1988 AAAA NATIONAL CONVENTION COMES TO ST. LOUIS

CUEST EDITORIALS • USAAVNC, USAAVSCOM & USAALS Overviews 6-12
PROGRAM • Full AAAA Convention Program 49
AAAA • Current Leaders in 1988 Membership Contest 132

ARMYAVIATION

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The Guard, as part of the total force structure, needs the same equipment used by the active Army.

Simply put, the BLACK HAWK is the best there is. And the National Guard doesn't just deserve the best.







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We're ready for the Army's toughest competition.

The Army's challenge is straightforward: Replace the aging light helicopter fleet. Deter tomorrow's threat. And cause a permanent change in the enemy's strategy.

SuperTeam is ready. McDonnell Douglas Helicopter Company. Bell Helicopter Textron. And McDonnell Aircraft

Company.

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reducing it.

In cockpit integration — McDonnell Aircraft, developer of the most advanced fighters in the sky, is teamed with Eaton, GE, Honeywell, Hughes Aircraft Company, Litton Systems Canada, Northrop Corporation and Texas Instruments. Together they will create the Mission Equipment Package to make *this* LHX the most lethal, powerful and survivable helicopter ever.

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SuperTeam. Ready for the challenge. Focused on a fly-off . . . in an experienced, competitive stance.

MCDONNELL DOUGLAS
SUPERTEAM



An Overview: The U.S. Army Aviation Center

by Major General Ellis D. Parker, Chief, Aviation Branch and Commanding General, U.S. Army Aviation Center and Ft. Rucker, AL

riefly, I want to share with you my thoughts on the state of Army Aviation, what is going on at the Army Aviation Center and what lies ahead for the Aviation Branch. Today's aviation force structure faces a multitude of new challenges, requiring a personal commitment to excellence by every soldier and civilian member. Since its inception as a combat arms branch in 1983, Army Aviation has met a variety of challenges in the integration of current and future battlefield needs with continually advanced technology, as well as the development of our future aviation leaders and soldiers.

We have worked hard on our schoolhouse curriculum, finding new ways to exploit the aerial dimension of AirLand Battle Doctrine, and training as we will fight.

Our Branch continues to access the highest quality soldiers. For example, out of the 226 officers accessed from ROTC during FY87, 38 percent were distinguished military graduates. A total of 353 officers, including those from the United States Military Academy and OCS, were accessed. Forty-eight percent of those officers were Regular Army. Our warrant officer accessions for FY87 continued to show outstanding quality. Our average aviation warrant officer candidate had a GT score of 119 (110 being the minimum acceptable) and an average of 115.5 on the Flight Aptitude Selection Test (90 being the minimum acceptable). Depicted below is the aviation enlisted success story as compared to the Army average:

	AVN	ARMY
CAT I-IIIA	86%	67%
CAT IIIB	19%	29%
CAT IV	196	4%
HS GRAD	93%	91%

Our ability to attract the best people (officer, warrant or enlisted) is one of our outstanding success stories. Continued success in this area is essential to our future Branch contribution as a member of the Combined Arms Team.

Army Aviation Personnel Plan

In December 1987, the Army Aviation Personnel Plan (A²P²) was distributed to the field. The plan encompasses the eight life cycle personnel management functions (structure, acquisition, professional development, individual training and education, distribution, unit deployment, sustainment, and separation), and seeks to take today's force and current personnel policies and meet the needs of a rapidly modernizing Army and Branch. The A²P² plan will minimize strength deviations as well as improve the quality of those in aviation service.

We continue to provide the Aviation Branch with the best schoolhouse training available. Our Center Team is committed to developing and fielding the highest quality professional development training. Our efforts in the area of officer professional development have yielded two noteworthy successes in the development of the Master Warrant Officer Training Course (MWOTC), which will replace the Warrant Officer Advanced Course, and the successful implementation of the Aviation Officer Advanced course Small Group Instruction (SGI) program.

The structure of the Master Warrant Officer Course (MWOC) will be similar to the Combined Arms and Services Staff School, and will have a nonresident requirement that must be completed before the resident requirement. The (Aviation Center — continued on page 118)

World War II, Korea, Vietnam, the Middle East. The Textron Lycoming/Pratt & Whitney engine team has been there.

In fact, this engine team has deployed more than 50,000 military turbine engines to the field. Tough, reliable, fuel-efficient engines that have always come through with flying colors.

Pratt & Whitney alone powered more than 15 different kinds of aircraft in Vietnam. Attack planes like the A-4 Skyhawk, A-6 intruder and A-7 Corsair. Fighters like the F-105 Thunderchief and F-100 Super Sabre. Along with the B-52D Stratofortress bomber.

Today, P&W engines power the F-14A; its F-100s are the heart of the F-15 and F-16.

Textron Lycoming is the first name in gas turbine helicopter power. During Vietnam its 153 turboshaft flew the Cobra and Huey which earned their stripes on gunship, troop transport and Medevac missions. While its 155 powered the legendary Chinook—still the Army's number

one heavy-lift troop transport.

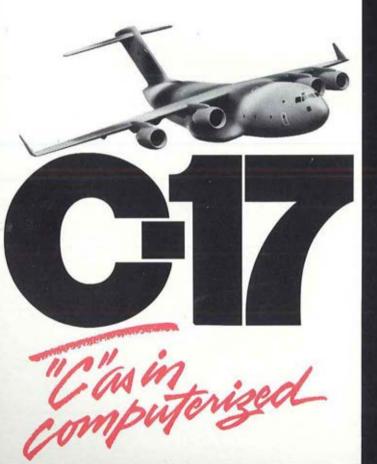
Now, Textron Lycoming AGT 1500s power the M1 Abrams the Army's main battle tank.

Individually, these team members are strong. Together, they provide an unbeatable combination of military experience.

The T800-APW-800 engine. Because when you're launching the next generation of combat helicopter, nothing beats the power of experience.

When it comes to experience, this T800 engine team has logged more than 20 million combat hours.





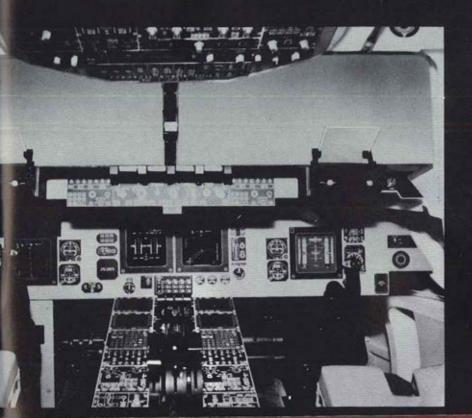
MODERN AIRLIFTER'S SYSTEMS CUT AIRCREW TO THREE.

Advanced avionics including head-up displays, combined communication/navigation controls, and multi-function CRT displays will reduce markedly C-17 pilot workload, compared with existing airlifters.

Equally important: With a basic crew of two pilots and one loadmaster, Air Force crew costs will drop dramatically compared with other airlift aircraft. And because ease of maintenance is engineered into the C-17, operations and support costs will also be reduced. The USAF Airlift Master Plan estimates a \$16 billion savings over the life of the fleet compared to other airlift options.

The C-17 now is in development. When it flies in 1990, it will reach new highs for operational utility and new lows for cost of ownership.

MCDONNELL DOUGLAS





AVSCOM: Aviation on a Roll

by MG Richard E. Stephenson Commanding General, U.S. Army Aviation Systems Command

VSCOM and the Aviation PEOs and PMs are rolling into the funding constraints of 1988 and beyond with vigor and optimism. But we also realize that the success of the aviation mission area in the ongoing budget/POM machinations — perhaps the wildest process in Army history — carries with it a substantive burden.

That burden requires the aviation mission to demonstrate warfighting contributions and effectiveness equal to or greater than its share of the total monies available to our Army. This is not "mission impossible," but it does strain interpanch/mission area relationships as priorities lead to equitable distribution of taxpayer dollars. In this regard, aviation has fared very well.

Readiness remains AVSCOM's number one priority to support training and meet worldwide contingencies. For the first time in several years, the majority of spares delivered to the National Inventory Control Point is at a rate higher than field demand. This indicates that our catch-up program is beginning to show. Our spares stock posture should show increasing improvement from July 1988 and beyond.

If we achieve the DA standard of 85 percent stock availability by year's end, we will be 100 percent in "G" with our Chief of Staff, Army General Carl Vuono, who said, "...some reductions in resources for training will not change the fact that training is the number one priority for the Army." Training is the Army theme for 1988 and the linchpin for "current readiness," and AVSCOM's priorities are in sync with those of our Army leadership.

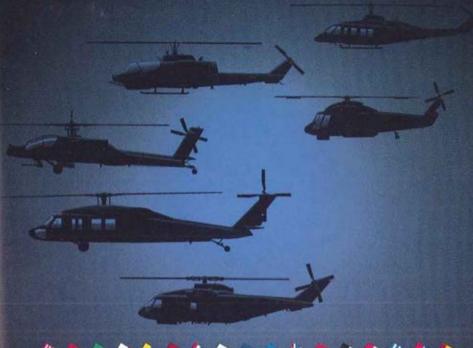
Competition Payoff

We spent 105 percent of our aviation spare dollars in FY87 — our second year of 100 percent or more. We competed almost 20 percent of those dollars, which was our goal. Competition in aviation acquisition is the lowest of any mission area acquisition activity, bar none. There are some valid reasons: quality, emergency/urgency for readiness purposes, and perhaps others. But most rationalizations hold little merit other than ease, simplicity, and convenience — none of which pass the "so what" test of the Competition in Contracting Act.

Competition trends at AVSCOM are positive, but they mask agonizing, incremental progress versus great leaps upward. Until dual-sourced LHX is on line and AVSCOM is competing more

(AVSCOM — continued on page 122)

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GLOBAL POWER.

Acceptance on every continent makes the T700/CT7 a global success as it powers the world's finest helicopters. Capable of impressive performance in the high temperatures and sands of the Middle East to the frigid Alaskan environment, it can also withstand North Sea corrosion and the high altitudes of South America and Asia. And there's a top-notch worldwide support pipeline for hardware, overhaul and training. What accounts for all this success? The T700/CT7 is the balanced solution for today's advanced aircraft. The right power. The right size. And cost of ownership that makes very good sense. T700/CT7: the standard worldwide.





Aviation Logistics School Update

by Major General Fred E. Elam, Commandant, U.S. Army Transportation & Aviation Logistics School and CG, U.S. Army Transportation Center, Ft. Eustis. VA

recently had the pleasure of presenting SGT Nicholas Florentine the Instructor of the Year Award for the Aviation Logistics School. In his short acceptance speech to the faculty, he said, "...we are training soldiers to be ready to fight and win, whenever and wherever they are needed."

In those few words, SGT Florentine clearly stated our objective. We are training to fight in the Airland Battle — and win! We are not a trade school for aircraft mechanics, but rather a school for professional soldiers who are training to be experts in Aviation Logistics. This article outlines some of the recent efforts we have instituted to achieve our objective.

Battlefield Conditions

As a rule, civilian aircraft maintenance is performed in well lit and heated facilities; some of which have piped-in music and eating accommodations. The Airland Battlefield will offer no such luxuries. Therefore, our challenge is to train soldiers to perform quality maintenance under the danger and stress of battlefield conditions.

