

1987 AAAA NATIONAL CONVENTION COMES TO FT. WORTH

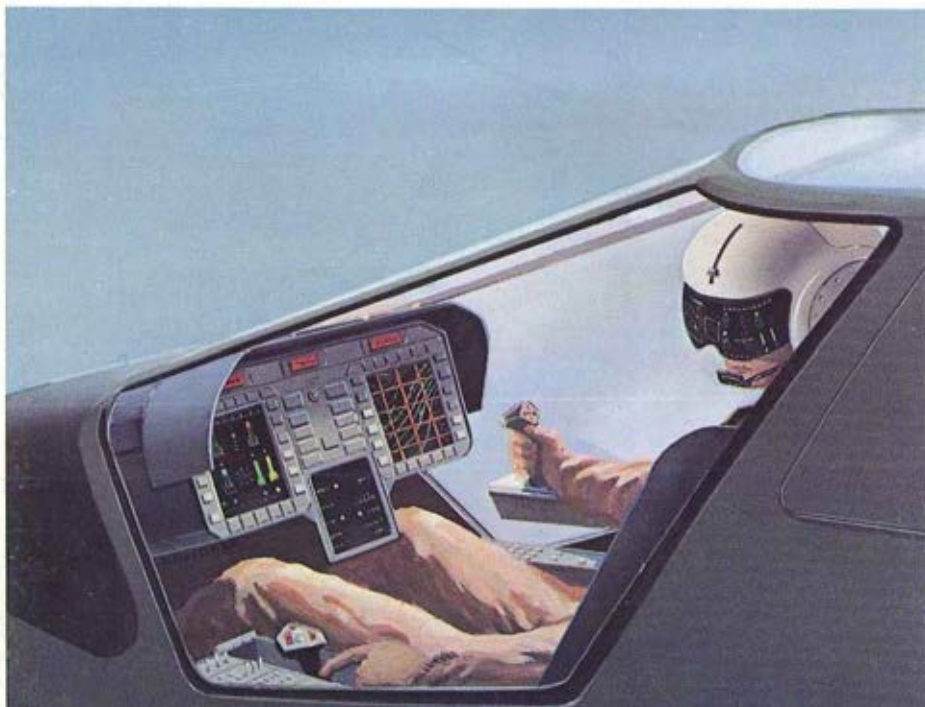
GUEST EDITORIALS • USAAVNC, USAAVSCOM & USAALS Overviews 6-16

PROGRAM • Full AAAA Convention Program 37

AAAA • Lindbergh Chapter gains "Top Chapter" honors 100

ARMY AVIATION

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Army Aviation Magazine is a professional journal endorsed by the Army Aviation Association of America (AAAA).

ADVERTISING

Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. For advertising information, call (203) 226-8184.

SUBSCRIPTION DATA

ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by Army Aviation Publications, 1 Crestwood Road, Westport, CT 06880. Phone: (203) 226-8184 and (203) 226-8185. Subscription rates for non-AAAA members: \$14, one year; \$26, two years; add \$7.50 per year for foreign addresses other than military APO's.

ADDRESS CHANGES

The receipt of change of addresses is verified by the publication of the residence change in the "Takeoffs" or PCS columns of the magazine. Senior AAAA members (O-6's and above) are asked to provide their new duty assignment for publication in the magazine's "Aviation Command Changes" column.

POSTAL

Second class postage paid at Westport, CT.

FORTHCOMING ISSUES

May 31, 1987—Report on the AAAA National Convention, as well as a General News issue.

June 30, 1987—A Special Report on the CH-47D Modernization Program and the V-22 OSPREY Project Manager's Office.

July 31, 1987—A General News Issue with a Special AAAA Directory: "The Aviator Officer", a listing of Company Grade members.

FRONT COVER

An artist's rendering of the Boeing Sikorsky LHX cockpit configuration.

ARMY AVIATION

VOLUME 36

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The Aviation Center: A Year in Review

by MG Ellis D. Parker

OUR mission at Ft. Rucker is much greater than training and developing Army aviators, crewmembers, mechanics and Air Traffic Control personnel. The Army Aviation Center has evolved as a bridge between the dynamic reshaping of America's landpower concepts for the 21st Century and Army Aviation's role in AirLand Battle doctrine. For the past half decade, our major thrust has been toward aligning our mission in support of those concepts.

Over the years, the Army Aviation Association of America has also provided tremendous support in all our endeavors. Its most important role is to provide a forum for the exchange of information among participating players. Now, on the eve of AAAA's National Convention and celebration of the Army Aviation Branch's birthday, I would like to share some thoughts with you.

Briefly, I will cover what's happening at Ft. Rucker in terms of our physical plant, flight safety successes, and dollar savings in simulation. I will also cover some material I discussed in my February "Branch Update," such as Air Traffic Services, combat developments and people initiatives ranging from NCO promotion selections to multi-track — a concept for the future.

In keeping with mission and resources, Ft. Rucker is experiencing a tremendous face lift in our efforts to modernize for advancing technology.

A Rucker history

Camp Rucker, activated as an infantry division training camp in 1942, was a patchwork of temporary wooden barracks and remained so for more than a quarter of a century. Since the ear-

ly 1970s, more than 200 temporary buildings equal to 600,000 square feet have been removed, while 150 permanent structures with over 1.9 million square feet have been constructed. By the end of FY 1986, more than 90 percent of the enlisted barracks were modern, permanent structures and 62 percent of all our facilities were concrete and steel. A global supporting, long range, defense mission has been established in what is now a modern aviation complex. Great things are happening here every day.

The safest year

I'm normally cautious when boasting about flight safety records. It seems that inevitably, when a commander speaks proudly of safety accomplishments, his safety program immediately takes an unfavorable turn. But, I will chance it because sound safety programs are not built on the whims of superstitious commanders. Sound safety programs are built on the efforts of top-notch safety professionals who love and care for those whom they serve.

In FY 1986, Ft. Rucker flew more than 427,000 hours (one-fourth of the Army's total), with an unprecedented safety rate of .47 accident per 100,000 flight hours. This accomplishment is even more significant since much of the Ft. Rucker flying is in such high risk categories as student training, nap-of-the-earth flight and emergency operations. Add to that the air traffic density of 12 aircraft taking off or landing each minute of each flying day, and our safety record becomes even more impressive. Ft. Rucker's .47 accident rate eclipsed the Army figure of 1.98 major accidents per 100,000 flying hours, which was the Army's best rate ever.

Ft. Rucker's ground accident/injury rates were also significantly lower than the Army average

MG Ellis D. Parker is the Commanding General of the U.S. Army Aviation Center and Ft. Rucker, AL. MG Parker is also the Aviation Branch Chief.

in every category. Moreover, FY 1986 was a fatality-free year. The Army motor vehicle accident rate was 1.88 accidents per one million miles driven. This outstanding safety record reflects the command emphasis and unique safety programs that have been recognized both by TRADOC and the Army.

Simulators

Since the inception of computer driven flight simulators, Ft. Rucker has worked closely with industry in developing simulators which mirror actual aircraft flight. This equipment greatly improves the training capability of the Aviation School, and at remarkable savings.

The AH-64 Combat Mission Simulator, dedicated in November, will pay for itself within seven months. This revolutionary system simulates weapons firing, thus accruing savings in ammunition costs as well as in flying hours.

Fielding major aviation systems, including the UH-60 BLACK HAWK, AH-64 APACHE, CH-47D CHINOOK, OH-58D AHIP, Air-to-Air Stinger missile, LHX and the V-22 (OSPREY) Heavy Utility Aircraft is a significant part of Ft. Rucker's combat development mission.

The Army Aerial Scout Test (AAST) was approved in December to resolve aeroscout employment and to validate FM 1-112 doctrine and tactics. This is a redirected effort to further examine scout alternatives and has led to a decision to equip an AH-1S and OH-58C for the test program. In preparation for the test, the testing unit, Task Force 1-112, completed full ARTEP training and evaluation at Ft. Chaffee, AK. As of this writing, the unit is at Ft. Hunter-Liggett, CA, being instrumented by the Combat Developments and Experimentation Center. Phase I testing is scheduled to begin March 1 and end May 13, 1987.

LHX

The Light Helicopter Family (LHX) is the Army's highest research and development priority and represents a large expenditure to replace the Army's aging light aircraft fleet. The Office of the Secretary of Defense has granted funding approval of \$270 million for the program to enter competitive development in January 1988. Engine contractor teams will demonstrate the maintainability of their candidate engines in the near future. Every effort is being made to ensure that the LHX and its engines can be easily maintained

in all types of conditions. An implementation plan is being drafted for an early operational capabilities unit to perform evaluations of the effectiveness of the LHX and LHX equipped units. The program's current schedule gives us an initial operational capability in November 1995.

Air-to-Air Stinger

Approval for production of the Air-to-Air Stinger (ATAS) system was granted in December. Over a 12 month period, 74 systems will be produced and additional systems will be procured once the system is Type Classified-Standard next fiscal year. First hardware deliveries are expected in July 1988 with fielding priority to OH-58C Scouts in APACHE units. In addition to the OH-58, ATAS will be integrated on the APACHE, COBRA and BLACK HAWK as approved by the Department of the Army. A total of 2,100 rotary wing aircraft will eventually possess the capability to conduct counter-air (defensive and offensive) as necessary in order to accomplish their primary aviation mission. Engineering development to integrate ATAS on the APACHE is scheduled to begin in 1987.

The Air-to-Air Stinger is the same missile used by the Air Defense MANPADS System to defeat both rotary and fixed wing aircraft. We selected this missile for air-to-air combat because of its proven fire-and-forget technology and speed which reduces the pilot's exposure time during engagements.

ATC Returns to Ft. Rucker

One of the most significant developments in the growth of our Branch occurred in mid-November 1986. An approved Concept Statement for Army Air Traffic Services (ATS) was received that addresses combat support, tactical Air Traffic Control (ATC) and Army Airspace Command and Control (A²C²) on the AirLand Battlefield. This document is the cornerstone for all future materiel, force development, doctrine and training for air traffic services. An Interim Operational Concept for ATS was forwarded to CAC in mid-December 1986, which will be staffed worldwide for comments.

Industry and advanced technology has provided us with equipment assets and systems that overwhelm the imagination. However, the most valuable asset in the Aviation Branch today is its people. The fine young men and women of Ar-

(USAAVNC — Continued on Page 92)

OH-58D



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AVSCOM: The View from St. Louis

by MG Richard E. Stephenson

THE AAAA Convention offers a good chance to bring everyone involved in Army Aviation up to date on what the U.S. Army Aviation Systems Command (AVSCOM) is doing to improve our aviation readiness posture.

Readiness is the number one priority at AVSCOM. Everything we do is geared toward ensuring the Army's aviation units are prepared for peacetime training and wartime challenges. AVSCOM's job begins early in the materiel life cycle with research and development and continues through contract award, production, fielding, logistic support, overhaul and eventual storage or disposal.

What we do and how well we do it affect training and aviation unit readiness. We are steadily improving our performance to supply aviation soldiers with safe, quality equipment in the least amount of time. AVSCOM is a forward-looking organization with a commitment to excellence in aviation support and development that is traditional to our heritage.

An aggressive plan

We have adopted a more aggressive business plan than we have had in past years to get our spare parts money obligated earlier in the year. These earlier obligations should establish an acquisition cycle that is more responsive to aviation needs and should improve our stock availability rates. We are already seeing vast improvements in obligations over this time last year, and those obligation rates will continue, though we may not reach the Department of the Army/Army Materiel Command goal of 85 percent stock

availability by year end FY 1987. The two-plus years from obligation to spares into authorized stockage lists/prescribed load lists is hard to overcome in less time, but we're pressing as hard as we can.

The payoff

Our efforts at promoting competition are paying off in ways other than just monetary savings. Through reverse engineering, we are investigating obtaining technical data packages for, and then competitively procuring, about 600 items now purchased sole source. This often results in an improved product, and we expect a return on investment of 20 to 1 when we begin competitive procurements under this program. Competition savings means more spares for our dollars, averaging 20-30 percent in an overall sense.

We are also working toward setting up a display of parts now purchased sole source so contractors can examine parts they may wish to reverse engineer. This display should also benefit AVSCOM employees because they will be able to see the parts they are working with.

While we are working toward qualifying more contractors to increase our competitive purchases, we continue to buy from original suppliers to ensure a supply channel exists until the new contractors are qualified for both quality and production ability.

Test & Evaluation Office

In 1986, we reviewed our testing philosophy and commitment and established a Test and Evaluation Management Office at AVSCOM. This office focuses on the control of both the command's test and evaluation activities and of Army airworthiness tests for developmental aviation materiel. Through our Test and Evaluation Man-

MG Stephenson is the Commanding General of the U.S. Army Aviation Systems Command (AVSCOM) in St. Louis, MO.

agement Office, AVSCOM has finally integrated all its aviation test efforts.

Our commitment to readiness is evident by our involvement, through our logistics assistance program, in the day-to-day efforts to keep aviation's operational readiness rate at or above the DA standard. Our over 100 Logistics Assistance Representatives (LARs) worldwide are on-site to provide help when a unit commander or maintenance officer has a problem. By keeping the LAR involved, Army Aviation as a whole will benefit.

The automated log book

Our Directorate for Maintenance is working on an automated log book that will make a tremendous difference on aircraft maintenance management and safety. We intend to field the automated log book on a limited basis sometime in the near future provided we receive DA approval, and we expect to field it as a standard system as part of the Unit Level Logistic System (ULLS) in FY 1989. The automated log book will be a definite management enhancement tool for all aviation unit commanders and supporters.

We took a major step in 1986 to support aviation field units when we established a Customer Feedback Center (CFC) in our Product Assurance Directorate. This Customer Feedback Center is AVSCOM's face to the field for dealing with Quality Deficiency Reports (QDRs) and Equipment Improvement Recommendations (EIRs). The CFC centralizes input from the field on systems, parts, publications, and procedures and assigns and tracks actions to provide feedback to the aviation user. Through the CFC, AVSCOM has reduced the EIR backlog to manageable work-in-progress. We are also working to establish a quick-return exhibit program to improve procedures for getting defective parts to analytical investigation more quickly.

Flight Safety Parts Program

AVSCOM began a Flight Safety Parts/Surveillance Program in 1986 that impacts all major aviation weapon systems to assure safe, reliable equipment in the form of airframes, engines, components and support equipment. The Flight Safety Parts/Surveillance Program involves return from the field of used parts throughout their assigned service life for testing to validate or extend/compress these assigned lives. The program

also involves the recurring qualification/service life validation of follow-on production spare parts. We expect the program will establish as safe a worldwide aviation fleet operation as is technologically possible. Along with the leadership of our Army, AVSCOM is committed to the program's success.

Flight Data Recorder Program

The Crash Survivable Flight Data Recorder Program, begun by AVSCOM in 1986, is another example of our efforts to improve aviation safety. Fifteen percent of all Army Aviation mishaps in which fatalities occur result in "cause undetermined" findings. The crash survivable flight data recorder is expected to reduce the number of "cause undetermined" findings and provide diagnostic capabilities. By installing crash survivable flight data recorders in our first-line aircraft, we hope to reduce troubleshooting downtime and false component removal, reduce manual testing and skill level requirements, reduce the time for pinpointing accident cause and reduce operation and support costs. Right now, we are testing prototypes in APACHE, BLACK HAWK, and CHINOOK helicopters.

