cavalry
 82d Airborne Division
 Fort Bragg, NC 28307-5100
Commander: LTC Gene W. Cole
 C: (919) 396-2889; AV: 236-2889
Exec Officer: MAJ Johnnie J. Garcia
 C: (919) 396-2889; AV: 236-2889
Senior NCO: CSM Glenn Forsythe
 C: (919) 396-2890; AV: 236-2890

82d Combat Aviation Battalion
 82d Airborne Division
 Fort Bragg, NC 28307
Commander and Division Aviation Officer: LTC Richard H. White
 C: (919) 396-2604; AV: 236-2604
Exec Off: MAJ Thomas Kahlert
 C: (919) 396-9827; AV: 236-9827
Senior NCO: CSM James P. Knott
 C: (919) 396-9827; AV: 236-9827

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 Hope Mills, NC 28348
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 94 Maas Drive
 Fort Bragg, NC 28307
 C: (919) 396-6101; R: (919) 436-1926

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North Carolina Army National Guard
 Army Aviation Support Facility - 1
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 Raleigh-Durham Airport
 Morrisville, NC 27560-1002
AAFSC: LTC Joseph Mooneyham, Jr.
 C: (919) 733-2555; AV: 582-9181

**NORTH CAROLINA
 (Raleigh)**

North Carolina Army National Guard
 State Army Aviation Officer
 Office of the Adjutant General
 ATTN: SAAO
 4105 Reedy Creek Road
 Raleigh, NC 27607-6410
SAAO: LTC Leslie T. Everett, Jr.
 C: (919) 733-3770; AV: 582-9149

**NORTH CAROLINA
 (Salisbury)**

North Carolina Army National Guard
 Army Aviation Support Facility - 2
 P.O. Box 1786
 Rowan County Airport
 Salisbury, NC 28144
AAFSC: LTC James L. Israel
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 (Bismarck)**

North Dakota Army National Guard
 State Army Aviation Officer
 Army Aviation Support Facility
 P.O. Box 1817, ATTN: SAAO/AAFSC
 Bismarck, ND 58502-5511
SAAO/AAFSC: Lt. Colonel Ray L. Thompson
 C: (701) 224-5161; AV: 362-2161

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U.S. Army Aviation Research and Technology Activity
 Propulsion Directorate
 ATTN: SAVDI-PLD, Mail Stop 302-2
 NASA Lewis Research Center

Cleveland, OH 44135-3127



Director:
 Mr. John
 Acurio

C: (216) 433-4000

**OHIO
 (Columbus)**

83rd Army Reserve Command
 Aviation Flight Activity - 33
 675 N. Hamilton Road
 Columbus, OH 43219
Facility Supvr: Mr. Robert E. Dean
 C: (614) 469-2418

**OHIO
 (Elyria)**

83rd Army Reserve Command
 Aviation Flight Activity - 14
 44050 Russia Road
 Elyria, OH 44135-6897
Facility Supervisor: Mr. Roffey
 C: (216) 323-4301; AV: 580-3131

**OHIO
 (Greensburg)**

Ohio Army National Guard
 Army Aviation Support Facility - 1
 Akron-Canton Airport
 Greensburg, OH 44322-9998
AAFSC: MAJ Fred A. Leistiko
 C: (216) 896-1932; AV: 580-5715

**OHIO
 (Worthington)**

Ohio Army National Guard
 State Army Aviation Officer
 Office of the Adjutant General
 2825 West Granville Road
 Worthington, OH 43085-2712
SAAO: Colonel Robert P. Orr
 C: (614) 889-7067; AV: 346-7067
Mgt Asst: Ms. Mary Mutchler
 C: (614) 889-7068; AV: 346-7068

Ohio Army National Guard
 Army Aviation Support Facility - 2
 2827 West Granville Road
 Worthington, OH 43085
AAFSC: LTC Lynn V. Coriell
 C: (614) 889-7126; AV: 346-7126

**OKLAHOMA
 (Fort Sill)**

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C: (405) 527-5601; AV: 956-3260**OKLAHOMA
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Norman, OK 73069
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State Army Aviation Officer
Oklahoma Military Department
ATTN: SAAO
3501 Military Circle, N.E.
Oklahoma City, OK 73111-4398
SAAO: Colonel Dana D. Batey
C: (405) 427-4294; AV: 956-3294**OKLAHOMA
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Tulsa, OK 74112-0340
AASFC: Major Leroy A. Wall
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Salem, OR 97302-2099
SAAO/AASFC: COL Herbert J. Sims
C: (503) 378-3993; AV: 355-3993**104th Division (Training) (USAR)**
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State Army Aviation OfficerOffice of the Adjutant General
Dept. of Military Affairs
Annville, PA 17003-5002
SAAO: COL Thomas G. Jacoby
C: (717) 274-4825; AV: 238-8825
Mgt Asst: SSG Angela Breit
C: (717) 274-4826; AV: 238-8826**Pennsylvania Army National Guard**
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C: (717) 274-4924; AV: 238-8924**Pennsylvania Army National Guard**
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C: (215) 522-7797; AV: 444-3817
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AASFC: MAJ Dean I. Oakes
C: (412) 223-4581; AV: 277-1287
Executive Officer: MAJ Mario Meola
C: (717) 274-4878; AV: 238-8878**99th Army Reserve Command**
Aviation Support Facility - 108
Washington County Airport
P.O. Box 1876
Washington, PA 15301
Facility Supvr: Mr. Louis J. Lerda
C: (412) 228-4875**PENNSYLVANIA
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Aviation Support Facility - 28
Naval Air Station
Willow Grove, PA 19098
Facility Supervisor: Mr. Tom Kerr
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Army Aviation Support Facility
ATTN: SAAO/AASFC, P.O. Box 3786
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SAAO/AASFC: LTC Jose Maldonado
C: (809) 722-3916; AV: 894-1490**RHODE ISLAND
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Army Aviation Support Facility
Hangar 2-150 Airport Street
Davisville Park
North Kingston, RI 02852
SAAO/AASFC: MAJ Joseph G.
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Box 595, The Citadel
Charleston, SC 29409
C: (803) 792-1201

CDT Stuart A. Jolly.....Secretary
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Charleston, SC 29409

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Army Aviation Support Facility
ATTN: SAAO
McEntire Air National Guard Base
Eastover, SC 29044-9690

SAAO: LTC Randal M. Robinson
C: (803) 776-7030; AV: 583-8297
AAFSFC: MAJ Mark V. Rhett
C: (803) 776-7030; AV: 583-8297

SOUTH CAROLINA (Fort Jackson)

TRADOC Flight Detachment
ATTN: ATZJ-PTSV
Fort Jackson, SC 29207
Commander: MAJ Raymond H.
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C: (803) 796-4431; AV: 734-5815

SOUTH CAROLINA (West Columbia)

120th Army Reserve Command
Aviation Support Facility - 123
Bldg. 2625B Airport Blvd.
Columbia Metro Airport
West Columbia, SC 29106
Facility Supv: MAJ John Archer, Jr.
C: (803) 796-7140; AV: 734-3216

SOUTH DAKOTA (Rapid City)

South Dakota Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
ATTN: SAAO, Regional Airport
RR2, Box 4580
Rapid City, SD 57701-9632
SAAO/AAFSFC: Colonel James E.
Whitehead
C: (605) 394-6775; AV: 747-8775

TENNESSEE (Knoxville)

Tennessee Army National Guard
Army Aviation Support Facility - 2
McGhee Tyson Air Base
Knoxville, TN 37901
AAFSFC: LTC Daniel W. Nicks
C: (615) 970-8571; AV: 588-8570

TENNESSEE (Knoxville)

Tennessee Army National Guard
Army Aviation Support Facility - 2
McGhee Tyson Air Base
Knoxville, TN 37901
AAFSFC: LTC Daniel W. Nicks
C: (615) 970-8571; AV: 588-8570

TENNESSEE (Nashville)

Tennessee Army National Guard
State Army Aviation Officer
National Guard Center
Sidco Drive, CETN-SAO
Nashville, TN 37204
SAAO: COL Hayes W. Cathey
C: (615) 252-3051; AV: 694-3051

TENNESSEE (Smyrna)

Tennessee Army National Guard
Army Aviation Support Facility - 1
Building 603, Smyrna Airport
Smyrna, TN 37167
AAFSFC: LTC Robert D. Whitworth
C: (615) 252-3450; AV: 694-3450

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Chief, Amarillo
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Byars

C: (806) 335-2221; AV: 887-1450

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Texas Army National Guard
State Army Aviation Officer
Office of the Adjutant General
P.O. Box 5218
ATTN: SAAO-AGTX-AV
Austin, TX 78763
SAAO: COL Herbert G. Purtle
C: (512) 465-5167; AV: 954-5167
Mgt Asst: CW3 Elwood D. Whitt
C: (512) 465-5167; AV: 954-5127

Texas Army National Guard
Army Aviation Support Facility - 1
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Austin, TX 78723-3097

AAFSFC: LTC Terry L. Schultz
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C: (512) 939-3771; AV: 861-3771
Civilian Executive Assistant: Dr.
Hans Friedman
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Corpus Christi, TX 78419
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 O: (512) 939-3305; R: (512) 939-7996

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Commander: LTC Reed T. Kimzey
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 Aviation Office
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 Fort Hood, TX 76544-5056
Aviation Officer: Colonel Albert E.
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 C: (817) 287-8338; AV: 737-8338

Combat Aviation Brigade
 1st Cavalry Division
 ATTN: AFVA-CAB
 Fort Hood, TX 76545



**Brigade
 Commander:**
 Colonel Robert
 A. Goodbary

C: (817) 287-4849; AV: 737-4849
Exec Off: LTC Robert J. Bartusch, Jr.
 C: (817) 287-4793; AV: 737-4793
Senior NCO: CSM Tommy R. Roberts
 C: (817) 287-2559; AV: 737-2559

1st Squadron, Ninth Cavalry
 Combat Aviation Brigade
 1st Cavalry Division
 ATTN: AEVA 1-9-ICD
 Fort Hood, TX 76545-5113
Commander: LTC Duane E. Hardesty
 C: (817) 287-2811; AV: 737-2811
Executive Officer: MAJ Keith P.
 Quinten
 C: (817) 287-4080; AV: 737-4080
Senior NCO: 1SG Archie Reid
 C: (817) 287-8524; AV: 737-8524

228th Attack Helicopter Battalion
 Combat Aviation Brigade
 1st Cavalry Division
 Fort Hood, TX 76545



Commander:
 Lt. Colonel
 Charles M.
 Burke

C: (817) 698-6360; AV: 737-1618
Exec Officer: MAJ Hugh Dimmery
 C: (817) 287-1619; AV: 737-1619
Senior NCO: CSM Roy McCormes
 C: (817) 287-1621; AV: 737-1621

6th Cavalry Brigade (Air Combat)
 Fort Hood, TX 76545



**Brigade
 Commander:**
 Colonel Jack
 L. Turecek

C: (817) 287-8062; AV: 737-8062
Exec Officer: LTC John St. John
 C: (817) 287-5119; AV: 737-5119
Sr NCO: CSM Wayne B. Flammond
 C: (817) 287-5802; AV: 737-5802

1st Squadron, 6th Cavalry
 6th Cavalry Brigade (Air Combat)
 ATTN: AFVM-FC
 Fort Hood, TX 76544



Commander:
 Lt. Colonel
 Joe B.
 Jenkinson

C: (817) 287-9982; AV: 737-9982
Executive Officer: MAJ Richard W.
 Powell, Jr.
 C: (817) 287-6016; AV: 737-6016

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Senior NCO: CSM Jose Guerra
 C: (817) 287-9981; AV: 737-9981

4th Squadron, 9th Cavalry
 6th Cavalry Brigade (Air Combat)
 ATTN: AFVM-RC
 Fort Hood, TX 76544-5068



Commander:
 Lt. Colonel
 Garrett C.
 Starr

C: (817) 287-8096; AV: 737-8096
Exec Officer: MAJ Tommy J. Knox
 C: (817) 287-8097; AV: 737-8097
Senior NCO: CSM Clifford E. Allen
 C: (817) 287-7550; AV: 737-7550

5th Squadron, 17th Cavalry
 6th Cavalry Brigade (Air Combat)
 ATTN: AFVM-AC-CDR
 Fort Hood, TX 76544-5068



Commander:
 Lt. Colonel
 Dennis J.
 Clausen

C: (817) 287-7950; AV: 737-7950
Exec Officer: MAJ David A. Garza
 C: (817) 287-8104; AV: 737-8104
Senior NCO: CSM Salvatore Samano
 C: (817) 287-3740; AV: 737-3740

7th Squadron, 17th Cavalry
 6th Cavalry Brigade (Air Combat)
 ATTN: AFVM-HC
 Fort Hood, TX 76544



Commander:
 Lt. Colonel
 Kenneth R.
 McGinty

C: (817) 287-1995; AV: 737-1995
Exec Officer: MAJ Donald C. McNair
 C: (817) 287-5908; AV: 737-5908
Senior NCO: CSM Joseph Kidd
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Exec Officer: MAJ Clifford N. George
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Senior NCO: CSM John A. Crigler
C: (817) 287-7818; AV: 737-7818

502d Combat Aviation Battalion
2d Armored Division
ATTN: AFVB-TV
Fort Hood, TX 76546-5223



Commander:
Lt. Colonel
Paul C.
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C: (817) 287-8082; AV: 737-8082
Executive Officer: MAJ William O. Butler, III
C: (817) 287-8084; AV: 737-8084
Senior NCO: CSM Marion L. Mixon
C: (817) 287-8063; AV: 737-8063

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Fort Hood Chapter
COL Jack L. Turecek.....President
6788 24th Street
Fort Hood, TX 76544
O: (817) 287-8062; R: (817) 532-3534

COL Robert A. Goodbarry.....Senior VP
6772 24th Street
Fort Hood, TX 76544
O: (817) 287-4849

LTC Charles E. Poe.....Secretary
2303 Goode Circle
Killeen, TX 76541
O: (817) 287-3010

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Aviation Division
ATTN: AFKB-TR-A

Fort Sam Houston, TX 78234-7000



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Scott

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Chief, Centralized Avn Readiness & Training Team: LTC Al Barefoot
C: (512) 221-4663; AV: 471-4663

Aviation Operations & Training:
LTC Dnnor Dotson
C: (512) 221-4663; AV: 471-4663
Aviation Standardization: LTC Jim Carmack

C: (512) 221-4663; AV: 471-4663
Aviation Safety: MAJ Jobe
C: (512) 221-4663; AV: 471-4663
USAR Advisor: LTC Donald Ancelin
C: (512) 221-4663; AV: 471-4663
Senior NCO: MsG J. R. Snyder
C: (512) 221-4663; AV: 471-4663

USA Health Services Command
Aviation Staff Officer
ATTN: HSOP-SO
Fort Sam Houston, TX 78234-6000
Aviation Staff Officer: MAJ Michael Proctor
C: (512) 221-6242; AV: 471-6242

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8401 N New Braunfels, 316
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O: (512) 221-2204

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San Antonio, TX 78222
O: (512) 221-4605; R: (512) 337-1473

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Universal City, TX 78148
O: (512) 221-5288; R: (512) 658-3823

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Bell Helicopter Textron
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ATTN: SAVBE-C
Fort Worth, TX 76101-1605



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James E.
Hyers

C: (817) 280-7015; AV: 477-7015
Deputy Comander: MAJ (P) Fred V. Carpenter
C: (817) 280-7501; AV: 477-7501

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Box 482, Dept. 14
Fort Worth, TX 76101
O: (817) 280-2288; R: (817) 488-7789

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2209 Acacia Street
Richardson, TX 75081
O: (214) 272-0515

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MS 3105
Dallas, TX 75266

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Mr. David J. Hamilton.....Asst Memb
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Texas Army National Guard
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Grand Prairie, TX 75051-3497
AASFC: LTC Marion L. Murray
C: (214) 266-6560; AV: 874-6560
Facility Supvr: Mr. Larry Hall
C: (214) 263-0815; AV: 874-6556

90th Army Reserve Command
Aviation Support Facility - 13
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Grand Prairie, TX 75051

TEXAS
(Houston)

Texas Army National Guard
Army Aviation Support Facility - 4
Bldg. 1173, Ellington Field
Houston, TX 77034-5597
AASFC: LTC James B. Looney
C: (713) 481-6111; AV: 954-2332

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(San Antonio)

Texas Army National Guard
Army Aviation Support Facility - 2

5500 IH 10 East
San Antonio, TX 78219-4599
AASFC: LTC Sam C. Turk
C: (512) 661-3631; AV: 471-2919

90th Army Reserve Command
Aviation Flight Facility - 76
1356 South Terminal Drive
San Antonio, TX 78216
Facility Supervisor: Mr. Ed Garza
C: (512) 221-2714; AV: 471-2714

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(Tomball)**

90th Army Reserve Command
Aviation Support Facility - 62
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David Wayne Hooks Airport
Tomball, TX 77375-0794
Facility Supervisor: LTC Donald G. McDavid
C: (713) 376-2022; AV: 954-2110
Maint Supvr/Deputy Activity Supvr:
LTC Thomas R. Nissen
C: (713) 376-2022

**UTAH
(Salt Lake City)**

96th Army Reserve Command
Aviation Support Facility - 24
490 North 2360 W.
Salt Lake City, UT 84116
Facility Supervisor: Mr. Thurgood
C: (801) 359-3013; AV: 924-4084

**UTAH
(West Jordan)**

Utah Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
7563 South 4470 West Airport 2
West Jordan, UT 84084
SAAO/AASFC: LTC Robert D. Mabey
C: (801) 524-3709; AV: 924-3709

**VERMONT
(South Burlington)**

Vermont Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
Building 890, Airport Road
South Burlington, VT 05401-6097
SAAO: COL Paul S. Danyow
C: (802) 864-1400; AV: 636-1400

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(Alexandria)**

**U.S. Army Air Traffic Control Activi-
ty, Aeronautical Services Office**
ATTN: ASQ-AS-D
Bldg 2, Door 12,
Cameron Station
Alexandria, VA 22304-5050
Director: Colonel William E. Trent
C: (703) 274-7750; AV: 284-7750

U.S. Army Materiel Command
Aviation & Missile Systems Division
ATTN: AMCSM-WA

5001 Eisenhower Avenue
Alexandria, VA 22333



Chief:
Colonel
Gerald E.
Lethcoe

C: (202) 274-8806; AV: 284-8806

U.S. Army Materiel Command
Aviation Office
ATTN: AMCRE-AV
5001 Eisenhower Avenue
Alexandria, VA 22333



**Aviation
Officer:**
Colonel William
B. Wilder

C: (202) 274-9225; AV: 284-9225

U.S. Army Materiel Command
Deputy Chief of Staff for Development,
Engineering & Acquisition — Sys-
tems Management
5001 Eisenhower Avenue
Alexandria, VA 22333



**Chief, Combat
Spt, Aviation,
Intelligence, EW
Division:**
Colonel Joseph
S. Davis

C: (202) 274-8117; AV: 284-8117

U.S. Army Materiel Command
Deputy Chief of Staff for Product
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ATTN: AMCQA-S
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Alexandria, VA 22333

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**Chief,
Evaluation &
Test Division:**
Colonel
James R.
Hill