Two years ago, the Aviation Logistics School (ALS) implemented a Field Training Exercise (FTX) that is designed to simulate battle conditions. Soldiers are given a realistic maintenance

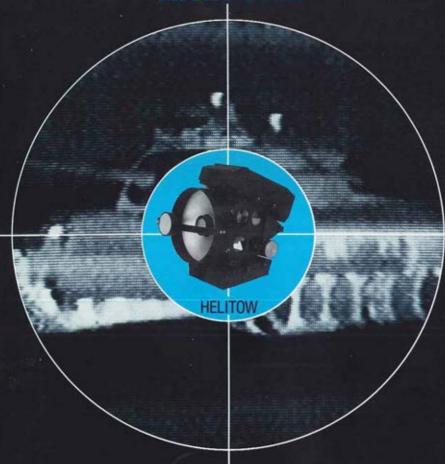
problem that challenges both their soldiering and technical skills. In one scenario, students are bivouaced as a maintenance unit and given the mission to recover a downed aircraft. They form a team that is airlifted to the crash site. Once there, they secure the area, apply emergency medical aid to the wounded crew, estimate damages, make repairs, and if necessary prepare the aircraft for recovery. The students enter the exercise as a class of individuals; they come out of it as a team of soldiers, with the pride and confidence of being able to perform together in the field.

Training Enhancements

Aviation Logistics NCO trainees will soon participate in the FTXs as part of our effort to improve their rigorous training program. Other training enhancements include a live-in environment for all students at the NCO Academy, more challenging leadership exercises, and computer literacy to augment their courses in aviation maintenance management. The Commandant of the Academy is a Command Sergeant Major and the faculty consists of NCOs that have been carefully chosen for their leadership qualities and technical competence.

(Logistics School - continued on page 124)

For 24-hour combat capability: MICRO-FLIR.





KOLLMORGEN

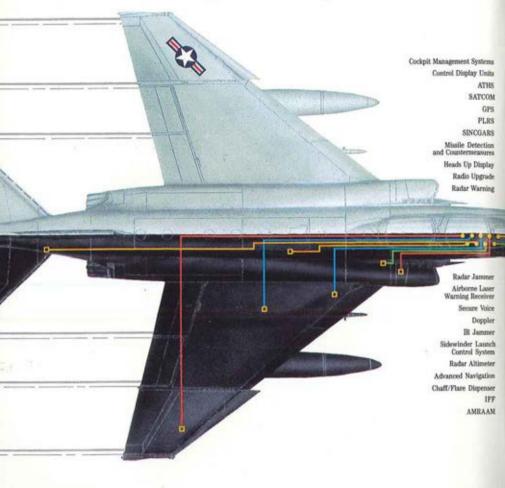
The enemy is no longer safe, hiding from helicopter gunships under cover of darkness. Not when MICRO-FLIR is on watch.

MICRO•FLIR, selected for the Emerson HELITOW program, is ideal for those applications where space is at a premium and image quality is crucial.

So small, it fits into a missile nose. So powerful, its resolution is sharper than most available systems today. See for yourself. MICRO-FLIR will be on display at AAAA.

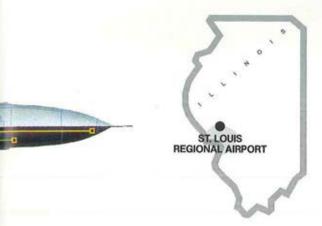
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battle against obsolescence.



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In addition, AEL offers support capabilities that include kit fabrication, Tempest/EMI/EMC testing and field installations. For more information about how AEL can satisfy your fixed-wing or rotarywing avionics requirements, call AEL Aero Marketing at (215) 822-2929.



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THE OMEGA/VLF THAT TOOK ON THE WORLD

The Army demands a rugged, dependable OMEGA/VLF that will navigate non-stop in remote areas of the globe, with little or no maintenance support. That's why the BENDIX/KING KNS 660 OMEGA/VLF is standard equipment on Army C-12's and special mission UH-60's and 500 MG's.

The lightweight, compact KNS 660 is the same system used by Voyager on its recent record-breaking flight around the world. After an uninterrupted 25,012 miles in the air and nine days of continuous operation, Voyager's KNS 660 was still delivering precision navigation.

The KNS 660 is also a multi-sensor nav

management system which will interface with VOR/DME, TACAN, Inertial and NAVSTAR GPS. With built-in worldwide data base, UTM Grid position readouts and MIL-L-85762 NVG-compatible display, the KNS 660 is tailored to meet the Army's unique mission requirements, everywhere on earth.

To learn more about the OMEGA/VLF that took on the world—and won contact:

BENDIX/KING

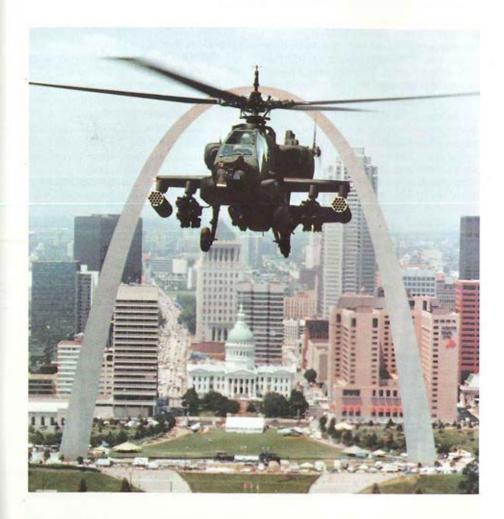
Government Programs Department 400 N. Rogers Road, Olathe, Kansas 66062 (800) 225-6243. Telex: 42299.

Allied-Signal Aerospace Company





Welcome to AAAA-1988 at St. Louis



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 67 National, 21 Regional, and 378 Chapter Officers provide the day-to-day leadership of the 16,341-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.

A HALL OF FAME PROGRAM that recognizes broad, long term individual contributions to Army Aviation and to those who serve within it.

An ANNUAL NATIONAL CONVENTION at which distinguished panelists update attendees on current Army Aviation programs.

Schweizer for half a century the quiet soldier.

Building for the future through a history of excellence.

For five decades, Schweizer Aircraft has been a quiet but important part of the Army team.

We are committed to broadening this relationship in the next decade with SEMA aircraft, UAV's, and training helicopters.

Today, in particular, Schweizer is focused on the Army requirement for a next generation training helicopter. The turbine-powered TH-330 is configured specifically to meet this need.

Schweizer, a quiet partner, committed to the future of Army Aviation.

1940's

and a second

TG-3A Army/Air Force training glider

1950's



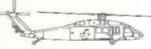
OH-13 Production source for cabin and frame assemblies

1960's



YO 3 A Quiet observation aircraft—operational in Southeast Asia

1970's



UH-60A Production source for gunner windows and other assemblies

1980's



TH-55/TH-300C Product support of Ft. Rucker fleet/Manufacturer of Model 300C product line



Schweizer

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TECHNOLOGY
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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) 239-2906





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APACHE OWNS THE NIGHT.



The cloak of night. For centuries, armies have marched under it to gain the advantage. This remains a principal battle tactic to this day.

But now the AH-64 Apache is on duty with the U.S. Army. Here to deny to any hostile force the cover of darkness for repositioning troops, tanks, guns, and for resupply.

Far more than a flying platform for guns and rockets, the Apache attack helicopter is an integrated weapon system for the day, night and adverse weather battle conditions the Army faces.

Advanced avionics seek out, identify and lock onto targets several miles away. In absolute darkness. These "eyes" are teamed with the



armament for the job: Laser-guided Hellfire missiles, 30mm automatic cannon, 70mm rockets.

Apache flies nap of the earth, uses terrain as well as electronic jammers to hide from radar as it seeks out its targets. And it's nearly invisible to heat-seeking missiles—by design!

Apache. So good it's keeping

the opposition up nights.

APACHE

Apache owns the night.

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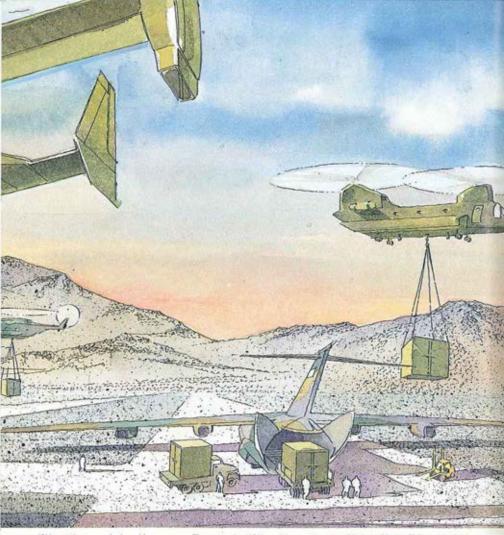
Night Fighters

For military personnel who must be ready to fight in the dark, Kollsman advanced infrared technology offers a vital tactical advantage.

Pod-mounted on aircraft or on tanks and anti-aircraft vehicles, these high resolution IR imaging systems lift the cover of darkness for full-time combat readiness. Advanced IR systems attain new levels of thermal resolution and sensitivity, yet remain small, lightweight and rugged.

Finally, Kollsman IR systems come with the reliability and cost-effectiveness that make Kollsman a strong team player on any defense program. For the full Kollsman IR picture. call 603/889-2500 and ask for Marketing Manager, Kollsman Military Systems. Merrimack, NH 03054.





ISU containers are designed for screen, long-term outside storage. They're completely weatherproof, and can be stacked two high when loaded, providing concentrated storage in limited space.

Designed to improve consolidation for extended maneuver warfare planning strategies, these units have proven themselves over the last two years with various military units located at Ft. Bragg, NC. Besides interfacing easily with all current equipment, they are also compatible with planned transportation modes, such as the C-17, the V-22, and new tactical trucks and ground vehicles.

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ISU-90	108"x88"x90"	10,000 lb. capacity Certified Airlift, Halicopter Slingable.
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So whatever your requirements are for intermodal transportation, rest assured that AAR Brooks & Perkins can provide you with an efficient, standardized container solution — both for today and tomorrow.

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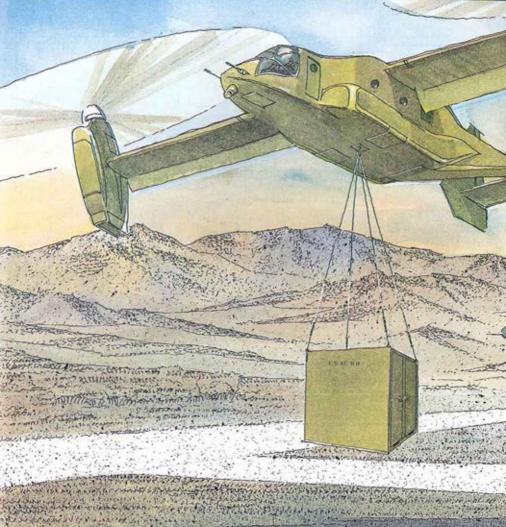
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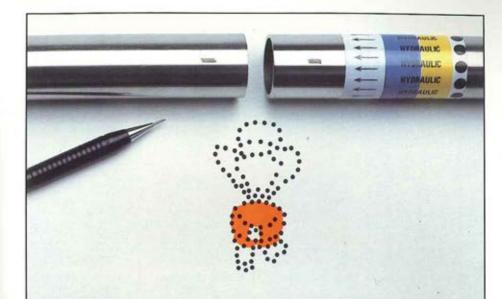
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Aviation Museum Fund Drive A Success

On February 1, 1988, the conclusion of the fund drive to raise \$2,500,000 and secure a matching \$2,500,000 from the Federal Government for construction of the new Army Aviation Museum facility was marked at a ceremony at Fort Rucker.

The fund drive dated back to 1979 when this photo was taken showing four past commanding generals of Fort Rucker shortly after Edmund L. "Skip" Eveleth was hired to assist in the fundraising. Shown from the left are "Skip" Eveleth, now LTG (Ret.) James H. Merryman, LTG (Ret.) Robert R. Williams, MG (Ret.) Delk M. Oden, and LTG (Ret.) John J. Tolson.

During the ceremony, LTG Tolson, Chairman of the Board of the Museum Foundation, was reported to say that many people and organizations played a major role in reaching the \$2.5 million goal, including the



Army Aviation Association of America, which donated more than \$117,000 during the course of the drive. This figure does not include substantial individual and corporate donations made directly to the Foundation by AAAA members.