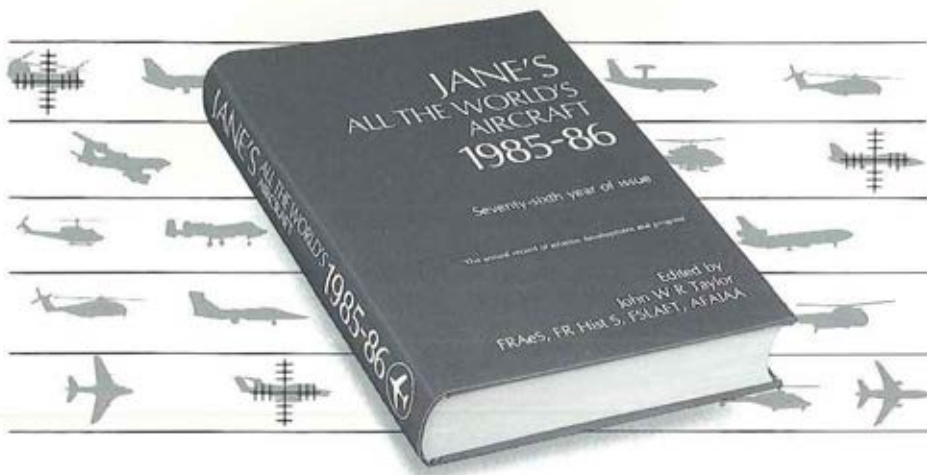
In addition to managing our existing fleet of aircraft, AVSCOM is responsible for developing supportable aircraft for the future. Our technology base efforts are oriented toward user needs expressed in AirLand Battle, Army Aviation Mission Area Analysis and by Army priorities.

To ensure these future aircraft are people-oriented, AVSCOM applies the MANPRINT (manpower and personnel integration) concept in the aircraft design phase and continues MANPRINT throughout development. We also apply MANPRINT principles in updating aviation systems already in the field. MANPRINT considers soldier capabilities, training capabilities, system safety, health hazards and human factors engineering. MANPRINT's goal is an optimum system that won't later require more people or special operators or belatedly disclose surprise medical or other problems.

Integrated Logistics Support (ILS) gets involved at concept design to ensure problem-free fielding and rapid integration of new systems into the Army fleet. ILS is the bridge we use from the research and development phase to the readiness phase by influencing engineering and

(AVSCOM—Continued on Page 94)

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USAALS: Providing the training

by MG Fred E. Elam

THE U.S. Army Aviation Logistics School (USAALS), established at Ft. Eustis, VA, on October 1, 1983, provides a key link in the chain of Army combat support systems. It is devoted exclusively to the support of Army Aviation logistics operations through the development of concepts, doctrine, and training for enlisted and officer personnel.

USAALS' most important resource is its experienced staff and faculty. Their ability is augmented by trainer and flyable aircraft; thousands of components, training aids, and devices; over 80 classrooms and more than 500,000 square feet of shop and hangar space.

OH-58D (AHIP) Training

USAALS has implemented institutional resident training for the OH-58D (AHIP) maintainer MOSs in two stages: a 5-week 67S20/30 transition for E4s-E6s holding 67-series MOSs and a 10-week 67S10 Advanced Individual Training (AIT) Course for entry-level students. The 68-series MOS courses are all additional skill identifier (ASI) "W5"-producing and are three weeks long. All MOS training is conducted at a single location on Ft. Eustis. This has reduced the number of training aircraft, training aids and devices, and aircraft components needed. It has also permitted cross training of instructors with a corresponding reduction in personnel.

A major stimulus to USAALS' beginning OH-58D training was the requirement that all training material be on hand and operational before class start. This necessitated close coordination among USAALS, the TRADOC Systems

Manager — Scout, the Project Manager's Office — ASH, AVSCOM New Equipment Training, and the contractor, Bell Helicopter Textron. This coordination made it possible to verify training aids and devices and to totally review contractor-developed lesson plans, vugraphs, workbooks, and programs of instruction (POI).

As part of the review system, USAALS personnel participated in the development of a new type of training device, the classroom system trainer (CST). This trainer incorporates the interactive videodisc (IVD) training process currently being evaluated at USAALS.

The CST is a computer-generated, computer-controlled program that uses a laser videodisc and two touch-sensitive TV monitors to instruct individual students. The touch-sensitive monitors require input from students in order for them to progress through the program. Students must interact with the training device. Each student proceeds through the lesson at his or her own pace. The student must provide the computer with the correct responses or input before the lesson can continue to the next teaching point. These computer programs can be updated at one location and then sent to any location where the CST is being used. Currently USAALS is preparing to provide USAREUR with on-site refresher training using the CST prior to arrival of the AHIP aircraft.

Training device initiatives

USAALS has developed a plan to reduce its inventory of maintenance training by replacing aircraft with training devices to enhance maintenance training.

The following initiatives are ongoing:

- Conversion of seven AH-1G Category C aircraft to AH-1F armament and electrical training

MG Elam is the Commandant of the U.S. Army Aviation Logistics School and the Commanding General of the U.S. Army Transportation Center, Ft. Eustis, VA.

CH-47

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MULTIPLE LOAD CAPABILITY



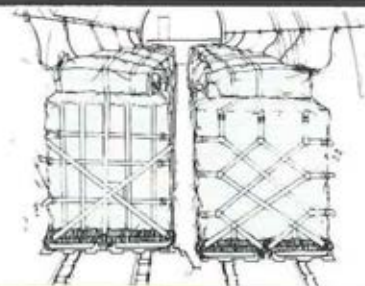
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devices.

- Modification of six M28 Test Stands to M97 AH-1F configuration.
- Procurement of 11 additional AH-1F maintenance trainers.
- Conversion of two CH-47C maintenance trainers to CH-47D configuration.
- Procurement of five SH-60B composite trainers and three landing gear trainers.

Commercial training device requirement (CTDR) documents were submitted to the Army Training Support Center (ATSC) for staffing and approval of these training device actions. The CTDRs were staffed Armywide and returned to USAALS where comments were incorporated before returning the CTDRs to ATSC for approval.

The TRADOC Training Device Requirement Review Committee held on November 13, 1986 approved all six CTDRs.

Productivity capital investment program (PCIP) documents have been submitted through channels to acquire funding for these initiatives. A total of \$13.7 million in PCIP funds for the first two AH-1 items listed above was approved in December 1986; funds have been obligated to Project Manager—COBRA for contracting in FY 1987.

These initiatives will return 34 flyable aircraft to the active Army inventory, reduce training aircraft requirements, lower maintenance costs, and reduce per student cost of training. They would result in an increased student-to-equipment ratio and actual hands-on training, while realizing a cumulative four-year cost avoidance or savings of up to \$389 million.

USAALS project officers are continuing to analyze and determine additional procurement and modification of devices to replace aircraft and enhance maintenance training.

Field Training Exercises

To train soldiers for battlefield survival, USAALS conducts field training exercises (FTXs) for aviators in its advanced individual training (AIT) courses. In these courses, soldiers come face to face with their twofold mission: to survive on the battlefield and to perform their technical mission.

At Ft. Eustis field training is in three phases:

- Phase I. Soldiers practice previously taught combat survival skills in a field environment.
- Phase II. Soldiers practice MOS-specific skills in a field environment.
- Phase III. Once this phase is implemented,

soldiers will practice integrated combat survival and MOS-specific skills in various scenario-driven field training exercises based on rear battle concepts (AirLand battle doctrine). In a field environment soldiers will use methods to protect the rear area against attack and infiltration and perform maintenance in an NBC environment so that maintenance support operations can continue.

NCO Academy

NCO training is rapidly changing at Ft. Eustis. With the transfer of the 64C30 Motor Transport Operator Basic NCO Course from Ft. Dix, NJ, to Ft. Eustis, all CMF 67 and CMF 88 soldiers attend NCO courses together in one school for the first time. The actual reshaping of NCO training began with the establishment of an NCO Academy, supported academically by the Transportation School and attached to the 71st Transportation Battalion. The NCO Academy is responsible for presenting the Sergeants Major Academy common leader phases of instruction for the Basic and Advanced NCO Courses with aviation logistics technical MOS phases being taught at the Aviation Logistics School.

Given the mission of building a TRADOC model BNCOC course, the NCO Academy incorporates many training initiatives and philosophies geared toward developing leader attitudes and behaviors. Key to this goal is that BNCOC students are required to live in barracks in a strictly controlled environment, to assume student leadership positions, and to be responsible for much of their own learning.

Small group leaders in compatible career management fields facilitate the common leader phases of instruction with small groups of students (approximately 15 soldiers per group). They ensure that learning objectives are met and act as role models for the groups during the entire length of the course. Soldiers also participate in increased field training exercises which emphasize hands-on learning. Soldiers are evaluated on all aspects of their performance, but mainly on academic and leadership performance.

Once the BNCOC model is fully operational, has been evaluated, and has proved to be successful, the ANCO course will be similarly restructured, taking into account the increased maturity and experience of these soldiers. The U.S. Army Aviation Logistics School teaches and practices the profession of aviation logistics. ■■■■



**Welcome to
AAAA-1987 at
Ft. Worth!**



Objectives and Purposes

BACKGROUND

The Army Aviation Association of America (AAAA) was formed in early 1957 by a small group of senior aviation officers in the active Army, the Reserve Forces of the U.S. Army, and industry. Following the incorporation of the AAAA as a membership corporation without capital stock under the laws of the State of Connecticut, this group took over control of the affairs of the AAAA from the incorporators on April 18, 1957.

Modeled after several of the professional technical societies in existence, the AAAA grew rapidly, receiving the membership support of a majority of those military and civilian persons having an interest in this segment of the armed forces.

GENERAL PURPOSES

To advance the status, overall esprit, and the general knowledge and efficiency of those persons who are engaged professionally in the field of U.S. Army Aviation, including the Active Army, the Reserve Components, the aerospace industry, the various activities in the Department of the Army which support Army Aviation, such as the Army development, supply, and maintenance agencies, and all other activities, military and civilian, that contribute to the furtherance of Army Aviation.

To preserve and foster a spirit of good fellowship among military and civilian persons whose past or current duties affiliate them with the field of U.S. Army Aviation.

SPECIFIC OBJECTIVES

FOSTERING a public understanding of Army Aviation and arousing a public interest in this segment of the military forces.

EXCHANGING ideas and disseminating information pertinent to Army Aviation through the media endorsed by the Association.

Leadership

Some 60 National, 18 Regional, and 350 Chapter Officers provide the day-to-day leadership of the 17,469-member Association.

STIMULATING good fellowship nationally, regionally, and locally.

INSPIRING Army-wide and nationwide interest in Army Aviation careers.

CEMENTING relationships between those interested in Army Aviation in the active U.S. Army forces and the Reserve Forces of the U.S. Army.

MOTIVATING Army Aviation personnel to increase their knowledge, techniques, and skills.

MAINTAINING historical records.

CONDUCTING meetings, seminars, briefings, symposiums, exhibitions, air meets, etc.

RECOGNIZING outstanding contributions within Army Aviation.

PROVIDING special group programs of benefit to the individual membership.

SPECIFIC PROGRAMS

An **AWARDS PROGRAM** in which outstanding individual and unit calendar year achievements receive National, Regional, and/or Chapter recognition.

A **CHAPTER ACTIVITIES PROGRAM** in which outstanding military and civilian leaders address the widespread Chapter organizations on specific areas of Army Aviation interest.

A **LOCATOR SERVICE PROGRAM**, augmented by "segment rosters" of Retired, AWOs, DACs, Enlisted, and Company Grade members, all of which serve to assist the member in his efforts to keep abreast of the location and professional qualifications of his contemporaries.

A **SCHOLARSHIP AWARDS PROGRAM** in which the sons and daughters of members and deceased members receive scholarship aid is pursued annually through the AAAA Scholarship Foundation, Inc., a separate, non-profit foundation that works closely with the AAAA.

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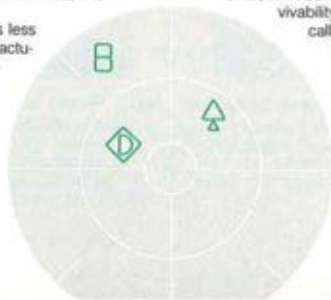
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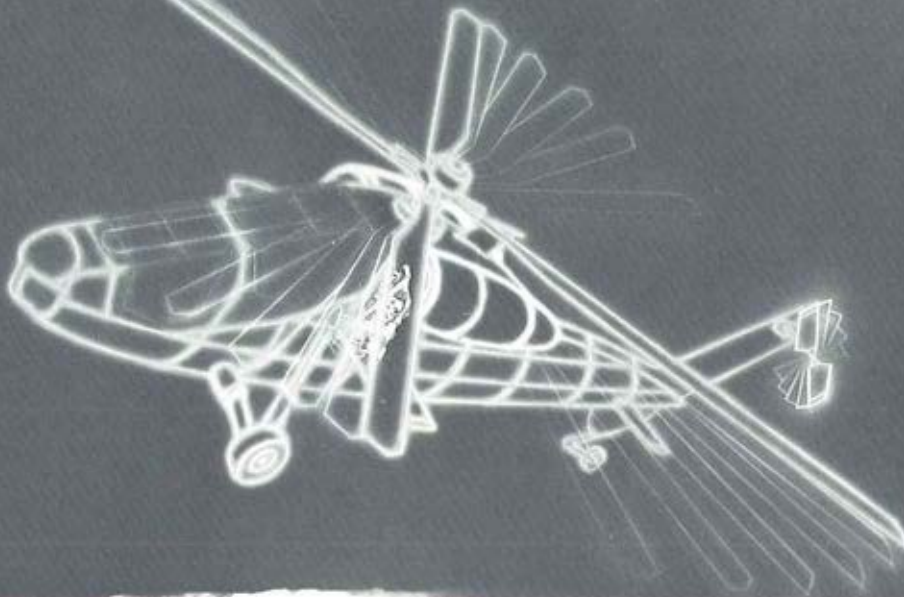


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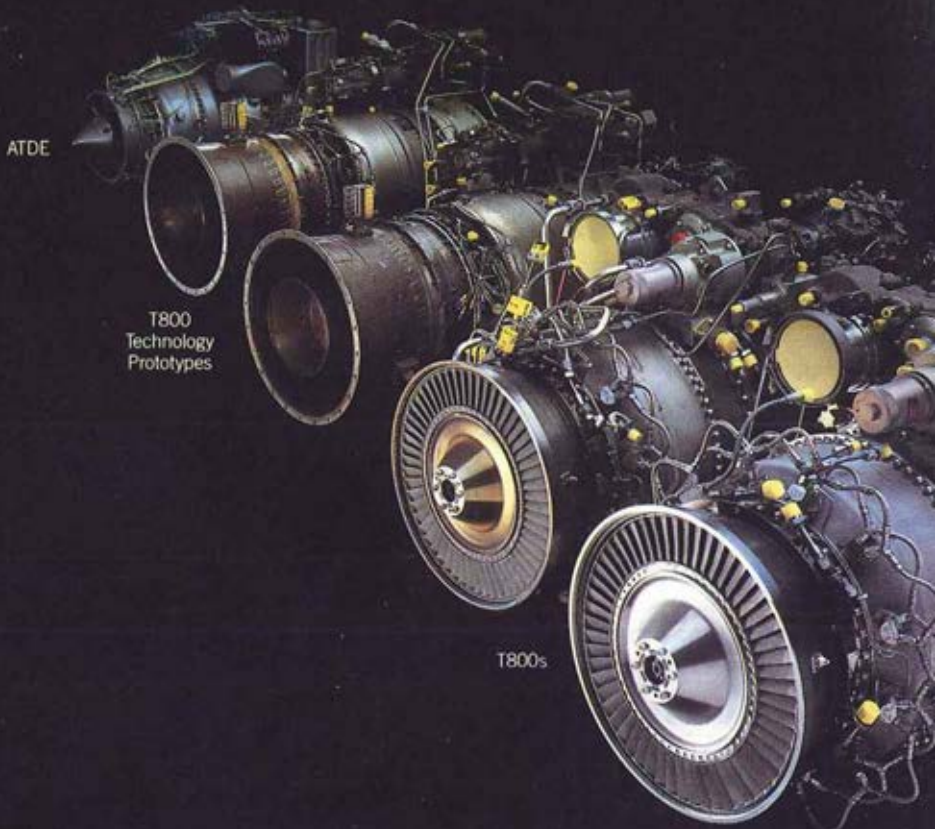
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On January 15, 1987, membership in AAAA's 52 worldwide Chapters totaled 13,826 members, or 79.1% of the Association's 17,469 members.