C: (202) 274-8122; AV: 284-8122

U.S. Army Military Personnel Center
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Hoffman Building
ATTN: DAPC-OPD
2461 Eisenhower Avenue
Alexandria, VA 22331



**Branch
Chief:**
Lt. Colonel
Jerry Crews

C: (703) 325-9366; AV: 221-0433
Lt. Colonels Assignment Officer:
MAJ Robert Demers
C: (703) 325-9366; AV: 221-0433
Lt. Colonels Assignment Officer:
MAJ Mitch Johnson
C: (703) 325-9366; AV: 221-0433

U.S. Army Military Personnel Center
Aviation Plans & Programs, OPMD
ATTN: DAPC-OPW-V
200 Stovall Street
Alexandria, VA 22332-0400



Chief:
Major (P)
James A.
Orahood

C: (202) 325-8156; AV: 221-8156
Aviation Management Officer: MAJ
Thomas F. Stewart
C: (202) 325-8156; AV: 221-8156
Aviation Management Officer:
CPT (P) Stanmore J. Hinds
C: (202) 325-8156; AV: 221-8156
Senior NCO: SGM Bernard J. Berger
C: (202) 325-8152; AV: 221-8152

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Hoffman Building
ATTN: DAPC-OPC
2461 Eisenhower Avenue

Alexandria, VA 22331



**Colonels
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Officer:**
Lt. Colonel
Thomas W.
Garrett

C: (703) 325-7867; AV: 221-7867

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Hoffman Building
ATTN: DAPC-EPL-TA
2461 Eisenhower Avenue
Alexandria, VA 22331

Branch Chief: LTC Marvin H. Baker
C: (202) 325-8324; AV: 221-8324
Branch SGM: SGM Angel R. Serrano

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Hoffman Building
ATTN: DAPC-EPL-TA
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LTC Marvin
H. Baker

C: (202) 325-8324; AV: 221-8324
Branch SGM: SGM Angel R. Serrano
Chief, Enlisted Aviation Section:
MSG Walter Cole
C: (202) 325-8322; AV: 221-8322

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MSG Walter Cole
C: (202) 325-8322; AV: 221-8322

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Warrant Officer Division
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Chief:
Lt. Colonel (P)
Joel
Hinson

C: (202) 325-7831; AV: 221-8141

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C: (202) 325-7835; AV: 221-7835

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Chief, Prof'I Development Branch
ATTN: DAPC-OPW-PD
CW4 David A. Helton
C: (202) 325-7843; AV: 221-7843

Aviation Prof'I Development Officer
ATTN: DAPC-OPW-PD
Vacant
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VIRGINIA
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**Operational Test and Evaluation
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ATTN: CSTE-ASD
5600 Columbia Pike
Falls Church, VA 22041-5115



**Chief, Aviation
Systems Eval-
uation Division:**
Colonel
Pierre V.
Brunelle

C: (202) 756-2290; AV: 289-2290
Deputy Cdr: COL Richard A. Fadel
C: (202) 756-2364; AV: 289-2364
Senior NCO: SGM A. O. Lefort
C: (202) 756-2362; AV: 289-2362

VIRGINIA
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USA Davison Aviation Command
Fort Belvoir, VA 22060-5726



Commander:
Colonel
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Lasch, III

C: (703) 664-2701; AV: 354-2701
Executive Off: LTC Richard L. Macey
C: (703) 664-2701; AV: 354-2701
Sr NCO: CSM Joseph R. Williams
C: (703) 664-2784; AV: 354-2784

**District of Columbia National Guard
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C: (804) 878-3379; AV: 927-3379

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Senior NCO: SGM Jerry T. Pittman
C: (804) 878-6611; AV: 927-6611

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C: (804) 878-6947; AV: 927-6947
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Sr NCO: SGM Raymond G. Lippert
C: (804) 878-6555; AV: 927-6555

1st Battalion School Brigade
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Fort Eustis, VA 23604



Commander:
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Ramon A.
Ivey

C: (804) 878-2867; AV: 927-2867
Sr NCO: CSM Edward L. Shepherd
C: (804) 878-3407; AV: 927-3407

TRADOC Flight Detachment
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Commander: MAJ Gregory P
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Aviation Applied Technology Directorate
ATTN: SAVRT-TY, (Building 401)
Fort Eustis, VA 23604



Director:
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Patty E.
Brown

C: (804) 878-2208; AV: 927-2208
Deputy Director: Mr. John L. Shipley
C: (804) 878-2000; AV: 927-2000
Aviation R & D Coordinator: LTC B.
L. Lippencott

C: (804) 878-3171; AV: 927-3171
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C: (804) 878-5936; AV: 927-5936
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Office of Counsel: Mr. L. M. Small
C: (804) 878-5831; AV: 927-5831
Public Affairs Office: Mr. G. W. Irvine
C: (804) 878-3272; AV: 927-3272

80th Division (Training) (USAR)
Aviation Flight Facility - 92
Felker AAF
Fort Eustis, VA 23604
Facility Supervisor: Mr. George Galo
C: (804) 878-2870; AV: 927-2870

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Colonial Virginia Chapter
COL Ronald L. Bellows.....President
224 Tutters Neck
Williamsburg, VA 23185
O: (804) 878-6850

COL John W. Smith.....Senior VP
987 Harpersville Road
Newport News, VA 23601
O: (804) 878-4409

MAJ L. Allyn Noel.....Secretary
2764 Fergusson Circle
Fort Eustis, VA 23604
R: (703) 887-0358

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CW3 Charles H. Brady.....VP Memb
CPT T. P. Considine.....VP Publicity
MAJ C. E. Litts, Jr., Ret.....VP Bene
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SFC Michael McEntee.....VP Enl Aff

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HOTLINE- Quartermaster
Fort Lee, VA
C: (802) 734-3767; AV: 687-3767

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TRADOC Flight Detachment
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Fort Monroe, VA 23651
Commander: LTC (P) Irvin L. Hutton
C: (804) 764-2135; AV: 680-3707

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Command (TRADOC)**
Aviation Director (ATTN: ATPL-V)
Fort Monroe, VA 23651



Aviation Officer:
Colonel
J. Dave
Carothers

C: (804) 737-3749; AV: 680-3749

**U.S. Army Training and Doctrine
Command (TRADOC)**
ODCS, Combat Developments
Avn Combat Development Directorate
ATTN: ATCD-B
Fort Monroe, VA 23651-5000



Director:
Colonel
Kenneth E.
Kimes

C: (804) 727-4243; AV: 680-4243

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Aerostructures Directorate
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NASA Langley Research Center
Hampton, VA 23665-0001
Director: Vacant at press time.
C: (804) 865-2473; AV: 432-3794

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(Petersburg)**

Fort Lee Flight Detachment
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Petersburg, VA 23803
Commander: MAJ Alan R. Chandler
C: (804) 734-1975; AV: 687-1975

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(Sandston)**

Virginia Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
Byrd International Airport
3700 Portugee Road
Sandston, VA 23150
SAAO/AASFC: COL James D. Holden
C: (804) 222-4580; AV: 274-8201

**VIRGIN ISLANDS
(St. Croix)**

Virgin Islands Army National Guard
State Army Aviation Officer
Army Aviation Operating Facility
P.O. Box 2270
Kingshill, Christiansted
St. Croix, VI 00850-2270
SAAO/AAOFC: MAJ Otis Buckey
C: (809) 778-2165; AV: 778-3299

**WASHINGTON
(Everett)**

124th Army Reserve Command
Aviation Support Facility - 25
Building 211, Paine Field
Everett, WA 98204
Facility Supvr: Mr. Charles K. Smith
C: (206) 281-3143; AV: 744-3143

**WASHINGTON
(Fort Lewis)**

I Corps
Aviation Office
Fort Lewis, WA 98433-6700
Aviation Off: COL William Bonnett
C: (206) 967-4457; AV: 357-4457

9th Cavalry Brigade (Air Attack)
9th Infantry Division
Fort Lewis, WA 98433-6700



**Brigade
Commander:**
COL Tommy C.
Stiner

C: (206) 967-4457; AV: 357-4457
Deputy Commander: LTC Joseph A.
Shepherd, III
C: (206) 967-5786; AV: 357-5786
Senior NCO: CSM Carl G. Shepard
C: (206) 967-4912; AV: 357-4912

3d Squadron, 5th Cavalry
9th Cavalry Brigade (Air Attack)
9th Infantry Division
Fort Lewis, WA 98433-6700



Commander:
Lt. Colonel
William S.
Reeder

C: (206) 967-2553; AV: 357-2553
Exec Officer: MAJ Robert Poynter
C: (206) 967-2553; AV: 357-2553

Sr NCO: CSM Charles W. Hickey
C: (206) 967-2553; AV: 357-2553

214th Attack Helicopter Battalion
9th Cavalry Brigade (Air Attack)
9th Infantry Division
Fort Lewis, WA 98433-6700



Commander:
Lt. Colonel
Robert S.
Lay

C: (206) 967-3175; AV: 357-3175
Exec Officer: MAJ Richard L. Tyree
C: (206) 967-3176; AV: 357-3176
Senior NCO: CSM Roy J. Tatum
C: (206) 967-3175; AV: 357-3175

268th Attack Helicopter Battalion
9th Cavalry Brigade (Air Attack)
9th Infantry Division
Fort Lewis, WA 98433-6700

Commander: LTC Hicks
C: (206) 967-7786; AV: 357-7786
Exec Officer: MAJ John Mackey
C: (206) 967-7786; AV: 357-7786
Senior NCO: CSM Willy Reichelt
C: (206) 967-7786; AV: 357-7786

9th Combat Support Avn Battalion
9th Cavalry Brigade (Air Attack)
9th Infantry Division
Fort Lewis, WA 98433-6700

Commander: LTC Greg Snelgrove
C: (206) 967-5552; AV: 357-5552
Exec Officer: MAJ Buck Williams
C: (206) 967-5552; AV: 357-5552
Senior NCO: CSM Melvin Wilcher
C: (206) 967-5552; AV: 357-5552

Washington Army National Guard
Army Aviation Support Facility- 1
Fort Lewis, WA 98433
AASFC: MAJ James Hodgeboom
C: (206) 964-6410; AV: 355-7410

**WASHINGTON
(Fort Lewis - AAAA)**

Mount Rainier Chapter
LTC William S. Reeder.....President
9720 62nd Street Court W.
Tacoma, WA 98467
C: (206) 967-4621

CW3 Bob S. Falen.....Senior VP
7913 4th Court, S.E.
Lacey, WA 98503
C: (206) 967-4958; R: (206) 459-3865

CW2 John F. Worek.....Secretary
Quarters 2842-B
Fort Lewis, WA 98433
C: (206) 967-8201; R: (206) 964-3649

LTC Mark Dugan Lawrence.....Trea
CW4 Richard T. Hyselen.....VP Memb

CW4 A. N. Bottomley, Jr.....VP Prog
CW3 Ernest P. Kingsley...VP Publicity
CPT Thomas J. Boyle.....VP Activ

**WASHINGTON
(Spokane)**

Washington Army National Guard
Army Aviation Support Facility - 2
P.O. Box 19069
Spokane International Airport
Spokane, WA 99219-9069
AASFC: MAJ William J. Jackson, Jr.
C: (509) 458-5405; AV: 820-7405

**WASHINGTON
(Tacoma)**

Washington Army National Guard
State Army Aviation Officer
Camp Murray
Tacoma, WA 98430-5000
SAAO: LTC Timothy M. Flynn
C: (206) 964-6420; AV: 355-7420
AASFC: MAJ James Hodgeboom
C: (206) 964-6410; AV: 355-7410

**WEST VIRGINIA
(Parkersburg)**

West Virginia Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
P.O. Box 4036
ATTN: SAAO/AASFC
Parkersburg, WV 26104-0036
SAAO/AASFC: Lt. Colonel William
McCormick
C: (304) 464-4383; AV: 366-9264

**WISCONSIN
(Madison)**

Wisconsin Army National Guard
State Army Aviation Officer
Office of the Adjutant General
Dept. of Military Affairs
P.O. Box 8111
Madison, WI 53708-8111
SAAO: COL Roger H. Greenwood
C: (608) 241-6404; AV: 273-9404

Wisconsin Army National Guard
Army Aviation Support Facility - 2
1950 Pearson Street (Truax Field)
Madison, WI 53704
AASFC: MAJ Kerry G. Denson
C: (608) 241-6386; AV: 273-9386

**WISCONSIN
(Waukesha)**

86th Army Reserve Command
Aviation Flight Facility - 31
24151 W. Bluemound Road
Waukesha, WI 53186
Facility Supvr: Mr. M. Allendorfer
C: (414) 544-1150

**WISCONSIN
(West Bend)**

Wisconsin Army National Guard
Army Aviation Support Facility - 1

2079 Highway 33 East
West Bend Airport
West Bend, WI 53095-2899
AASFC: COL Francis J. Mader
C: (414) 334-9154; AV: 273-9414

**WYOMING
(Cheyenne)**

Wyoming Army National Guard
State Army Aviation Officer
Army Aviation Support Facility
4600 Powderhouse Road
Cheyenne, WY 82009-4807
SAAO/AASFC: COL Ray W. Williams
C: (307) 772-6259; AV: 943-6259

OVERSEAS

**CANAL ZONE
(APO Miami 34001)**

210th Combat Aviation Battalion
193rd Infantry Brigade (Panama)
APO Miami 34001
Commander: LTC Michael H. Abbott
C: (507) 084-4901; AV: 284-4901
Exec Off: MAJ Charles D. Richmond
C: (507) 084-4257; AV: 284-4257
Sr NCO: SGM Everett L. Grundon
C: (507) 084-5656; AV: 284-5656

**CANAL ZONE
(Canal Zone - AAAA)**

Tu-Can Chapter
MAJ Charles D. Richmond...President
HHD, 210th CAB
APO Miami 34001
MAJ Michael R. Dixon...Senior VP
PSC Box 977
APO Miami 34001
CW3 Thomas E. Seeley...Secretary
P.O. Box 2375
APO Miami 34001
SSG Albert G. Rennie...Trea
EB Lorenzo R. Osorio...VP Memb

**GERMANY
(APO New York 09025)**

VII U.S. Corps
Aviation Office
ATTN: AETS-AV
APO New York 09025



Aviation Officer:
Colonel
Marvin E.
Mitchiner, Jr.

AV: 420-1110 (operator assist)

11th Aviation Group (Combat)

APO New York 09025
Commander: Colonel Marvin E. Mitchiner, Jr.
C: 011-49-791-2288; AV: 420-1110*
Exec Officer: LTC Dennis Carlin
C: 011-49-791-2248; AV: 420-1110*
Sr NCO: CSM Bobby D. Burnett
C: 011-49-791-72683; AV: 420-1110
* Ask for Schwaebisch Hall.

223d Aviation Battalion (Combat)
11th Aviation Group (Combat)
ATTN: AETS-AVA-B
APO New York 09025



Commander:
Lt. Colonel
Kenneth E.
Wilson

C: 2734-802
Exec Officer: MAJ James R. Johnson
C: 2734-802
Sr NCO: SGM Charles E. Johnson
C: 2734-802

59th Air Traffic Control Battalion
ATTN: ASE-A-CO
APO New York 09025



Commander:
Lt. Colonel
Orville B.
Smidt

C: 2734-511/824
Exec Officer: MAJ Robert M. Stewart
C: 2734-511/824
Senior NCO: CSM Johnnie M. Byram
C: 2734-511/824

**GERMANY
(APO NY 09025 - AAAA)**

Schwaebisch Hall Chapter
LTC Kenneth E. Wilson...President
HHC, 223D CAB
APO NY 09025
C: 7-914-5802

CW4 Ben A. Edwards...Senior VP
180th Avn Co
APO NY 09025
C: 7-914-5704

MAJ James E. Johnson...Secretary
HHC, 223D Avn Bn, Box 437
APO NY 09025
C: 7-914-5802

MAJ Manuel Andino...Trea

MAJ Robert M. Stewart...VP Memb
SFC William C. Hawkins...VP Prog
CPT S. R. Engebretson...VP Benef
CSM Charles E. Johnson...VP Enl

**GERMANY
(APO NY 09028 - AAAA)**

Rhine Valley Chapter
LTC Julian A. Sullivan...President
HHD, 70th Trans Bn (AVIM)
APO NY 09028-3727
C: 2137-7198

MAJ Frank C. Gavin...Senior VP
HQ, USAREUR ODCSOPS
APO NY 09403
C: 2121 (370) 6587

CPT Lonnie White...Secretary
56th Avn Co
APO NY 09028
C: 2137-8329

CPT Richard L. Tannich...Trea
MAJ Hank Hosteter...VP Membership
CPT (P) Carl J. Shea...VP Programs
MAJ Tom Maertens...VP Publicity
Mr. Ralph E. Pinea, III...VP Benef

**GERMANY
(APO NY 09039 - AAAA)**

Taurus Chapter
LTC Edward D. Chandler...President
HHC, 11th Avn Bn
APO NY 09457

1LT Harry Trumbull...Secretary
62d Avn Co, Box 798
APO NY 09039

1LT Sonya G. Youngblood Ret...Trea
CW2 Marcus Prichard...VP Programs

**GERMANY
(APO NY 09052)**

**200th Theater Army Materiel
Management Center**

Commander,
200th Theater Army MMC
ATTN: AEAGD-MMC-RS
APO New York 09052



**Chief, Aviation
Logistics
Division:**
Lt. Colonel
Lee
Thompson

C: 49-6332-15568; AV: 494-8281
**Force Modernization and Readiness
Branch:** MAJ Ralph C. Jones
AV: 494-6314
Senior NCO: SGM Wilbur J. Smith
AV: 494-6567

GERMANY
(APO NY 09061 - AAAA)
Stuttgart Chapter

LTC Danny L. Rhodes.....President
 HQ 394th Trans Bn, Box 521
 APO NY 09061
 O: 421-6801

CW4 Victor Rose.....Senior VP
 394th Trans Bn, Box 292
 APO NY 09061
 O: 421-6277

CW3 Rene Meyndt.....Secretary
 B, 394th Trans Bn, Box 21
 APO NY 09061
 O: 421-6232

1LT R. W. Jordan, Jr.....VP Memb
 CPT Lloyd Davison.....VP Prog
 1LT Patricia A. Vinson.....VP Publicity
 SSG Douglas M. Dunks.....VP

GERMANY
(APO NY 09079)

V U.S. Corps
 Aviation Office
 APO New York 09079



Aviation Officer:
 Colonel
 Robert S.
 Frix

C: 6121-719315; AV: 339-5530

GERMANY
(APO NY 09080 - AAAA)
Bonn Area Chapter

LTC Tom Pool.....President
 US Army TRADOC
 P.O. Box 132
 APO NY 09669
 O: (05722) 4001, Ext. 4737

Mr. Frithof Willemssen.....Senior VP
 Retscheider Str. 79
 5340 Bad Honnef 6, West Germany
 O: (0228) 354081

COL Robert Sherman, Ret.....Trea
 COL R. L. Kendig, Ret.....VP Memb
 Mr. Horst Moddermann.....VP Programs
 OTL Uwe Hain.....VP Publicity
 Mr. J. Ken Graham.....VP Benef

GERMANY
(APO NY 09092)