The Corps of Engineers is presently negotiating for a contractor, with groundbreaking expected in April and completion some 18 months later.



Air-to-Air Stinger Shifts the Balance in Air-to-Air Combat

Air-to-Air Stinger, a "fire and forget" weapon system based on the proven Stinger missile, gives helicopters a new ability to defend themselves against air-to-air threats.

Designed and developed by General Dynamics Valley Systems Division, ATAS scored eight direct hits in eight firings during developmental and operational tests. ATAS also exceeded user system reliability requirements.

Now, this operationally proven weapon, designed to increase helicopter survivability, betters the odds in unfriendly skies.

GENERAL DYNAMICS

Valley Systems Division

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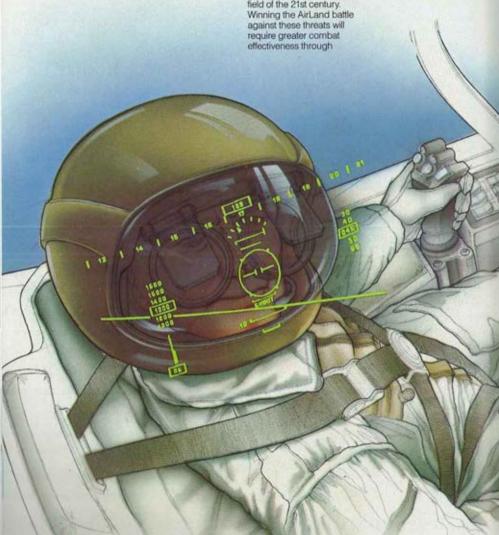
LHX TECHNOLOGY: THE DECISIVE EDGE.

The U.S. Army's new light multimission helicopter will face an unprecedented array of threats on the battlefield of the 21st century. Winning the AirLand battle against these threats will require greater combat effectiveness through

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Boeing Sikorsky is first in LHX technology—first in the air with ACAP, an all-composite helicopter; SHADOW, a research helicopter that evaluates pilot workload reduction; and ADOCS, a fiber-optic flight control system.

Boeing Sikorsky is developing a lightweight, highly

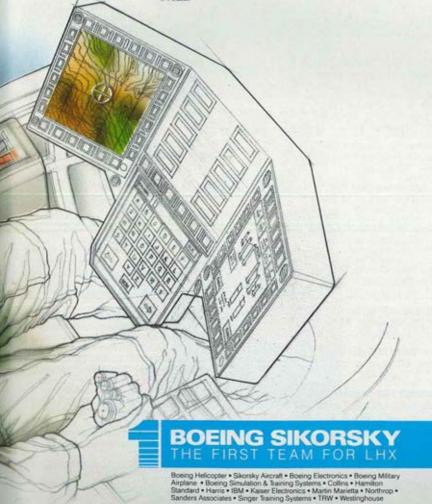


maneuverable and agile design which will allow the LHX to win in the nap-of-the-earth and air-to-air combat environments. The foundation of this Boeing Sikorsky weapons system is the optimum mix of signature reduction and aircraft survivability equipment (ASE) technologies. These technologies will ensure that the LHX will survive and win on the battlefield.

First Team members have accepted the LHX challenge and are designing a fully integrated weapons system. A key element of the Mission Equipment Package is the helmetmounted display (HMD). The HMD uses advanced electronics and fiber optics to superimpose critical flight, sensor and weapons data on the pilot's view of the real world, enabling him to detect, acquire and destroy threats.

It's these technologies that will enable the Boeing Sikorsky LHX to fight, win and survive to fight again.





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On February 29, 1988, membership in AAAA's 51. worldwide Chapters totalled 12,980 members, or 86.2 percent of the Association's 15,059 members. The 51 Chapters are divided into three "equal" categories:

 a Master Chapter category includes the 17 largest Chapters with 271 or more members and covers 8501 members or 56.4 percent of the AAAA total. ** a Senior Chapter category of 17 Chapters with

131 to 270 members. This category accounts for 21.1 percent of the total.

*** an AAAA Chapter category of 17 Chapters having 42-130 members. Some 8.6 percent of the total are in this size Chapter.



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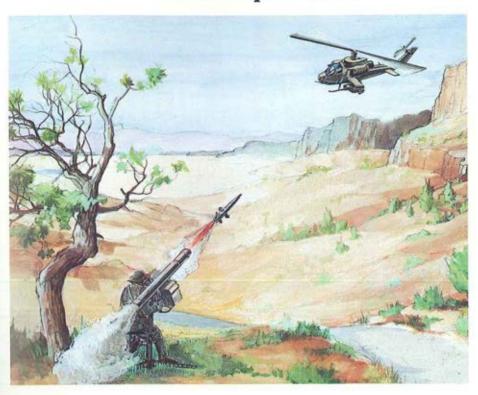
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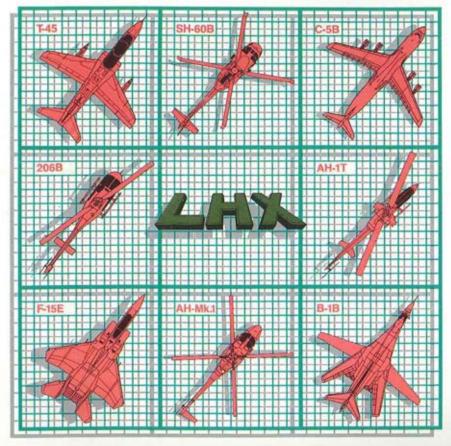
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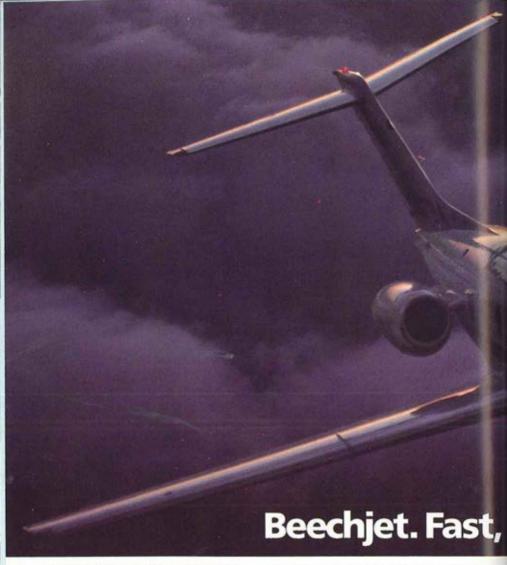
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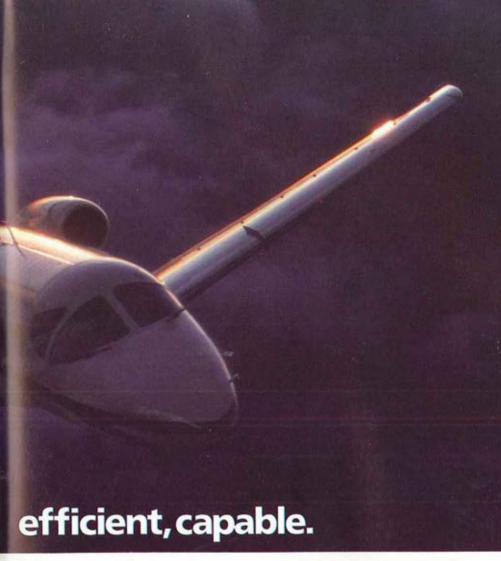
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APRIL 12 NOON - 5:00 PM CCC Room 132 TUESDAY APRIL 12 REGISTRATION AND TICKET SALES TUESDAY APRIL 12 TUESDAY APRIL 13 WEDNESDAY 8:00 AM - 9:00 PM CCC Room 132 APRIL 13 WEDNESDAY APRIL 13 REGISTRATION AND TICKET SALES WEDNESDAY APRIL 13 WEDNESDAY APRIL 13 WEDNESDAY 8:30 AM - 12:00 PM Grant Room* APRIL 13 WEDNESDAY BOARD OF GOVERNORS' MEETING APRIL 13 WEDNESDAY APRIL 13 WEDNESDAY AAAA Scholarship Foundation, Inc. APRIL 13 WEDNESDAY APRIL 13 WEDNESDAY 12:00 PM - 1:30 PM - Plaza Ballroom West* APRIL 13 WEDNESDAY APRIL 13 AAAA NATIONAL EXECUTIVE WEDNESDAY APRIL 13 WEDNESDAY **BOARD LUNCHEON** APRIL 13 WEDNESDAY APRIL 13 WEDNESDAY APRIL 13 CCC Room 115 1:00 PM - 5:00 PM WEDNESDAY APRIL 13 WEDNESDAY PRESS ROOM OPEN APRIL 13 WEDNESDAY (Sponsored by GE Aircraft Engines) APRIL 13 WEDNESDAY APRIL 13 WEDNESDAY APRIL 13 1:00 PM - 2:00 PM WEDNESDAY **Huck Finn Pier** APRIL 13 WEDNESDAY MISSISSIPPI RIVER BOAT CRUISE APRIL 13 WEDNESDAY Buses depart CCC Seventh St. Entrance APRIL 13 WEDNESDAY at 12:30 PM (Board Buses at 12:15 PM) APRIL 13 WEDNESDAY APRIL 13 WEDNESDAY APRIL 13 1:30 PM - 4:30 PM - Plaza Ballroom Center* WEDNESDAY APRIL 13 WEDNESDAY AAAA NATIONAL EXECUTIVE APRIL 13 WEDNESDAY BOARD MEETING APRIL 13 WEDNESDAY First session of the Board's Quarterly Meeting. APRIL 13 WEDNESDAY

WEDNESDAY	1
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1988 Convention Program
7:00 PM - 11:00 PM — The Old Post Office EARLY BIRDS' RECEPTION The first gathering. Welcome to St. Louis! Buses depart from CCC Seventh St. Entrance
7:45 PM - 10:00 PM — The Old Post Office NATIONAL EXECUTIVE BOARD DINNER
7:00 AM - 7:30 PM — CCC Room 132 REGISTRATION AND TICKET SALES
7:00 AM - 8:15 AM — Grant Room* CHAPTER PRESIDENTS AND SECRETARIES BREAKFAST
7:00 AM - 8:15 AM — Field Room* PANELISTS' & SPEAKERS' BREAKFAST
7:30 AM - 5:00 PM — CCC Room 115 PRESS ROOM OPEN (Sponsored by GE Aircraft Engines)
8:25 AM - 8:30 AM — CCC Room 120 Complex "Welcome to St. Louis" The 1988 Professional Program "Aviation Readiness — The Spirit of '88" MG STORY C. STEVENS. RET. President, AAAA

f '88" T. AM - 8:40 AM — CCC Room 120 Complex

"Welcome from Host Command" MG RICHARD E. STEPHENSON ommanding General, U.S. Army Aviation Systems Command, St. Louis, Missouri

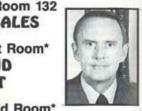
AM - 9:10 AM — CCC Room 120 Complex "Keynote Address" LTG CROSBIE E. SAINT Commanding General,

III Corps and Fort Hood, Texas

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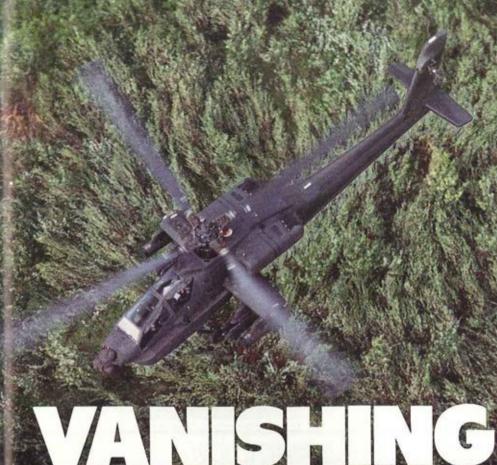
STEPHENSON



SAINT

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VARISTING AGT.