The 52 Chapters are divided into three "equal" categories:

(1) a **MASTER CHAPTER** category includes the 18 largest Chapters with 285

or more members and covers 9,248 members, or 52.9% of the AAAA total.

(2) a **Senior Chapter** Category of 17 Chapters with 119 to 284 members. This category accounts for 18.4% of the total.

(3) an **AAAA CHAPTER** Category of 18 Chapters having 40 to 118 members. Some 7.8% of the total are in this size of Chapter.

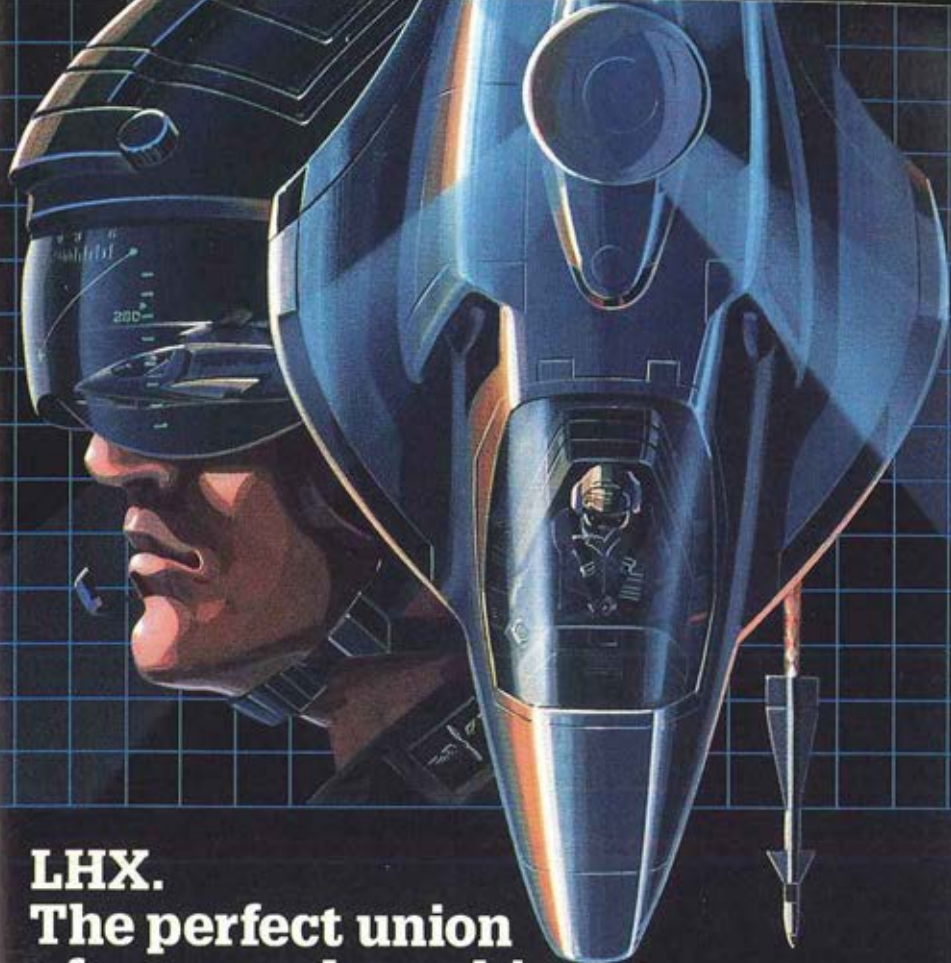
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J.E.T. offers the only three-phase 1000 VA and 2500 VA inverters designed to military specifications for military and special missions applications. In fact, both the SI-2503 and the SI-1003 are currently in use supporting FLIR systems on the U.S. Marines' OV-10 reconnaissance aircraft.

These inverters are *less sensitive to power input modulations*, and experience *fewer momentary output droops and overshoots* under full load applications. And because they're solid state, they're quieter and more reliable than comparable rotaries. Full Mil electronic components plus an extended burn-in program assure quality in actual field applications.

Tightly regulated output power of 115 VAC, 3 ϕ , 400 Hz is maintained with inputs from 24 to 30 VDC. Designed to satisfy M-I-85071 requirements, these units provide many performance improvements over earlier Mil Specs. These requirements are also specified in new commercial as 8029 specs.

Call J.E.T. for more details about your specific military or special missions application.



Jet Electronics and Technology, Inc.
5353 52nd St., S.E./Grand Rapids, MI 49508-0239

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Telex: 22-6453 JETELECTEC GDR
In United Kingdom: (0) 734 775544

E-SYSTEMS



Our Pledge

I pledge allegiance to the flag
of the United States of America
and to the republic for which it stands,
one nation,
under God,
indivisible,
with liberty
and justice for all.

— Francis Bellamy, 1892



E-SYSTEMS

The science of systems.



1987 National Convention Program

(*) denotes functions held in the Hyatt Regency Ft. Worth Hotel

APRIL 7	NOON - 5:00 PM — TCCC Lobby Concourse	TUESDAY
APRIL 7	REGISTRATION AND TICKET SALES	TUESDAY
APRIL 7		TUESDAY
APRIL 8	8:00 AM - 9:00 PM — TCCC Lobby Concourse	WEDNESDAY
APRIL 8	REGISTRATION AND TICKET SALES	WEDNESDAY
APRIL 8		WEDNESDAY
APRIL 8	2:00 PM - 5:00 PM — TCCC Lobby Concourse	WEDNESDAY
APRIL 8	PRESS ROOM OPEN	WEDNESDAY
APRIL 8	(Sponsored by GE Aircraft Engines)	WEDNESDAY
APRIL 8		WEDNESDAY
APRIL 8	9:00 AM - 5:00 PM — Bell Helicopter Plant	WEDNESDAY
APRIL 8	BELL HELICOPTER TOUR	WEDNESDAY
APRIL 8	AND HELICOPTER RIDES	WEDNESDAY
APRIL 8	Buses depart TCCC Main Entrance at	WEDNESDAY
APRIL 8	8:25 AM, 10:25 AM, 12:25 PM & 2:25 PM	WEDNESDAY
APRIL 8		WEDNESDAY
APRIL 8	9:00 AM - 12:00 PM — Continental Room*	WEDNESDAY
APRIL 8	BOARD OF GOVERNORS' MEETING	WEDNESDAY
APRIL 8	AAAA Scholarship Foundation, Inc.	WEDNESDAY
APRIL 8		WEDNESDAY
APRIL 8	12:00 PM - 1:30 PM—Grand Crystal Ballroom B*	WEDNESDAY
APRIL 8	AAAA NATIONAL EXECUTIVE	WEDNESDAY
APRIL 8	BOARD LUNCHEON	WEDNESDAY
APRIL 8		WEDNESDAY
APRIL 8	1:30 - 4:30 PM — Grand Crystal Ballroom A*	WEDNESDAY
APRIL 8	AAAA NATIONAL EXECUTIVE	WEDNESDAY
APRIL 8	BOARD MEETING	WEDNESDAY
APRIL 8	First session of the Board's Quarterly Meeting.	WEDNESDAY

THE THREAT.



THE RESPONSE.

LHX is the U.S. Army's answer to the enemy's growing threat. A threat our current fleet of aging light helicopters is ill-equipped to defeat.

To take LHX from concept to reality, **Boeing Vertol** and **Sikorsky Aircraft** have formed a team of companies which stand at the forefront of their respective technologies.

The Boeing Sikorsky LHX Team has already begun to apply and integrate the critical LHX technologies to create a weapon system that has the capability and flexibility to carry a single pilot into battle. And return home. The winner.

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Total systems integration responsibility for the mission equipment package, including laboratory and flight test development.

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Boeing Simulation and Training Systems.

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Hamilton Standard.

Advanced digital, redundant flight control computer and wide field of view helmet-mounted display system.

Harris.

Three-dimensional digital map display, super high-speed data bus, and avionics interface units.

IBM Federal Systems Division.

Aircraft survivability equipment system and very high speed integrated circuit (VHSIC)-based signal processor.

Kaiser Electronics.

Wide field of view helmet-mounted display system.

Martin Marietta.

Automatic target acquisition/recognition, and sensor fusion systems; electro-optical sensors and night vision piloting systems.

Northrop Electro-Mechanical Division.

Advanced FLIR techniques, electro-optical sensors and night vision piloting system.

Rockwell International, Collins Government Avionics Division.

Integrated communication, navigation, identification avionics (ICNIA); cockpit multi-function displays and controls; and high-speed data bus.

Sanders Associates. Aircraft survivability equipment system.

Singer Training Systems.

Integrated aircrew training systems.

TRW Military Electronics & Avionics Division.

VHSIC-based signal and data processors, and ICNIA.

Westinghouse Defense.

VHSIC-based computers and signal processors, target acquisition/recognition, and sensor fusion systems.

BOEING SIKORSKY
THE FIRST TEAM FOR LHX

1987 Convention Program

WEDNESDAY	7:00 - 9:00 PM	—	Billy Bob's Texas	APRIL 8
WEDNESDAY			EARLY BIRDS' RECEPTION	APRIL 8
WEDNESDAY			The first gathering. Welcome to Ft. Worth!	APRIL 8
WEDNESDAY			Buses depart from TCCC Main Entrance	APRIL 8
WEDNESDAY				APRIL 8
WEDNESDAY	7:45 - 10:00 PM	—	Silver Spur Saloon	APRIL 8
WEDNESDAY			NATIONAL EXECUTIVE BOARD DINNER	APRIL 8
WEDNESDAY			"In the Stockyards adjacent to Billy Bob's"	APRIL 8
WEDNESDAY				APRIL 9
THURSDAY	7:00 AM - 7:30 PM	—	TCCC Lobby Concourse	APRIL 9
THURSDAY			REGISTRATION AND TICKET SALES	APRIL 9
THURSDAY				APRIL 9
THURSDAY	11:00 AM - 4:00 PM	—	TCCC Theatre Concourse	APRIL 9
THURSDAY			MILPERCEN CAREER GUIDANCE	APRIL 9
THURSDAY				APRIL 9
THURSDAY	7:30 AM - 5:00 PM	—	TCCC Lobby Concourse	APRIL 9
THURSDAY			PRESS ROOM OPEN	APRIL 9
THURSDAY			(Sponsored by GE Aircraft Engines)	APRIL 9
THURSDAY				APRIL 9
THURSDAY	4:30 PM - 7:30 PM	—	TCCC Exhibit Hall	APRIL 9
THURSDAY			EXHIBIT HALL OPEN	APRIL 9
THURSDAY				APRIL 9
THURSDAY	7:30 - 8:45 AM	—	Texas Ballroom C-D*	APRIL 9
THURSDAY			CHAPTER PRESIDENTS AND SECRETARIES BREAKFAST	APRIL 9
THURSDAY				APRIL 9
THURSDAY	7:45 - 8:45 AM	—	Continental Room*	APRIL 9
THURSDAY			PANELISTS' & SPEAKERS' BREAKFAST	APRIL 9
THURSDAY				APRIL 9
THURSDAY	9:00 - 9:05 AM	—	TCCC Theatre	APRIL 9
THURSDAY			"Welcome to Ft. Worth - 1987"	APRIL 9
THURSDAY			MAJ. GEN. GEORGE W. PUTNAM, RET.	APRIL 9
THURSDAY			President, AAAA	APRIL 9
THURSDAY				APRIL 9
THURSDAY	9:05 - 9:15 AM	—	TCCC Theatre	APRIL 9
THURSDAY			The 1987 Professional Program	APRIL 9
THURSDAY			"The Aviation Team"	APRIL 9
THURSDAY			MAJOR GENERAL ELLIS D. PARKER	APRIL 9
THURSDAY			Commanding General, U.S. Army Aviation	APRIL 9
THURSDAY			Center and Ft. Rucker, Alabama	APRIL 9
THURSDAY				APRIL 9



MG PUTNAM



MG PARKER

Laser warning receivers for aircraft survivability



Aircraft survivability in the modern battlefield depends on the deployment of sensors responsive to new threats.

Perkin-Elmer has developed the AN/AVR-2 Laser Warning Receiver to protect U.S. Army and Marine helicopters from hostile laser-aided weapons. The AN/AVR-2 detects, identifies and locates the laser radiation source. Modular design provides for pre-planned product improvement to meet new laser threats. The AN/AVR-2 Laser Warning Receiver is integrated with the AN/APR-39 Radar Warning Receiver for video display, audible alert and BITE functions.

The U.S. Army has successfully completed all developmental and operational performance evaluations of the AN/AVR-2. Simulated

attack missions conducted at Fort Knox, Kentucky demonstrated that laser warning substantially improves combat helicopter survivability and effectiveness. Canadian Forces have completed testing on Scout helicopters and field tests in Marine helicopters continue. The AN/AVR-2 has been type classified standard, (STD LCC-A) for Army Aviation.

Other Perkin-Elmer laser warning receivers, based on this test-proven design, have been field tested on ground and aircraft systems.

For additional data, contact Perkin-Elmer Military Systems Division, MS 967, 100 Wooster Heights Road, Danbury, CT 06810, or call (203) 797-6013.



PERKIN-ELMER

Apache



A total system for battle ...for the Total Force.

When the first AH-64A Apaches are delivered to the Army National Guard this year — beginning with North Carolina — they will enhance the Total Force concept with devastating firepower for ground commanders.

Developed for day, night and adverse weather missions, the Apache has the ability to fight and survive on the high intensity battlefield. It is the most hard-hitting and survivable attack helicopter in the free world.

The Guard will use the Apache in all of its multiple mission roles: anti-armor, covering force, flank security, economy of force and airmobile escort.

Apache: A combat multiplier for the Total Force.

Contact the Marketing Department, McDonnell Douglas Helicopter Company, Bldg. 510/A290, 5000 E. McDowell Rd., Mesa, AZ 85205 USA.

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DYNALECTRON CORPORATION WINS AAAA INDUSTRY AWARD

Dynalelectron Aerospace Operations has been presented the AAAA Lindbergh Chapter 1986 Team, Group or Special Unit Industry Award



The award was presented by Gen. Maxwell R. Thurman, Vice Chief of Staff, U.S. Army. Gen. Thurman said that through the AVSCOM program, Dynalelectron provided "innovative" repair, maintenance, and reclamation, which resulted in a cost avoidance savings of \$6 million.



Dynalelectron personnel earned the award for helicopter phase inspection and AVIM through Depot-level maintenance, and for auxiliary power unit reclamation.

The Dynalelectron Contract Field Team personnel were cited for "outstanding professional performance" by the supported 70th Transportation Battalion, Germany, and were nominated by the AAAA Rhine Valley Chapter.

Aerospace Operations
6801 Calmont
P.O. Box 12087
Fort Worth, TX 76116

Phone: 817/732-4481
TWX: 910-893-5003



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Corporation

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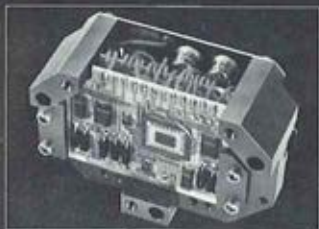


In the most demanding conditions, the T700 has proven itself again and again. This T700 combustor is ready for more action after already having logged 6,500 hours without repairs in rough North Sea duty. Such operating experience is 5-10 times longer than previous combustor designs. With over 3,400 engines shipped and over 1.4 million flight hours, the T700 is demonstrating new levels of reliability and maintainability. GE's advanced technology—setting new standards of excellence.