2d Combat Aviation Squadron
 2d Armored Cavalry Regiment
 APO New York 09092



Commander:
 Lt. Colonel
 Daniel J.
 Petrosky

C: 091-287-0829
Exec Officer: MAJ (P) James O'Toole
 C: 091-287-0805
Senior NCO: CSM Ralph Carmichael
 C: 091-287-0829

GERMANY
(APO NY 09092 - AAAA)
Nurnberg Chapter

LTC Daniel J. Petrosky.....President
 HHT 2D CBT Avn Sqdn
 APO NY 09092

CW3 Richard J. Prosser.....Senior VP
 A Trp, 2D CAS
 APO NY 09092

CW2 John E. Vandenberg.....Secretary
 E Trp, 2D Cbt Avn Sq
 APO NY 09092

CW3 Larry W. Case.....Trea
 WO1 Gregory A. Rogers.....VP Memb
 CW2 Robert L. Quick.....VP Programs
 1LT Richard E. Batten.....VP Publicity
 CW3 Tyrus R. Carr.....VP
 SGT Lester J. Lindgren.....VP Enl Aff

GERMANY
(APO NY 09146 - AAAA)
Thunderhorse Chapter

CPT Glenn T. Tetreault.....President
 D/11th CAS/11th ACR/Box 113
 APO NY 09146
 O: 236-4524; R: 6-617-8616

CPT Kirby N. Gaudin.....Secretary
 CAS 11th ACR
 APO NY 09146
 O: 236-4603

CPT Lewis Buchanan.....Trea
 CPT William D. Mulkins, III.....VP Memb
 CW3 Mark W. Wonderly.....VP Prog

GERMANY
(APO NY 09165)

503d Aviation Battalion (Combat)
 3d Armored Division
 APO New York 09165

CHANGES



**Commander and
 Division AO:**
 LTC Thomas A.
 Green

C: 061-873-5030
Exec Officer: MAJ David W. Graybeal
 C: 061-183-5030
Senior NCO: SGM Keith Forrester
 C: 061-183-5030

GERMANY
(APO NY 09165 - AAAA)
Hanau Chapter

MAJ John L. Hamlin.....President
 C Co., 503D ABC
 APO NY 09165
 O: 2-309-7644

CW4 David A. Brown.....Secretary
 E Co., 503D CAB
 APO NY 09165

CW3 Craig F. Johnson.....Trea
 CPT Thomas M. Dockens.....VP Memb
 CW4 Cornelius McMillan.....VP Prog
 WO1 Lawrence L. Smith.....VP Publicity

GERMANY
(APO New York 09182)
4th Brigade (Aviation)

3d Infantry Division
 APO New York 09182

Commander: Colonel
 Raymond G. Boland
Exec Officer: LTC James D. Neidig
Senior NCO: CSM Othel Terrell

3d Attack Helicopter Battalion

4th Brigade (Aviation)
 3d Infantry Division
 APO New York 09182

Commander: LTC James L. Mowery
 C: 009-334-8214
Exec Officer: MAJ (P) Douglas C.
 Lovelace
 C: 009-334-8214

Senior NCO: CSM Jean L. Rose
 C: 009-334-8214

3rd Squadron, 7th Cavalry

4th Brigade (Aviation)
 3d Infantry Division
 APO New York 09182

Commander: LTC Raymond O'Keefe
Exec Officer: MAJ Phillip Wilkerson

13th Attack Helicopter Battalion

4th Brigade (Aviation)
 3d Infantry Division
 ATTN: AETSAB-L

APO New York 09182
Commander: LTC Clinton L. Williams
Exec Off: MAJ (P) Terry C. Gannon
Senior NCO: CSM Willie F. Hart

GERMANY
(APO NY 09182 - AAAA)
Wings of the Marne Chapter

COL Raymond G. Boland.....President
 Cdr, 4th Avn Bde, 3d ID
 APO NY 09182

CW2 John L. Sullivan.....Senior VP
 C Co, 1-1 Avn
 APO NY 09182

1LT Robert W. Smith.....Secretary
 HHC, 4th Bde (Avn)
 APO NY 09182

CW2 Alex S. Perez.....Trea
 CW3 Clifford D. Brunsting....VP Memb
 CPT Beatriz A. O'Brien....VP Publicity

GERMANY
(APO NY 09185)
8th Aviation Battalion (Combat)

8th Infantry Division
 APO New York 09185
Commander: LTC Richard N. Roy

GERMANY
(APO NY 09185 - AAAA)
Mainz Chapter

LTC Richard N. Roy.....President
 HHC, 8th CAB
 APO NY 09185

CW3 William A. King.....Senior VP
 HHC, 8th CAB, 8th ID (M)
 APO NY 09185
 R: 6-124-3702

MAJ Terry W. Branham.....Trea
 CW3 John L. Peterson.....VP Prog

GERMANY
(APO NY 09326)
501st Aviation Battalion (Combat)

1st Armored Division
 APO New York 09326



Commander:
 Lt. Colonel
 Immanuel C.
 Sieving, III

C: 009-802-1414

Deputy Commander: MAJ Jose L.
 Hinojosa

Sr NCO: SGM Robert M. Kanardy

GERMANY
(APO NY 09326 - AAAA)
Old Ironside Chapter

LTC Chris Sieving.....President
 HHC 501st ABC, Box 3031
 APO NY 09326
 O: 267-3848

CPT Thomas J. Evelyn.....Senior VP
 HHC, 501st ABC, Box 2154
 APO NY 09326
 O: 267-1848; R: 98-021-5247

CPT Jon P. Moriarty.....Secretary
 B Co, 501st ABC Box 2037
 APO NY 09326
 O: 267-3880

CPT Philip J. Dermer.....Trea
 CPT Robert J. Schuett.....VP Memb
 MAJ John M. Ward.....VP Prog

GERMANY
(APO NY 09403)

U.S. Army, Europe
 Aviation Division, ODCSOPS
 Box 2286, ATTN: AEAGC-AV
 APO New York 09403



**Chief,
 Aviation
 Division:**
 Colonel
 James W.
 Lloyd

C: 049-6221-578104; AV: 370-8104
Aviation Officer: LTC Larry Ray
 C: 049-6221-578104; AV: 370-8104

GERMANY
(APO NY 09457)
12th Aviation Group (Combat)

APO New York 09457



Commander:
 Colonel
 Robert S.
 Frix

C: 0049-06121-785530; A: 337-5530
Exec Officer: LTC Henry J. Richter
 C: 785436; AV: 337-5436
SGM: SGM Birdell Sturges, Jr.
 C: 785437; AV: 337-5437

CHANGES

11th Aviation Battalion (Combat)
 ATTN: AETV-CAH
 APO New York 09457



Commander:
 Lt. Colonel
 Edward D.
 Chandler

Exec Officer: MAJ Michael L. King
Sr NCO: CSM Denny K. Shoopman

GERMANY
(APO NY 09611 - AAAA)
Checkpoint Charlie Chapter

CW4 Peter D. Quigley.....President
 Avn Det Box 688
 Maint Off, Berlin
 APO NY 09611
 O: 30-819-5447; R: 30-831-3789

CPT Robert L. Waters.....Secretary
 Avn Sec B Bde, Box 1016
 APO NY 09611
 O: 819-5426

Mr. Frederick Khemchand...VP Memb
 MSG George R. White...VP Programs

GERMANY
(APO NY 09669)
**U.S. Army Liaison to the German
 Aviation School**

P.O. Box 132
 APO New York 09669
Liaison Officer: LTC Thomas C. Pool
 C: (005) 722-4001

KOREA
(APO San Francisco 96224)
2d Aviation Battalion (Combat)

2d Infantry Division
 LIAISON: EAID-AV, Camp Casey
 APO San Francisco 96224-0295



**Commander and
 Division Avia-
 tion Officer:**
 Lt. Colonel
 John E.
 Alley

AV: 299-3451
Exec Off: MAJ Daniel F. Maslowski
 AV: 299-3452
Senior NCO: CSM Vernon S. Hill
 AV: 299-3452

KOREA

(APO San Francisco 96301)

Eighth U.S. Army
Aviation Office
APO San Francisco 96301



Aviation Officer:
Colonel
Ernest F.
Estes

AV: 293-5122

17th Aviation Group (Combat)
APO San Francisco 96301
Commander: Colonel Ernest F. Estes
AV: 293-5122
Group Exec Off: LTC Jack E. Fuson
AV: 293-5122
Senior NCO: CSM Joseph M. Rynne
AV: 293-5122

KOREA

(APO SF 96301 - AAAA)

Morning Calm Chapter
COL Ernest F. Estes.....President
Cdr, 17th Cbt Avn Gp
APO SF 96301
O: 293-5122
LTC Ronnie B. Gipson.....Senior VP
HHD, 125th ATC Bn
APO SF 96301
O: 293-7471
MAJ Stanley Meyer.....Secretary
HHC, 17th Avn Gp (Cbt)
APO SF 96301
O: 404-894-3043; R: 404-436-4807
CW4 Richard Bond.....Trea
LTC J. Michael Pulliam.....VP Memb
CSM Ronald D. Ripley.....VP Programs
LTC Terry Adkins.....VP Memb
LTC John E. Alley.....VP North
E7 John H. Bae.....VP Sus Memb
LTC John M. Riggs.....VP South
LTC John A. Tackett.....VP Awards

CHANGES

ACE—Aviation Council Emer-
itus.....
AEFA—Army Engineering
Flight Activity.....
AFS—Air Force Station.....
AFOD—Army Flight Opera-
tions Detachment.....
AHB—Attack Helicopter
Battalion.....
AHIP—Advanced Helicopter
Improvement Program.....
AIT—Advanced Individual
Training.....
AMC—Air Mission Command-
er.....
AMOC—Aviation Maintenance
Officers Course.....
AMT—air mission training.....
AMTFC—Air Mobile Task
Force Commander.....
AOE—Army of Excellence.....
APW—Avco Lycoming / Pratt
& Whitney.....
ARNG—Army National Guard.
ARTEP—Army Training and
Evaluation Program.....
ATE—Automatic Test
Equipment.....
AVLOC—Aviation Logistics
Officer Course.....
CAF—Combined Aviation
Force.....
CAS—close air support.....
CFC—Combined Forces
Command.....
ECP—Engineering Change
Proposal.....
ECU—environmental control
unit.....
EW—electronic warfare.
EXEVAL—External Eval-
uation.....
FM—frequency modulation...
FY—Fiscal Year.....
LAR—Logistics Assistance
Representative.....
LCSS—Life Cycle Software
Support.....
LHTEC—Garrett Turbine En-
gine Company/Allison Gas
Turbine Division, General
Motors Corporation.....
MANPRINT—Manpower and
Personnel Integration.....
MOS—Military Occupational
Specialties.....

MOU—Memorandum of Un-
derstanding.....
MRB—Materiel Review Board.
MSC—Major Subordinate
Commands.....
NCO—noncommissioned
officer.....
NONDI—nondevelopmental
items.....
NVG—Night Vision Goggle.....
OCAR—Office of the Chief,
Army Reserve.....
OCLL—Office of the Chief of
Legislative Liaison.....
OSA—Operational Support
Airlift.....
OTEA—Operational Test and
Evaluation Agency.....
PFR—Preliminary Flight Ra-
ting.....
PM—Project Manager.....
PNVS—Pilot Night Vision
System.....
QA—Quality Assurance.....
RAD—Readiness Analysis Di-
vision, AVSCOM.....
RC—Reserve Components.....
RDE—Research, Develop-
ment, Engineering.....
RDEC—Research, Develop-
ment, Engineering Center...
RG—Readiness Group.....
ROK—Republic of Korea.....
SEAD—Suppression of En-
emy Air Defense.....
SIP—Standardization In-
structor Pilot.....
TADS—Target Acquisition
Designation System.....
TDA—Table of Distribution
and Allowances.....
TECOM—Test and Evaluation
Command.....
TMO—Test Management Of-
fice.....
TOE—Table of Organiza-
tion/Equipment.....
TPS—Test Program Sets.....
UHF—ultra high frequency.....
USAALS—US Army Aviation
Logistics School.....
USAAVNC—US Army Avia-
tion Center.....
USASIGCEN—US Army
Signal Center.....
VHF—very high frequency....

Awards & Honors

FORT RUCKER, ALA. ARMY AVIATION SCHOOL

(Distinguished Graduates, unless otherwise indicated)

SEPT. 4, 1985 — Guest Speaker: MG Eugene Fox, Deputy Commanding General, USA Strategic Defense Command; and Commander, Ballistic Missile Defense Systems Command, Huntsville, Ala.

Officer RW Aviator Crs 85-10: 2LT Anthony G. Brown; 2LTs Jon C. Kettles, James U. Kordenbrock, Jr., Brett S. Miller, and Daniel W. Coester*.

Warrant Officer RW Aviator Crs 85-9: WO Matthew A. Zeman; WOs Paul D. Brothers, Jr., Norman B. Moore, Jr., William G. Bell, and Scott D. McDowell*.

SEPT. 8, 1985 — Guest Speaker: MG

Ellis D. Parker, CG, USA Aviation Center, Ft. Rucker, Ala.

Officer RW Aviator Course Class 85-12: 2LT John F. Dowd; 2LTs James A. Towsen, Robert B. Makowsky, and Jimmie D. Draper*.

Officer RW Aviator Course Class 85-12 (USAF Section): 2LT Bruce A. VanSkiver; 2LT Jeffrey E. Sherwood*.

Warrant Officer RW Aviator Course 85-11: WO James D. Kuetter; WO Gregory G. Kulick*.

SEPT. 11, 1985 — Guest Speaker: MG Charles E. Teeter, Deputy, The Inspector General (Inspections), Washington, D.C.

Warrant Officer Senior Course: CW4 Alfred E. Lehmburg*.

*Honor Graduate; ★ Class Leader.

ARTA Correction

On page 45 of our August-September issue we reported incorrectly that the U.S. Army Research and Technology Laboratories (RTL), located at the NASA Ames Research Center in Moffett Field, Calif., had changed its name to become the U.S. Army Research and Technology Activity. The correct new name is **U.S. Army Aviation Research and Technology Activity (ARTA)**.

We made a similar mistake with the new name for one of the four subordinate research units within ARTA: the former Applied Technology Laboratory at Ft. Eustis, Virginia is now called the **Aviation Applied Technology Directorate**.

ARTA is the research arm of the U.S. Army Aviation Systems Command, headquartered in St. Louis,

Command & Staff

Brigadier General Neal R. Christensen, as Deputy Adjutant General, Iowa ARNG, Grimes, Iowa.

Brigadier General William C. Page, Jr., as Asst Deputy Chief of Staff for Operations (Operations, Mobilization and Plans), Army Forces Command, Ft. McPherson, Ga.

Colonel Bobby R. Adams, as Deputy Director, PCGA, OUSDRE, Washington, D.C.

Colonel William E. Bacon, as Senior Army Advisor, South Dakota ARNG, Rapid City, S. Dak.

Colonel Thomas E. Beauchamp, as Commander, Support Group, 123rd ARCOM, Ft. Benjamin Harrison, Ind.

Colonel David M. Best, as The Inspector General, National Guard Bureau, Washington, D.C.

Colonel Norman M. Bissell, as Executive Officer for the Asst Secretary of the Army (RDA), HQDA, Washington, D.C.

Colonel Robert T. Brafford, as The Inspector General, HQ, USA Troop Support Agency, Ft. Lee, Va.

Colonel William F. Carroll, as Inspector General, Health Services Command, Ft. Sam Houston, Tex.

Colonel William T. Deasy, as ACoS, G2, Hq, VII Corps, APO NY

Colonel Carroll M. Fyffe, as Commander, USA Garrison, Ft. Ritchie, Md.

Colonel Darrold D. Garrison, as Deputy Commander, Laboratory Command (LABCOM), Adelphi, Md.

Colonel Edward A. Haswell, as Director of Logistics, Brooke AMC, Ft. Sam Houston, Tex.

Colonel William R. Hensley, as Director of External Relations, Defense Intelligence College, DIA.

Colonel Howard D. Hill, III, as Nat'l Guard Advisor to the Commandant, USA War College, Carlisle Barracks, Pa.

Colonel George Hollwedel, Jr., to Student status, Air War College, Montgomery, Ala.

Colone (P) Lynn C. Hooper, as Senior Fellow, Harvard University, Cambridge, Mass.

Colonel Gordon M. Hunt, as Dean, Dept. of Joint Planning, Armed Forces Staff College, Norfolk, Va.

Colonel James S. Jewel, as Chief, Accessions Division, ODCSPER, HQDA, Washington, D.C.

Colonel Joseph L. Kulmayer, as Battle Staff Commander, USCINCLANT Airborne Command Post, Langley AFB, Va.

Colonel Richard G. Larson, as

Commander, 7th Transportation Group, Ft. Eustis, Va.

Colonel Gerald E. Lethcoe, Jr., as Chief, Aviation & Missile Systems Division, HQ, AMC, Alexandria, Va.

Colonel Walter D. Marshall, to USDAO/NATO Defense College, APO New York.

Colonel James R. (Ross) McKimney, as Director, Comn, Cmd & Ctl & Comp, HQ, USATRADOC, Ft. Monroe, Va.

Colonel Robert H. Pratt, as Commander, 4th Transportation Command, APO NY.

Colonel James B. Sauer, as Director of Plans and Training, USAAVNC, Ft. Rucker, Ala.

Colonel Tommy C. Stiner, as Commander, 9th Cavalry Brigade (Air Combat), Ft. Lewis, Wash.

Colonel James L. Sweetman, as Director of Personnel & Administration, Nebraska ARNG, Lincoln, Nebraska.

Colonel William E. Trent, as Director, Aeronautical Services Office, USAATCA, Cameron Station, Va.

Colonel Jack T. Willard, Jr., to Hq, AMC, Alexandria, Va.

Colonel Donald E. Gene Wilson, as Senior Army Advisor, Idaho-ARNG, Boise, Idaho.

Hardware

APACHE: Finding solutions to the fielding challenges

ST. LOUIS, MO. — Many things are new in the APACHE Program. Besides more APACHES rolling off the McDonnell Douglas



A Report
by
Colonel
David
W.
Keating

Helicopter Mesa production line, COL (P) Dave Funk made the BG list.

Dave has been the TADS/PNVIS Project Manager for the past year during which time Martin Marietta has been gearing up to rate production of the APACHE weapons sight and night vision system.

Also making the promotion list was LTC (P) Dave Sullivan, the PM for Automatic Test Equipment (ATE). Dave is enmeshed in fielding the test facility to Fts. Rucker and Gordon and pressing to get Test Program Sets (TPS) into the field.

At TRADOC

Fts. Rucker, Eustis, and Gordon have their training packages in place, are finishing up instructor training, and have started initial resident MOS training in several MOS. Eighteen AH-64 APACHES have been delivered to Ft. Rucker and eight to Ft. Eustis.

Now that TRADOC fielding is nearing completion, the AH-64

APACHE program thrust shifts to FORSCOM and the total package fielding of attack helicopter battalions.

At FORSCOM

COL Walt Yates and his APACHE Training Brigade at Ft. Hood are ferreting out the many complex challenges and finalizing the detailed planning necessary to single-station-field all APACHE units (34) at Ft. Hood under total unit package fielding.

Prior to LTC Ken McGinty's pilots in the 7/17th picking up their APACHES at Mesa, first article test fixes will be incorporated into all FORSCOM AH-64's. FORSCOM will begin receiving APACHES in February of '86. Ken, by the way, was FORSCOM's first APACHE pilot.