ITT's lightweight ECM Systems are out there protecting America's helicopters and tactical aircraft.

The decision was clearly a smart one.
The U.S. Army chose ITT's family of
ALQ-136 Electronic Countermeasure
Systems to enhance aircraft survivability.

The ALQ-136 was selected for its top-flight ECM capability. And for its high reliability.

We've produced over one thousand ALQ-136 lightweight jammers for Army combat helicopters. And we are developing another version for tactical aircraft.

The ALQ-136 family of ECM systems is backed by the sophisticated production technology and support our forces have come to expect from ITT. We're working together to insure America's security.

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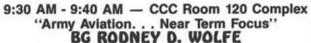
1988 Convention Program

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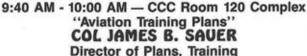
9:10 AM - 9:30 AM — CCC Room 120 Complex "Aviation Branch Chief's Update"

MG ELLIS D. PARKER

Chief, Aviation Branch & Commanding General, U.S. Army Aviation Center & Fort Rucker, Alabama



Assistant Commandant, U.S. Army Aviation Center and Fort Rucker, Alabama



Mobilization & Security, U.S. Army Aviation Center

10:00 AM - 10:20 AM—CCC Room 120 Complex "Training & Doctrine"
LTC (P) FLOYD E. EDWARDS

Director, Directorate of Training & Doctrine, U.S. Army Aviation Center



Director, Directorate of Combat Developments
U.S. Army Aviation Center

10:40 AM - 11:00 AM—CCC Room 120 Complex
"Air Traffic Control Update"
COL MELUIN J. McLEMORE

Director, U.S. Army Air Traffic Control Activity
U.S. Army Aviation Center

10:30 AM - 11:30 AM — CCC Room 260 SPOUSE PROGRAM

"Let's Call a Truce: Living Life the Army Way"

MICHELE McCORMICK

Contributing Editor, ARMY TIMES



PARKER



WOLFE



EDWARDS



MAYER

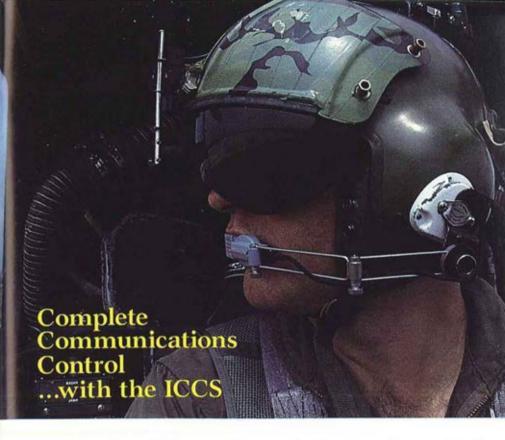


MCLEMORE

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Canadian Marconi's Integrated Communications Control System (ICCS) provides audio distribution, voice warnings, data transmission, and control of government-furnished crypto equipment and radios in a single package. The ICCS provides high-quality audio distribution of up to 24



channels. Crew-to-crew, crew-to-radio, and aircraft-to-crew communications are handled with complete flexibility via either a MIL-STD 1553B interface or discrete input lines.

Contact us to find out how you can get complete comms control.

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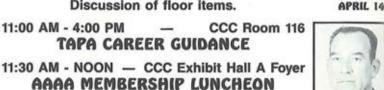
Canadian Marconi Company Avionics Division

Avionics Products Group, P.O. Box 13330, Kanata, Ontario, Canada K2K 2B2, Tel. (613) 592-6500

1988 Convention Program

THURSDAY
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11:00 AM - 11:30 AM CCC Room 120 Complex
GENERAL MEMBERSHIP MEETING
Welcome by the National President.
Annual Report.
National Board Elections.
Discussion of floor items.





APRIL 14

APRIL 14 APRIL 14 APRIL 14

TRAYLOR

NOON - 2:00 PM CCC Exhibit Hall A AAAA MEMBERSHIP LUNCHEON

RECEPTION

Presentation of Chapter Awards Military Uniform or Business Suit

NOON - 4:00 PM-Lawyers Club/St. Louis Centre SPOUSES LUNCHEON & SHOPPING TOUR

Walk to the nearby Mercantile Center Building or board a shuttle bus at the CCC Seventh St. Entrance



Aviation Branch Command Sergeant Major & Command Sergeant Major, U.S. Army Aviation Center

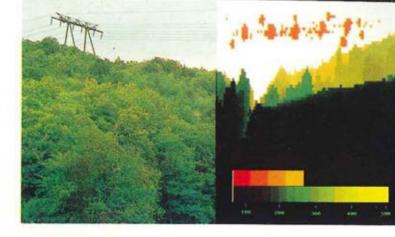
2:30 PM - 3:10 PM — CCC Room 120 Complex "Army Aviation Personnel Plan" COL JOEL H. HINSON **Director of Aviation Proponency** U.S. Army Aviation Center

3:10 PM - 3:20 PM — CCC Room 120 Complex REFRESHMENT BREAK



HINSON

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ZOOMING ALONG AT 30 FT. YOU NEED A SIXTH SENSE. FINALLY SOMEBODY INVENTED ONE.

Dodging the treetops and chimneypots in a helicopter at something like 100 knots, you need help. Lots of help. Especially in adverse weather. Especially at night.

At Thomson-CSF Aerospace Group, the help is there. We've developed a line of advanced avionics especially desi-

gned to aid helicopter pilots. Namely:

Romeo. Millimeter wave radar for obstacle avoidance. An all-weather night-and-day system that displays an electronic image of the

electronic image of the 3-0 believeter display terrain ahead - as in the photo above - which will tell the pilot at a glance, how far away obstacles are - even cables.

Sherloc. Radar warning receiver for threat detection and identification. Incorporates a fast programmable signal processor to counter present and future threats. ADELIE laser detector can be incorporated for additional capability.

Mercator. Electronic Color Map Reader. Linked to a head-down full-color multi-function display to provide maps, radar, and stroke synthetic information.

Electronic Head Up Display. This sighting system – the most advanced in its category, selected by the US Army for its new 0H58D helicopters – displays piloting/navigation aids and performs fire control computations on armed helicopters.

Helmet Display, A flight helmet fitted with a

wide field-of-view system that will display to the pilot an image of the outside world according to how he moves his

Advanced help for helicopter pilots

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THE BRAINPOWER. THE WILLPOWER.

1988 Convention Program

THURSDAY	3:20 PM - 3:40 PM — CCC Room 120 Complex	APRIL 14
THURSDAY	"U.S. Air Force Joint Service Initiatives"	APRIL 14
THURSDAY	사이 중 하는 이 나를 가입니다면 보면하는 것 없다면 있다면 있다면 보다면 보다면 보다면 있다면 있다면 있다면 되었다면 보다면 보다면 보다면 보다면 보다면 보다면 보다면 보다면 보다면 보	APRIL 14
THURSDAY	JAMES R. MATTICE	APRIL 14
THURSDAY	Deputy for Development Planning	APRIL 14
THURSDAY	Aeronautical Systems Division, AFSC	APRIL 14
THURSDAY	Wright Patterson Air Force Base, Ohio	APRIL 14
THURSDAY	Wilgin Fatterson All Force base, Ollo	APRIL 14
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THURSDAY	3:40 PM - 4:00 PM — CCC Room 120 Complex	APRIL 14
THURSDAY	"U.S. Navy & U.S. Marine Corps	APRIL 14
THURSDAY	Joint Service Initiatives"	APRIL 14
THURSDAY		APRIL 14
THURSDAY	CAPT ROBERT G. HARRISON. USN	APRIL 14
THURSDAY	Program Manager, LAMPS MKIII/CV HELO	APRIL 14
THURSDAY	Naval Air Systems Command, Washington, D.C.	APRIL 14
THURSDAY	Mavai Air Systems Command, Washington, D.O.	APRIL 14
THURSDAY		APRIL 14
THURSDAY	4:00 PM - 4:30 PM — CCC Room 120 Complex	APRIL 14
THURSDAY	Panel Session — Questions and Answers	APRIL 14
THURSDAY	MG ELLIS D. PARKER	APRIL 14
THURSDAY		APRIL 14
THURSDAY	Moderator — Chief, Aviation Branch & CG,	APRIL 14
THURSDAY	U.S. Army Aviation Center	APRIL 14
THURSDAY		APRIL 14
THURSDAY	4:30 PM - 7:30 PM — CCC Exhibit Halls B & C	APRIL 14
THURSDAY		APRIL 14
THURSDAY	EXHIBIT HALL OPENING AND	APRIL 14
THURSDAY	AAAA EXHIBIT HALL RECEPTION	APRIL 14
THURSDAY	Relax and visit some of the AAAA's	APRIL 14
THURSDAY		APRIL 14
THURSDAY	135 outstanding military	APRIL 14
THURSDAY	and industry exhibits	APRIL 14
THURSDAY		APRIL 14
THURSDAY	9:00 PM - 1:00 AM — Plaza Ballroom*	APRIL 14
THURSDAY		APRIL 14
THURSDAY	AAAA CHAPTER RECEPTIONS	APRIL 14
THURSDAY		APRIL 14
FRIDAY	7:00 AM - 5:30 PM — CCC Room 132	APRIL 15
FRIDAY		APRIL 15
FRIDAY	REGISTRATION AND TICKET SALES	APRIL 15
FRIDAY		APRIL 15
FRIDAY	7:00 AM - 8:00 AM - Field Room*	APRIL 15
FRIDAY		APRIL 15
FRIDAY	SPEAKERS AND PANELISTS BREAKFAST	APRIL 15
FRIDAY		APRIL 15
FRIDAY	7:30 AM - 5:00 PM — CCC Room 115	APRIL 15
FRIDAY		APRIL 15
FRIDAY	PRESS ROOM OPEN	APRIL 15

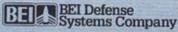


EXPLOSIVE ACCURACY

Hydra ('hī-drə) 1. A creature or monster with nine heads.

HYDRA 70 - a 70mm terminally directed rocket system refined for unsurpassed accuracy and economy. Strikes with over nine warheads by point detonation or with delay ... super-quick or by variablerange air burst. And it can be fired from air or ground platforms. HYDRA is fire-control-computer compatible - an armament management system remotely or manually sets electronic fuzes and launches the selected number of rockets. Result: explosive accuracy. Indeed, the Department of Defense and more than 25 allied nations know the HYDRA 70 as a supportable, affordable system of legendary lethality. From BEI Defense Systems — the company that brings decades of experience in military electronic systems and ordnance weaponry to the most critical business in the world. Defense.





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FAST, ACCURATE, REAL-WORLD ROTOR ANALYSIS IS AS EASY AS A-B-T.

The Automatic Blade Tracker (ABT) Measures Blade Track and Lead/ Lag. Better than Strobe Lights. Better than Line Scan Cameras.

The ABT is also a key element of the RADS-AT™ (Rotor Analysis and Diagnostics) System which solves track, balance and vibration problems faster and simpler than anything else currently in use. The RADS-AT system automatically measures rotor flap to ± 1mm, lead/lag to ±0.2mm plus four channels of vibration data simultaneously, in a matter of seconds.

SIMPLICITY.

Pilots can learn to operate the RADS-AT system in less than 30 minutes. There are no strobe lights or cameras to hold. Pressing one button acquires consistently accurate data regardless of operator experience or weather conditions.

SPEED AND SAFETY.

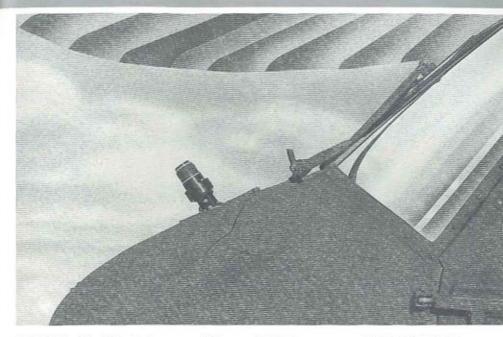
With RADS-AT, pilots typically need to stay on each test station for less than 10 seconds...a big safety plus when performing extreme maneuvers in crowded skies. The test flight's length is determined by the number of test states and transition

times between them...not by the time required to collect data. In fact, the system can collect data during mission flights, eliminating the need for special tests flights. As well as reducing test flight time, fewer flights are needed, because the accuracy of the data provides reliable solutions.