Aircraft Engines

The SMART ACTUATOR™ by HR TEXTRON



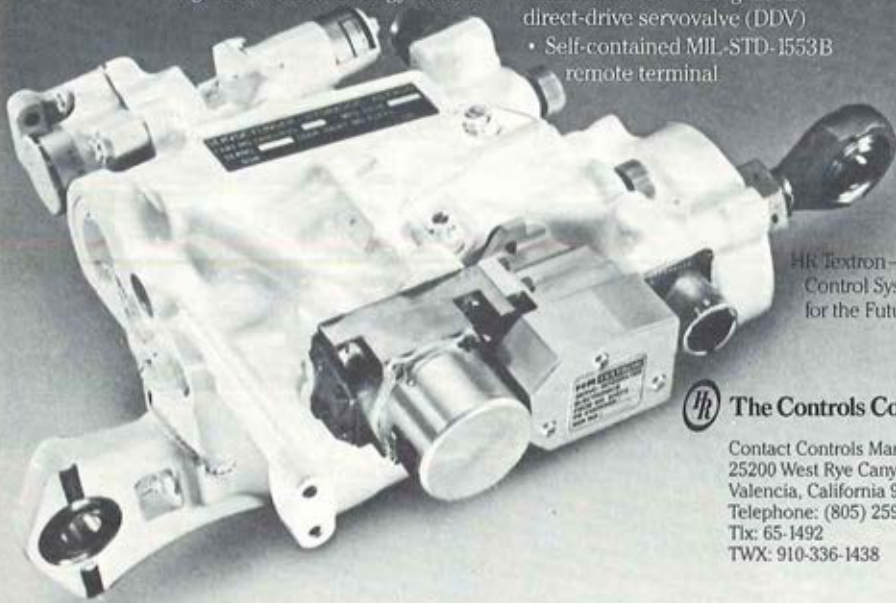
HR Integrated Servoactuator Module

New advances by HR in electronics and packaging technology have enabled us to successfully integrate electronics into the servoactuator. Our approach is to establish building blocks of sufficient flexibility to provide actuator loop closure, servovalve performance enhancement, redundancy management, and built-in test capability.

- High-temperature capability (up to 275°F)
- Servovalve performance enhancement
 - Automatic null bias compensation
 - Bandwidth improvement
- Actuator loop closure
- Adaptable to virtually any EHSV or actuator
- Extension to redundancy management

New products under development at HR using this new

- flight control technology include:
- Smart Actuator™ using an HR direct-drive servovalve (DDV)
 - Self-contained MIL-STD-1553B remote terminal



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for the Future



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1987 Convention Exhibitors

AAR Brooks & Perkins	310	Product Support Div., Dowty Aerospace	
Advanced Structures Division		Dynalectron Corporation	1305
Cadillac Manufacturing Division		Aerospace Operations	
Aeronautical Accessories, Inc.	1127	Electrodynamics, Inc.	1139
Aerospatiale Helicopter Corporation	1304	Embry-Riddle Aeronautical University	1313
Aircraft Gear Corporation	1405	Essex Corporation	1512
Illinois Division		E-Systems	1134
Arizona Division		Evans & Sutherland Computer Corp	5
Allison Gas Turbine Division,	1000	Executive Instruments, Inc.	1330
General Motors Corporation		Fairchild Weston Systems, Inc.	1128
Allison/Garrett (LHTEC)	1006	Training Simulation Systems	
American Electronic Laboratories, Inc.	416	Ferranti	401
Aero Division		Ferranti Navigation Systems	
American Helicopter Society	439	Ferranti Electro Optics	
Army Aviation Historical Society	928	Ferranti Display Systems	
DJINN (YHO-1)		Frasca International, Inc.	412
Avco Lycoming Textron	1020	The Garrett Corporation	1012
Avco Lycoming Textron	1120	GE	500
and Pratt & Whitney		Aircraft Engines	
Aviation Fuel Cells International, Inc.	1510	Aerospace Control Systems	
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Bell-Boeing V-22 Team	709	GEC Avionics Limited	539
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Boeing - Sikorsky	720	Fort Worth Division	
First Team For LHX		Cessna Aircraft Company	
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Chadwick-Helmuth Company	12	Grumman Corporation	1416
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COBRO Corporation	300	Systems Division	
Collins Government Avionics	535	Howell Instruments, Inc.	1339
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Dayton-Granger, Inc.	10	IBM Corp., Federal Systems Division	425
Defense Mapping Agency	723	ITT Corporation	420
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1987 Convention Exhibitors

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Loral Electro-Optical Systems.....	1335	Spectrolab, Inc.....	1435
LTV Missiles and Electronics Group.....	308	SRL/Defense Electronic Systems	1239
Sierra Research Division		St. Louis Convention Bureau	1508
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U.S. Army Forces Command (FORSCOM).....	1334
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(Effective 3/16/87)	



ARMY AVIATION ASSOCIATION OF AMERICA

FORT WORTH, TEXAS • APRIL 9-11, 1987

TARRANT COUNTY CONVENTION CENTER

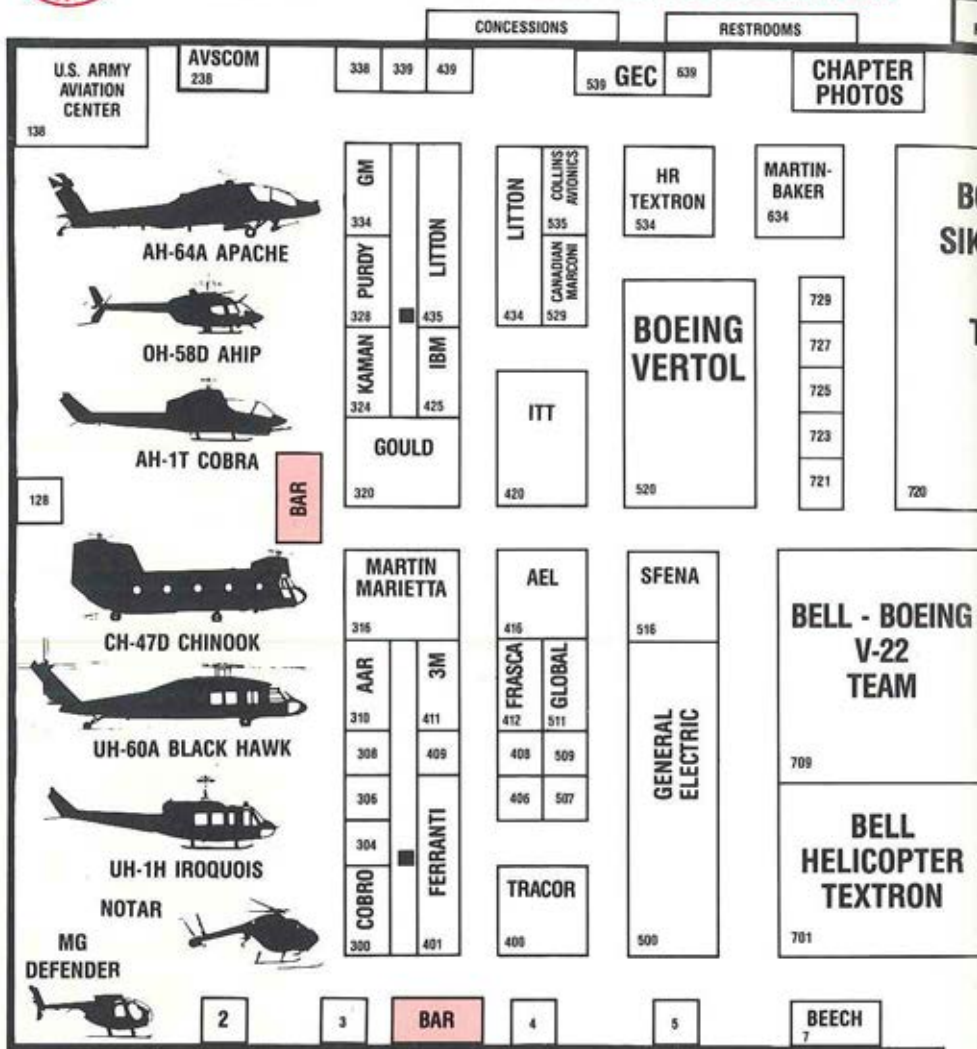


EXHIBIT HALL HOURS:

THURSDAY, APRIL 9, 4:30 PM — 7:30 PM
 FRIDAY, APRIL 10, 11:00 AM — 12:15 PM
 2:30 PM — 5:30 PM

SATURDAY, APRIL 11, 10:00 AM — 4:30 PM
 SATURDAY, APRIL 11, 6:30 PM — 7:30 PM
 (BANQUET RECEPTION — BY TICKET ONLY)

MAIN E

LUNCHEONS:

THURSDAY, APRIL 9, 12:00 NOON — 2:00 PM

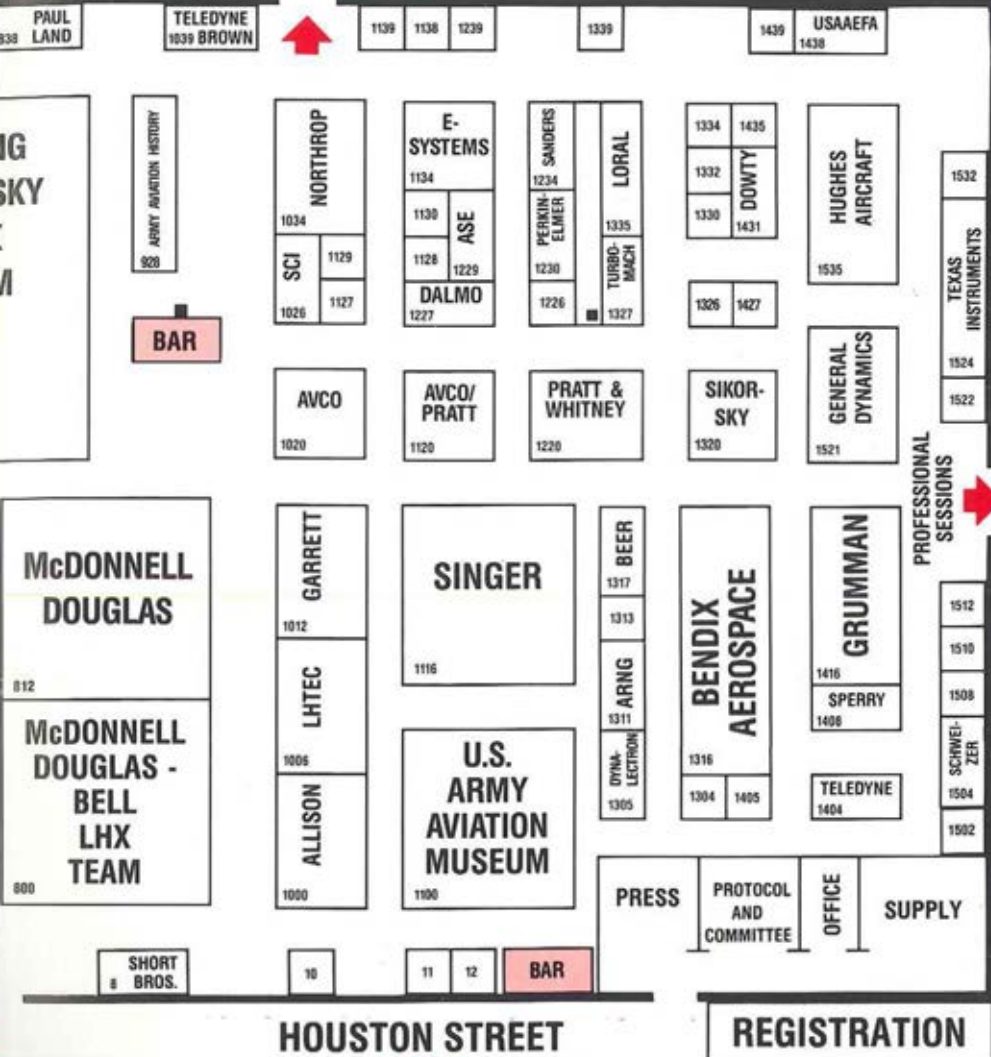
FRIDAY, APRIL 10, 12:15 PM — 2:30 PM

SATURDAY, APRIL 11, 1:00 PM — 2:00 PM

BANQUET:

SATURDAY, APRIL 11

7:30 PM — 10:00 PM



HOUSTON STREET

REGISTRATION

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SYSTEMS
TECHNOLOGY
FROM GE**





R

esearch and training activity for the helicopter mission creates stringent requirements for the visual simulation component. COMPU-SCENE technology from GE meets the challenge, not only in the visual sense, but also by providing other powerful support features needed to maximize situational awareness in the NOE mission training environment.

COMPU-SCENE visual systems have been procured for advanced rotorcraft design applications by the IBM Corporation, McDonnell Douglas Helicopters, Sikorsky Aircraft Division of United Technologies and the U.S. Navy. These systems are helping develop the scout/attack team training environment that will typify LHX and other helicopter mission training profiles.

FLIR Target Imagery by COMPU-SCENE IV.

For more information contact:
Manager, Army Aviation Marketing
General Electric Company
Simulation and Control Systems Department
P.O. Box 2500
Daytona Beach, Florida 32015
Tel: (904) 258-2268



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1987 Convention Program

FRIDAY 4:15-5:30 PM — Board Room A

— AVIATION ENLISTED PROGRAM —

4:15 - 4:20 PM

"Opening Remarks"

CSM TILDEN R. KIRKLAND

Post CSM, Ft. Rucker, AL

CSM JOHN P. TRAYLOR

Director, Department of Enlisted Training

USAAVNC, Ft. Rucker, AL

4:20 - 4:40 PM

"Aviation Proponency"

SGM JAMES J. LLOYD

SGM, Directorate of Aviation Proponency,

USAAVNC, Ft. Rucker, AL

4:40 - 4:50 PM

"CMF 28 and 93 Training"

SGM HARTWELL B. WILSON

Asst. to the Director, DOET, USAAVNC, Ft. Rucker, AL

4:50 - 5:00 PM

"CMF 67 Training"

SGM HERBERT F. NOSAKA

SGM, USAALS, Ft. Eustis, VA

5:00 - 5:15 PM

"AVSCOM"

CSM JOHN T. PATE

SGM JOSEPH W. JORDAN

SGM JACK W. HALL

USAAVSCOM, St. Louis, MO

5:15 - 5:20 PM

"Reserve Components Training"

SGM JOHN P. GANNON

Reserve Components SGM, USAAVNC, Ft. Rucker, AL

5:20 - 5:30 PM

"MILPERCEN"

MSG WALTER COLE

Chief, Aviation Section, EPMD

MILPERCEN, Alexandria, VA



CSM KIRKLAND



CSM TRAYLOR



SGM LLOYD



SGM WILSON



SGM GANNON

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LHX



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that's special. that's aerospatiale.