At AMC

We continue to fine tune our total AMC logistics package. The big challenge is to get all the attack helicopter battalion TOE equipment to Ft. Hood prior to each unit's E-Date. The critical task is to execute 34 ninety-day unit training periods without the flow of single-station-fielding being interrupted by lack of equipment.

Red River Army Depot has a

big role to play in single-station-fielding as the total package staging depot. Red River also has the task of refurbishing several sets of Attack Helicopter Battalion (AHB) TOE equipment for transfer between USAREUR AHB's forming, training, and deploying from Ft. Hood.

This year, through the efforts of MAJ Tony Sobul, Assistant Program Manager for International Operations, we signed a Memorandum of Understanding (MOU) with Germany for co-production of the APACHE Mission "mission equipment package" (primarily TADS/PNVIS) as a future sight system for 212 German PAH-2's.

We also participated in AHIP OT II and the SGT YORK follow-on evaluation. During SGT YORK testing the APACHE provided the surrogate threat aircraft for this important endeavor.

We continue to find solutions to fielding challenges to keep the momentum of fielding attack helicopter battalions going. The aircraft is performing well; training is underway; and in summary, 1986 is the year of APACHE at Ft. Hood.

—COL David W. Keating
Assistant PM for Logistics
APACHE PMO

Paul, Jones assume new corporate roles



William F. Paul, left, Sikorsky Aircraft division President, has been elected Senior Vice President—Defense and Space Systems at UTC. Robert Zincone, the division's Executive Vice President, will succeed Paul. William P. Jones, right, has been appointed Vice President, Customer Support and Business Development, Boeing Vertol Company.



CH-47D completes historic first air-to-air refueling

WASHINGTON, D.C. — On Sunday morning, 4 August 1985, aviation history was made over Wilmington, Del. as a CH-47D CHINOOK helicopter successfully completed its first air-to-air refueling hook-up with an Air Force HC-130P aircraft. Over 3,575 pounds of fuel was transferred to the CH-47D through a nine inch diameter composite refueling boom during eleven separate hook-ups. I was in the back of the HC-130P and had a great view of this historical event.

Months earlier, a need had been identified to demonstrate the air-to-air refueling capability of the CH-47D. An agreement had been signed between the Army and the Air Force to conduct a joint operation, and the 6549th Test Group from Hickham AFB, Hawaii, was selected to support an air-to-air refueling demonstration.

Bob Gradle, a test pilot from Boeing Vertol with over 1,000 flight hours in the CH-53 helicopter including numerous air-to-air refueling operations, was the pilot who initiated the first hook-up. **Lynn Freisner**, a test pilot and Manager of Flight Operations for the company, sat in the left seat, and **CPT (P) Don Staib**, a CH-53 Instructor Pilot from Kirkland AFB, NM, was flying as an Air Force observer in

the D-Model's jump seat.

With the back and side doors of the HC-130P open, I had the best seat in the house to view the first hook-up. Final coordination was completed between the HC-130P Commander, USAF **CPT Alca Takemoto**, and **Bob Gradle** as he brought the helicopter up to the pre-refueling position and paced it at 110 knots with the HC-130P. As numerous video cameras rolled, **Bob** nosed the CH-47D over and smoothly linked up with the HC-130P's drougue chute — the first time!

A Report by
Major (P)
Charles F.
Nowlin



Bob demonstrated the operation six more times for a total of three times to the left wing and four times to the HC-130P's right wing. During several of these operations fuel was transferred to the CHINOOK to verify its capability to accept the aerial JP-4. The CHINOOK is designed to accept up to 2,000 pounds of fuel a minute — that's what I call really fast service!

The CHINOOK landed and **Bob Robbins**, the AAAA's 1985 DAC of the Year, took over the right seat duties and **Bob Gradle** moved over to the left seat. Stationed at the U.S. Army Engi-

neering Flight Activity (AEFA) at Edwards AFB, Calif., **Bob Robbins** is one of the Army's most respected test pilots, but he had only done a couple of familiarization refueling operations in a CH-53!

As we all watched, **Bob** moved the boom on the giant tandem rotor helicopter into the HC-130's refueling "basket" like the professional he is. He completed the operation a total of four times, twice to each of the HC-130's wings, confirming his abilities, the engineer's designs, and the CHINOOK's extreme stability to the cheers of the Air Force crew and myself.

Two different test pilots, eleven attempts, eleven hook-ups, and not one miss! That's quite a record for a first time demonstration, and quite a victory for the U.S. Army, the Air Force, and Boeing Vertol.

The following week, **CW4 Patrick J. Sullivan**, also an Army Experimental Test Pilot from AEFA, became the first active duty Army Aviator to successfully demonstrate the CH-47D's air-to-air refueling capability.

As these men enter the Aviation history books, one only has to take a moment to reflect on what unlimited potential this newly proven capability offers the U.S. Army and the new horizons this will offer our new generation of Army Aviation pioneers! Good flying, Army!

— MAJ (P) Charles F. Nowlin
FISO, CH-47 & CH-54
Avn Div, ODCSOPS, HQDA



Why were two two-firm teams selected for the LHX engine?

ST. LOUIS, MO. — On July 19, 1985, two firm fixed-price **Full Scale Development (FSD)** contracts were awarded for the 1,200 horsepower class, metric design, T800-XX-800 turboshaft engine, which in a twin configuration will power the LHX aircraft.

These contracts represent a major milestone for the LHX program and Army Aviation.

The winning contractor teams of **Avco Lycoming/Pratt & Whitney (APW)** and **Garrett Turbine Engine Company/Allison Gas Turbine Division, General Motors Corporation (LHTEC)** will compete with each other into **Preliminary Flight Rating (PFR)** testing in June 1988. Following PFR testing, down selection to one team will be made.

These contracts promote an environment of competition which will force contractors to pursue design and development vigorously and activate the required organizations to implement the RAM, ILS, and Production Competition requirements. Each developer team is contractually bound to establish and maintain two sources for the end item and all parts.

To accomplish this will require comprehensive procedures for data and technology transfer, particularly as related to Class I and Class II **Engineering Change Proposal (ECP)** data and to **Materiel Review Board (MRB)** actions. Although MRB actions do not individually impact form, fit and function, they might accumulate with time and adversely impact interchangeability. To guard against that concern, procedures developed

early in discussions precluded a sole-source situation, and the government, with these contracts, now has the right to direct the transfer and to develop a method of pricing.

Flexibility to define program details was given to each of the offerers. Contractually-binding plans were developed by each contractor team which describe how they will fulfill the requirements. The program approach and milestones unique to each contract were established in program plans at the outset, and will be used by the Army to track progress, manage the programs, and provide a basis for



A Report by Lt. Colonel Willie A. Lawson

the down-select after three years.

The Army addressed and incorporated three distinct concerns that are combined into this set of T800 contracts:

Cost

- Development - No change to firm fixed-prices for meeting or exceeding requirements, including necessary redesign, retest, requalification, and retrofit at no additional cost to the government.

- Production - Ceiling prices for engines with government flexibility to vary quantities over the planned production time span of 13 years.

- Operational - Guaranteed government operating cost for 20 years of engine use with contractor liabilities should these costs be exceeded.

Competition

- Dual awards to two teams

for development.

- Early contractual commitment for each team member to become a viable competitor in production of the end item.

- Commitment to expand vendor base and maximize use of socio-economic sources for parts.

- Assured competition for end item in production after selection of best performing developer team.

- Commitment to establish and maintain at least two sources for replenishment parts.

RAM/ILS

- Commitment to product reliability with specific requirements to be demonstrated at contractor's risk by completion of government operational tests.

- Commitment to execute plans for operational testing and logistics support well beyond development.

- Early commitment to use innovative reliability and logistics concepts, such as MANPRINT and two-level maintenance in the design and development process with clear definitions of criteria and contractor risk.

Shifting the risk

The government was able to shift risk to the contractors. Offerers were required to guarantee their cost and performance now, rather than cite future goals to be negotiated later. Cost risk was accepted by the contractors, beginning with the firm fixed-price FSD contract. They are committed to demonstrate the government's requirements during FSD, including demonstration of the RAM requirements.

The contractor will assume the risk of facilitating in the time frame necessary to support program requirements. It must be noted that the contractors have assumed a high level of program

SCIENCE / SCOPE

Designed for easy installation and maintenance, a helicopter night vision system cuts life-cycle costs and downtime. Hughes Aircraft Company's Night Vision System (HNVS) is a low-cost, forward-looking infrared (FLIR) system that provides excellent imagery and object detection in any visibility condition, day or night.

The system is compact, lightweight, and totally comprised of a few interchangeable units and assemblies. Installation is fast and units may be switched between aircraft within minutes. A proven avionics interface, programmable software formats, and extensive built-in and fault-isolation testing provide fast set-up, easy modification, and simplified maintenance.

TOW missiles are being modified to have an even greater armor-piercing capability. The Improved TOW, or ITOW, carries a five-inch diameter warhead incorporating advanced technology. The improved wire-guided missile has approximately the same weight and size as the basic TOW, but includes a probe on the nose of the missile for standoff detonation.

The ITOW warhead can be retrofitted on all basic missiles and requires no changes in the launcher or guidance hardware. Hughes builds missiles in the TOW family for the U.S. Army and Marine Corps and over 30 nations.

For more information write to: P.O. Box 45068, Dept. 73-15, Los Angeles, CA 90045-0068

HUGHES

AIRCRAFT COMPANY

risk by guaranteeing a ceiling price for the end item and a maximum cost to the government for operating and support of the T800 engine.

Included are substantial contractor liabilities if these guarantees are not met. For the T800 contracts, the contractors will accomplish all that is necessary, including redesign, retest, requalification and, retrofit, at no increase in contract price, to demonstrate the FSD

requirements.

In summary, the Army must be able to meet the mission requirements of the future battlefield. The LHX program will produce a family of aircraft which uses technology and materials to supplant current light fleet aircraft.

How we focus and capture the synergistic effect of technology necessary to meet the requirements to replace our tactically and logistically obsolescing and

increasingly costly fleet is our challenge.

Our current strategy calls for maximum practical competition throughout the life cycle of the program with as much flexibility as possible to the contractors. The LHX program is extremely dynamic and should prove to be the Army's best development program.

—LTC Willie A. Lawson
Assistant LHX PM for
T800 Engine

APACHE gunnery training underway at Rucker ranges

FT. RUCKER, ALA. — The AH-64 APACHE has landed at the USA Aviation Center (USA-AVNC), Ft. Rucker, Ala.

With 18 of the sophisticated tank killers now located at Hanchey Army Helipoint, training of both TRADOC instructor pilots and FORSCOM attack pilots continues apace. As of this writing there are six pilot training classes in session, consisting of eight students each.

Attack helicopter gunnery in the AH-64 commenced at Matteson and Blackmill Ranges on the 20th of August, but not without some growing pains.

USAAVNC has plans to complete the upgrade of its Hammond Range facility during the latter part of Nov '85, which will

permit the teaching of basic AH-64 gunnery training tasks, to include laser employment.

The objective of TRADOC's AH-64 training effort is to provide the qualified pilots and maintainers that FORSCOM requires to field the very first "J" series TO&E Attack Helicopter Battalion early in 1986. This first battalion will be the vanguard of a massive fielding effort that will ultimately add 34 APACHE attack battalions to the US Army's force structure.

Moving north from sunny Alabama, the USA Aviation Logistics School (USAALS), Ft. Eustis, Va., has a vital role to

training devices representing state of the art in training device technology.

Training devices manufactured by McDonnell Douglas Helicopter, Singer-Link, and Northrop Aviation are making significant, cost effective, contributions to the quality training of the Army's AH-64 pilots and maintenance personnel.

Last, but certainly not least, is the major contribution being made by the USA Signal Center (USASIGCEN), Ft. Gordon, Ga., in the training of key avionics and electronic test facility repairmen and supervisors.

The soldiers trained at USASIGCEN will provide the essential AH-64 maintenance support needed in the Divisional and Corps level AVIM units that are so important to the APACHE maintenance concept in the field.

The long awaited APACHE is designed to enhance the Army's ability to successfully wage the anti-armor battle. The training being conducted by TRADOC is designed to provide quality, professionally-trained pilots and maintainers in order that the AH-64 can reach its full combat potential on any future battlefield.

—COL Jack M. McQuestion
TRADOC System Manager
Attack Helicopters



A Report by Colonel John McQuestion

play in the training of the aircraft and armament maintenance personnel necessary to keep the complicated AH-64 aircraft combat ready.

USAALS is currently conducting training in nine MOS fields, including the all new 67R Attack Helicopter Repairman Course. Training has been streamlined by the employment of a family of

NEXT MONTH - BLACK HAWK

The November 30 issue of Army Aviation will look at the worldwide acceptance and use of the UH-60A BLACK HAWK helicopter. It will include reports from AVSCOM and the BLACK HAWK PMO, as well as from field units currently utilizing the BLACK HAWK.

Liaison

An OCLL staff of 113 works hard to tell the Army Aviation story

WASHINGTON, D.C.—As the new Chief of Legislative Liaison and an Army Aviator vitally interested in the future of Army Aviation, I welcome the opportunity to address the Army's relationship with the Congress and how Army Aviation fared in the Fiscal Year 1986 (FY 86) authorization process.

The Army's relationship with the Congress is accomplished primarily through the Office of the Chief of Legislative Liaison (OCLL).



A Report by Maj. Gen. Richard D. Kenyon

Basically, it is OCLL's mission to provide the interface between the Army and the Congress and to promote and perpetuate awareness and understanding of the Army and its direction.

Specifically, Army regulations task the Chief of Legislative Liaison with the following missions:

- formulate, coordinate, and supervise policies and programs on the Army's relationship with Congress
- provide liaison between the Army and Committees of Congress, except Committees on Appropriations, Civil Works, and Printing
- act as point of contact for

Department of the Army with Members of Congress, their staffs, and relevant committees

- advise the Army leadership on the status of congressional affairs affecting the Army and on legislative aspects of Army policies, plans and programs
- give prompt, coordinated, consistent, and factual information on Army policies and operations
- coordinate, monitor, and report legislative investigative actions of interest to the Army; provide advice to Army witnesses called before legislative or investigative committees

To accomplish these tasks, OCLL is organized into six divisions and staffed by a dedicated force of 113 military and civilians.

A typical year's work for OCLL can best be shown by some accomplishments during 1984:

- arranged for 31 Members of Congress to attend breakfasts hosted by Secretary of the Army John O. Marsh, Jr.
- escorted 348 Congressional trips involving 398 Members
- answered approximately 37,000 congressional inquiries
- helped in gaining approval of 98% of the Army's budget request

What is not apparent from these statistics is that each and every employee in OCLL may have daily contact with Members of Congress—or their staff—and utilize these opportunities to tell the Army story.

In this context a great deal of effort is being expended as part of the overall Army program to bring before the Congress the story of Army Aviation, its requirements, and the develop-

ment/acquisition programs to meet those requirements. The results of the FY 86 authorization process highlight the Army's success.

For Aviation procurement, \$3.892 billion was requested for FY 86; the House and Senate Joint Authorization Conference approved \$3.676 billion of this request. In new procurements, 18 EH-60 (Quick Fix), 78 UH-60 BLACK HAWK, and 144 AH-64 APACHE aircraft were requested and approved.

Additionally, although not requested in the Army program, Congress authorized the procurement of six C-12 aircraft.

We enjoyed similar success in Aviation modernization. The Joint Conference authorized \$22.7 million for OV-1 modernization, \$104.5 million for AH-1S modernization, \$229.3 million for the CH-47 upgrade to "D" model, and the Advanced Helicopter Improvement Program (AHIP) was authorized \$158.8 million.

Aviation R&D programs are receiving a similar positive reception from the Authorization Committees; the overall FY86 request was \$285.6 million and authorization is \$281.4 million. Within this total \$75.5 million was requested for Advanced Rotorcraft Technology Integration to continue LHX program definition, of which \$55.5 million was authorized.

Although this authorization is approximately 75% of the request, the critical portions of the program will be funded and the LHX schedule remains unchanged. Pockets of Congressional skepticism toward LHX remain and even with continued FY 86 ARTI funding, FY 87 will be a critical year for LHX.

Neither OCLL nor the Army Aviation community can rest on past laurels. Success achieved

(Continued on Page 89)

Apache redefines cost effectiveness.

The McDonnell Douglas AH-64A Apache represents a new definition of cost effectiveness by carrying more armament, servicing more targets and assuring a greater combat effectiveness than any other attack helicopter in the world.

Apache is the only helicopter equipped to fight day or night and in adverse weather. And it has a built-in survivability that enables it to fight and win, to fight and survive, and to fight again.

One of the helicopter's best examples of cost effectiveness is its outstanding reliability/availability/maintainability (RAM) performance.

It requires only a low 5.65 maintenance man-hours per flight hour and has an availability level of 80%.*

Apache. It's what cost effectiveness is all about.

For further information, contact: Marketing, McDonnell Douglas Helicopter Company, Bldg. 1/T137, Culver City, CA 90230 USA. Telex: 182436 HU HELI C CULV.

*Army Material System Analysis Agency data.

**MCDONNELL
DOUGLAS**



Maintenance

Aviation Logistics School takes on major expansion

FT. EUSTIS, VA. — The biggest part of the job of the USA Aviation Logistics School is aviation maintenance training, and it's getting bigger. In 1983 the School trained 4,800 soldiers; in 1986 the figure will be 9,800, and in 1987, 10,700.

While some of this change is due to the fielding of new



A Report
by
Colonel
Ronald
L.
Bellows

systems, to include the UH-60A, CH-47D, AH-64, and OH-58D (AHIP) helicopters, most of it is due to other changes. These include the restructuring of Career Management Field 67, the expansion of aviation in the Army Reserve Components, and the attempt to make up past training shortfalls.

Besides the explosion in the training load at USAALS, there are other changes ongoing that

Product Support

The 13th Product Support Symposium sponsored by the Lindbergh Chapter—AAAA will be held during February 5-6, 1986, at the Henry XIII Motel in St. Louis. Full details will be announced in the December issue.

are certainly worthy of note.

Advanced Individual Training (AIT) programs for new soldiers just entering Army Aviation are now putting more emphasis on troubleshooting and in understanding some of the basic theory involved in their area. More of the training is hands-on, about 70%; self-paced instruction is gone, with instructors taking the same group of students through the entire course in many cases. Finally, the use of more sophisticated training devices has been expanded, particularly with the newer aircraft systems.

In the noncommissioned officer (NCO) area, training has been increased in all areas. The new courses for the 66 series Military Occupational Specialties (MOS) for technical inspectors have been ongoing since January 1984. Devising training for a soldier to do quality control across the entire helicopter and all its subsystems has been a real challenge.

In October 1985 the Advanced NCO Course will include technical training that will cross-train an NCO to perform supervision over the other aircraft in his MOS family - e.g., the NCO who grew up with UH-1 helicopter will be trained in the UH-60, and the UH-60 NCO in the UH-1.

Also, starting in October in the NCO area, the Basic NCO Course will once again include aircraft-specific technical training, with a new leadership core to be added next spring.

Officer and Warrant Officer training has now been separated. Officers are in an 11-week Aviation Logistics Officer Course (AVLOC) to qualify them in the 15T specialty, while Warrant Officers continue to at-

tend the Aviation Maintenance Officers Course (AMOC).