SIZING.

The RADS-AT system's rugged, compact packaging is designed to fit into attack helicopter cockpits. The Data Acquisition Unit (12" × 11" × 4") and Control and Display





Unit (11" × 8" × 2") weigh less than 15 lbs. There are no disk or tape drives to degrade or fail under arduous flight or climatic conditions, because RADS-AT is customized for specific aircraft by plugging in solid state "credit card" memory units.

SOLUTIONS.

The RADS-AT system analyzes the clean, accurate ABT data and provides reliable pitch link, tab and weight adjustments for smooth flight over a wide variety of missions. It also monitors vibration spectra, reports out-of-tolerance situations and advises maintenance crews on probable cause. System software is designed such that the more you learn about the aircraft, the more expert RADS-AT becomes. RADS-AT is the readiness tool that cuts costs and complexity.

FIND OUT MORE.

RADS technology originated at Stewart-Hughes (UK) Ltd. and was proven by Bell Helicopter. It is also in daily use at Sikorsky, the Royal Navy and elsewhere. RADS-AT was jointly developed by Stewart-Hughes and the Government Products Division of Scientific-Atlanta. For more information, please contact Mike Walter at 619-268-7323.

Scientific Atlanta

1988 Convention Program

8:00 AM — 11:15 AM — CCC Room 120 Complex FRIDAY FRIDAY FRIDAY

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- MORNING PROFESSIONAL SESSION -

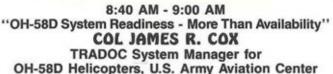
8:00 AM - 8:20 AM "TSM-LHX Update"

LTC WILLIAM J. WALLACE Acting TRADOC System Manager for LHX.

U.S. Army Aviation Center

8:20 AM - 8:40 AM "Air Launched Missile Systems Status" LTC WALTER L. HINMAN TRADOC System Manager for Air Launched

Missile Systems, U.S. Army Aviation Center



9:00 AM - 9:20 AM "APACHE Update" COL JOHN P. KENNEDY TRADOC System Manager for APACHE U.S. Army Aviation Center

9:20 AM - 9:40 AM REFRESHMENTS IN THE EXHIBIT HALL

9:40 AM - 10:00 AM "U.S. Army Aviation Board" COL GILBERT H. FREDRICK Commander/President. U.S. Army Aviation Board

10:00 AM - 10:20 AM "Aviation Testing in TECOM" MG CHARLES F. DRENZ Commanding General, U.S. Army Test & Evaluation Command



WALLACE



HINMAN



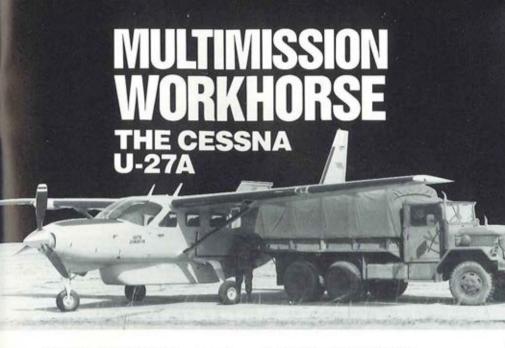
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It's big. It's reliable. It goes anywhere.

The Cessna U-27A is a rugged, dependable utility aircraft...a big, tough workhorse that easily converts into a wide variety of configurations in the field. The U-27A is the military version of the popular Cessna Caravan I, and offers:

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- Immediate availability "off-the-shelf"
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- Proven performance over 200 in service with more than 100,000 operating hours
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- Low cost acquisition, maintenance and operation
- Versatile configurations, medevac, C⁴I, special electronic missions capability
- Optional amphibious or floatplane configurations.

Reconnaissance ready!

The U-27A can perform a wide range of reconnaissance missions including low intensity conflict, maritime surveillance, resource survey and other paramilitary applications. Equipped with a high technology reconnaissance pod which is developed and integrated by General Dynamics, Ft. Worth Division, the aircraft can utilize off-the-shelf components to provide:

■ Efficient sensor coverage — High resolution

CONTROL SYSTEM

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- Film or Electro Optical
- In-flight
- repositioning Video management
- system Imagery recorders
- & data link Real/near-real-time
- reporting capability
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The U-27A - the right aircraft for a broad range of special mission applications. For more information, call

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a General Dynamics company

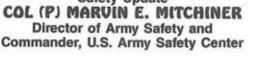
1988 Convention Program

FRIDAY FRIDAY

8:00 AM - 11:15 AM - CCC Room 120 Complex — MORNING PROFESSIONAL SESSION — CONT.—

> 10:20 AM - 10:40 AM "The Operational Testing Environment" LTC (P) STUART W. GERALD Chief, Aviation Division, U.S. Army Operational Test and Evaluation Agency

10:40 AM - 11:15 AM "Safety Update" COL (P) MARUIN E. MITCHINER Director of Army Safety and



8:30AM — 11:00 AM — Omni Hotel/Union Station AAAA SPOUSES' BREAKFAST Hostesses:

Sue Stevens and Dianne Stephenson Buses depart CCC Seventh St. Entrance at 8:00 AM.

9:00 AM - NOON CCC Exhibit Halls B & C AAAA EXHIBIT HALL DISPLAYS OPEN Spend your coffee break with one of AAAA's military and aerospace industry exhibitors!

11:00 AM - 5:00 PM CCC Room 116 TAPA CAREER GUIDANCE

11:15 AM - NOON CCC Exhibit Halls B & C **AWARDS LUNCHEON RECEPTION**

NOON - 2:00 PM CCC Exhibit Hall A 1988 AAAA AWARDS LUNCHEON

Guest Speaker: GEN Louis C. Wagner Commanding General, U.S. Army Materiel Command

PRESENTATION OF AAAA'S INDIVIDUAL AWARDS Military Uniform or Business Suit **Unreserved Seating**

APRIL 15 APRIL 15 APRIL 15 APRIL 15 APRIL 15 APRIL 15 APRIL 15



GERALD



MITCHINER



WAGNER

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proven short cut to tomorrow's combat helicopter.

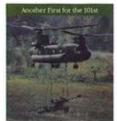
Contact Aerospatiale's experienced team.



that's special, that's aerospatiale,

FLIGHT HOURS

and that's on the Fenestron alone. Proven composite rotors. Vibration damping systems. All already incorporated in Aerospatiale's hard hitting Panther and reliable HH-65A.



CH-47Ds reporting as directed, Sir.

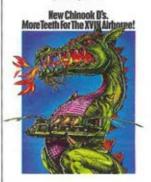
The Reserve Components will get their first CH-47Ds in 1988. You can count on it. Starting with a delivery to the 101st Airborne Division (air assault) in 1983, Boeing Helicopter has produced a steady stream of upgraded Chinook helicopters, meeting every cost, schedule, support and technical objective. Eight companies operate upgraded Chinooks successfully. And the program is recognized as the most effective way to use tax dollars to meet medium-lift helicopter needs.

BOEING

24th Infantry Division, September 1985



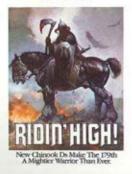
XVIII Airborne Corps, January 1986



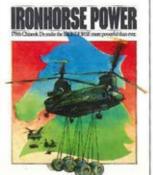
I Corps, July 1986



III Mobile Armored Corps, February 1987



4th Infantry Division (Mechanized), April 1987



6th Cavalry Brigade (Air Combat), July 1987



HARD DRIVÍN WAGONMASTERS

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	Fort Worth Division
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ESL Incorporated1617	Aero Products
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McDonnell Douglas Helicopter Company	Tracor Flight Systems
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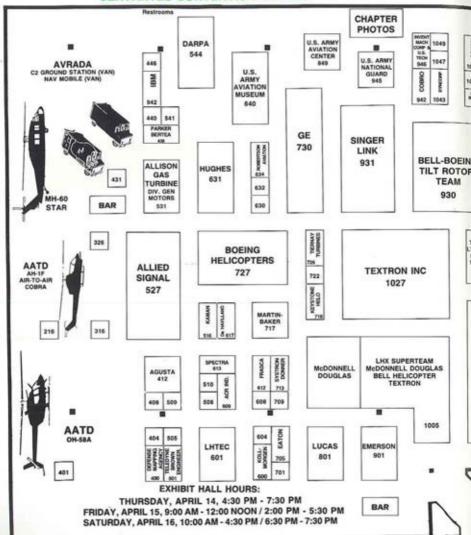


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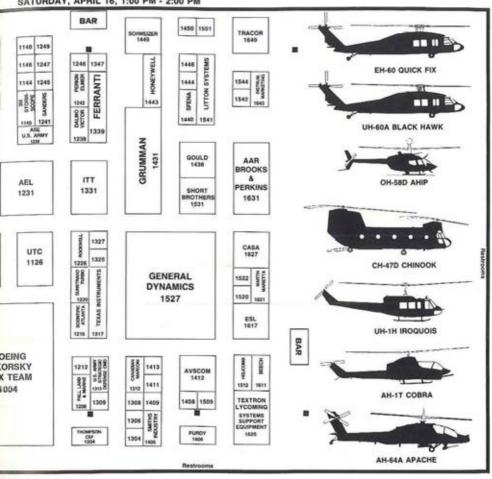
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ENTER

Registration

Seventh Street

Sheraton Hotel

1988 Convention Program

FRIDAY
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2:00 PM — 5:30 PM — CCC Exhibit Halls B & C
AAAA EXHIBIT HALL DISPLAYS OPEN

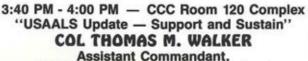
Another chance to visit more of our military and aerospace industry displays!

3:00 PM - 3:40 PM — CCC Room 120 Complex "How to Fight —

101st Airborne Division (Air Assault)"

MG TEDDY G. ALLEN

Commanding General, 101st Airborne Division (Air Assault) and Fort Campbell, Kentucky



U.S. Army Aviation Logistics School

4:00 PM - 4:20 PM — CCC Room 120 Complex Panel Session — Questions and Answers MG ELLIS D. PARKER

Moderator — Chief, Aviation Branch & CG, U.S. Army Aviation Center

4:20 PM - 5:30 PM — CCC Room 100

CHAPTER PRESIDENTS' SESSION

President Story C. Stevens, MG, Ret.,
meets with AAAA Chapter Presidents

7:00 PM - 8:30 PM — Plaza Ballroom*

AAAA PRESIDENT'S RECEPTION

The Major "Mixer" — Receiving Line
Hot Hors D'Oeuvres — Steamship Rounds

Informal — Business Suit

9:30 PM - 1:00 AM — Plaza Ballroom*
AAAA CHAPTER RECEPTIONS



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7:00 AM - 4:30 PM — CCC Room 132
REGISTRATION AND TICKET SALES

7:30 AM - 12:00 NOON — CCC Room 115
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7:00 AM - 8:15 AM — CCC Room 274
"First Light Breakfast"

MG RONALD K. ANDRESON

Guest Speaker — Program Manager, LHX (By Invitation Only)

8:15 AM — 11:30 AM — CCC Room 270

- NCO PROFESSIONAL SESSION -

8:15 AM - 8:20 AM
"Opening Remarks — Safety"
CSM JOHN P. TRAYLOR

Aviation Branch Command Sergeant Major & Command Sergeant Major, U.S. Army Aviation Center

8:20 AM - 9:00 AM
"Army Aviation Enlisted Personnel Plan (A²P²)"
SGM JAMES J. LLOYD