1987 Convention Program

SATURDAY	11:00 - 11:20 AM	—	TCCC Theatre	APRIL 11
SATURDAY			"AVSCOM Readiness Overview"	APRIL 11
SATURDAY			BRIG. GENERAL JOHN H. STANFORD	APRIL 11
SATURDAY			Deputy CG, USAAVSCOM, St. Louis, MO	APRIL 11
SATURDAY	11:20 AM - NOON	—	TCCC Theatre	APRIL 11
SATURDAY			Panel Discussion on AVSCOM	APRIL 11
SATURDAY			Readiness Posture and Initiatives	APRIL 11
SATURDAY			BRIG. GENERAL WILLIAM H. FORSTER	APRIL 11
SATURDAY			APACHE Program Manager	APRIL 11
SATURDAY			COLONEL JOHN N. BERTELKAMP	APRIL 11
SATURDAY			COBRA Project Manager	APRIL 11
SATURDAY			COLONEL MICHAEL B. HOWE	APRIL 11
SATURDAY			CH-47/V-22 Project Manager	APRIL 11
SATURDAY			COLONEL JOHN N. TRAGESSER	APRIL 11
SATURDAY			AHIP Project Manager	
SATURDAY			COLONEL WILLIAM E. TURNER	
SATURDAY			BLACK HAWK Project Manager	
SATURDAY			LT. COLONEL (P) THEODORE S. ORVOLD	
SATURDAY			SEMA Project Manager	
SATURDAY			LT. COLONEL THOMAS A. FICHTER	
SATURDAY			WSM for Fixed Wing Aircraft	
SATURDAY			LT. COLONEL VADEN B. FRANCISCO	
SATURDAY			UH-1 Product Manager (Acting)	
SATURDAY			LT. COLONEL CARL D. HILL	
SATURDAY			WSM for OH-58	
SATURDAY			MAJOR ROGER L. RATZLAFF	
SATURDAY			Cargo WSM	
SATURDAY	NOON - 12:15 PM	—	TCCC Theatre	APRIL 11
SATURDAY			"R&D Readiness Issues"	APRIL 11
SATURDAY			CHARLES C. CRAWFORD, JR.	APRIL 11
SATURDAY			Technical Director, AVSCOM, St. Louis, MO	APRIL 11
SATURDAY	12:15 - 12:45 PM	—	TCCC Theatre	APRIL 11
SATURDAY			"AVSCOM RDT&E Developments"	APRIL 11
SATURDAY			GARY L. SMITH.	APRIL 11
SATURDAY			Dir. of Adv. Systems, AVSCOM, St. Louis, MO	APRIL 11



BG STANFORD



The Collins CP-1516/ASQ Automatic Target Handoff System (ATHS) helps ensure clear, quick, C³I communications. It facilitates air/air and air/ground interoperability, and provides target steering cues on HUDs or CRT displays.

Instead of vulnerable voice communications, Collins ATHS uses digital data bursts to minimize jamming and to reduce enemy detection while speeding the transfer of accurate battle information.

The system uses any MIL-STD-1553B or ARINC 429 transceiver to resolve target location and exchange target information between force elements. It's totally transparent to the system architecture.

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1987 Convention Program

SATURDAY	12:45 - 1:00 PM	—	TCCC Theatre	APRIL 11
SATURDAY			AAAA Professional Program Closing Remarks	APRIL 11
SATURDAY			MAJOR GENERAL ELLIS D. PARKER	APRIL 11
SATURDAY			CG, USAAVNC and Ft. Rucker, Alabama	APRIL 11
SATURDAY				APRIL 11
SATURDAY	1:00 - 2:00 PM	—	TCCC East Hall	APRIL 11
SATURDAY			TEXAS-STYLE BARBEQUE	APRIL 11
SATURDAY			Informal - No program or presentations	APRIL 11
SATURDAY				APRIL 11
SATURDAY	1:45 - 2:00 PM	—	TCCC Exhibit Hall	APRIL 11
SATURDAY			DESSERT AND COFFEE	APRIL 11
SATURDAY			Kick-off a final visit to our Exhibits with a	APRIL 11
SATURDAY			delicious finale to your Saturday Luncheon	APRIL 11
SATURDAY				APRIL 11
SATURDAY	2:00 - 4:30	—	TCCC Exhibit Hall	APRIL 11
SATURDAY			EXHIBIT HALL SOCIAL	APRIL 11
SATURDAY			Join your AAAA Chapter for a group photo.	APRIL 11
SATURDAY				APRIL 11
SATURDAY	6:30 - 7:30 PM	—	TCCC Exhibit Hall	APRIL 11
SATURDAY			1987 AWARDS BANQUET RECEPTION	APRIL 11
SATURDAY			Formal — Black Tie or Dress Blue Uniform	APRIL 11
SATURDAY				APRIL 11
SATURDAY	7:30 - 10:00 PM		TCCC East Hall	APRIL 11
SATURDAY			1987 NATIONAL AWARDS BANQUET	APRIL 11
SATURDAY			Major General George W. Putnam, Jr. (Ret.)	APRIL 11
SATURDAY			AAAA President — Master of Ceremonies	APRIL 11
SATURDAY			Formal — Reserved (Assigned) Seating	APRIL 11
SATURDAY				APRIL 11
SATURDAY	10:00 PM - 1:30 AM	—	Grand Crystal/Texas Ballrms*	APRIL 11
SATURDAY			AAAA CHAPTER RECEPTIONS	APRIL 11
SATURDAY				APRIL 11
SUNDAY	8:30 - 9:30 AM	—	Texas Ballrooms A-B*	APRIL 12
SUNDAY			AAAA NATIONAL EXECUTIVE BOARD MEETING	APRIL 12
SUNDAY			Second session of the Board's Quarterly Meeting.	APRIL 12
SUNDAY				APRIL 12
SUNDAY	9:30 - 10:30 AM	—	Presidential Suite*	APRIL 12
SUNDAY			GET-AWAY CHAMPAGNE	APRIL 12
SUNDAY				APRIL 12
SUNDAY	9:30 AM - 12:00 PM	—	Grand Crystal Ballroom*	APRIL 12
SUNDAY			"AVIATION BRUNCH"	APRIL 12
SUNDAY			Enjoy a delicious brunch before saying farewell!	APRIL 12



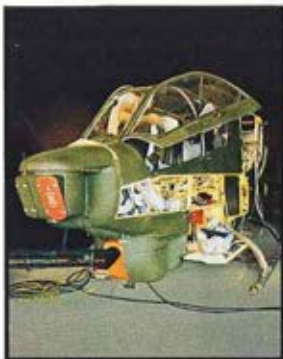
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AAAA National Award Presenters

AAAA Awards Luncheon, Friday, April 10, 1987



WICKHAM

"AVIATION SOLDIER OF THE YEAR AWARD"
General John A. Wickham, Jr.
Chief of Staff, United States Army
Washington, D.C.

"ARMY AVIATOR OF THE YEAR AWARD"
General Joseph T. Palastra, Jr.
Commander, U.S. Army Forces Command
Fort McPherson, Georgia



PALASTRA



SAINT

"McCLELLAN AVIATION SAFETY AWARD"
Lieutenant General Crosbie E. Saint
Commanding General, III Corps and
Fort Hood, Texas

"DAC OF THE YEAR AWARD"
Major General Richard E. Stephenson
Commander, USA Aviation Systems Command
St. Louis, Missouri



STEPHENSON

AAAA Awards Banquet, Saturday, April 11, 1987



THURMAN

"OUTSTANDING AVIATION UNIT (ARMY)"
General Maxwell R. Thurman
Vice Chief of Staff, United States Army
Washington, D.C.

"OUTSTANDING AVIATION UNIT AWARD (ARNG)"
Lieutenant General Charles D. Franklin
Commanding General, First U.S. Army
Fort George G. Meade, Maryland



FRANKLIN



MOLINELLI

"OUTSTANDING AVIATION UNIT AWARD (USAR)"
Major General Robert F. Molinelli
Director, Combat Support Systems, Office,
Chief of Staff for RD&A, DA, Washington, D.C.

"ROBERT M. LEICH SPECIAL AWARD"
Major General Ellis D. Parker
Commanding General, U.S. Army Aviation Center
and Fort Rucker, Alabama



PARKER

1986 AAAA National Award Winners



Aviator of the Year Award
LTC Kenneth R. McGinty
3/6th Cavalry,
6th Cavalry Brigade (AC)
Fort Hood, Texas

Soldier of the Year Award
SSG Richard E. Frye
377th Med Co (AA), APO SF
(Now assigned to the 82d Aviation
Brigade, Fort Bragg, N.C.)



DAC of the Year Award

Charles C. Crawford, Jr.
Technical Director, U.S. Army
Aviation Systems Command
St. Louis, Missouri



McClellan Aviation Safety Award

CW3 Dean R. Coder
HHC, 4th Brigade,
1st Armored Division
APO New York 09250



Aviation Unit Award (Army)

MAJ Jesse M. Danielson
238th Aviation Company
24th Infantry Division (M)
Hunter AAF, Georgia



Aviation Unit Award (ARNG)

LTC Leroy A. Wall
45th Aviation Battalion
(Light Helicopter Combat)
Oklahoma Army Nat'l Guard
Sperry, Oklahoma



Aviation Unit Award (Army)

1SG Frederick G. Jaehn
238th Aviation Company
24th Infantry Division (M)
Hunter AAF, Georgia



Aviation Unit Award (ARNG)

MSG Charles B. Connell
45th Aviation Battalion
(Light Helicopter Combat)
Oklahoma Army Nat'l Guard
Sperry, Oklahoma



Aviation Unit Award (USAR)

MAJ Gregory N. Beaman
282d Aviation Company
(Combat Support) (Corps)
787th Maint Bn (GS)
Ft. Rucker, Alabama



Robert M. Leich Special Award

COL John A. Lasch, III
Davison Aviation Command
Military District of Washington
Washington, D.C.



Aviation Unit Award (USAR)

1SG Jackie J. Bradley
282d Aviation Company
(Combat Support) (Corps)
787th Maint Bn (GS)
Ft. Rucker, Alabama



Robert M. Leich Special Award

CSM William H. Fountain
Davison Aviation Command
Military District of Washington
Washington, D.C.



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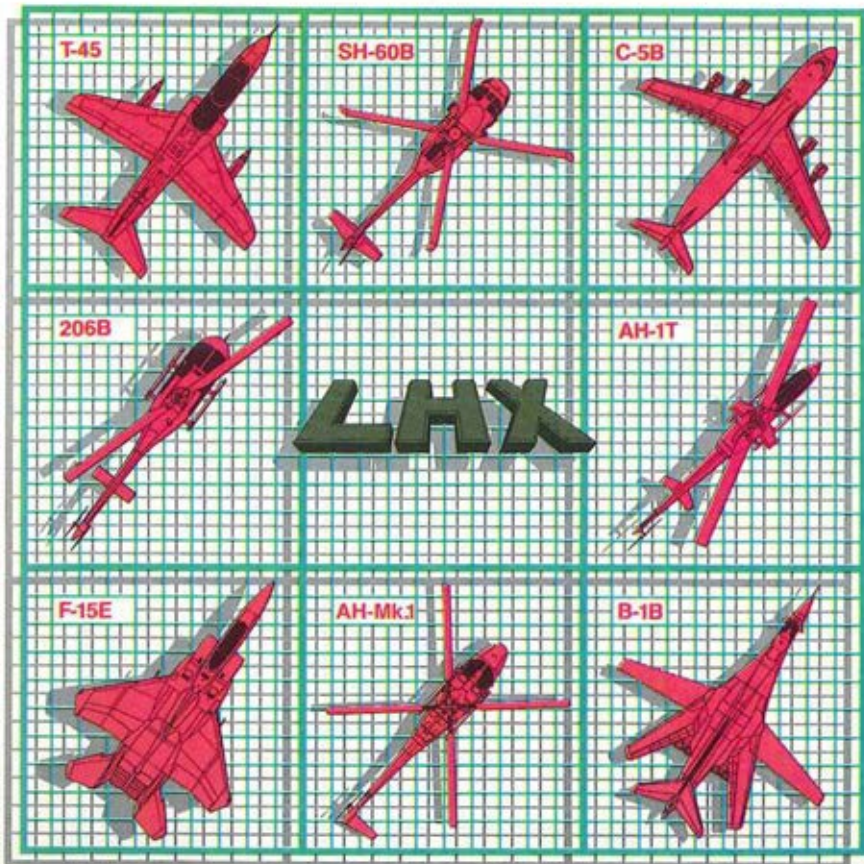
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DAC of the Year Award

BACKGROUND—This Army Aviation Association Award is sponsored by the Boeing Vertol Company and is presented annually to the Department of the Army Civilian who has made an outstanding individual contribution to Army Aviation in the previous calendar year.

1976—Joseph P. Cribbins, Special Assistant for Aviation Logistics; Office, Deputy Chief of Staff for Logistics; Department of the Army, Washington, D.C.

1977—John B. Greenwell, Deputy Director of Materiel Management, U.S. Army Troop Support and Aviation Materiel Readiness Command, St. Louis, Missouri.

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

1979 — M. Margaret Brown, Aircraft Equipment Manager, Aviation Office, U.S. Army Troop Support and Materiel Readiness Command, St. Louis, Missouri.



1980—John J. Stanko, Jr., Chief, Army Aviation Division, National Guard Bureau, Aberdeen Proving Grounds, Maryland.

1981—Michael J. Hoffman, Aerospace Engineer, U.S. Army Troop Support and Aviation Materiel Readiness Command, St. Louis, Missouri.

1982—Frank Soliz, Chief of Engine Shops Division, Corpus Christi Army Depot, Corpus Christi, Texas.

1983—Carolyn Chapman, Aviation Program Specialist, Office of the Deputy Chief of Staff for Logistics, Department of the Army, Washington, D.C.

1984—Robert A. Robbins, Test Pilot, U.S. Army Aviation Engineering Flight Activity, Edwards AFB, California.

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

Outstanding ARNG Unit of the Year Award

BACKGROUND—During the 1969-1985 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAA. (See Page 72).

In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard and the U.S.



Army Reserve, each trophy being sponsored by Avco Lycoming Textron.

The initial "Outstanding Army National Guard Aviation Unit Award" was won by Company C, 26th Aviation Battalion, Florida Army National Guard, and was presented at the 1986 AAAA National Convention in Atlanta by LTG Theodore G. Jenes, Jr., the Deputy Commander, U.S. Forces Command, and accepted for the unit by Major David J. Cook, the unit commander, and First Sergeant Billy R. Cowart, the unit's Senior NCO.



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Outstanding Aviation Unit (RC) Award

BACKGROUND—The Reserve Component Aviation Unit Award was sponsored by the Avco Lycoming Textron and was presented annually from 1969 through 1984 at the AAAA Convention.

1969—1105th Aviation Company (Assault Helicopter) Iowa-ARNG, MAJ Robert C. Cummings, Commander, and 1SG Arnold J. Newsum, Senior NCO.

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

1971—997th Aviation Company (Assault Helicopter) Arizona-ARNG, MAJ James H. Cowan, Commander, and 1SG Dale S. Swensen, Senior NCO.

1972—307th Aviation Co. (Heavy Helicopter) Alabama-ARNG, MAJ Arthur E. Fleet, Commander, and 1SG John F. Hoskins, Senior NCO.

1973—445th Aviation Company (Assault Helicopter) Oklahoma-ARNG, MAJ Karl M. Frank, Commander, and 1SG Kenneth Inman, Senior NCO.

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

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

1976—300th Aviation Company (Assault Helicopter) Texas-USAR, MAJ Jerry Stokely, Commander, and 1SG Jack Powell, Senior NCO.

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

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

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

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

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

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

1983—D Company, 28th Combat Aviation Battalion, North Carolina-ARNG, MAJ Julius H. Avant, Commander.