Both groups finish their course with aircraft-specific test pilot training. Concerns over career programming for 15T officers is causing USAALS to carefully study the officer training strategy, so AVLOC content and entry criteria could well change in the near future.

One of the most exciting programs underway at Ft. Eustis is AH-64 training, a training program that is unique in many ways.

First, the entire training package was developed by McDonnell Douglas Helicopter, to include the courses of instruction and the training support equipment. Secondly, USAALS instructors and key personnel were trained at Ft. Eustis by contractor personnel. Finally, the training equipment is more extensive and capable than that of any previous helicopter program.

Training equipment, in addition to actual aircraft, includes four specially designed training devices and a multitude of panel devices for classroom demonstrations and individual use in teaching system operation and troubleshooting.

In short, the Training Departments in the Aviation Logistics School are very busy these days. New training is coming on-line; old programs are being refined and expanded; and every effort is being made to provide the product the Army needs—a technically qualified soldier motivated to do his best for the Army.

—COL Ronald L. Bellows
Deputy Asst Commandant
USA Aviation Logistics School

Materiel Readiness

AVSCOM: Providing the best aviation sustainment possible

ST. LOUIS, MO.—Readiness is a popular subject these days and at the **Aviation Systems Command (AVSCOM)**, we've made some changes recently which will - hopefully - do what we all consider our primary mission to be . . . to provide the best aviation equipment sustainment and support for our aviators in the field.

General Richard H. Thompson, CG at the Army Materiel Command, has tasked each of AMC's major subordinate commands (MSC) with the responsibility of setting up organizational elements directly concerned with materiel readiness. At AVSCOM, the new Readiness Directorate is rapidly shaping up to fill this need.

Among its many responsibilities, the new directorate will serve as the user's link with AVSCOM. While all aspects of current—and future—materiel readiness are within the domain of the new organization, two of the programs will probably be of more direct importance to members of the aviation community in the field than others.

The Logistics Assistance Program, which maintains responsibility for the worldwide network of **logistics assistance representatives (LARs)**, is not a new program. However, in light of the increasing complexity of aviation systems in the field today, and with the rapid changes taking place in response to technology, the program is taking a new turn.

Systems Integrated Support Specialists, or "Super LARS",

Systems Integrated Support Specialist, or "Super LARS", will build on the success of the LAR program, and will be given the necessary training to provide technical guidance and support on all major aircraft subsystems.

Previously, LARs were limited to providing assistance on the engine and the airframe of a particular aircraft, except for those few who went beyond the norm and covered the spectrum on their own. Now, we're going to train them, charter them, and recognize them when they do their broadened jobs exceptionally well.

"Super LAR" training will concentrate on electrical, armament,



A Report by Brig. Gen. Richard E. Stephenson

missile systems, and related electronic components, allowing the LAR to troubleshoot maintenance problems down to the control card level. Once isolated, problem areas will be referred to the appropriate MSC logistics assistance representative for resolution.

The first "Super LAR" training program provided systems integrator training on the AH-1 COBRA in late 1983. Since then, "Super LARs" have been trained for the BLACK HAWK, and training programs are in progress for the APACHE and CH-47D. Training for the OH-58D is set to begin in 1986.

The new Readiness Directorate is responsible for much more than the LAR program, however.

Under the **Readiness Analysis Division (RAD)**, AVSCOM will possess the mechanism to process reports of hardware and logistics support problems from aviation units in the field, as well as from LARs. Once in, the problem can be evaluated and a timely solution devised to meet the needs, including rapid feedback and total responsiveness through resolution.

As the AVSCOM point for receipt of readiness reporting documents, RAD will be able to provide education and assistance to units with problems using, preparing, and changing readiness reports as units in the field continue to make the reporting system service users first and our folks second, or simultaneously in that elusive "perfect" world.

In other words, we won't impose our bureaucracy upon the field . . . rather we'll use their existing reports for our purposes.

They won't concentrate solely on units with problems, however. On-site visits to units which consistently have good operational readiness or mission capable records can reveal "right" ways to do things. By understanding how these units are able to accomplish the high readiness rates, we can find solutions to pass along to the entire aviation community.

These new programs should provide us with a least two considerably enhanced tools to help us improve the readiness of aviation materiel in the field. Moreover, our new Readiness Directorate will organizationally provide us with a single source to handle any broad or narrowly focused materiel readiness problem which might occur.

(Cont. on the opposite page)

Operations

Fourth Army serves 1,000 aviators over a seven-state area

FT. SHERIDAN, ILL. — Fourth Army's first aviation report is brought to you as we conclude our first year since reactivation at Ft. Sheridan, in October 1984.

Fourth Army contains in excess of 50 Reserve Component aviation units, detachments and sections with more than 500 aircraft and over 1,000 aviators within its seven-state area. In providing assistance to its large aviation community, Fourth Army is organized with two major branches:

—the nine-person Plans and Operation Branch led by LTC David J. Prentice and

—the 12-person **Centralized Aviation Readiness Training (CART)** Team led by myself. The CART Team has the assistance mission.

The CART Team provides direct assistance to Reserve Component aviation units in most aviation-related matters and coordinates assistance in all non-aviation areas upon request. Most of the non-aviation support is provided by the **Readiness Groups (RGs)**, which are resourced to provide assistance in many areas of Combat, Combat Support, and Combat Service Support, but

Material Readiness (Continued)

AVSCOM's Readiness Directorate is another big way that AVSCOM and AMC are providing leaders in the aviation community with the decisive edge.

—BG Richard E. Stephenson
DCG for Procurement and
Material Readiness

have no aviation teams or branches.

The CART Team and the RGs are mutually supporting since neither alone contains all of the necessary resources to support aviation unit assistance requirements.

The strength of the CART Team concept lies in the wide range of aviation capability designed into the **Table of Distribution and Allowances (TDA)**. The TDA brings together people with a broad mix of avia-



**A Report
by
Lieutenant
Colonel
John E.
Barrington**

tion training and recent aviation experience, allowing this headquarters to tailor its assistance effort to the needs and requests of supported aviation units.

The Fourth Army CART Team contains four commissioned officers, four warrant officers, and four senior non-commissioned officers.

The TDA calls for three of the commissioned officers to be Majors. The commissioned officers provide the unit commanders with a one-on-one point of contact for coordinating their training requirements and serve as a conduit for escalating readiness issues from unit level for resolution.

Three of the four Warrant Officers are **Standardization Instructor Pilots (SIPs)** in Utility, Scout, and Attack helicopters, and all three are qualified, current **Night Vision Goggle (NVG)** SIPs.

The fourth Warrant Officer position calls for a rated aviation maintenance technician. This WO serves in this position as the CART Team POC for all of the Fourth Army AVIM units, as well as assisting other units with aviation logistical matters upon request.

In addition to the aviation expertise built into the TDA, the incumbents bring an added dimension to the job by virtue of their past training and recent assignment experience in the AirLand Battle area, the Threat, and Tactical Air Space Management. These additional areas of expertise have been useful in enhancing unit training.

The four non-commissioned officers are senior operations and maintenance sergeants. All have the additional qualification of either safety or ALSE. We have two Aviation Operations NCOs. Additionally, one is the CART Team POC for Fourth Army's two National Guard Air Traffic Control Platoons. The remaining NCOs supervise CART Team Aircraft Maintenance and Aircraft Component Repair, the latter with an armament MOS.

These NCOs provide the Reserve Component units we serve with grass-roots level assistance in their respective areas of expertise.

The CART Team provides Fourth Army with the means to apply resources quickly to the training and readiness challenges of its many aviation units. Members of the team are asked to travel much of the time, but the mission is vitally important and offers challenges that cannot be easily imagined.

—LTC John E. Barrington
Chief, CART Team
Fourth U.S. Army

WE STAND OUTNUMBERED.

The Soviets maintain a massive army. In troops, they outnumber us some 3 to 1. In tanks, 5 to 1. In field guns, 10 to 1.

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Force multiplier producing technologies can help offset many manpower disadvantages. Our army may not be the largest, but we can help make sure it will be the most advanced and the best equipped.

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"Rapid changes" prevail at Ft. Hood's 500-aircraft post

FT. HOOD, TEX. — Did you know Ft. Hood has two major airfields and almost 500 aircraft?

Did you know Ft. Hood is experiencing more rapid changes in Army Aviation at this time than any place in the world?

Well, Army Aviation is alive and growing at III Corps and Ft. Hood!

Our fertilizer has come in the form of Division 86 and the Army of Excellence, both requiring organizational changes that are making a significant impact on almost every aviation unit here.

As testimony to this, the 1st Cavalry Division's Combat Aviation Brigade has been in existence now for over a year, and it has more than proven the Army's expectations.

The brigade not only accomplishes the traditional aviation mission, but also fully performs as an additional maneuver brigade for the Division. This is an exciting reality for oldtime aviators who never really dreamed that this would ever happen.

Meanwhile, just down the road, the 6th Cavalry Brigade (Air Combat) has converted its squadrons to the "J" series TOE in preparation for its reorganization and redesignation as the III Corps Aviation Brigade. At the same time, the 6th Cavalry has maintained an outstanding safety record.

Every US Army Corps is scheduled to organize an aviation brigade, but III Corps will be the first by building on the foundation of the 6th Combat Aviation Brigade.

This new fighting organization, the first to be equipped with an AH-64 attack helicopter organization, will give the Corps unprecedented capability to influence the future battlefield.

Probably the most exciting event of all is selection of Ft. Hood for the Single Stationing AH-64 fielding site. A total of 32 attack battalions will be equipped and trained with the AH-64 here. Twenty-seven of these units will be totally fielded with all equipment and personnel organic to the battalion: vehicles, weapons, generators, tents, cooks, mechanics, as well as the AH-64 and AHIP with pilots and crews. We'll begin this in early 1986 and continue until 1991.

Not everything we do at Ft. Hood is organizational change

and equipping more units. We train, train, and train. Our aviation units have routinely gone to such places as the National Training Center, Honduras, and Ft. Hunter-Liggett, Calif.

Ft. Hood units have worked with the ground brigades, supported light infantry units in Central America, and participated in the DIVAD gun tests.

On the local scene, Ft. Hood, with approximately 250 square miles, is still not sufficient to handle the volume and variety of daily training.

The post has worked hard with local communities and ranchers, and we have obtained thousands of acres of off post land for aviation training.

And if that's not enough, a deal with the National Forest Service has been made to train



A Report by Colonel Albert E. Hervey

in areas which offer terrain not found on the reservation, such as the Ozark Mountains of Arkansas and the areas near Rio-de-sa, N. Mex. This has provided variety and training opportunities for our aviators that are unsurpassed anywhere in the world.

This article is just a thumbnail sketch of all that is happening in aviation at Ft. Hood. We're extremely proud of our units.

The point is, for the professional Army Aviator, this is a place where exciting times are and will be happening for many years to come. If you want challenge and to be a part of the leading edge of Army Aviation, then Ft. Hood is the place to be.

—COL Albert E. Hervey
Aviation Officer, III Corps

U.S. Helicopter Team planning continues



FT. RUCKER, ALA.—The skeletal staff supporting the US Helicopter Precision Team has been selected, according to LTC Robert E. Harry, Team Coach. During November this staff will write and organize the LOI and initiate TASO requests. The LOI will be distributed o/a December 6 with the full staff to be identified and tasked o/a December 17. End of the line: the World Helicopter Championship next June 22-28.

11th CAG to be the 1st corps combat aviation brigade overseas

APO N. Y. 09025 — The corps combat aviation maneuver brigade will be the corps commander's lethal and quick strike combat maneuver force capable of influencing the deep, main, and rear battle areas.

The 11th Aviation Group (Combat) has been designated to be the Army's first corps combat aviation maneuver brigade outside CONUS to organize under the **Army of Excellence (AOE)** force structure.

Headquartered in the scenic Schwabian town of Schwabensbach Hall, Federal Republic of Germany, the 11th is assigned the mission of providing combat and general support aviation to the largest forward deployed Corps in the Army — the VII Corps.

This aviation mission is accomplished with CH-47, UH-60, UH-1, OH-58, C-12, and U-21 assets. The Group staff in many functional areas doubles as the community staff to run the installation of Dolan Barracks. However, aside from daily combat readiness, our priority mission is to function as a transition headquarters to the corps aviation maneuver brigade.

This is the predominant factor in all decisions, large and small. Whether the decision concerns space allocation to a post housekeeping function—where to locate a future hangar—or how to tactically employ the brigade assets during our numerous CPXs and FTXs, the question is, "How does this synch with the corps aviation maneuver brigade concept?"

Scheduled for implementation in FY87, this conversion will **more than double** the person-



TOP HONORS — AAAA Monterey Bay Chapter President COL Jerry W. Childers (center) presents Chapter Aviator of the Year and Crew Chief of the Year Awards to CW4 James M. Call (left) and SGT Michael B. Gidcumb, both assigned

to the 2d Squadron (Reconnaissance), 10th Cavalry. The Squadron is part of the Combat Aviation Brigade, commanded by COL Childers, of the Army's first Light Infantry Division, the 7th ID (L), located at Fort Ord, Calif.

nel and helicopter assets of the unit. Force mod planning runs the gamut from airfield facilities, such as hangars to support facilities, to include billets/family housing and dependent school requirements.

Tactically, the group staff must be capable of performing



A Report by Colonel Marvin E. Mitchiner Jr.

in the role of a corps maneuver brigade headquarters. While Field Circular 1-111 gives us our initial doctrinal guidance, all 11th Group soldiers are challenged to use ingenuity in planning in a field fertile with exciting challenges.

The main tenet is **combined arms operations**. Our tactical training is centered around the VII Corps' JAYHAWK series of CPXs and the REFORGER series of FTXs.

The first use of the 11th Group in the brigade role was executed during the fall REFORGER in Sept. '84 when a successful corps level cross-FLOT deep attack mission under NVGs was accomplished.

Since this highly successful event our field training has been oriented on REFORGER 86. During this exercise the 11th Group will again play the role of the corps combat aviation maneuver brigade with attached ground combat arms assets as well as additional medium lift, assault and attack aviation assets.

We realize we must demonstrate the capability to effectively employ and command and control this combined arms force.

The soldiers of the 11th Aviation Group are confident that our hard training and planning will lead to successful implementation and justify the confidence shown by the VII Corps command group and staff as well as that of our fellow combined arms soldiers in the JAYHAWK Corps.

— COL Marvin E. Mitchiner, Jr.
Cdr, 11th Avn Group (Cbt)

"The 17th CAG is part of the only combined force to exist today."

REPUBLIC OF KOREA — The **Combined Forces Command (CFC)** in the ROK is alive and doing well, a one of a kind organization in the free world. ROK/US infantry are in the same fox holes; ROK/US tankers are in the same formations; and now ROK/US aviators are in the same flight; Korean and American pilots in a combined effort in the aviation arena, called "the Combined Aviation Force."

The 17th Aviation Group (Combat) continues to be the US half of the only combined aviation force known to exist today.

Joined with elements of the 1st **Republic of Korea (ROK)** Army Aviation Brigade, the US and ROK aviation elements train together routinely, from the basic airmobile flight element all the way up to a combined headquarters directly subordinate to the CFC.

Together — Strength

The **Combined Aviation Force (CAF)** matured over recent years out of the necessity to gain the maximum possible combat capability from the extremely limited Army Aviation assets in Korea. By combining US and ROK assets, the strengths of one offset the liabilities of the other, and a combat capability emerged that is much greater than the individual component parts.

The CAF, mission tasked directly by HQ CFC in order to prioritize the missions for this limited resource, provides combat aviation in wartime throughout the breadth of the CFC area of operations.

However, CAF operations are

not limited to wartime or related contingencies. Daily, US, and ROK aviation counterparts train and fly together during **air mission training (AMT)** to prepare for meeting the rigorous demands of combat. The headquarters of the CAF is a combined ROK/US operation, with subordinate task forces consisting of a mix of US and ROK headquarters and combat aviation units.

Each week throughout the year, aviation units of both armies gather under the operational control of either a US or ROK **Air Mission Commander (AMC)** to conduct combat aviation training with ROK ground elements. The mix of US UH-60 and CH-47 aircraft with ROK UH-1's and 500 MD's is mission dependent.

Those missions range from battalion-sized field artillery moves, to infantry company and battalion **night vision goggle (NVG)** air assaults, to full-up regimental lifts incorporating 2,000-plus soldiers, field artillery slingloads, and coordinated **close air support (CAS)**, artillery fire support, **electronic warfare (EW)**, TOW-equipped attack helicopters, and **suppression of enemy air defense (SEAD)** operations.

Meticulous planning

In order to maximize training benefits, airmobile training exercises are meticulously planned through a several-week process. First, the AMC and ground commander, the **Air Mobile Task Force Commander (AMTFC)**, meet to receive the concept of the operation of the ROK Army ground unit. The AMC assists in developing the aviation portions of the plan, to include route selection and airmobile timetable preparation.

Concurrently, because the UH-60 and CH-47 are not uni-



Major Gathering

Dr. Jay R. Sculley, Asst Secretary of the Army (RDA), is shown addressing the Sept. 25 meeting of the AAAA's Aviation Center Chapter. The audience of 400, which included members of the **Aviation Council Emeritus (ACE)**, heard Sculley express the concerns of top defense officials about the rapid growth and development in the forces of potential adversaries.

versally familiar to ROK Army units, Airmobile Training Teams accompany these aircraft to the lifted unit for training in loading, unloading, safety, and PZ/LZ operations.

After the separate aviation and ground planning staffs have completed their respective portions of the overall AMT plan, they meet again for final plan approval by the AMTFC, and the plan is then distributed to all elements in both English and Hangul.

Each aviation element then completes the detailed mission planning to include map reconnaissance, with time tick marks to ensure the standard of \pm ten seconds for PZ and LZ times is met.

This emphasis on meticulous attention to detail throughout the planning process pays dividends. Ground and aviation elements are both made aware of the unique planning requirements for successful airmobile operations, especially to survive during Cross-FLOT Operations. Planning staffs at all levels are fully trained and exercised.

Ultimately, ground and aviation (Continued on Page 89)

The 6th ACCB at work: Army Aviation's only separate attack helicopter battalion

FT. HOOD, TEX. — The 6th Cavalry Brigade (Air Combat), the Army's only separate attack helicopter brigade, is entering one of the most exciting periods in its ten-year history.

In early 1986, the Brigade will begin fielding both the AH-64 APACHE Attack Helicopter and the UH-60 BLACK HAWK.

In preparation for the APACHE fielding, aviators and maintenance personnel from the Brigade have begun attending courses at both Ft. Rucker and Ft. Eustis, and in the near future will also be attending courses at Ft. Gordon.

Each of the Brigade's four attack helicopter squadrons:

7th Squadron, 17th Cavalry;
1st Squadron, 6th Cavalry;
4th Squadron, 9th Cavalry; &
5th Squadron, 17th Cavalry
will transition 45 aviators into the APACHE at Ft. Rucker.

Following transition training, selected aviators will attend instructor pilot, maintenance, and armament courses at either Ft. Rucker or Ft. Eustis. During this individual aviation phase of training, pilots will receive flight and academic instruction in **Pilot Night Vision System (PNVS)**,

Target Acquisition Designation System (TADS), contact flying skills, gunnery, and combat skills training.