Aviation Proponency Sergeant Major, Directorate of Aviation Proponency, U.S. Army Aviation Center

9:00 AM - 9:20 AM

"Aviation Enlisted Personnel Management"

MSG RANDY NEWMAN

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9:20 AM - 9:40 AM

"Aviation Enlisted Training"

CSM HARTWELL B. WILSON

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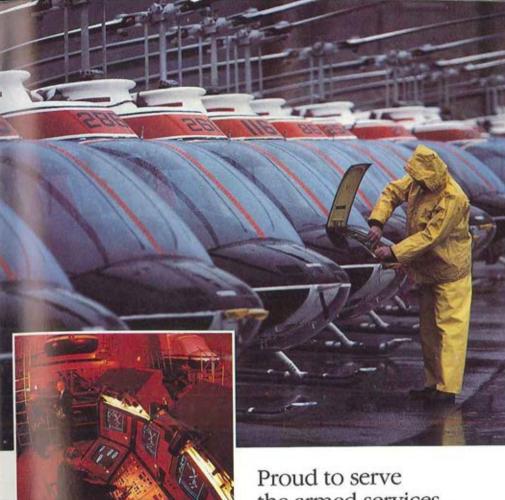


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8:15 AM — 11:30 AM — CCC Room 270

— NCO PROFESSIONAL SESSION — CONT. —

9:40 AM - 10:00 AM
"AVSCOM"
CSM JOHN T. PATE

Command Sergeant Major, U.S. Army Aviation Systems Command

10:00 AM - 11:00 AM
REFRESHMENTS IN THE EXHIBIT HALL

11:00 AM - 11:30 AM
Panel Session — Questions and Answers
CSM JOHN P. TRAYLOR

Moderator — Command Sergeant Major, Aviation Branch & Command Sergeant Major, U.S. Army Aviation Center

8:15 AM — 10:00 AM—CCC Room 120 Complex

- MORNING PROFESSIONAL SESSION -

8:15 AM - 8:35 AM

"AVSCOM Organization & Structure"

MG RICHARD E. STEPHENSON

Commanding General, U.S. Army

Aviation Systems Command

8:35 AM - 8:55 AM

"PEO Structure"

MG AUGUST M. CIANCIOLO

Deputy for Systems Management
Office of the Assistant Secretary
of the Army for Research, Development,
and Acquisition (ASARDA)

8:55 AM - 9:10 AM
"Readiness of Combat Aviation"
BG WILLIAM H. FORSTER
Program Executive Officer,
Combat Aviation



PATE



TRAYLOR



STEPHENSON



CIANCIOLO



FORSTER

SATURDAY

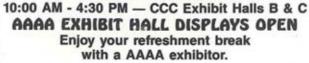
SATURDAY SATURDAY

9:10 AM - 9:25 AM "The PEO for Combat Support Aviation Program" GEORGE T. SINGLEY. III Program Executive Officer. Combat Support Aviation

> 9:25 AM - 9:40 AM "LHX"

MG RONALD K. ANDRESON Program Executive Officer, LHX

9:40 AM - 10:00 AM "Aviation Testing for Readiness" COL JOHN F. HAGEN Commander, U.S. Army Aviation **Engineering Flight Test Activity**



10:00 AM - 4:30 PM—St. Charles Historic District SPOUSES LUNCHEON & TOUR Buses board CCC 7th St. Entrance at 9:45 AM

10:00 AM - 4:30 PM CCC Room 116 TAPA CAREER GUIDANCE

11:00 AM - 11:30 AM - CCC Room 120 Complex

— LATE MORNING PROFESSIONAL SESSION —

11:00 AM - 11:15 AM "Future AVSCOM Initiatives" DAVID J. WELLER Associate Technical Director U.S. Army Aviation Systems Command



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11:00 AM — 11:30 AM—CCC Room 120 Complex

- LATE MORNING PROF'L SESSION - CONT. -

11:15 AM - 11:30 AM

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Chief, Directorate for Materiel Management,
Materiel Fielding Branch, U.S. Army Aviation

Systems Command

— AIRCRAFT SEMINARS — 11:30 AM — 12:15 PM — CCC Second Floor

THE AH-64 AIRCRAFT SEMINAR Co-Hosted by the AAH PM &

the 6th Cav Bde, Ft. Hood, TX
Panel Members: COL Curtis J. Herrick, Jr., AAH
PM; COL Walter H. Yates, Jr., LTC Joe B. Jenkinson, and CW4 Donald L. Rollins, 6th Cav Bde;
Stuart D. Dodge, McDonnell Douglas Helicopter

Stuart D. Dodge, McDonnell Douglas Helicopter Company; Dr. John A. Bates, Martin Marietta Electronic Systems; COL John P. Kennedy, TSM-APACHE; Greg Kaprelian, AVSCOM Engineering; Dennis M. Urhahn, AVSCOM Maintenance; and Calvin W. Calkins, AVSCOM Materiel Management.

THE CH-54 AIRCRAFT SEMINAR

Co-Hosted by the Cargo Helicopter APM and the Alabama Army National Guard, Tarrant City, AL. Panel Members: LTC Roger L. Ratzlaff, APM/WSM for Cargo Helicopter; COL Oscar C. Caylor, LTC Billie Carter, and MAJ Benny Holmes, Alabama Army National Guard; Kenneth J. Kelly, Sikorsky Aircraft Div., UTC; Charles W. Caesar, AVSCOM Engineering; Donald F. Hovatter, AVSCOM Maintenance; and Gaines T. Pickett, AVSCOM Materiel Management.

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SATURDAY SATURDAY

THE LHX AIRCRAFT SEMINAR

Hosted by the LHX PM
Panel Members: MG Ronald K. Andreson, LHX
PM; Jack D. Floyd, Bell Helicopter Textron;
William W. Walls, Boeing Helicopters; William R.
McDonnell, McDonnell Douglas Helicopters;
Louis S. Cotton, Sikorsky Aircraft; Joseph A.
Byrd, Allison Gas Turbines; Paul J. Hurley, Garrett Engines; David C. Hymer, Pratt & Whitney;
Frederic D. Hyatt, Textron Lycoming; COL Frank
H. Mayer, Combat Developments, USAAVNC;
LTC William J. Wallace, Acting TSM-LHX; and
Robert E. Hahn, AVSCOM Engineering.



PM and the 6th Cav Bde, Ft. Hood, TX
Panel Members: CPT William Sarvay, Acting LOH
PM; CPT Dallas L. Jones, 1LT John Poisson, and
CW2 Jerry L. Harp, 6th Cav Bde; Jack Gallagher,
Bell Helicopter Textron, Bill J. Bowling, McDonnell Douglas Helicopters; George V. Bianchini,
Allison Gas Turbines; COL James R. Cox, TSMScout; Charles Cioffi, AVSCOM Engineering; Morris L. Swofford, AVSCOM Maintenance, and
Robert C. Corno, AVSCOM Materiel Management.

THE SEMA AIRCRAFT SEMINAR

Co-Hosted by the SEMA PM and the 224th MI Bn, Hunter AAF, Savannah, GA
Panel Members: COL Theodore S. Orvold, SEMA
PM; LTC Jeffrey W. Wright, 224th MI Bn; James
P. Woolnough, Beech Aircraft; Thomas J. Doyle,
III, Grumman Aircraft Systems; Ronald C. Perry,
Sikorsky Aircraft; William F. Donnell, Tracor
Aerospace; LTC (P) Paul K. Tanguay, TSM-SEMA;
J. Don Heyden, AVSCOM Engineering; Stanley
W. Sokol; AVSCOM Maintenance; and John
Happe, AVSCOM Materiel Management.



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THE SOA AIRCRAFT SEMINAR

Co-Hosted by the SOA PM and the 160th Special Operations Aviation Group,

Ft. Campbell, KY

Panel Members: LTC William L. McCabe, SOA PM; COL John N. Dailey, 160th SOAG; William J. Grant, Boeing Helicopter Company; Harris J. Belman, IBM Federal Systems Division; William E. McClure, Sikorsky Aircraft Div., UTC; and Joseph B. Dierker, AVSCOM Engineering.

THE UH-1 AIRCRAFT SEMINAR

Co-Hosted by the UH-1 PM and the 219th Trans Co (USAR), Scott AFB, IL

Panel Members: LTC Vaden B. Francisco, UH-1 PM; MAJ Timothy J. Ertz, 219th Trans Co (USAR); Russell E. Rumney, Bell Helicopter Textron; Vincent Nitido, Textron Lycoming; Kenneth P. Luber, AVSCOM Engineering; Thomas Mair, AVSCOM Maintenance, and Dale Mitchell, AVSCOM Materiel Management.

— AIRCRAFT SEMINARS — 12:15 PM — 1:00 PM — CCC Second Floor

THE AH-I AIRCRAFT SEMINAR

Co-Hosted by the COBRA PM and the 24th Aviation Bde, Hunter Army Airfield, Savannah, GA

Panel Members: COL John N. Bertelkamp, COBRA PM; COL Joseph W. Kuppich, and MAJ Kevin T. Colcord, 24th Avn Bde; Russell E. Rumney, Bell Helicopter Textron; Dr. Roger A. Massey, Kaman Aerospace Corp.; Charles C. Thomas, AVSCOM Engineering; Thomas A. Blakey, AVSCOM Maintenance; and Stephen Ducar, AVSCOM Materiel Management.

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SATURDAY SATURDAY

THE AIRCRAFT SURVIVABILITY EQUIP'T (ASE) AND AVIATION LIFE SUPPORT EQUIPMENT (ALSE) SEMINAR

Co-Hosted by the ASE PM and the ALSE PM Panel Members: COL James R. Holder, ASE PM; and LTC Raymond J. Connolly, ALSE PM



the Cargo Helicopters WSM, and 2/158th Aviation Regiment, Ft. Hood. TX

Panel Members: COL Ronald N. Williams, CH-47 MOD PM; LTC Roger L. Ratzlaff, APM/WSM for Cargo Helicopter; MAJ Charles L. Crossan, CH-47 PMO; LTC David L. Ahearn, 2/158th Aviation Regiment; William J. Grant, Boeing Helicopter Company, Charles W. Caesar, AVSCOM Engineering; Donald F. Hovatter, AVSCOM Maintenance; and Gaines T. Pickett, AVSCOM Materiel Management.



Co-Hosted by the Fixed Wing PM and the U.S. Army Davison Aviation Command, Ft. Belvoir, VA

Panel Members: COL Theodore S. Orvold, SEMA PM; LTC Theodore T. Cappone, APM for Fixed Wing Utility; COL William F. O'Neal, LTC J.D. Crockett, and CW4 Lyle W. Real, Davison Aviation Command; Richard D. Walter, Beech Aerospace Services, Inc.; James P. Woolnough, Beech Aircraft Corporation; Edward J. Kane, Gulfstream Aerospace Corporation; J. Don Heyden, AVSCOM Engineering; Stanley W. Sokol, AVSCOM Maintenance; and John Happe, AVSCOM Materiel Management.



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Room 261
THE OH-58D AIRCRAFT SEMINAR
Co-Hosted by the AHIP PM and
the 6th Cav Bde, Ft. Hood, TX

Panel Members: LTC James Christie, III, APM for Logistics, AHIP; CPT Dallas L. Jones, 1LT John Poisson, and CW2 Jerry L. Harp, 6th Cav Bde; Jack Gallagher, Bell Helicopter Textron; COL James R. Cox, TSM-Scout; Gene Mergel, AVSCOM Engineering; Morris L. Swofford, AVSCOM Maintenance; and Robert C. Corno, AVSCOM Materiel Management.