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



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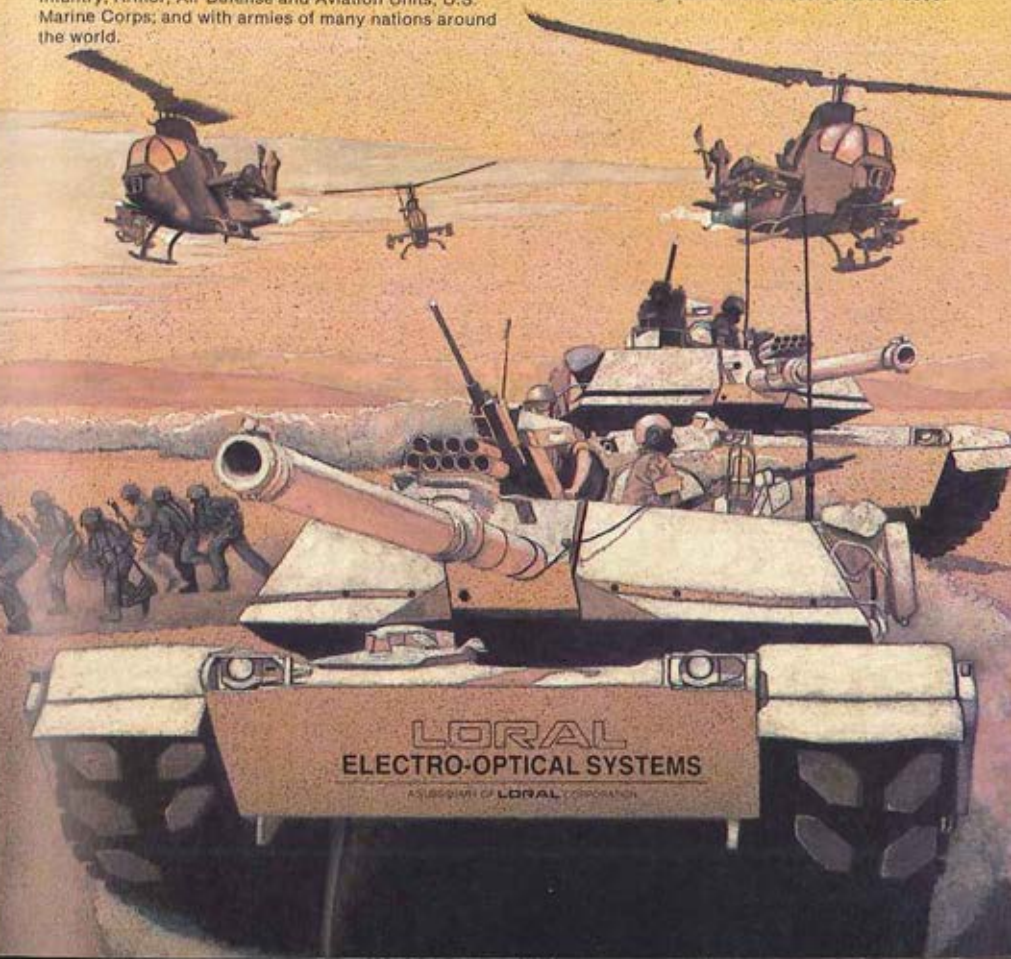
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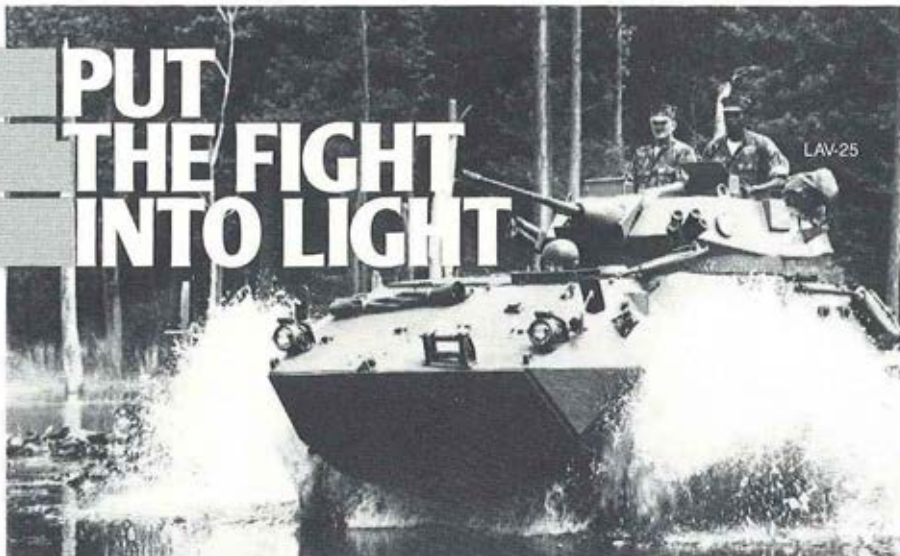
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Mean miles between mission failure	1250	5700
Maintenance Ratio (Organizational) (Intermediate)	.30 .08	.17 .01
Mean Time to Repair (Organizational)	1.3 hours	.51 hours
Tasks above organizational level	< 20%	1%
Availability	90%	96%
Operating cost-per-mile Automotive Subsystem excluding weapon station	not stated	\$1.92



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*Calculations by General Motors based on RAM-D data for LAV-25 baseline vehicle. Details available on request.



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Outstanding Aviation Unit Award

BACKGROUND—The AAAA's "Outstanding Aviation Unit Award" is sponsored by the McDonnell Douglas Helicopter Company, and is presented annually at the AAAA National Convention.

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

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

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

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

1963—11th Air Assault Division and attached 10th Air Transport Brigade, MG Harry W.O. Kinnard, Commander, 11th Air Assault Division.

1963—11th Air Assault Division and attached 10th Air Transport Brigade, COL Delbert L. Bristol, 10th Brigade Commander.

1963—13th Aviation Battalion, LTC Jack V. Mackmull, Co-Commander, 13th Aviation Bn.

1964—13th Aviation Battalion, LTC J.Y. Hammack, Co-Commander, 13th Aviation Battalion.

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

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

1967—52nd Combat Aviation Battalion, LTC Raymond G. Lehman, Jr., Co-Commander, and SGM Ernest J. Winters as the Senior NCO.

1967—52nd Combat Aviation Battalion, LTC Edward P. Luckert, Jr., Co-Commander.

1967—52nd Combat Aviation Battalion, LTC Paul C. Smithey, Co-Commander.

1968—25th Aviation Battalion (Infantry division), LTC Kenneth J. Burton, Commander, and with CSM William H. Bennett as the Senior NCO.

1969—101st Airborne Division (Airmobile), LTG Melvin Zais, Co-Commander, and CSM Robert A. Young, as Co-Senior NCO.

1969—101st Airborne Division (Airmobile), LTG John M. Wright, Jr., Co-Commander, and CSM William T. Mixon as Co-Senior NCO.

1970—1st Squadron, 9th Cavalry, 1st Cav Div

(Airmobile), COL Robert H. Nevins, Commander, and with CSM John F. Adams Jr., as the Senior NCO.

1971—F Battery, 79th FA, 3rd Brigade, MAJ Lawrence F. McKay, Jr., Commander, with SFC Lionel S. McDonald as the Senior NCO.

1972—227th Aviation Battalion, 1st Cav Division, LTC Frank L. Henry, Commander, with CSM James W. Reed as the Senior NCO.

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

1974—210th Aviation Battalion (USARCARIB), LTC Joseph R. Koehler, Commander, with CSM Stephen M. Cole as the Senior NCO.

1975—334th Aviation Company (Atk Hel), MAJ Gary F. Ramage, Commander, with 1SG Charles Lewis, as the Senior NCO.

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

1977—242nd Aviation Company (ASH), MAJ Gary D. Johnson, Commander, with 1SG James E. Fuller, as the Senior NCO.

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

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

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

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

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

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

1984—210th Combat Aviation Battalion, LTC Theodore A. Duck, commander, and CSM Everett Grundon, the Senior NCO.

1985—210th Combat Aviation Battalion, LTC Michael H. Abbott, Commander and CSM Everett Grundon, the senior NCO.

Robert M. Leich Special Award

BACKGROUND—This AAAA Award is named in memory of BG Robert M. Leich, the AAAA's first president (1957-59, pictured at right), and Awards Committee Chairman for 23 years. The award is given for service by a unit over an extended period.

1973—34th General Support Group (AHM&S). Presented Oct. 1973 by GEN Henry A. Miley, Jr., Commander, AMC, to MG Alton G. Post and COL Donald H. Jersey, and CSM Samuel Ring. (For 1965-1972 Period).

1976—101st Airborne Division (Air Assault). Presented Oct. 1977 by LTG Robert A. Williams, AAAA President, to MG John A. Wickham, Jr., Cdr., for the officers and men. (For REFORGER 1976).

1978—Corpus Christi Army Depot. Presented Oct. 1979 by LTG Eugene J. D'Ambrosio, Deputy Commander, U.S. Army DARCOM to COL Charles F. Drenz, Commander. (For 1961-1978 Period).

1979—U.S. Army Aviation Board. Presented Oct. 1980 by MG Carl H. McNair, Jr., USAAVNC



Commander, to COL Robert A. Bonifacio, President, USAVNBD. (For 1976-1980 Period).

1980—U.S. Army Aviation Development Test Activity and all Predecessor Units. Presented June 1981 by COL John W. Marr, President, to COL William E. Crouch, Jr. (For 1945-1981 Period).

1981—Aviation Applied Technology Laboratory. Presented in April 1982 by MG Story C. Stevens, Commander, USA Aviation R & D Command, to COL Emmett F. Knight. (For 1957-1982 Period).

1982—U.S. Army Engineering Flight Activity, Edwards AFB, California. Accepted for the members of the unit by COL Lewis J. McConnell, the unit commander. (For 1960-1983 Period).

1983—Mississippi Aviation Classification Repair Activity Depot, MSARNG. Accepted for the unit by COL James H. Burns, the unit commander. (For the 1971-1984 Period).

1984—U.S. Army Safety Center. Accepted for the unit by the unit's former commander, COL Joseph R. Koehler. (For the 1955-1984 Period).

Outstanding USAR Unit of the Year Award

BACKGROUND—During the 1969-1985 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAA. (See Page 72).

In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve, with each

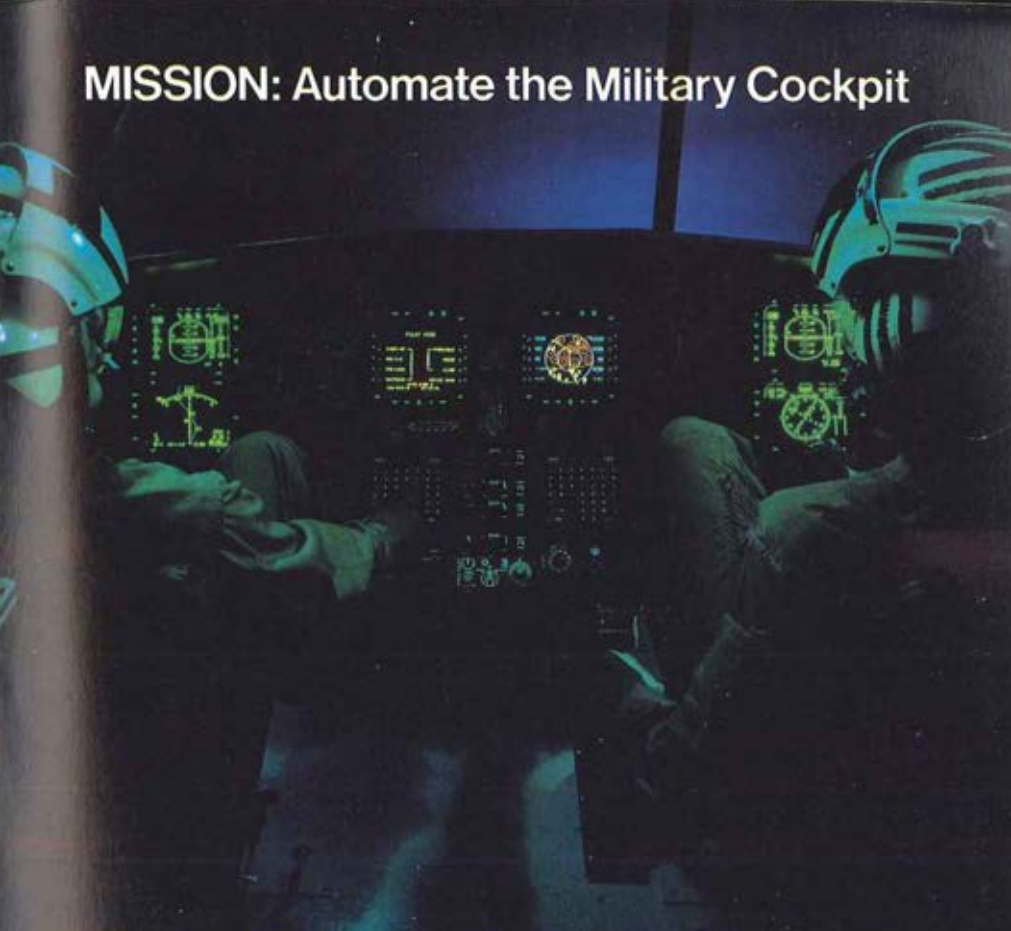


trophy being sponsored by Avco Lycoming Textron.

The initial "Outstanding U.S. Army Reserve Aviation Unit Award" was won by the 219th Transportation Company (Aircraft Maintenance) (IS) of the 102nd ARCOM at Scott AFB, Illinois.

The award, presented at the 1986 National Convention by MG Carl H. McNair, Chief of Staff of the U.S. Army Training & Doctrine Command (TRADOC), and was accepted by the unit's commander, Major Gilbert E. Boen and First Sergeant Ronnie G. Greeling, the unit's senior NCO.

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Army Aviator of the Year Award

BACKGROUND—Sponsored by the Sikorsky Aircraft Division of UTC, this Association award is presented annually at the AAAA National Convention to the active duty or Reserve Component Army Aviator who has made an outstanding individual contribution to Army Aviation during the previous calendar year.

1958—CPT James T. Kerr, U.S. Army Transportation Test and Support Activity, Ft. Rucker, Alabama.

1959—CWO Clifford V. Turvey, U.S. Army Aviation Test Board, Ft. Rucker, Alabama.

1960—CWO Michael J. Madden, U.S. Army, Transportation Board, Ft. Eustis, Virginia.

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

1962—CPT Emmett F. Knight, 57th Aviation Company, U.S. Army Vietnam.

1963—MAJ Marquis D. Hilbert, John F. Kennedy Center for Special Warfare, Ft. Bragg, N.C.

1964—MAJ Paul A. Bloomquist, 57th Medical Det. (Hel. Ambulances), U.S. Army, Vietnam.

1965—CPT James A. Scott, III, 219th Aviation Company, U.S. Army, Vietnam.

1966—CWO Jerome R. Daly, 121st Aviation Company, U.S. Army, Vietnam.

1967—CPT Robin K. Miller, 114th Assault Helicopter Company, U.S. Army, Vietnam.

1968—MAJ Patrick H. Brady, 54th Medical Det. (Hel. Ambulances), U.S. Army, Vietnam.

1969—CWO John I. O'Sullivan, 174th Aviation Company, U.S. Army, Vietnam.

1970—LTC Robert M. Molinelli, 2d Squadron, 17th Cav, 101st Airborne Division (Airmobile), U.S. Army, Vietnam.

1971—CPT Ronald A. Radcliff, F Troop, 4th Cavalry, 1st Aviation Brigade, U.S. Army, Vietnam.

1972—MAJ Theodore J. Dolloff, Company D, 227th Aviation Battalion, 1st Cavalry Division, Fort Hood, Texas.

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

1974—MAJ Eugene L. Richardson, HHD, Military Bureau, Maine Army National Guard.

1975—CWO Robert R. Hawkins, 7th Squadron (Assault Hel.), 17th Cavalry, Fort Hood, Texas.

1976—CWO Randy F. Dyer, 155th Aviation Company, (Attack Helicopter), Ft. Ord, California.

1977—MAJ William S. Reeder, Jr., 334th Aviation Company (Attack Helicopter), APO NY.

1978—CWO Michael B. Farmer, Air Troop, 2d Armored, Cavalry Regiment, APO NY.

1979—CWO Ernest W. Rickenbacker, 60th Co., 6th Battalion, 1st Aviation Brigade, U.S. Army Aviation Center, Ft. Rucker, Alabama.

1980—CWO Richard S. Seefeldt, Project Manager's Office (BLACK HAWK), U.S. Army Materiel Development and Readiness Command, St. Louis, Missouri.

1981—CWO George D. Chrest, D Troop, 1st Squadron, 9th Cavalry, 1st Cavalry Division, Fort Hood, Texas.