AH-64 maintenance personnel in the grades of E3 and below will be assigned to the Brigade after basic and advanced individual training, while E4's and above will be sent TDY and return to their unit as well as TDY



A Report
by
Colonel
Jack
L.
Turecek

enroute from other duty stations.

Following individual training by aviators and maintainers at the TRADOC schools, each squadron will undergo 90 days of troop and squadron level training at Ft. Hood culminating in an **External Evaluation (EX-EVAL)** of the squadron's **Army Training and Evaluation Program (ARTEP)**.

As the first unit to field the APACHE, the 7th Squadron, 17th Cavalry will commence unit

training in mid-April so as to be fully trained by mid-July 86. Unit training for squadrons within the Brigade will end when the 5th Squadron, 17th Cavalry completes its 90 day training cycle and EXEVAL in March 1987.

In addition to the fielding of the AH-64 and the simultaneous fielding of the UH-60 in each squadron during 1986, the Brigade will field the CH-47D in the 34th Support Battalion in January 1987 and the 7th Squadron, 17th Cavalry will be the first unit equipped with OH-58D aircraft when it fields the Army's newest scout aircraft in early 1987.

Full scale DTE in 1987

Presently the 7/17 is scheduled to conduct an attack helicopter squadron training validation with AH-64's and OH-58D's in March 1987 followed by a full scale force development and training evaluation exercise in September 1987.

In the next two years, the Brigade will transition from its present family of older aircraft to the most modern rotary wing aircraft in the world.

It promises to be a very exciting time to be a soldier serving in Army Aviation, especially in the Blackhorse Brigade.

—COL Jack L. Turecek
Cdr, 6th Cavalry Brigade
(Air Combat)



OUTSTANDING UNIT — Major General Richard A. Scholtes (left) Commander, 2nd Armored Division, Ft. Hood, Tex, presents the prestigious 304th Light Tank Brigade Award to Delta Company, 502d Combat Aviation Battalion, commanded by Major Ronny J. Graves, recognizing "D" Company as the most outstanding company size unit within the Division for its phenomenal performance in the face of very tough competition.

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Aerospace/Optical Division **ITT**

Try a MEGA-ARTEP! The 82d CAB says, "You'll like it!"

FT. BRAGG, N.C. — There is nothing new under the sun, but aviation training in the 82nd Airborne Division goes well.

The 18-hours that pass from the nerve-jangling alert call that ends the backyard soccer game with the kids until the first war-laden C-141 roars down the runway at Pope AFB creates a forced sense of urgency in all training activities which, in turn, pays huge dividends in every other war-making endeavor.

This 18-hour, peace-to-war operating requirement demands a flexibility of planning that sometimes looks like chaos and often creates the humorous illusion that long-range planning in the Division might include the next weekend.

Not true at all! The pace is furious and the opportunities are endless, but long-range planning has always paved the way toward bigger and better capabilities. Aviators have learned from and added to this unique pace.

One such bigger operation that has served aviation training particularly well at Ft. Bragg has been the **Army Training and Evaluation Program (ARTEP)**; not just the normal aviation battalion in isolation ARTEP like we were fortunate enough to complete the Friday prior to the Monday alert for Grenada, but a much larger, truly combined arms exercise that became known as the **MEGA-ARTEP (MEGA)** because of its sheer size, where typically seven or eight battalions were evaluated simultaneously using MILES-equipped, force-on-force operations that demanded combined

arms planning and execution to survive.)

In the latest MEGA-ARTEP, the seven evaluated units consisted of infantry, artillery, aviation, signal, engineer, maintenance, and medical battalions that were supported by infantry, armor, air cavalry, air defense, MI, and Reserve transportation units within the Division.

The entire Division staff and DISCOM moved to the field and the OPFOR consisted of an infantry battalion, an armor heavy task force from Ft. Knox, an Army National Guard aviation company of UH-1H's and OH-6's, and selected elements from each non-evaluated Division unit.



**A Report
by
Lt. Colonel
Robert
N.
Seigle**

The Air Force played a major role in both airlift and tac air while the Navy support included ANGLICO teams and fire support coordination.

In all, over 10,000 troops were committed to enable seven battalions to practice their combat skills on an exercise that covered every inch of Ft. Bragg and airlift between Pope and Charleston. It was, in fact, MEGA in planning, scope, and execution.

The outstanding aviation benefit derived from such a massive exercise is that it demanded detailed execution of real-time aviation support missions and thereby tasked fully every staff section to plan and distribute its support requirements and it also tasked each operational company to

provide the full range of its design capability.

No longer were only fractional elements of aviation companies called out to support an ARTEP; no longer were cold reports of administration and logistics injected into the problem play by a controller; and no longer were the aviation lift and attack missions canned and controlled by the brigade staff.

Lift assets were overcommitted by real priority conflicts of moving troops in and around the operational area, hauling critical supplies from DISCOM forward, hauling engineer barrier material into position, establishing and moving FARRP, and various other time-sensitive demands.

The general support company, traditionally over-tasked in a non-air defense environment, was also committed beyond its capability even before the BLACK HAWKS pulled out because of the world-wide grounding and forced the HUEY's back to their airlift role.

The attack company had to provide continuous liaison to the committed battalions, ready to react to the main attack, while it was required to plan for DISCOM Rear Area Combat Operations.

The aviation maintenance company had to do what it does best—fix helicopters 24 hours a day through both scheduled and unscheduled maintenance using contact teams and phase teams continuously.

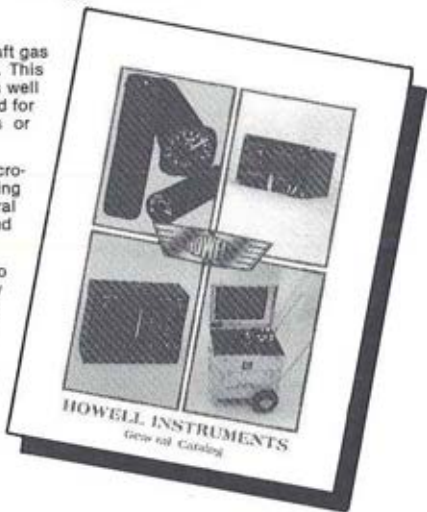
Staff sections were loaded with the very real problems of load-out lists, filler rosters, JP4, ammunition, situation maps, enemy threat, current and future operations planning, and maintenance on a major scale.

A side benefit of assignment to a strategic rapid deployment outfit is the opportunity for no-notice, deployment exercises



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that time a unit's ability to outload itself for war, fly it away to a distant field, and then reassemble under its organic capability.

This MEGA-ARTEP provided that opportunity to the attack company on its return from a 19-day annual gunnery exercise at Ft. A.P. Hill, Va. The company was alerted and outloaded by C-5 and KC-10 to Charleston AFB, as an intermediate staging base, where it was required to reassemble and self-deploy both air and ground convoys back to the operational area at Ft. Bragg and then phased into the problem play as it arrived. The unit deployed exactly as it planned to go to war.

What was the cost of such an operation? Not anymore collectively than all the individual training events would have cost anyway. The aviation benefits derived were far greater than their cost. The combined arms, live-fire, night attacks under night vision goggles were the same; they were merely planned under war-like conditions instead of from garrison. The significant impact of the scope and scale of operations cannot be overestimated. Units had to fight as units and every individual had to pull his weight or something would break.

For the first time in many years, aviation units were com-

mitted in their entirety and had to react to mission requirements generated from a real, moving, and equally reactive threat.

Operations officers and unit standardization instruction pilots had to sort through and evaluate missions and assign pilots; they had to move forward to the supported battalions and companies and hammer out realistic aviation missions; and they had to provide that steady counsel to the more junior pilots who were not certain that their personal skills matched the mission requirements.

Individually, they had completed similar missions before, but collectively, they were not certain how it all could fit together.

Command and control problems quickly posed the largest stumbling block. The request for guns on station from the infantry battalion commander facing the main attack had to travel through several layers before scout-attack teams were on their way. Delays are costly and enable enemy armor to breach obstacles prior to effective COBRA support.

Once on station, in the heat of a major battle, control of the attack assets is crucial to the battle's final success and a significant amount of training repetition is necessary to keep this control link open and respon-

sive. It was in these areas of response to mission requests and control of attack assets that most combined arms lessons were learned for additional training effort and planned for the next MEGA-ARTEP.

The MEGA-ARTEP extracts its greatest cost in planning. An Aviation Major was dedicated to the Division ARTEP staff full-time to coordinate task lists with the opposing force scenario. A full-time, out-of-hide planner for six months is not an easy cost to overcome but is absolutely necessary to assure that the flexibility, firepower, and mobility of the Army's newest combat arm is integrated fully into the combat scenario.

Was anything new tried?

No, but the scale of operations tied to a force-on-force combat operation gave new meaning to total unit commitment and combined arms operations. The long-range planning was well worth the price.

MEGA-ARTEP II was completed in May 85. Planning had already begun for MEGA-ARTEP III in late Oct-Nov 85. During the summer, units were restoring the downed BLACK HAWKS to their preeminent combat role, beginning the move toward air-to-air combat, supporting ROTC Summer Camp, and readying for a massive airlift to the National Training Center in Aug-Sep 85 to test light infantry desert doctrine with limited helicopter mobility.

Obviously, the day-to-day activities remain at an incredible pace, but it's those full unit, combined arms operations, like a MEGA-ARTEP, that pull it all together. Get your Division to try one; you've never had so much fun.

—LTC Robert N. Seigle
Former Cdr, 82d Aviation
Battalion (Combat)

Rucker Aviator wins Nat'l Jaycee Award

MAJ Marion J. (Jeff) Tyler, an Aviation Space Activities Officer assigned to the Directorate of Combat Developments at the Aviation Center, has been selected for the 1985 Outstanding Young Men of America Award. Sponsored by the Jaycees of America, the annual award is based on an individual's record of leadership and community involvement.

Tar Heel Chapter Is Re-activated!

The AAAA's Tar Heel Chapter has been re-activated after a two-year hiatus. Based in the Morrisville, N.C. area, the Chapter's new officers are: CW4 Eddie Hayes (President); MAJ Jim Sikes (Senior VP); CW3 Randy Watkins (Secretary); CPT Andrew Goodwin (VP-Membership); CPT Tom Swann (VP-Programs); and LTC Leslie Everett (VP-Publicity).

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The 222d flies across Alaska's vast interior and over the Aleutians

FT. WAINWRIGHT, ALASKA — Army Aviation in Alaska is at a full gallop. The 222d Aviation Battalion is conducting a long range exercise to Indian Mountain Air Force Station (AFS).

From Indian Mountain teams of CH-47, UH-1, AH-1, and OH-58 aircraft are flying 400 nautical mile projections across Alaska's vast interior to Kotzebue, Nome, and Granite Mountain AFS. Refuel stops are being established by C-130 fuel bladder aircraft, C-130 fuel paratroops and CH-47 fuel blivet slingloads. Recent exercises have found Alaska's Army Aviation units operating as far north as the Polar Ice Cap.

This summer the 222d Aviation Battalion began shipboard helicopter operations with ships

of the US Coast Guard off Kodiak, Alaska in preparation for planned Aleutian Island exercises. To further meet the requirements of these overwater missions requests for CH-47 Ferry Fuel Systems, radar altimeters, exposure suits, life rafts, and other overwater survival gear are pending. Coordination for aircrew attendance at Coast Guard and Navy Water Survival Courses is ongoing.

Plans for the 6th Light Infantry Division are in full swing. The 6th Combat Aviation Brigade of the division will be activated April 1, 1986 and will provide a substantial growth for Army Aviation in Alaska.

The operations to the Polar Ice Cap and the periphery of Alaska throughout the last year

have brought unique challenges to Alaska's aviators. These challenges center around night operations, overwater and over snow whiteout conditions of the arctic



A Report by Lt. Colonel Christopher D. Calhoun

desert, and the Polar Ice Cap. Intense aircrew training and an aggressive Flying Hour Program have enabled Alaska's aircrews to train and safely meet these challenges.

With hard work and some luck Alaska's 16 month Class A and B accident-free record will continue to grow.

—LTC Christopher D. Calhoun
Cdr, 222d Avn Bn (Cbt)

First Flight for Bell ACAP

The Model D292, being developed for the Army's Advanced Composite Airframe Program (ACAP) by Bell Helicopter Textron, made its initial hover flight on August 30 at the company's Arlington Flight Research Center in Texas.

During the 18-minute program, the Flight Test Vehicle (FTV) was checked for hover controllability and main and tail rotor vibration. Also included in the first flight scenario were right and left hover turns, control inputs to examine structural loads and verification of acceptable operation of landing gears during ground contact.

Two Northrop employees honored

Two employees of Northrop Corporation's Electro-Mechanical Division in Anaheim, Calif., have received one of the U.S. Army's highest civilian honors. **Thomas M. Sneed and Rolf Krumes**, both AAAA members, received the Commander's Award for

Public Service for exceptional management and technical performance in producing a key Army helicopter night vision training system.

The two led work by Northrop in covering AH-1S COBRA helicopters to "Night Stalker" trainers for night flying instruction of pilots in the AH-64 APACHE helicopter program.

Litton Precision Gear Awarded CH-47D Contract

The Litton Precision Gear division of Chicago has been awarded a \$109 million contract by the Boeing Vertol Company to supply new transmission components for 240 Boeing-built Army CHINOOK helicopters that are being modernized.

The four year contract is designed to reduce the costs of modernizing CH-47 helicopters to the advanced CH-47D configuration by stabilizing prices. Boeing Vertol has estimated that the multi-year pact will achieve a 12% savings compared with the cost of single-year contract awards.

Lucas and Hamilton Team for LHX Engine Control

Lucas Aerospace and United Technologies' Hamilton Standard Division have teamed up to develop an integrated engine management system for the U.S. Army's next generation of light helicopters, the LHX.

The companies have established a joint program office, located in Fairfield, N.J., to manage the development program for the AVCO Lycoming/Pratt & Whitney APW34 engine which is a contender for the Army's T800-XX-800 Program, a new 1200-hp engine to power the LHX.

Coming in December: AWO Aviator Directory

The December 1985 issue of **Army Aviation** will feature our "Who's Who in AWO Army Aviation" directory. All Aviation Warrant Officer members of AAAA have been invited by direct mail to list personal and professional information in this roster.

USAREUR's 59th ATC Bn uses its six new tactical control towers

SCHWAEBISCH HALL, GERMANY — In providing both fixed and tactical aeronautical services to US Army Europe, the 59th Air Traffic Control Battalion is the largest ATC Battalion in the Army.

Authorized 624 TDA and TOE military soldiers and 125 German local National and civilian personnel, the 59th is organized into an H&H Det (Schwaebisch Hall); the 187th ATC Co (FWD) (Wiesbaden) supporting V Corps; and the 189th ATC Co (FWD) (Schwaebisch Hall) supporting VII Corps. Unique to the battalion is the Army's only Communications Zone ATC Company, the 240th ATC Co



A Report by
Lt. Colonel
Orville
B.
Smidt

(COMMZ) based at Mannheim and an Army Flight Operations Detachment (AFOD) at Heidelberg supporting USAREUR airfield operations functions.

BELOW: The AN/TSW-7A Tactical Control Tower.



Our current Commanders are CPT William Wilson, HHG; MAJ Rodney Slater, 187th; MAJ Manuel Andino, 189th; MAJ Charles Kennedy, 240th; and MAJ Sidney Beddow, AFOD. The Battalion Exec is MAJ Robert Stewart and the Unit's CSM is Johnnie Byram.

We're very active in supporting 18 Army Airfields in Europe on a daily basis and over 20 tactical exercises each year with the capability to field an additional ten airfields. Key to the success of the unit is good people, good equipment, and teamwork.

A recent addition to the units' tactical equipment was the fielding of the AN/TSW-7A Tactical Control Tower. Six TSW/7A's were delivered to Germany at a cost of \$668,000 each. They're used in support of fixed air towers at different airfields, and are also used for field exercises at the Corps and theater Army level or when major tower repairs must be done.

It takes a crew of five to set up one system for deployment in a field exercise. A completed system set up consists of two vehicles, an environmental control unit (ECU), and a main tower vehicle.

SP5 Edward D. Rojas, ATC and training supervisor for fixed station towers at Coleman, was one of the first operators in Germany qualified to work on the TSW/7A.

"The main tower vehicle functions like any type of fixed tower," says Rojas. "It's actually a three-position tower (for local air traffic control)."

The first position operator is responsible for all airborne aircraft procedures issuing takeoff and landing instructions

to the pilots. The second position operator relays clearance for takeoff and taxiing aircraft and pertinent information to pilots on outbound aircraft as well. The final position — the heart of the system — has the responsibility for all land-line communication to different towers.

The tower vehicle has three antennae for transmitter and receiver setup; very high frequency (VHF), ultra high frequency (UHF), and frequency modulator (FM). There are also two frequency modulators set up 50 to 100 feet away on tripods to improve the procedure.

This whole unit can be air-ground mobile, go on auxiliary power, and be operational in five minutes with full power capabilities in 30-35 minutes. Another crew member for this particular unit is the electronics maintenance/communications specialist, SP5 Osvaldo R. Rodriguez.

"Prior to full power operation of the system, my job is to make a maintenance check before giving the operators the go-ahead to begin operations," says Rodriguez.

The team's first deployment was in support of the 56th Avn Co for three days at Lampertheim. This field exercise helped acquaint members with the system and they all agree that by the time of the next deployment of the TSW/7A, scheduled for the September time frame, they will know more about the system and its capabilities.

The writer, as Commander of the 59th, and three officers visited the French Aviation School at LeLuc. The visit, which was set up by MAJ T. Rains, USA Liaison Officer to the aviation school, and MAJ Boulanger, French Army Officer, to learn about tactical air traffic control procedures and training in the French Army.

(Continued on Page 89)

Reserve Components

29 combat aviation battalions to be in Reserve Components

WASHINGTON, D.C. — More than ever before the Army is dependent on its **Reserve Components (RC)**. Army Aviation is no exception.

Not only has the **Army of Excellence (AOE)** concept brought new missions and equipment to the reserves, but it has also precipitated organizational concepts and structures which will radically change the way reserve aviation does business.

Sixty percent of the Army's Corps Aviation Force will be assigned to the RC. This force consisting of 29 battalions will be fully integrated into the Corps' Aviation Brigades. The bulk of this Reserve Component Force



**A Report
by
Lt. Colonel
Lawrence
P.
Peduzzi**

will be in the **Army National Guard (ARNG)**, but a significant portion of this force will be fielded in the Army Reserve.

In its integration into the AOE, the USAR Aviation Force will undergo dramatic restructuring. As currently structured, Army Reserve Aviation is neither a formidable force nor a combat multiplier. Rather, it is composed of diverse aviation organizations with a variety of missions and no command infrastructure above the unit level.

The AOE structure, with its reliance on the Reserve Components and its infusion of modernized equipment, not only necessitates, but provides the impetus for restructuring this force.

This restructuring affects both the Army Reserve's Aviation Force and command lines. Under AOE, aviation is organized along functional command lines with brigades, groups, battalions, etc. Aviation support is centralized at division, corps, and higher echelons, eliminating many aviation detachments currently found throughout the force.

Because detachments are a large portion of current USAR structure, a major shift of personnel and equipment is necessary.