Room 275
THE UH-60 AIRCRAFT SEMINAR
Co-Hosted by the BLACK HAWK PM and the 4/101st Aviation Regiment,
Ft. Campbell, KY

Panel Members: COL William E. Turner, BLACK HAWK PM; LTC Charles B. Cook, 4/101st Aviation Regiment; William A. Minter, Sikorsky Aircraft Div., UTC; William F. Brooks, AVSCOM Engineering; Dave W. Steward, AVSCOM Maintenance; and Charles R. Markowitz, AVSCOM Materiel Management.

1:00 PM - 1:45 PM — CCC Exhibit Hall A

ST. LOUIS-STYLE BUFFET LUNCHEON
Informal - No program or presentations

1:45 PM - 2:00 PM — CCC Exhibit Halls B & C DESSERT AND COFFEE

Kick-off a final visit to our Exhibits with a delicious finale to your Saturday Luncheon

2:00 PM - 4:30 PM — CCC Exhibit Halls B & C EXHIBIT HALL SOCIAL

Join your AAAA Chapter for a group photo.

6:30 PM - 7:30 PM — CCC Exhibit Halls B & C 1988 AWARDS BANQUET RECEPTION Formal — Black Tie or Dress Blue Uniform

APRIL 16 APRIL 16



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APRIL 16

7:30 PM - 10:00 PM CCC Exhibit Hall A SATURDAY 1988 NATIONAL AWARDS BANQUET SATURDAY Guest Speaker: GEN Carl E. Vuono SATURDAY Chief of Staff, United States Army SATURDAY Presentation of AAAA's Unit Awards SATURDAY Formal Attire SATURDAY SATURDAY Reserved (Assigned) Seating SATURDAY SATURDAY 10:00 PM - 1:30 AM - Plaza Ballroom/Boulevard* **AAAA CHAPTER RECEPTIONS** 8:30 AM - 9:30 AM Boulevard* AAAA NATIONAL EXECUTIVE BOARD MEETING Second session of the Board's Quarterly Meeting. 9:30 - 10:30 AM Presidential Suite*

9:30 AM - 12:00 NOON

SATURDAY

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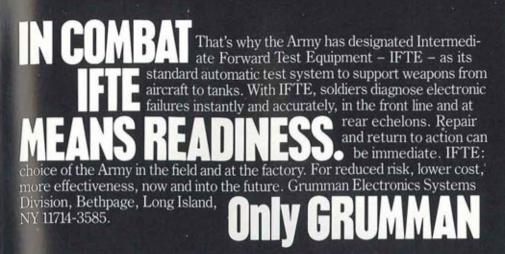
Plaza Ballroom*

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April 5-9, 1989

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Housing/Transport. Mrs. Darlene Roberts **DA Civilian** High Ridge, MO



Housing/Transport. Ms. Terry Cunningham DA Civilian Alton, IL



Housing/Transport. Ms. Janet J. Garmon **DA Civilian** Florissant, MO



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Military Affairs John T. Pate CSM, USA Granite City, IL



Public Affairs Howard DeMere DA Civilian St. Louis, MO



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Mississippi Cruise Richard F. Ropp, Jr. Colonel, Ret. St. Ann, MO



Early Birds Reception
Ms. Janet J. Garmon
DA Civilian
Florissant, MO



Early Birds Reception Robert F. Vlasics Lt. Colonel, Ret. Bridgeton, MO



Membership Luncheon Roger P. Hoffman DA Civilian St. Louis, MO



Membership Luncheon Charles L. Davis COBRO Corporation Earth City, MO

Photo



Awards Lunch. Recept.
David J. Weller
DA Civilian
St. Louis, MO



Awards Lunch. Recept Kenneth E. Kellogg Colonel, Ret. Belleville, IL



Awards Luncheon Thomas A. Fichter Lt. Colonel, USA St. Charles, MO



Awards Luncheon Robert Reschak Bell Helicopter Textron St. Louis, MO



President's Reception
William E. Turner
Colonel, USA
Chesterfield, MO



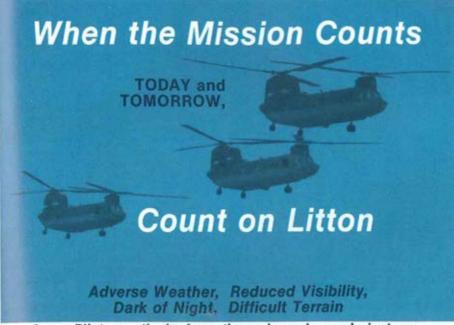
President's Reception Gary B. Kessinger Allison Gas Turbines St. Louis, MO



First Light Breakfast John H. Stanford Major General, USA Falls Church, VA



First Light Breakfast Alvin R. Kisler Ll. Colonel, Ret. Wichita, KS



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Donald P. Wray

Colonel, Ret.

Ballwin, MO



Awards Banquet Donald R. Williamson Brigadier General, USA Edwardsville, IL



Awards Banquet
N.I. Patla
Colonel, Ret.
St. Louis, MO



Aviation Brunch John N. Bertelkamp Colonel, USA St. Louis, MO



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AAAA National Award Presenters

AAAA Awards Luncheon, Friday, April 15, 1988



Army Aviator of the Year Award GEN Louis C. Wagner Commanding General. U.S. Army Materiel Command Combined Field Army (ROK/US) Alexandria, VA

Aviation Soldier of the Year Award LTG Burton D. Patrick Commanding General. APO San Francisco



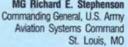


DAC of the Year Award Mr. Joseph P. Cribbins Chief, Aviation Logistics Office, ODCSLOG Washington, D.C.



Robert M. Leich Award MG Charles F. Drenz Commanding General. U.S. Army Test & Evaluation Command Aberdeen Proving Grounds, MD

McClellan Aviation Safety Award MG Richard E. Stephenson





AAAA Awards Banquet, Saturday, April 16, 1988



Outstanding Avn Unit Award (Army) GEN Carl E. Vuono Chief of Staff, U.S. Army Washington, DC

Outstanding Avn Unit Award (USAR)

LTG Edward Honor Director, J4, Organization of the Joint Chiefs of Staff Washington, DC





Outstanding Avn Unit Award (ARNG) MG Ellis D. Parker Chief, Aviation Branch and Commanding General, U.S. Army Aviation Center Ft. Rucker, AL











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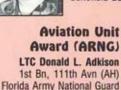
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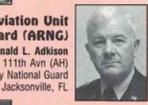
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1987 AAAA National Award Winners



Aviation Unit Award (Army) CPT Christopher A. Acker 17th Assault Helicopter Co. Avn Bde, 25th Infantry Div. Schofield Barracks, HI





Aviation Unit Award (USAR) MAJ Thomas W. Meisenzahl, Jr. C Company, 2d Battalion, 158th Aviation Regiment Olathe, KS

Aviator of the Year Award CW4 James M. Call 237th Medical Detachment Fort Ord, California





DAC of the Year Award Daniel M. McEneany Dir of Engineering, U.S. Army Aviation Systems Command St. Louis, MO



SFC Michael G. Whittaker 17th Assault Helicopter Co. Avn Bde, 25th Infantry Div Schofield Barracks, HI



Aviation Unit Award (ARNG) SGM Billy R. Cowart 1st Bn, 111th Avn (AH) Florida Army National Guard Jacksonville, FL

Award (USAR) 1SG Jerry W. Clemmer C Company, 2d Battalion, 158th Aviation Regiment Olathe, KS





Soldier of the Year Award SSG Beau A.H. Tatsumura B Co. 2d Avn Bn (Combat) APO San Francisco 96224

McClellan Aviation Safety Award CW2 Gary D. Braman S Troop, 4th Squadron. 11th Armored Cavalry Reg. APO New York 09146





Robert M. Leich Award CSM William H. Fountain U.S. Army Davison Aviation Command Ft. Belvoir, VA

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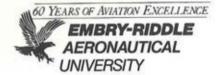
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Outstanding Aviation Unit Award

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 JY. Harmack, Co-Commander, 13th Aviation Battalion. 1965—1st Cavalry Division (Airmobile), MG Harry WO. 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

David Combat Aviation Battalion, LIC

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 Cav, 1st Cav Div (Airmobile), COL Robert H. Nevins, Cdr, and

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.

1986—238th Aviation Company, 24th ID (M) MAJ Jesse M. Danielson, Commander, and 1SG Frederick G. Jaehn, the Senior NCO.

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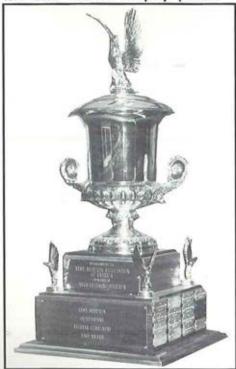
Outstanding Aviation Unit (RC) Award

BACKGROUND—The Reserve Component Aviation Unit Award was sponsored by Textron Lycoming and was presented annually from 1969 through 1984. In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve. The trophies are sponsored by Textron Lycoming. (See page 106.)

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, Cornmander, 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.



Outstanding USAR Unit of the Year Award

BACKGROUND—During the 1969-1984 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAA. (See page 104). 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 Textron Lycoming.

The initial "Outstanding U.S. Army Reserve Aviation Unit Award" was won by the 219th Trans-



portation Company (Air craft Maintenance) (IS) of the 102nd ARCOM a Scott AFB, Illinois.

The award, presente at the 1986 National Convention by MG Carl HMCNair, Chief of Staff of the U.S. Army Training a Doctrine Command (TRADOC), was accepted by the unit's commande Major Gilbert E. Boen an First Sergeant Ronnie Greelling, the unit's Senio NCO.

Last year, the 282 Aviation Company (Com

bat Support) (Corps) 787th Maint Bn (GS) cap tured the award, which was presented by Majo General Robert F. Molinelli and accepted by Ma jor Gregory N. Beaman, unit commander, and First Sergeant Jackie J. Bradley, the Senior NCO

Outstanding ARNG Unit of the Year Award

BACKGROUND—During the 1969-1984 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in

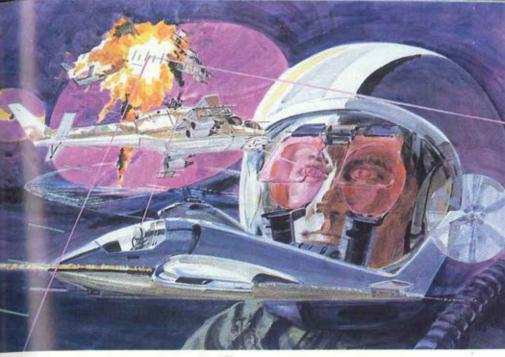
which it was presented by the AAAA. (See page 104). In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve, each trophy being sponsored by Textron Lycoming.

The initial "Outstanding Army National Guard Aviation Unit Award" was won by Company C,



26th Aviation Battalior Florida Army National Guard, and was presented at the 1986 AAAA National Convention in Attainate by LTG Theodore Guera, Jenes, Jr., Deputy Commander, U.S. Forces Command, and accepted for the unit by Major David. Cook, the unit commander, and First Sergeant Billy R. Cowart, the unit Senior NCO.

Last year, the award was won by the 45th Avia tion Battalion (Light Helicopter Combat) Oklahoma Army National Guard. The unit commander, Lieutenant Colonel Leroy A. Wall, accepted the award along with the Senior NCO of the unit, Master Sergeant Charles B. Connell The award was presented by Lieutenant General Charles D. Franklin.



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Robert M. Leich Award

BACKGROUND—This AAAA Award is named in memory of BG Robert M. Leich, the AAAA's first president (1957-59, right), and Awards Committee Chairman for 23 years. The award is sponsored by the Grumman Corporation and is presented to a unit or individual for sustained contributions to Army Aviation, or for a unique one-time outstanding performance.

1973—34th General Support Group (AHM&S). 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). 1979—U.S. Army Aviation Board. Presented Oct. 1980 by MG Carl H. McNair, Jr., USAAVNC Commander, to COL. Robert A. Bonifacio, Pres-



ident, USAVNBD. (For 1976-1980).