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

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

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

1985—CWO Roger W. Duprey, HHC, 229th Attack Helicopter Battalion, 101st Airborne Division (Air Assault), Ft. Campbell, KY.



Personal Affairs CHECKLIST

INSTRUCTIONS: Read the checklist below carefully and be sure you have taken care of these important matters.

- Store important papers and records in one centralized safe place with easy access. Don't risk moving them every time you PCS.
- Set up an annual report listing all benefits payable from various sources to each family member. Use as a start point for estate planning.
- Make sure your family has aid in claiming insurance proceeds and government benefits in the event of death or disability.
- Find an authority on all government benefit programs—VA, Social Security, Survivor Benefit Plan and SGLI—an Association which stays current and can quickly answer the questions that you or your family have.
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BACKGROUND—The AAAA's "Aviation Soldier of the Year Award" is sponsored by Bell Helicopter Textron. It is presented at the National Convention of the Army Aviation Association.

1960—MSG Robert R. Young, Airfield Operations Command, Fort Rucker, Alabama.

1961—SFC James C. Dykes, 225th Signal Detachment U.S. Army, Vietnam.

1962—SFC James K. Brock, First Aviation Company (Caribou), U.S. Army, Vietnam.

1963—SFC Robert M. George, Utility Tactical Transport Company, U.S. Army, Vietnam.

1964—MSG Cyril G. Manning, 13th Aviation Battalion, U.S. Army, Vietnam.

1965—SFC Donald MacNevin, 114th Aviation Company, U.S. Army, Vietnam.

1966—SP5 Dennis L. Falgout, 1st Cav Division (Airmobile), U.S. Army, Vietnam.

1967—SFC Jesse J. Dodson, Jr., 405th USA Transportation Maintenance Detachment, U.S. Army, Vietnam.

1968—SFC William R. Baum, 122nd Maintenance Battalion, 3d AD, U.S. Army Europe.

1969—SFC Dennis L. Jantz, 240th Aviation

Company (Assault Helicopter), U.S. Army, Vietnam.

1970—SP5 Dennis M. Fujii, 237th Medical Detachment (Air Ambulance), U.S. Army, Vietnam.

1971—SP5 Richard G. Hatch, 3rd Brigade, 1st Cavalry Division (Airmobile), Fort Hood, Texas.

1972—SFC Robert H. Vaughan, 4th Battalion (Aerial Field Artillery), 77th Field Artillery, 101st Airborne Division (Airmobile) Fort Campbell, Kentucky.

1973—SFC Robert J. Coleman, C Co., 159th Aviation, (ASH), 101st Airborne Division (Airmobile), Fort Campbell, Kentucky.

1974—SP5 Gregory J. Maurakis, B Company, 101st Aviation Battalion, 101st Airborne Division (Airmobile), Fort Campbell, Kentucky.

1975—MSG John R. Montgomery, USA Aviation Precision Demonstration Team, Fort Rucker, Alabama.

1976—SP5 Charles W. Ball, 146th Medical Detachment (Helicopter Ambulance), West Virginia ARNG.

1977—SGT Chris B. Archer, 236th Medical Detachment (Helicopter Ambulance), APO NY.

1978—SFC James L. Fielder, 129th Aviation Company (Assault Helicopter), Fort Bragg, N.C.

1979—SFC Leland E. Hinely, Co A, 501st Aviation Battalion (Combat), APO New York.

1980—SFC James D. Glendinning, Air Troop, 11th Armored Cavalry Regiment, APO New York.

1981—Staff SGT William G. Patterson, 54th Medical Detachment (Helicopter Ambulance), Fort Lewis, Washington.

1982—SFC Ronald L. Boese, Platoon Sgt, Aeroscout Platoon, Cbt Aviation Troop, 11th Armored Cavalry Regiment, APO New York.

1983—SP4 David T. Amos, 196th Aviation Co., ASH, 269th Combat Aviation Battalion, Fort Bragg, N.C.

1984—SSG Ronnie Garrett, 11th Combat Aviation Squadron, 11th Armored Combat Aviation Sqrn, APO New York.

1985—SP4 James A. Clement, 568th Transportation Company, 222d Aviation Battalion (Air Combat), Ft. Wainwright, Alaska.



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James H. McClellan Aviation Safety Award

BACKGROUND—Sponsored by the many friends of the late 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 annually to a person who has made an outstanding individual contribution to Army Aviation safety in the previous calendar year.

1958—MAJ Arne H. Eliasson, Aviation Safety Division, Headquarters, Seventh Army, APO New York.

1959—COL John L. Inskeep (Co-Winner), U.S. Army Primary Helicopter School, (USAPHS), Fort Wolters, Texas.

1959—Raymond L. Thomas, (Co-Winner), Southern Airways Company (Manager, Contract Operations).

1960—No award given by the AAAA in Calendar Year 1960.

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

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

1963—COL Conrad L. Stansberry, Hqs, U.S. Army, Europe, APO New York.

1964—Ralph B. Greenway, Army Aviation Directorate, OACSFOR, Department of the Army.

1965—Gerard M. Bruggink, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, Alabama.

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

1967—Francis P. McCourt, U.S. Army Aviation Laboratories (AVLABS), Ft. Eustis, Virginia.

1968—COL Russell P. Bonasso, U.S. Army Board for Aviation Accident Research (USABAAR), Fort Rucker, Alabama.

1969—COL Robert W. Bailey, U.S. Army Aeromedical Research Laboratories, Ft. Rucker, Ala.

1970—COL Eugene B. Conrad, U.S. Army Board for Aviation Accident Research (USABAAR), Ft. Rucker, Alabama.

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

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

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

1974—CWO George L. Allen, Simmons Army Airfield, Ft. Bragg, N.C.

1975—CWO Alfred J. Cargen, Ret., Hqs, Fifth U.S. Army, Fort Sam Houston, Texas.

1976—MAJ Arthur M. Mountcastle, 101st Aviation Group, 101st Airborne Division (Air Assault), Fort Campbell, Kentucky.

1977—CWO Fate (Jim) Hutchins, 129th Aviation Company (Assault Helicopter), Ft. Bragg, N.C.

1978—CWO Frankie C. Wilson, 207th Aviation Company, APO New York.

1979—CWO Harold D. Hintze, Student, U.S. Army Warrant Officer College, Ft. Rucker, Alabama.

1980—CWO Peter D. Maskunas, B Troop, 4th Squadron, 7th Cavalry, 2d Armored Division, APO San Francisco.

1981—SFC Gerald L. Johnson, U.S. Army Aeromedical Research Laboratory, Ft. Rucker, Alabama.

1982—No award was made by the AAAA to cover Calendar Year 1982.

1983—CW2 Richard L. Williams, Headquarters & Headquarters Detachment, 2d Combat Aviation Battalion, Camp Casey, Korea.

1984—CW4 Ralph V. Tolbert, 6th Cavalry Brigade, (Air Combat), Ft. Hood, TX

1985—CW4 Thomas M. Cloud, D Company, 7th Aviation Training Battalion, Aviation Training Brigade, Ft. Rucker, Alabama.



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'61 McCl. Safety



CPT Emmett F.
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'62 Aviator



SFC Robert M.
George
'63 Soldier



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CWO Jerome R.
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'66 Aviator



SFC Jesse J.
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'67 Soldier



MAJ Robert C.
Cummings
'69 RC Unit (ARNG)



SP5 Dennis M.
Fujii
'70 Soldier



CPT Ronald A.
Radcliffe
'71 Aviator



LTC Frank L.
Henry
'72 Unit (Army)



MG Alton G.
Post
'73 Leich Award



CWO George L.
Allen
'74 McCl. Safety



MAJ Jerry
Stokely
'76 RC Unit (USAR)



MAJ Gary D.
Johnson
'77 Unit (Army)



Sherman C.
Hines
'78 DAC of Year



CWO Ernest F.
Rickenbacker
'79 Aviator



SFC James D.
Glendinning
'80 Soldier



SFC Gerald L.
Johnson
'81 McCl. Safety



2LT Richard G.
Hatch
'82 Aviator



Carolyn
Chapman
'83 DAC of Year



COL Joseph R.
Kohler
'84 Leich Award



LTC Michael
H. Abbott
'85 Unit (Army)

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Did you know that . . .

. . . with this year's "Aviation Soldier of the Year Award", that 28 crewmembers and enlisted aviation technicians will have been recognized by the AAAA at Nat'l ceremonies?

. . . the Secretary of the Army has made this award presentation eleven times?

. . . Aviation Warrant Officers have been

as the "Army Aviator of the Year" in 12 of the 29 years in which the award has been presented, and have won the "James H. McClellan Aviation Safety Award" on 11 occasions?

. . . three women — two DAC's and a crew-chief — have won top AAAA Nat'l Awards?



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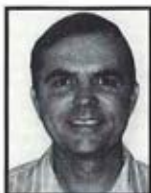
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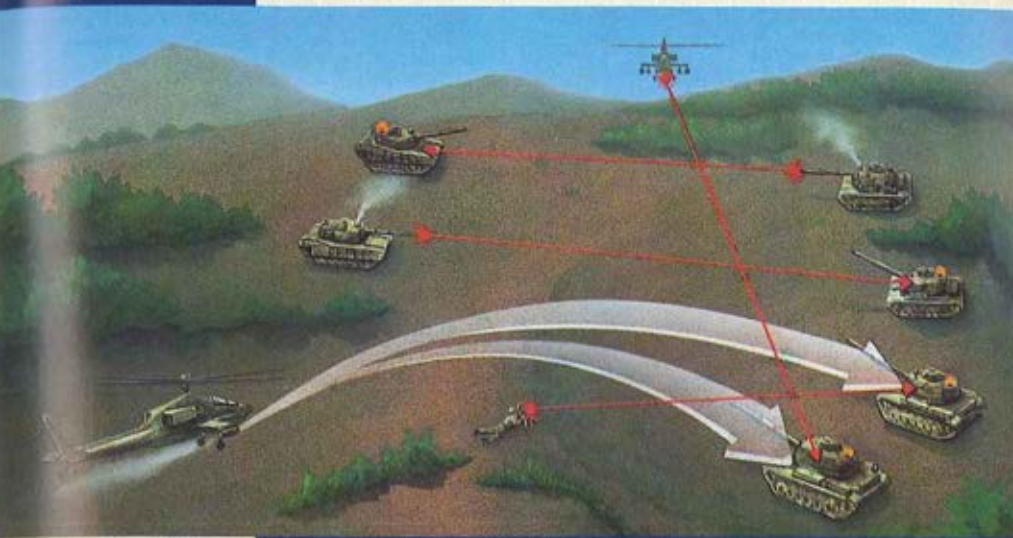


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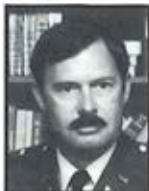


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USAAVNC (Continued from Page 7)

my Aviation are proving themselves every day as they pioneer and propel their Branch to unprecedented heights. Here are two examples of high achievement goal setting.

The promotion list to sergeant first class, released in January, shows that of the number considered in the four aviation CMFs, 18.2 percent received the promotion. The Army's overall percentage was 16.8. I proudly salute these 832 enlisted members on this advancement and on their contributions to Aviation Branch excellence. It's clear to me that the caliber of soldier we are now getting into our ranks is truly "an extra dimension of excellence."

The Aviation Branch had 91 officers selected to attend the Command and General Staff College in academic year 1987-88. That is a tangible recognition of their career potential and a strong example of quality mentoring by our senior Branch officers.

Commanders' Conference

Our annual Aviation Brigade Commanders' Conference, held December 2-4, was attended by about 100 Active Duty and Reserve Component commanders from all over the world. At the conclusion of the meeting, I asked them to give me a note on pro and con issues in our Branch. I take great pride in the response I received. The consensus drawn from that input is that we're doing our job at the schoolhouse. The commanders were very complimentary about the quality of soldiers going to the field. They indicated that our Branch's greatest asset is motivated, professional people and many noted they were receiving great support from their own commanders.

Their concerns included combat service support and our ability to resolve repair parts shortages and sustain the fleet; the capability to support aviation exercises (ammunition and MILES) at the National Training Center; and airspace management doctrine and procedures. You can be assured that we are acting as rapidly as possible to obtain solutions to these and the other matters of concern. The conference served as an excellent medium for exchanging vital information.

The most urgent challenge we are currently resolving is correlating and tracking aircraft/

weapons systems qualifications with combat arms professional development for aviation officers. USAAVNC has begun several innovative approaches to include Small Group Instruction (SGI) for the advanced course and implementation of multi-track, a comprehensive restructuring of the Initial Entry Rotary Wing training base.

At the heart of SGI is individual coaching and soldierization development. Multi-track is a no-nonsense approach to produce a better trained aviator at the Aviation Center and to eliminate the present requirements to train aviators in individual combat skills on arrival in the field.

Aviation Officer Advanced Course

The Aviation Officer Advanced Course will implement SGI on May 12, 1987. This bold new concept is designed to produce competent, combined arms, war-fighting officers. Of all the different training concepts I have been exposed to over the years, in my mind, this is the most dynamic. SGI will establish a "basic camaraderie trust" not only for students but especially for the instructors. SGI is a mentoring concept with an instructor/student ratio of 1 to 15. The instructor is a hand picked captain with proven technical and tactical expertise who will be responsible for approximately 50 percent of the Advanced Course instruction. It is a designed process that will forever be ingrained and nurtured at every level until career termination. Its success is entirely contingent on maintaining a dedicated, professional cadre of highly qualified leaders who can daily challenge their disciples and reward both positive and negative performance.

I consider an SGI Team Leader assignment to be most career enhancing because SGI skills are the essential skills needed for command at every level. For all the young captains who can meet the demanding prerequisites, I strongly urge you to consider a tour as an SGI Team leader. I can promise you enormous career satisfaction and insight. Perhaps it was best said by LTC Ace Cozzallo, my point man for this project. While talking to his team leaders on January 7, he said, "If you ever wanted a job in which you can make the difference, you have got it now." Ace and his "iron captains" are right on target.

The principle philosophy behind multi-track is to enable us to manage the growth experience of a young aviation officer in a single aircraft
(USAAVNC — Continued on Page 94)

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USAAVNC

(Continued from Page 92)

system from the outset of his or her career. We are building a career pattern that will take an aviator in one aircraft system, and allow this person to grow through all the different command and staff responsibilities inherent to that one aircraft system. Multi-track is the training program that forms the base to develop career patterns that will allow every lieutenant the opportunity to get to that brigade command, depending on his or her own capabilities. The essence of multi-track is that it will enable a management system that will allow for vertical career enhancement as opposed to horizontal mediocrity in multiple aircraft. Changing technology and systems' sophistication just won't allow mediocre cockpit performance on tomorrow's battlefield.

Former SGI team leaders who are experienced coaches will be instrumental in providing continued career sponsorship during subsequent field assignments. In the same vein, field commanders can fully expect their aviator personnel requirements to be fielded through multi-track, a streamlined "aviator specific" systems approach that will guarantee cockpit expertise to meet mission requirements. Most crucial, that blend of cockpit competence and faith in service will be in concert with leading, training, maintaining and caring — truly, the pathway to excellence in readiness for the defense of the Nation.

Teamwork

Ft. Rucker does not stand alone. While I am extremely proud of our progress in shaping the future, it could not have been done without the teamwork that we enjoy with the Aviation Systems Command and the Aviation Logistics School. Their hard work and deep commitment has been critical to our achievements. Behind the scenes, of course, are the people of industry and retirees working with industry who have been totally committed to providing us with the technology to make it happen.

We are also indebted to retiree support of the Aviation Council Emeritus for their work since the Branch was born. Their continued commitment and faithful service make them critical parts of this team called Army Aviation.

Our contributions to our Nation's defense are encircled by our oath as service members "to support and defend the Constitution of the United States." A renewed awareness of that commitment is called for in the 1987 Army theme, "The Constitution." By naming that theme, Secretary Marsh and General Wickham announced the Army's full partnership in the bicentennial celebration of the Constitution's signing.