To enhance the Army Reserve Aviation **Command and Control (C²)** and transform existing TDA detachments to combat spaces, OCAR has recommended that aviation functional commands be established at each continental US Army with aviation groups and battalions as the basic structure. Groups would have peacetime C² of all USAR aviation units and facilities within the Army area.

The USAR's **Operational Support Airlift (OSA)** capability also needs restructuring. State of the art fixed wing aircraft are required to provide safe, efficient command and staff transport. The current fleet of obsolete, non-deployable aircraft (U-3A, T-42, confiscated drug aircraft, U8-F, U-9) is less than adequate. Maintenance costs of this fleet and pressures to reduce TDA resources, emphasize the need to develop alternative means of support. The addition to the

USAR structure of TOE organizations, equipped with modern aircraft, will meet this requirement. Alternatives such as consolidation with AC flight activities, or regionalization are also being considered as a means of providing improved OSA support to active and Reserve Component commanders and staffs.

Attack Helicopter Battalions with AH-1 and Combat Aviation Battalions equipped with UH-60A aircraft will be fielded in the USAR for the first time as part of AOE. Units of this type require dynamic training, unique logistical support and intensive management to achieve combat readiness.

Such requirements present significant challenges to the Army Reserve. The AOE functional aviation command structure will assist the integration of these units into the USAR and enhance their ability to rapidly achieve combat readiness.

This unprecedented restructuring will produce many dividends. The Army Reserve will soon be organized in peacetime as it will be in war; C² with aviation staffs above the unit level will be improved; aviation units will become a combat multiplier; and Army Reserve Aviation will be revitalized and assigned substantive combat roles and missions.

The Army Reserve Aviation Force will increase by nearly 2,000 personnel and 200 aircraft in the next five years, and for the first time, Army Reserve Aviation will be organized to reflect its actual wartime mission.

—LTC Lawrence P. Peduzzi
Office of the Chief,
Army Reserve (OCAR)

59th ATC (Continued)

We received briefings on the French aviation units and their aviation school, with emphasis given to ATC training and use. An in-depth briefing on tactical instruments flight procedures revealed a program quite similar to ours.

A tactical instruments program is needed in order to be prepared for all weather conditions. The French program consists of mobile navigation beacons and mobile precision radars with capabilities similar to those in USA ATC units. French aviators are required to train on the tactical instrument systems in actual instrument meteorological conditions.

A tactical instrument flight in a PUMA that ended with a tactical instrument approach on a precision radar was the highlight of the visit. A tour of the radar site and a briefing on the equipment was most educational. Purchased as a state-of-the-art device in 1976, the French radar incorporates many of the changes programmed for the U.S. Army radar systems.

A set-up to full operational time of only 1½ hours, and its many advanced engineering systems, make the equipment noteworthy.

Behind different uniforms, basic air traffic control is the same. It was refreshing to open a door and stand in the light of mutual education, cooperation, and understanding.

—LTC Orville B. Smidt
CDR, 59th ATC Battalion

17th CAG (Continued)

tion elements become fully confident in the capabilities of each other. Obviously, this peacetime planning process spread over several days would be compressed in wartime. However, the fundamental planning steps emphasized the most are still there, just reduced in time to meet operational necessity. By gaining the maximum from each of these training events, the goal of a high state of combat preparedness can be and is being achieved.

Combined ROK/US aviation training has been clearly successful and we continue to work toward refinement of the con-

cept. Many obstacles have been overcome, but some interoperability issues remain, i.e., equipment compatibility, logistical support and language.

Joint/Combined Exercises TEAM SPIRIT 84 and 85 have proven that these obstacles can be solved with time and training, but it takes the combined efforts from all elements of the Combined Aviation Force. We aren't just talking about it—we're doing it—the Combined Aviation Way.

—MAJ Brian K. Roth
17th Combat Aviation Grp

OCLL (Continued)

and through the Joint Authorization Conference in Fiscal Year 1986 form the foundation upon which to build for the future. The Congress' emphasis is on improving the capabilities of conventional forces with well managed programs.

The Army supports that effort, and we in OCLL are doing our part in getting the word to the Hill on what it will take to enhance the Army's capabilities and those of Army Aviation.

—MG Richard Kenyon
Chief of Legislative Liaison



RUNNING STRONG — LTC Larry Ray (left) of DCSOPS Aviation at HQ USAREUR was the overall men's winner of the First Annual 10K Run sponsored by the AAAA Rhine Valley Chapter and the 70th Transportation Battalion (AVIM). His winning

time (35:28) also took first place in the Men's Senior (Over 40) category. ABOVE: Two Chapter members show off their new AAAA T-Shirts after completing the 10K run which attracted more than 300 runners and spectators.



Briefs

The full-year Chapter Membership Enrollment Competition that ends next Jan. 31 is heating up. Through Oct. 1, the top three leaders in each of the six competitions were:

LARGEST MEMBERSHIP GAIN

Master Chapters (\$1,200 1st Prize; \$600 Runner-Up)

1. Army Avn Center.....121
2. Morning Calm Chapter.....39
3. North Texas Chapter.....37

Senior Chapters (\$600 1st Prize; \$300 Runner-Up)

1. Rhine Valley Chapter.....47
2. Thunderhorse Chapter.....32
3. Suncoast Chapter.....11

AAAA Chapters (\$300 1st Prize; \$150 Runner-Up)

1. Schwaebisch Hall.....103
2. Taurus Chapter.....67
3. Tu-Can Chapter.....48

LARGEST PERCENTAGE GAIN

Master Chapters (\$800 1st Prize; \$400 Runner-Up)

1. North Texas Chapter.....15%
2. Morning Calm Chapter.....11%
3. Army Avn Center.....7%

Senior Chapters (\$400 1st Prize; \$200 Runner-Up)

1. Thunderhorse Chapter.....26%
1. Rhine Valley Chapter.....24%
3. Suncoast Chapter.....9%

AAAA Chapters (\$200 1st Prize; \$100 Runner-Up)

1. Schwaebisch Hall Chapter...116%
2. Tu-Can Chapter.....89%
3. Taurus Chapter.....74%

The 12 individual cash awards total \$5,250 and will be presented to the winning Chapter Presidents during the course of the Membership Luncheon to be held at the 1986 AAAA National Convention. The function takes place in Atlanta, Ga. on Thursday, April 10.

AAAA Overview

■ ■ ■ Hall of Fame Nominations Sought

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made an outstanding contribution to Army Aviation, and records the excellence of their achievements for posterity. The Hall of Fame is located at Ft. Rucker in the Army Aviation Museum where the portraits and narratives of each Inductee are displayed.

ELIGIBILITY: Anyone may nominate a candidate for the Hall of Fame; all persons are eligible for induction, except active duty military personnel. DACs are eligible prior to their retirement. Nominations should be submitted before January 31, 1986, to AAAA, 1 Crestwood Road, Westport, CT 06880, and include:

[1] the nominee's full name and address.

[2] a 75-100 word summary of the achievements for which the candidate is being nominated.

[3] a current photograph (preferably color) of the nominee, if living, or information where such a photo may be obtained.

[4] Add'l background data not to exceed 1,500 words.

SELECTION. An eight-member Board of Trustees composed of members of the Hall of Fame, and chaired by GEN Hamilton H. Howze, will select a qualified list of candidates at an April 9, 1986 meeting in Atlanta, during AAAA's 1986 National Convention. COL E. Pearce Fleming, Jr., MG James F. Hamlet, COL John W. Marr, MG Spurgeon Neel, CW4 Michael J. Novosel, GEN Robert M. Shoemaker, and MG James C. Smith are the remaining Trustees. By mail balloting, AAAA members with seven or more years of current, continuous membership will then elect a specific number of candidates from those on the Hall of Fame Ballot.

INDUCTION. Those elected will be inducted at ceremonies to be held during "AAAA Week" at Ft. Rucker, Ala., in November, 1986.

■ ■ ■ Trainer of the Year Award

The AAAA solicits nominations for the Aviation Trainer of the Year Award to be presented at an Awards Dinner to be held at Ft. Rucker, Ala., on Wednesday, December 11. The national award is presented annually by the AAAA and is sponsored by the Singer Link Flight Simulation Division. It is given to the trainer "who has made an outstanding contribution to Army Aviation during the awards period, in this instance, the calendar year beginning January 1, 1985.

Nominations should be forwarded to AAAA so as to be received NLT November 20. Selection will be by the National Awards Committee. SFC Walter D. Smith, Chief of the Basic Technical Division, Dept. of NCO Training, USAALS, was the initial recipient of the award in 1984.

■ ■ ■ Planning ahead!

There are five major gatherings on the AAAA horizon that concern many segments of the membership. These are the:

USAREUR Region Aviation Ball to take place in Heidelberg on November 9; the **Third Aircraft Survivability Symposium (Classified)** to be held at Sanders Associates, Inc., Nashua, N.H. on November 12-13; and the "Aviation Trainer of the Year Award Dinner" to be held at Ft. Rucker, Ala., on December 11.

Also, the **13th Product Support Symposium** will be held at the Henry VIII Motel in St. Louis during February 5-6 while the **25th USAREUR Region Convention** will be held in Garmisch during the week of March 15-23. Details on any of the five foregoing meetings may be obtained from the AAAA National Office.

■ ■ ■ Mark your calendar!

The 27th AAAA National Convention will be held April 10-13, 1986, in Atlanta. Full Convention details will appear in next month's issue.

ARRIVALS &**DEPARTURES****Major Generals**

BUNYARD, Jerry M.
52 Fairfax Drive
Fort Belvoir, VA 22060

Brig. Generals

PAGE, William C.
11E Wheelon Drive
Atlanta, GA 30310

Colonels

CAROTHERS, Dave
108 Buffle Road
Tabb, VA 23602

CARROLL, William F.
2611 Eisenhauer Rd., 303
Fort Eustis, VA 78209

CORNELL, Allen C.
USDAO-Panama, Box E
APO MIA 34002

DEASY, William T.
ACOS, G2, HQ, VII Corps
APO NY 09107

HANDY, Malvin L.
405 Sherman
Fl. Leavenworth, KS 66027

JONES, Louis R.
USA Log Ctr, Attn: ATCL-L
Fort Lee, VA 23801

WILLARD, Jack T., Jr
8521 Rieflon Court
Alexandria, VA 22310

Lt. Colonels

ADAMS, Bert E. Jr.
1633 Cyprus Court
Riverdale, GA 30296

ALEXANDER, Jimmy D.
6800 Whitland Court
San Antonio, TX 78239

CLAY, James E.
PMC 85-2 DSMC
Fort Belvoir, VA 22060

CREWS, Gerald L.
8826 Sydenstricker Rd
Springfield, VA 22152

DOWNS, Curtis H.
19th Avn Bn
APO SF 96271

FENTON, Jerry L.
249 Bayonet Street
New London, CT 06320

FISHBAUGH, David L.
6108 Harmon Place
Springfield, VA 22152

HAGEN, John F.
6743 Doolittle
Edwards, CA 93523

HEATH, Herman S.
25 Diamond Circle
Fort Rucker, AL 36362

HENDRICKSON, John F.
8300 Harford Avenue
Silver Spring, MD 20910

HUDSON, Gabriel L.
USA Rq Atlanta, Ft. Gillem
Forest Park, GA 30050

IVEY, Ramon A.
2769 Mcmanus Street
Fort Eustis, VA 23604

JACKSON, David C.
6503 Magic Oaks Drive
San Antonio, TX 78239

LAY, Robert S.
214th AHB
Fort Lewis, WA 98433

MARKHAM, Robert E. II
ARPRO McDonnell Douglas
Culver City, CA 90230

MATHEWS, Mat. S. III
USARDSG-UK, Box 65
FPO, NY 09510

McMAHAN, William T.
2804 Folsom Avenue
Leavenworth, KS 66048

MURPHY, James O.
7700 Lookout Court
Alexandria, VA 22306

PITTMAN, Phillip D.
484 Harrington Drive
Fort Belvoir, VA 22060

REAVIS, Lonnie C.
3518 McCormick
San Antonio, TX 78247

ROSEBOROUGH, Morgan G. Jr
225 A Barnard Loop
West Point, NY 10996

SCRIVENER, Thomas S.
Hq. EUSA J3, TRADOC LO
APO SF 96301

SHIRILLA, George
112 Fox Hunt Court
Fayetteville, GA 30214

SPARKS, John E.
1974 Banyan Tree
Collinsville, IL 62234

Lt. Colonels

VAN METER, Stephen D.
Box 205A Reids Hill Road
Morganville, NJ 07751

WOLFINGER, William D.
10601 John Ayres Drive
Fairfax, VA 22032

WOOD, Gail W.
JUSMG-MAAG/AS
APO NY 09285

Majors

ACKERLY, William G.
28 4th Arly Road
Fl. Leavenworth, KS 66027

BAILEY, Stephen M.
143 Lofton
Fayetteville, NC 28301

BOWNS, Nicolas D.
233 Hancock Avenue
Fl. Leavenworth, KS 66027

BUIE, Ralph M.
261 Hancock Avenue
Fl. Leavenworth, KS 66027

CARCAMO, Billy E.
1402 Benton Street
Ruston, LA 71270

CARPENTER, Fred V.
424 Louella Drive W.
Hurst, TX 76054

COBB, Bernard A.
P.O. Box 3143
Fl. Leavenworth, KS 66027

CUMBIE, Donovan R.
144-A Avenue D
Gunter AFS, AL 36115

DAVIS, Gary R.
103 Plumb Point Loop
Aberdeen PG, MD 21005

DOUCETTE, Kenneth A.
1045 B Halsey Drive
Key West, FL 33040

FLUKE, Bryan C.
C Trp, 7th Cav, 2d ID
APO SF 96524

FOX, Timothy J.
226 Hancock Avenue
Fl. Leavenworth, KS 66027

FRISON, Ellis S.
7001 Hickory Hill Road
Falls Church, VA 22042

GILLIES, Peter S.
Hq. CENTAG G-4 Division
APO NY 09099

GRAY, James S.
25 3d Infantry Road
Fort Leavenworth, KS 66027

HALL, David T.
HHD, 19th Avn Bn
APO SF 96271

HAPNER, Arthur W.
9604 Summerday Drive
Burke, VA 22015

HARMON, Robert T.
P.O. Box 3318
Fl. Leavenworth, KS 66027

HOLLEY, Charles D.
Rt 2, Box 907C5
Fl. Worth, TX 76135

HOPPE, Robert J.
9124 Home Guard Drive
Burke, VA 22015

HORAN, Linda M.
PIO, SHAPE, Belgium
APO NY 09055

HUGHES, Edmund E.
604 Lufkin Circle
Fayetteville, NC 28301

HUMMEL, Terrance J.
Hq USAREUR, PSC Box 148
APO NY 09063

JASPER, Franklin D.
P.O. Box 530
Imperial PA 15126

Majors

JOBE, David A.
E Co, 4th ATB, Box 7725
Ft Rucker, AL 36362

JONES, Anthony R.
1187 B Drennan Park
Fort Campbell, KY 42223

KAZMIERCZAK, Thomas E.
PSC Box 1635
APO MIA 34003

KERNS, Bruce R.
1547 Montpelier Street
Petersburg, VA 23805

KILLGORE, Houston T.
3401 Manchester Court
Johnson City, TN 37601

KINARD, James M.
HHD, 4th Spt Bn (Main)
APO NY 09701

KINNEY, Raymond F.
9227 Portal Drive
Houston, TX 77031

KONIECZKO, Daniel S.
323 Goldsborough Village
Bayonne, NJ 07002

LACY, Eugene L. Jr
P.O. Box 687
Green Cove Spgs, FL 32043

LENNON, Bert L.
HHC 501st Avn Bn
APO NY 09326

LOVEJOY, Edward
83 Jacobs Drive
Athens, OH 45701

LYNDE, Gary G.
203 Hancock Avenue
Fl. Leavenworth, KS 66027

LYNN, James W.
215 Spring Garden
Leavenworth, KS 66048

MAERTENS, Thomas B. Jr
HHD, 70th Trans Bn (AVIM)
APO NY 09028

MASSKE, Dennis W.
1208 Fernwood Road
Austin, TX 78722

MANUEL, Philip K.
316 Hancock
Fort Leavenworth, KS 66027

McCLELAND, Howard A.
12489 Lolly Post Lane
Woodbridge, VA 22192

McMICHAEL, Lee N.
1413 Northfield Park Bl.
Warrensburg, MO 64093

MILLER, Barry W.
207 Hancock Avenue
Fort Leavenworth, KS 66027

MICHELL, Eric L.
18 Laurel Hill Drive
California, MD 20619

NOEL, Richard L.
7800 Hampton Road
Norfolk, VA 23511

O'DAWA, Nick
1145 Biak Avenue
Norfolk, VA 23511

O'SULLIVAN, John
4th U. S. Army
Fort Sheridan, IL 60037

PAIN, William J.
10923 Adare Drive
Fairfax, VA 22032

PARHAM, Henry A. Jr
HHC 11th Avn Bn
APO NY 09457

PLANT, John T.
10 Biddle Blvd.
Fl. Leavenworth, KS 66027

RINDLER, James P.
HHC 11 AG (Cbt), Box 116
APO NY 09025

RYSTROM, Robert E.
509 Vilas Street
Leavenworth, KS 66048

Majors

SHIVERS, James F.
147 Narrow Lane
New Market, AL 35761

STOOKEY, Frank T.
10028 Midland Blvd
Overland, MO 63114

SWANK, David W.
807 Hillsboro Road
Montgomery, AL 36109

TAVARES, Edward J.
12891 Valleywood Drive
Woodbridge, VA 22192

TAYLOR, Robert W.
2016 Golf Course Drive
Reston, VA 22091

THOMSON, Robert B.
c/o Pfeiffer, 148 Broadway Dr
Pittsburgh, PA 15236

TUCKER, William A.
14 Biddle Blvd.
Ft Leavenworth, KS 66027

VOGEL, William L.
265 Hancock Avenue
Ft Leavenworth, KS 66027

WHITLEY, Gregory B.
P.O. Box 505
Cuthbert, GA 31740

WILLIAMS, Burt F. Jr
5689 Burning Tree Drive
El Paso, TX 79912

WILLIAMSON, Dennis A.
10032 Wheatfield Court
Fairfax, VA 22032

WOOLFOLD, Rogers J.
HHC, 3d SUPCOM (Mail)
APO NY 09457

Captains

AMONETTE, George
1322 Sun Valley Road
Clarksville, TN 37040

AUBREY, Eric A.
821 South Avenue, Apt 101
Springfield, MO 65806

BAILEY, Robert
ALMC Bldg 12500, Box 2264
Fort Lee, VA 23801

BEDWELL, Richard L.
14523-3 Old Courthouse Wy
Newport News, VA 23602

BENNETT, Douglas S.
219 Parker Hillis Drive
Ozark, AL 36360

BLANEY, Scott A.
620 Garner Road
Ozark, AL 36360

BOETHIG, Christopher
613 Knob Court
Fayetteville, NC 28303

BONNER, Michael J.
C 503d ABC
APO NY 09165

BOWEN, Thomas W. Jr
Hq TRADOC, Attn: ATPL-V
Fort Monroe, VA 23651

BROOKSHIRE, Steven G.
609 Green Valley Ter. SE
Cedar Rapids, IA 52403

BRUNS, Robert E. Jr
1800 Palmino Drive
Clarksville, TN 37042

CASON, Randall W.
6882 Chamberlin
Edwards AFB, CA 93523

CONNOR, Bruce H.
2703 Reed Lane
Killeen, TX 76541

CROCKETT, James B. III
200 Regency Drive
Enterprise, AL 36330

CUMMINS, Billy J.
147 Laddie Drive
Washington, PA 15031

DOBSON, David M.
2504 Londonderry Road
Alexandria, VA 22308

DUMAS, John Jr.
158 Main Street
Northampton, MA 01060

EDWARDS, James F.
2417 Anzio Street
Fort Irwin, CA 92310

FERRELL, Mark
608 Manning Drive
Copperas Cove, TX 76522

FLYNN, Joseph
235 Old Hopkinsville Hwy
Clarksville, TN 37042

FOWLER, David D.
1721 Lasalle Avenue
Fayetteville, NC 28303

FOX, Norman
307 1st Street, Apt. 2
Huachuca City, AZ 85616

GAVORA, William M.
681 Woodstream Drive
St. Charles, MO 63303

GILLESPIE, Brian
1400
Fort Belvoir, VA 22060

HARVEY, Michael L.
404 Auserette Avenue
Enterprise, AL 36330

HAWORTH, Loran A.
5302 Avenida Almondros
San Jose, CA 95123

HAYES, Dallas G.
2412 River Ridge Road
Midledgeville, GA 31061

HEINE, Kurt M.
925 Englewood Drive
Chesapeake, VA 23320

HILDRETH, Bradford C.
D Co, 4th ATB, Box 7821
Fort Rucker, AL 36362

HILTON, Cary A. Jr
Route 4, Box 230a
Ozark, AL 36360

HONEYWELL, Robert A.
52-585 Base Road
New Baltimore, MI 48047

HOPPER, Gary B.
323 Amherst Drive
Sainas, CA 93901

HUMPHRIES, Travis L.
125th ATC Bn
APO SF 96301

HUTZKY, Paul E. III
P.O. Box 326
Fort Rucker, AL 36362

KROPP, Carl J.
5728-F Villas Circle
Montgomery, AL 36116

LIGHT, Thomas W.
Naval PGS, SMC, Box 1634
Monterey, CA 93943

LLOYD, Karen D.
Hq 7th Army Tng Cmd
APO NY 09114

LOCOCO, Michael A.
Box 386
Fort Ord, CA 93941

LUSK, Chris B.
106 Auburn Drive
Enterprise, AL 36330

LUSK, Edward H.
1823 Fairchild Avenue
Manhattan, KS 66502

MACIEJEWSKI, Don M.
2025 Wyandotte
Lakewood, OH 44107

MAIBERGER, Robert M.
7E Goldfinch Court
Savannah, GA 31419

MARMARO, Michael E.
11 Montlieh
Fort Rucker, AL 36362

Captains

Captains

McCANN, Henry C.
24 Oak Drive
Millsboro, DE 19966

McDANIELS, David J.
P.O. Box 566
Fort Ord, CA 93941

MELLIICK, Gary A.
1338 Alderton Lane
Silver Spring, MD 20906

MOORE, Harold D.
1884 Harriet Drive
Clarksville, TN 37040

MORGAN, Robert P.
Box 28, 330 EW Ewn Co
APO NY 09359

MURPHY, Michael J.
31 Bailey Road
Naugatuck, CT 06770

MYERS, Matthew A.
38 Kirkland Court
Williamsburg, VA 23185

NAPIER, Edward P. Jr
2232 Robin Road
Clarksville, TN 37042

NEO, Aik Sia
61 Lorong K, Telok Kurau
Sing, 1542, Dep. of Singapore

OSBORN, Douglas G.
870B Cedar Street
Fort Devens, MA 01433

O'SULLIVAN, Paul F. Jr
37 Hickory Road
Braitree, MA 02184

OWEN, Edward H.
307 Sylvan Drive
Enterprise, AL 36330

OWENS, Donald K.
16 Wilson Avenue
Ozark, AL 36360

PEELE, Loren D.
C Co, 9th Avn Bn
Fort Lewis, WA 98433

PIKE, Daniel
8623 Fisher Avenue
Falls Church, VA 22046

RYLES, Richard R.
14285 Staffi Lane
Castroville, CA 95012

SALES, Vance
117 Emerald Drive
Enterprise, AL 36330

SILVOLA, Ward R.
503 Lindenwood Drive
Troy, IL 62294

SKOWRONSKI, Stephen
302 Seminole Circle
Enterprise, AL 36330

SMITH, Kendall
P.O. Box 47201
Fayetteville, NC 28309

SONGIN, Joseph S.
8474 Summer Breeze Lane
Springfield, VA 22153

SUGRUE, Jeffrey
Box 61, C Trp, 47 Cav
APO SF 96524

TAYLOR, Allen B. Jr
1348 Hummingbird Lane
Sierra Vista, AZ 85635

VALENTINE, Mark E.
HHC, 12th Avn Gp
APO NY 09457

VOGENTANZ, Barbara F.
613 Victor Street
Salinas, CA 93907

WALL, Dennis A.
101 Beverly Drive
Enterprise, AL 36330

WARD, George, Jr.
603 Chickasaw Road
Enterprise, AL 36330

WEGER, James E.
1905 Lake Meadow
Fayetteville, NC 28304

Captains

WEILER, Dale S.
160 N Harris
Fort Rucker, AL 36362

WHITEHILL, Craig M.
81-A Colonial Drive
Monroe, LA 71203

1st Lieutenants

ANGEVINE, John
1251B Werner Park
Fort Campbell, KY 42223

BEQUETTE, Bryan W.
415 Pribiloff Loop
Eagle River, AK 99577

CREA, Thomas M.
HHD 52nd Avn Bn
APO SF 96301

GARMAN, Patrick J.
4209 Baytown
Colorado Springs, CO 80916

OCHOCKI, Mark J.
Quarters 2803-A
Fort Lewis, WA 98433

ROBBINS, Stephen D.
1003 Albert Lane
Harker Heights, TX 76543

SCHLOSSER, Andrew H.
Box 420
Fort Campbell, KY 42223

SMITH, Gary S. Jr
118 Dave Drive
Clarksville, TN 37042

WELLS, Alvin R.
Bldg 1584, Room 206
Fort Campbell, KY 42223

WHITE, Howard R.
P.O. Box 858
Fort Campbell, KY 42223

WIANT, Shawn E.
Box 78, A Trp, 2 CAD
APO NY 09092

2d Lieutenants

CLEMENS, Ted E.
63 Endi Avenue
Fort Rucker, AL 36362

CUFF, Shawn M.
41 Kirby Street
Fort Rucker, AL 36362

DEAL, Kenneth L.
North Gate Terr. #11-2
Clarksville, TN 37040

EISIMINGER, Rebecca A.
105 Briant Court
Dadeville, AL 36322

HARDY, Raymond L Jr
Rich'n BBQ, BL 583, R 106
Fort Campbell, KY 42223

KNIGHT, Clifford T.
105 McGriff Circle
Enterprise, AL 36330

OXER, Van T.
1005 Foxmore Drive
Clarksville, TN 37042

RIZZI, Glenn A.
Laveta Woods, Dixie Dr, #A4
Enterprise, AL 36330

ROTH, Barry A.
22 Oak Avenue
Sidney, NY 13838

SOVEREIGN, Scott W.
401 Twin Creek Dr, #9G
Killeen, TX 76543

CW4's

ASHTON, Ardis T. Jr
15201 SE 5th Street
Vancouver, WA 98694

CONRAD, Ralph R.
4254 Barrett Drive
Newburgh, NY 12550

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CW4's

CROUCH, Stephen G.
8 Richardson Drive
Daleville, AL 36322

DAVANAX, David H.
HHC, IX Corps, USA Avn Det
APO SF 96343

HARTLEY, Robert F.
207 Judy Lane, Apt. 144
Copperas Cove, TX 76522

KELLAWAY, William C.
C Co, 503 Avn
APO NY 09165

LEONETTI, Gerald R.
158 Wildwood Dr, Box 113
Fayetteville, NC 28304

McELROY, Michael W.
6 Gridley Loop
Ft. Leonard Wood, MO 65473

OWENS, Max W.
UASSB
APO NY 09457

PAUL, Harry L.
USA Safety Center
Fort Rucker, AL 36362

SMALL, George W.
7331B Gardner Hills
Fort Campbell, KY 42223

STUTTS, Cicero
305-B Sudut Street
Wahiawa, HI 96786

CW3's

ALBERT, Andre J.
30 Court House Sq-Ste 200
Rockville, MD 20850

ALLEN, Bobby R.
Rt 4, Box 29
Ozark, AL 36360

COOPER, Freeman E.
Cmr 3, Box 7752
Fort Rucker, AL 36362

HENDRICKS, Ronald R.
101 Pimlico Point
Peachtree City, GA 30269

HIXSON, Daniel
180th Avn Co (ASH)
APO NY 09025

MANN, Louis W.
Route 3, Box 6504
Lake Butler, FL 32054

McMORROUGH, Jerry L.
128th Avn Co (AH)
APO SF 96208

MEISBERGER, Theodore A.
3620 35th Street, NW
Gig Harbor, WA 98335

MULLEN, Ralph E.
2099 Birchcroft Drive
Fayetteville, NC 28304

OSBURN, Charles L.
356 Dunbar Cave Road
Clarksville, TN 37043

PETERS, Mark E.
713 Cayce Drive
Clarksville, TN 37042

RAWLINS, Michael D.
9514 Chelmsford
San Antonio, TX 78239

RILEY, Walter E.
844 Cascade Drive
Newport News, VA 23602

RUTKOWSKI, Brent J.
6324 Ashwood Drive
Columbus, GA 31904

SPARKS, Michael R.
330 Watson Street
Monterey, CA 93940

STANSELL, Robin L.
Box 5509
Fort Hood, TX 76544

WAERSCH, Wayne A.
877 Cascade Drive
Newport News, VA 23602

CW2's

BENNET, Gregory S.
HHC, 11th Signal Bde
Fort Huachuca, AZ 85635

BOOTH, James D.
205 Stephanie Drive
Ozark, AL 36360

HUGH, Conklin
Cmr 3, Box 7283
Fort Rucker, AL 36362

FULTS, Lee W.
A Trp, 2 CAS, 2 ACR
APO NY 09092

FUREIGH, Robert W.
920 W. 2nd Street
Little Rock, AR 72201

LIXTON, Donald T.
602 Wayne Avenue
Enola, PA 17025

RODRIGUEZ, Jorge A.
B Co, 8th Avn Trng Bn
Fort Rucker, AL 36362

SEANOR, Terry W.
112 E. Pondella Drive
Enterprise, AL 36330

WO1's

CASADY, Quincy R.
25th Avn Co
APO NY 09061

HAUF, Daniel R.
2469 Hobbs Drive
Manhattan, KS 66502

JOHNSON, George K.
Rt 1, Box 585
Deatsville, AL 36022

NORRELL, James P.
930 N. 7th
Copperas Cove, TX 76522

NORTON, Thomas W.
D Trp 4/7 Cav
APO SF 96524

RESTUCCI, Matthew V.
1440 10th Place South
Birmingham, AL 35205

WOC's

CARLSEN, Dann
P.O. Box 33182
Fort Sill, OK 73503

SYPECK, Joseph C.
19 Mathewson Ave
Enfield, CT 06082

Enlisted

BEAN, Kevin D. SGT
RFD 2, Box 2932
Livermore Falls, ME 04254

GARNER, Nathan R. E5
Rt 1, Box 117 B Lot 5
Woodlawn, TN 37191

GIBBONS, Alfonso SGT
C Trp, 4/7th Cav
APO SF 96524

HERRIMAN, James A. SFC
Carriers MHP No. 37
Oak Grove, KY 42262

HEWITT, Milvin R. CSM
P.O. Box 383
Graham, WA 98338

HIGHAM, Lee F. E4
5 Quincy Lane
Merrimack, NH 03054

KNOLL, Michael D. E5
Rt 7, Box 294, Lot 27
Killeen, TX 75541

MONTGOMERY, James B. SGT
B Co, 70th Trans Bn
APO NY 09023

MOORE, Stephen M. SSG
Trailer 5, Snakehill Road
Dover, NJ 07901

Enlisted

OELZE, Richard L. PFC
Route 1
Pembroke, KY 42266

PARKS, Bruce W. SSG
401 E. Calle Arizona
Tucson, AZ 85705

STANDLEY, Melvin C. 1SG
HHC, 3d AHB, Box 219
APO NY 09182

STEWART, Gregory R. SSG
Box 7, 2033 Avn Co
APO NY 09025

WILBURN, Bill J. SP4
152 Hillcrest Road
Oak Grove, KY 42262

Associates

BARRIENTES, Pete
5757 S Staples, No. 2506
Corpus Christi, TX 78413

BARTON, Mildred H.
7443 Foleigh Way
Alexandria, VA 22310

CHAPLA, Joseph R.
US NATO
APO NY 09667

COLONA, Marlene
HHC 2nd SUPCOM, Box 627
APO NY 09160

DIFRANCO, Wm. G./Gould Inc.
1755 Jeff Davis Hwy, Rm 900
Arlington, VA 22202

DUNCAN, Debbie A.
2002 Airline No. 1307
Corpus Christi, TX 78412

GARCIA, Baldomero
P.O. Box 270501
Corpus Christi, TX 78427

HARTING, Bruce W./Gen. Def.
1940 Cove Lane
Clearwater, FL 33546

HOLMES, Wiley T.
P.O. Box 591
Daleville, AL 36322

HORNBERGER, Chris/T.I.
500 Wynn Dr., Ste. 514
Huntsville, AL 35805

HOVORKA, Jos. P./McD-D Hei
4645 S. Ash Ave, Bldg G
Tempe, AZ 85282

HYDE, James H.
9 Timber Lane
Northbrook, IL 60062

JOHNSON, Bruce W.
11220 Ruesta, Apt 2
St. Louis, MO 63138

KACBA, Cheryl L.
MCAS Iwakuni
APO SEA 98764

LAZO, Andres
6706 Canyon Creek
Corpus Christi, TX 78413

LEE, Kang Hong
302-8 Sungsoo-dong Sung-
dong Ku, Seoul Korea 133

LEWIS, Julius/ITT Avionics
390 Washington Avenue
Nuttley, NJ 07110

LOUIS, David/Turbomach
4400 Ruffin Rd POB 5757
San Diego, CA 92138

LUCHER, David L.
P.O. Box 83
Bloomington, IL 61702

MITCHELL, Helene
1st Rgn USACIDD
Fort Campbell, KY 42223

MURTAUGH, Dorothy
4309 Sherwood
Corpus Christi, TX 78411

PAINTER, Norb V.
1515 Ennis Joslin #110
Corpus Christi, TX 78412

Associates

POTTER, Greg L.
16451 Calahan Street
Sepulveda, CA 91343

PREUSSE, Edward C.
1325 Rodd Field Rd#31
Corpus Christi, TX 78412

RAINEY, John A.
1302 Fordham Court
Bel Air, MD 21014

RAMIREZ, Joseph
8163 Redlands St, No. 49
Playa Del Rey, CA 90293

SATO, Masahiko/Nasam Inc.
601 Gateway Blvd. Ste 1155
San Francisco, CA 94080

SCHNAIDT, Loran C./Cavu
1031 Executive Pkwy, 110
St. Louis, MO 63141

SERGERSON, Janet R.
203 Jefferson Road
Edwardsville, IL 62025

VANDENHOEK, John J./Grim
Corp., P.O. Box 67
Medford, NJ 08055

VENABLE, Alfred L.
USALAO-K AVSCOM
Ujungbu APO SF 96358

WALTERS, Richard C.
2078 Duclair Parkway
St. Charles, MO 63303

WASSON, James W.
1838 E. Manhattan Drive
Tempe, AZ 85282

WATSON, Wayne M.
9621 Cinnamon Creek Drive
Vienna, VA 22180

YANDO, Arthur N./AIL-Eaton
1755 Jeff Davis Hwy, 901
Arlington, VA 22202

Retired

ARSENAL, Brian R. CW4
302 Natchez Road
Enterprise, AL 36330

BRYANS, Wallace A. LTC
447 Hilltrail
Ballwin, MO 63011

CHERNE, Milton P. LTC
532 Broadway No. 144
El Cajon, CA 92021

CRABILL, Thomas W. CW4
1107 Westview Drive
Ozark, AL 36360

ELDRIDGE, Benton D. CW4
Rt 1, Box 452
Daleville, AL 36322

EMERSON, James E. CSM
37700 Rudali Avenue
Palmdale, CA 93550

FRYE, James H. CPT
1487 La Paloma
Carpinteria, CA 93013

JAMES, Robert E. CW4
204 W. Hawk Lane
Palmdale, CA 93550

LANGIONE, Jon MAJ
6440 N Central Expy/Ste 1000
Dallas, TX 75206

NIELSEN, John R. CW4
2567A Navarra Drive
Carlsbad, CA 92008

NOACK, Richard R. COL
15242 Bent Moss
San Antonio, TX 78232

SHORT, Robert E. LTC
SIBC/Basil, Box R, ADP Cntr
APO NY 09616

SNYDER, Harold B. Jr COL
9900 Arrabathie Trail
Richmond, VA 23262

STIPECH, Edward F. LTC
2020 Stonewood Court
San Pedro, CA 90732

AAAA offers \$36,000 in Scholarships to 12 1986 college-entry Freshman

BACKGROUND—The AAAA Scholarship Foundation, a separate non-profit educational activity created to provide scholarship aid to the sons and daughters of AAAA members and deceased members, announces the availability of \$36,000 in assistance funds for the 1986 college-entry year.

1986 AWARDS—Twelve scholarships will be presented—One \$8,000 four-year scholarship (\$2,000 a year); three \$4,000 four-year scholarships (\$1,000 a year), to include the William B. Bunker Memorial Scholarship limited to Engineering School applicants; and eight \$2,000 two-year scholarships (\$1,000 a year).

AWARD PHILOSOPHY—Operating on the premise that ample scholarship assistance is available to those in need, the AAAA National Scholarships are awarded primarily on the basis of academic merit and personal achievement. The AAAA seeks to honor those outstanding students whose well-rounded secondary school activities indicate solid career potential.

APPLICATION PROCEDURE—Student applicants are asked to request the ap-

propriate application forms by writing to the AAAA Scholarship Foundation at 1 Crestwood Road, Westport, CT 06880. Requests for applications must be received on or before December 15. All forms, together with other supporting data, must be returned to the Foundation on or before January 20 to receive Awards Committee consideration. The student-prepared application should state the full name of the applicant's parent-member and address of student if different.

ELIGIBILITY CRITERIA—The AAAA applicant must also be unmarried, a citizen of the United States, and a high school senior who has applied to an accredited college or university for Fall 1986 entry as a freshman. Program participation is limited to the children of members with an effective date of membership on or before March 31, 1985.

SELECTION AND NOTIFICATION—Selection of winners will be made by the 22-member AAAA National Awards Committee during the February 15-28 period with each applicant to receive a list of the winners not later than April 1.

Application Form for AAAA National Scholarships

Applicant's Name (Please Print)

Street

City

State

ZIP

* Parent's Name

Rank/Grade (if applicable)

Parent's Address

City

State

ZIP

Residence Phone Number



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