As we plan our participation for this year's Army Aviation Association's national convention, I urge each of you to take an active part in placing emphasis on the essence of what we are about — defenders of the Constitution of the United States of America.

I hope to see you at the convention. IIIII

AVSCOM

(Continued from Page 10)

configuration management, budgeting and financial management, testing, contracting and procurement and logistics planning and execution. Our Directorate for Readiness ensures a cohesive logistics effort among AVSCOM R&D organizations, acquisition managers and support organizations responsible for ILS elements.

APACHE fielding

Our efforts are paying off in fielding the APACHE attack helicopter battalions at Ft. Hood, TX, under the total package/unit materiel fielding (TP/UMF) concept. This concept improves the Army's aviation materiel readiness posture over the old pull-type system when customers did their own total package/unit materiel fielding functions. By employing the TP/UMF concept, we are better prepared to field aviation units in a mobilization action. Under TP/UMF, the new system and its support package are fielded in a full-up mode at a single station.

AVSCOM made positive moves in 1986. Our employees have pride in their accomplishments, and well they should. Our goal is excellence. We realize we can accept nothing less. The lives of our soldiers depend on our getting things right the first time. We have no time to look back. The future of AVSCOM and Army Aviation is now. We're on the move and too busy and eager to look anywhere but ahead. IIIII

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SIMULA INC. is proud to be a member of the Army aviation team, providing crash protection for crewmembers in the new generation United States Army helicopters. Crewmembers in the first 300-plus UH-60A Black Hawks and now the AH-64A Apache fly in Simula energy-absorbing seats. In operational use in Black Hawk aircraft since 1978, the Simula seat has proven extremely effective in providing crash protection in operational crashes, even when crash severity exceeded Army-defined survivable limits. Simula has also been selected to design the armored, energy-absorbing crewseat for the next new Army aircraft, the Bell/Boeing joint services V-22 Osprey tiltrotor.

SIMULA INC. retains its leadership in crashworthiness technology by continually advancing the state-of-the-art through research and development, including accident analysis, computer simulation, and testing.

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1987-1988 Leaders

The 1987-1988 AAAA Membership Enrollment Contests end January 8, 1988

Individual Member Enrollment

(\$650.00 "Top Gun Prize" to be awarded at the '88 Convention. No min. req'd. Magazine will list those enrolling five or more.)

1. MAJ John Lam, HI.....19
2. Ms. Virginia Allen, TX.....8
3. 1LT Karl Birkhimer, HI.....5
4. Walter Grywatch, MO.....5

Industry Member Enrollment

(\$650.00 "Top Gun Prize" to be awarded at the '88 Convention. Min. of two needed to qualify.)

1. LTG HWO Kinnard, VA.....1
2. S. Harry Robertson, AZ.....1
3. Ms. Carol Workman, UK.....1

Master Chapter Competition

(Prize to be awarded at the 1988 AAAA National Convention)

1. Lindbergh Chapter.....+17
2. Washington, DC Chapter...+5
3. Connecticut Chapter.....+4

Senior Chapter Competition

(Prize to be awarded at the 1988 AAAA National Convention)

1. Monterey Bay Chapter.....+17
2. Alamo Chapter.....+3
3. Coastal Empire Chapter.....+2

AAAA Chapter Competition

(Prize to be awarded at the 1988 AAAA National Convention)

1. Aloha Chapter.....+30
2. Arizona Chapter.....+14
3. Cedar Rapids Chapter.....+3

"AAAA Soldiers of the Month"

(Comp. AAAA Membership)

Aviation Center Chapter—Jan.

SP4 William B. Braxton

Hanau Chapter—Jan.

SP4 Brian K. Lewis

Aviation Center Chapter—Feb.

PFC David J. Gillride

Hanau Chapter—Feb.

SP4 Christopher J. Heigl

Tanusus Chapter—Feb.

PFC Thomas A. Masters

New Industry Members

- Cubic Corporation
- Executive Instruments, Inc.
- Helitune, Inc.
- Motorola Gov't Electronics Group
- Robertson Aviation, Inc.
- SRL/Defense Electronic Systems
- Telodyne Brown Engineering



AAAA Overview

More than 300 AAAA members gathered at the 13th Annual Joseph P. Cribbins Product Support Symposium sponsored by the Lindbergh (St. Louis) Chapter during February 4-5.

The two-day unclassified

ortability, and Readiness."

General Maxwell R. Thurman, Vice Chief of Staff, was the guest speaker at the Lindbergh Chapter—AAAA "Industry Awards Dinner" at which the following Industry Member firms and individuals were cited:

GEN Thurman, VCofS, addresses 13th Product Support Symposium attendees

gathering featured dual keynote speakers, LTG Crosbie E. Saint, CG, III Corps and Ft. Hood, as 'Military Keynoteur, and Leonard M. Horner, Bell Helicopter Textron President, as 'Industry Keynoteur.'

In addition to hearing progress reports on many of the major weapons systems, the attendees heard multiple presentations on specific subjects:

... three speakers (one military and two industry) addressed the "Prime Contractor's Role in Readiness."

... four speakers (all industry) spoke on the "Design for Readiness."

... two speakers (one military and one industry) covered "AH-64 Fielding, Supp-

"1986 Major Company Industry Award"—Bell Helicopter Textron.

"1986 Small Business Organization Industry Award"—Avibank Manufacturing, Inc.

"1986 Team, Group, or Special Unit Industry Award"—Dynalectron Corporation.

"1986 Individual Industry Award"—Richard E. Deichmann.



GEN Maxwell R. Thurman, Vice Chief of Staff, talks at PSS dinner.

1,083-strong, Lindbergh Chapter cited as AAAA's 'Top Chapter for CY86'

A solid, well-rounded, full-year of professional-social activities; sponsorship of a highly successful, on post major national gathering (see above); Scholarship Award Program underwriting of over \$6,500; and a substantial +108-member gain, reflecting a full year

11% growth rate and the third highest net gain in the Ass'n earned the Lindbergh Chapter the AAAA's "Top Chapter Award for CY86."

Chapter President BG John Stanford will accept the prize, a 7 x 7 AAAA banner, at the Apr. 9 Convention Luncheon.



HIDE AND SEEK.

Lightweight ECM Systems from ITT Avionics provide heavyweight protection for helicopters and aircraft.

Now you see it, now you don't—thanks to ITT Avionics' family of ALQ-136 Electronic Countermeasure Systems. They're automatic, power managed, micro-processor controlled and highly reliable. They're working effectively to enhance aircraft survivability in anti-tank and other tactical missions.

One version is in high volume production with systems now operational in front line Army helicopters. Another will soon be

entering production for protection of small fixed wing aircraft.

The ALQ-136 family of ECM is another example of ITT's leadership in Electronic Countermeasures protection. ALQ-136 bears the unique stamp of ITT, where technical excellence, sophisticated production technology and a commitment to superior product support go hand in hand to maintain a strong defense for America.

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Chapter Speakers



**George
Coutoumanos**
Bell
Helicopter
Textron
Feb. 27

**BG
Rodney
D.
Wolfe**
Hqs
USAAVNC
Mar. 4



**MG
Ellis
D.
Parker**
Hqs,
USAAVNC
Mar. 6

**COL
John A.
Lasch, III**
Davison
Aviation
Command
Mar. 21



**BG
John
L.
Stanford**
Hqs
AVSCOM
Mar. 24

Each month, some six to ten key military, industry, and government leaders address AAAA's 54 worldwide Chapters professionally.



AAAA Calendar

February, 1987

■ ■ Feb. 26. Tu-Can Chapter. Mid-afternoon business-social meeting. Chapter elections, refreshments. Top 3 NCO Club, Howard AFB, Panama.

■ ■ Feb. 27. Wings of the Devil Chapter. Late afternoon professional-social meeting. George Coutoumanos, Project Representative, Bell Helicopter Textron, guest speaker. NCO Club Ballroom, Ft. Polk, LA.

■ ■ Feb. 28. Tu-Can Chapter. Saturday morning AAAA Fund Raising Car Wash - \$1 per car. Building 820, Ft. Kobbe, Panama.

March, 1987

■ ■ Mar. 4. Monterey Bay Chapter. Mid-afternoon professional-business-social meeting. BG Rodney D. Wolfe, Asst Comdt, USAAVNC, guest speaker. CAB Hqs, Ft. Ord, CA.

■ ■ Mar. 5. Leavenworth Chapter. Professional dinner meeting. MG Ellis D. Parker, CG, USAAVNC & Ft. Rucker, guest speaker. Ft. Leavenworth O-Club.

■ ■ Mar. 6. Taunus Chapter. Mid-afternoon professional-social meeting. CPT Madrid, DEH, guest speaker. Refreshments, snacks, and door prizes. Wiesbaden Air Base Club.

■ ■ Mar. 9. Rhine Valley Chapter. Professional dinner meeting. Brennon "Ray" Swindell, VP, Mil Business Developments, Bell Helicopter Textron, guest speaker. Mannheim O&CC.

■ ■ Mar. 10. Chesapeake Bay Chapter. Professional luncheon meeting. COL Rod Lindsay, Cdr, 29th ATC Gp, MDARNG, guest speaker. Edgewood O-Club.

■ ■ Mar. 10. Hanau Chapter.

Mid-afternoon professional meeting. Brennon "Ray" Swindell, VP, Mil Business Developments, Bell Helicopter Textron, guest speaker. Fliegerhorst Theater.

■ ■ Mar. 10. Mainz Chapter. Late afternoon professional-social meeting. Martin Luther King Officers/NCO Club.

■ ■ Mar. 11. Thunderhorse Chapter. Late afternoon business meeting. Garmisch planning "wrap-up"; wives welcome. Fulda Community Club.

■ ■ Mar. 12. Corpus Christi Chapter. Late afternoon professional-social meeting. Snacks/refreshments. NAS O-Club.

■ ■ Mar. 12. Mid-America Chapter. Business luncheon meeting. Announcement of Chapter Officers. Disco Lounge, Ft. Riley Officers' Club.

■ ■ Mar. 13. Monmouth Chapter. Professional luncheon meeting. MG Richard E. Stephenson, CG, USAAVSCOM, and Joseph P. Cribbins, Chief, ALO, ODCS-LOG, DA, as guest speakers. Squires Pub., W. Long Branch.

■ ■ Mar. 13. Old Ironsides Chapter. Mid-afternoon professional-social meeting. Presentations by Bell Helicopter Textron representatives; Garmisch plans. Katterbach EM Club.

■ ■ Mar. 18-20. 1987 AAAA US-AREUR Region Convention at the Armed Forces Recreation Center, Garmisch, Germany.

■ ■ Mar. 19. Rhine Valley Chapter. After dinner social meeting. General Abrams Hotel, Garmisch.

■ ■ Mar. 21. Washington, DC Chapter. Professional dinner meeting. COL John A. Lasch, III, Cdr, Davison Aviation Command, guest speaker. Cameron Station Officers' Club (Lounge).

■ ■ Mar. 24. Edwin A. Link
(Continued on Opposite Page)



New Officers

New Aloha Chapter of-ficers are, l-r, **CPT Patrick Forrester** (Trea), **MAJ John Lam** (Pres), **MAJ (P) Dennis Cripps** (SrVP) and **CW4 David Rose** (VP, Memb). Missing: **CPT Ronald Gillette** (Sec).



AAAA Calendar

March, 1987 (Continued)

■ **Mar. 24** Edwin A. Link Memorial Chapter. Professional dinner meeting. BG John L. Stanford, DCG, AVSCOM, guest speaker. Morey's Restaurant, Binghamton.

■ **Mar. 25.** Ft. Bragg Chapter. Late afternoon professional-social meeting. COL Willis R. Bunting, Director, Avn Pronency, USAAVNC, guest speaker. Yntema NCO/Enlisted Club.

■ **Mar. 26.** North Texas Chapter. Early evening professional-business-social meeting. David R. Maddox, VP, Aviation & Weather Systems, E-Systems, Inc., guest speaker. Chapter elections. Refreshments and heavy hors d'oe-

uvres. Sheraton Centrepark Hotel.

■ **Mar. 31.** Delaware Valley Chapter. Late afternoon "Beef 'N Beer Social". Knights of Columbus Hall, Crum Lynn, PA.

April, 1987

■ **Apr 8-12.** 29th AAAA National Convention. Housing at five Ft. Worth area hotels with the professional sessions, Membership Meeting and Luncheon, Awards Luncheon, Awards Banquet, and military-industry exhibits at the Tarrant County Convention Center. For 1987 Registration and Hotel Reservation Forms, write to: AAAA, 1 Crestwood Road, Westport, CT 06880. Telephone: (203) 226-8184. Fax: (203) 222-9863.



A light moment!

MG Richard E. Stephenson, r., AVSCOM CG, ribs **Joe Cribbins**, the perennial M.C., during the course of the 13th Annual Product Support Symposium sponsored by the Association's Lindbergh (St. Louis) Chapter.

Attentive audience

COL Dennis Vasey, l., the President of the Colonial Virginia Chapter, is shown thanking the Chapter's February 3 luncheon guest speaker, **COL Sherwood C. "Woody" Spring**, a US Army astronaut, following the latter's talk.



New AAAA Officers

Elected at the recently reactivated Aloha Chapter were **MAJ John R. "Skip" Lam** (Pres), **MAJ Dennis L. Cripps** (SrVP), **CPT Ronald Gillette** (Sec), **CPT Patrick Forrester** (Trea), and **CW4 David Rose** (VP, Memb). (See the group photograph at the left).

LTC Larry Retta is the new VP, Membership at the Association's largest Chapter, the **Aviation Center Chapter**.

At Berlin's **Checkpoint Charlie Chapter** the new VP, Programming is **CW2 Michael Murray**.

A revitalized **Coastal Empire Chapter** at Hunter AAF has **COL Joseph W. Kuppich, Jr.**, as its new President, and **MAJ C. Paul Whitaker** (Alt SrVP) and **MAJ Kevin T. Colcord** (VP, Conventions).

BG John L. Stanford is the new President at AAAA's **Lindbergh (St. Louis) Chapter**, replacing **MG Richard E. Stephenson**. The latter was recently appointed by **MG George W. Putnam, Jr., Ret.**, AAAA President, as a National Member-at-Large on AAAA's National Executive Board.

The **Mainz Chapter** made numerous changes in its Executive Board. New officers include: **MAJ Bruce Simpson** (SrVP), **MAJ (P) David S. Ferrrell** (Trea), **LTC David L. Kyle** (VP, Memb), **LTC Laurence W. McCabe, III** (VP, Prog), **MAJ Dethier Gerard** (VP, Publ), and **1SG Rufus L. Stills** (VP, Enlisted Affairs).

Note:

The previous information was taken from the Acceptance Forms submitted by Chapters.

Tailor-made for the task.

Shorts 330 turbo-props operated by the U.S. Army from Kwajalein Island are ideally suited to the transport task required in this remote area. Rugged and extremely reliable, these high capacity, STOL aircraft are a very cost-effective answer to short haul personnel or cargo transport needs.

The 330 is built by Short Brothers of Belfast, Northern Ireland, the oldest and one of the most respected aerospace manufacturers in the world. In civilian use, Shorts aircraft are leaders among regional/commuter airliners with 20 seats or more. They have achieved this record based on low cost of operation and an unmatched 99% dispatch reliability.

Other military utilization of the Shorts 330 is in the Sherpa, C-23A STOL cargo version for the U.S. Air Force in Europe. In this role it helped the 10th MAS in



Zweibrücken, West Germany, win an award for the outstanding Military Air Command Support Squadron for 1985-86.

Shorts also are world leaders in surface-to-air missile systems with combat-proven, man-portable missiles. Shorts technology is an awesome element in a close air defense system.

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