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

1981—Aviation Applied Technolog Laboratory. Presented April 1982 by M

Story C. Stevens, Cdr, USA Avn R & D Command, to COL Emmett F. Knight. (For 1957-1982 1982—U.S. Army Engineering Flight Activity Edwards AFB, California. Accepted for the members of the unit by COL Lewis J. McCornell, the unit commander. (For 1960-1983).

1983—Mississippi Aviation Classificatio Repair Activity Depot, MSARNG. Accepted for the unit by COL James H. Burns, the unit com

mander. (For 1971-1984).

1984—U.S. Army Safety Center. Accepted to the unit by the unit's former commander, CO

Joseph R. Koehler. (For 1955-1984).

1986—Davison Aviation Command. Accepte for the unit by COL John A. Lasch, III, the un commander, and CSM William H. Fountain, th unit's Senior NCO.

DAC of the Year Award

BACKGROUND—This AAAA Award, sponsored by the Boeing Helicopter Company, is presented annually to the Dept. 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 MIRCOM 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 Aviatio Division, National Guard Bureau, APG, Maryland 1981—Michael J. Hoffman, Aerospace Enginee U.S. Army Troop Support and Aviation Materia Readiness Command, St. Louis, Missouri.

1982—Frank Soliz, Chief of Engine Shops Di Corpus Christi Army Depot, Corpus Christi, Texa 1983—Carolyn Chapman, Aviation Program Specialist, Office of the Deputy Chief of Staff for

Logistics, Dept of the Army, Washington, D.C. 1984—Robert A. Robbins, Test Pilot, U.S. A my Aviation Engineering Flight Activity, Edwards AFB, California.

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

1986—Charles C. Crawford, Jr., Technical Director, U.S. Army Aviation Systems Command, St. Louis, Missouri. Pacer Introduces...

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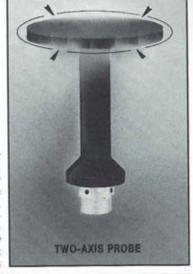
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Army Aviator of the Year Award

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 & Support Activity, Ft. Rucker, AL

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, For 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 Squadror (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 Avia tion Company (Attack Helicopter), APO NY.

1978—CWO Michael B. Farmer, Air Troop, 20 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. Arm Materiel Development and Readiness Command St. Louis, Missouri.

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

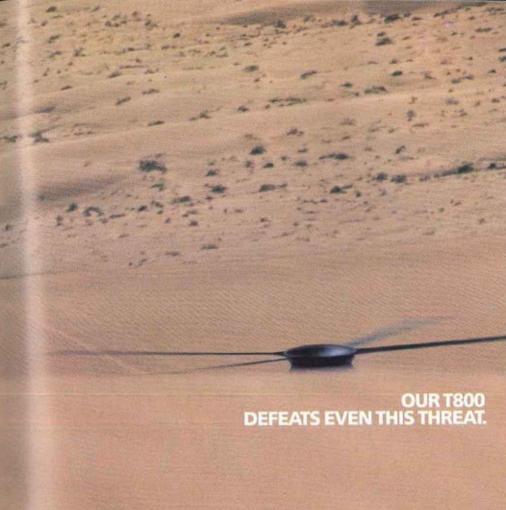
1982—2LT Richard G. Hatch, 2d Staff and Faculty Company, Fort Eustis, Virginia.

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

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

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

1986—LTC Kenneth R. McGinty, 3/6th Cavalry 6th Cavalry Brigade (AC), Fort Hood, Texas.



Scorching sand, whirling dust, flying debris. Deadly as bullets for most helicopter engines. But no problem for the T800 with its dual centrifugal compressor.

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LHTEC's T800. Tough enough to fight on any battlefield. And simple enough to survive.



Allison & Garrett America's LHX Propulsion Team.

Aviation Soldier of the Year Award

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. Falo, 1st Cav Division (Airmobile), U.S. Army, Vietnam.

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

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

1969—SFC Dennis L. Jantz, 240th Aviation Company (Assault Helicopter), U.S. Army, Vietnam.



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

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

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

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

1986—SSG Richard E. Frye, 377th Med Co (AA) APO San Francisco (before being assigned to the 82d Aviation Brigade, Fort Bragg, N.C.).







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James H. McClellan Aviation Safety Award

BACKGROUND—Sponsored by General Electric Aircraft Engines in memory of James H. McClellan, a former Army Aviator who was killed in a civil aviation accident in 1958, the award is presented annually to a person who has made an outstanding individual contribution to Army Aviation safety in the previous calendar year.

1958—MAJ Arne H. Eliasson, Aviation Safety Division, Headquarters, 7th Army, APO 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 (USA-BAAR), 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 (USA-BAAR), Ft. Rucker, Alabama. 1971—BG William W. Spruance, Air Nationa Guard, Wilmington, Delaware.

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

1973—CPT Charles F. Nowlin, U.S. Army Agen cy 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 Avia tion 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. Ar my Warrant Officer College, Pt. Rucker, Alabama

1980—CWO Peter D. Maskunas, B Troop, 4th Squdron, 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 Avia tion 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 Bri gade, Ft. Rucker, Alabama.

1986—CW3 Dean R. Coder, HHC, 4th Brigade 1st Armored Division, APO New York.



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A Sampling of AAAA's 1959-1986 National Awards Winners



COL Spurgeon H. Neel '61 McCl. Safety



CPT Emmett F. Knight '62 Aviator



SFC Robert M. George '63 Soldler



LTC J.Y. Hammack '64 Unit (Army)



Gerard M. Bruggink '65 McCl. Safety



CWO Jerome R. Daly '66 Avlator



SFC Jesse J. Dodson, Jr. '67 Soldler



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



SP5 Dennis M. Fujii '70 Soldier



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. Koehler '84 Leich Award



H. Abbott '85 Unit (Army)



LTC Leroy A. Wall '86 Unit (ARNG)

AEROSCOUT WITH MAST-MOUNTED SIGHT. SO THE ARMY DOESN'T HAVE TO FIGHT BLINDFOLDED.

The enemy can run but he can't hide. Not from the Bell Aeroscout with Mast-Mounted Sight (MMS) by McDonnell Douglas. This is the far-sighted forward observer that's unequaled for battle surveillance, target acquisition, designation, and handoff. It's the only aircraft in the free world designed to do the scout mission.

Day or night, the OH-58D Aeroscout prowls the front, along flanks, and in the rear. The crew sees without being seen, because Aeroscout flies below tree

and ridge lines with only the MMS visible.

In foul weather and through battle smoke and haze, the MMS TV and FLIR sensors provide the Aeroscout crew with bright, crisp views of the battle terrain—at extended range, unaffected by vibration.

And if the MMS does take battle damage, its housing

and other major components are replaceable—right in the field.

Aeroscout with Mast-Mounted Sight. Proven in rigorous operational tests to be totally effective, reliable and fully supportable, it's ready to fly with the combined arms team on tomorrow's airland battlefield.

MCDONNELL DOUGLAS

Aviation Center (continued from page 6)

MWOC will be fielded in March with the mailing of Phase I "do-ahead" packages to the master warrant officer designees. The first resident class (Phase II) is expected to start in September. Upon completion of this course our master warrant officers will be prepared for successful performance in the most demanding positions of their career fields. The MWOTC will provide the officer with the skills necessary for assignment as a staff or project officer at all levels, from the J-series company through DA and White House staff. These skills will be taught in the Small Group Instruction environment.

The Aviation Officer Advanced Course (AVOAC) SGI program continues to exceed our expectations in terms of creating a challenging training environment for our young captains and lieutenants. This program has allowed us to place the responsibility for learning squarely on the shoulders of the student officer.

Although new, the SGI program has a promising future in our officer training programs. We found that the net result of this training strategy is an environment characterized by self motivation, active participation, and heightened espirit among our advanced course participants. It is imperative that we have officers who are technically and tactically proficient, and who possess the leadership qualities essential to meet the needs of Army Aviation for the remainder of this century and into the 21st century.

Training Requirements

Training requirements at the Aviation Center for noncommissioned officer professional development will continue to expand as the Aviation Branch matures over the next decade. The "live-in" Aviation NCO Academy is in full operation at Pt. Rucker, with present training in the Basic Noncommissioned Officer Course (BNCOC) for MOSs 93B, C, and P, and Advanced Noncommissioned Officer Course (ANCOC) for MOSs 93C and P.

FY89 planning includes the establishment of a BNCOC for MOS 93D and ANCOC for MOSs 93B, D, and 35P.

The Center is making great strides in providing the literature required to support the AirLand Battle Doctrine today and tomorrow. In 1987 we produced nine doctrinal publications and in 1988, we will publish ten additional publications, including Army Aviation's keystone manual, FM 1-100. As we endeavor to reduce our publications inventory, some of our manuals will be combined to eliminate redundancy.

Flight Training

The Initial Entry Rotary Wing (IERW) course will be expanded to the Army of Excellence aviator multi-track concept training program, with the first class beginning May 10, 1988. The revised program will qualify students as combat aviators in the UH-1, UH-60, OH-58 or AH-1 aircraft according to the selected track. The multitrack program consolidates the bi-level system currently in effect at the Center to produce qualified, proficient aviators who are ready to begin crew training and unit training following unit assignment. This program enhances unit combat readiness, while saving 120 man years annually in TDY funds required to receive advanced aircraft transitions. The multiple tracks build on the foundation established by utilizing the UH-1 aircraft in primary and instrument phases, and proceed quickly to advanced individual combat skills and preliminary unit operational skills in the selected aircraft.

Combat Development

We in the Army Aviation community are pressing on with our programs such as the LHX, the Aviation Modernization Plan, and the expansion of Army Aviation's role in the AirLand Battle Doctrine. The transfer of Air Traffic Control proponency to the Aviation Center has been beneficial to the overall aviation proponency mission. The relocation of the Air Traffic Control Activity (AT-CA) at the Aviation Center has resulted in a synergistic effort which has greatly accelerated air traffic control development and operations. The ATCA is in the process of developing a consolidated master plan to address air traffic control requirements for the modernization of equipment for both tactical units and fixed airfield sites. This plan will include a properly resourced program addressing ATC personnel and equipment requirements throughout the next decade.

The Directorate of Combat Developments (DCD) is in the process of publishing a revision of the Aviation Modernization Plan (AMP). The

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AMP outlines in depth and scope the Army's constrained strategy designed to equip the aviation force structure with a fully modernized, yet costeffective fleet.

New sections will include the incorporation of Air Traffic Control, Army Aviation Personnel Plan (A²P²), Air Combat Master Plan and other aviation related programs in an effort to provide an integrated reference document for the aviation community.

The AMP will equip our aviation planners with a dynamic and useful roadmap to determine the aviation combat effectiveness of tomorrow's Army.

A recent study conducted by DCD concluded that the V-22 provides unique capabilities for some corps cargo and troop transport missions. The study illustrated that the V-22's speed, range, and capacity substantially reduce evacuation shortfalls.

It also implied that the V-22 may increase casualty survivability by reducing en route times and improving treatment conditions. For Special Operations Forces (SOF) missions, the V-22 proved to be the only aircraft in development today that could fulfill SOF long-range VTOL requirements. Although the V-22 offers certain



benefits to MEDEVAC and SOF missions, the reality of fiscal contraints may require the Army to reassess its participation in the V-22 multi-service program.

Light Helicopter Family (LHX)

In April 1987, the Defense Acquisition Board chaired by the Under Secretary of Acquisition Richard Godwin directed that the Institute of Defense Analysis (IDA) and the RAND Corporation conduct independent studies to validate the Light Helicopter Family (LHX) program to recommend an alternate approach.

In December 1987, both IDA and RAND briefed their findings. The assessments by both corporations endorsed the same bottom-line conclusions and recommendations as the Army.

During the October-November 1987 timeframe, a series of design scrubs took place to bring the LHX back to a *light* helicopter design. Some of the critical adjustments were in ballistic protection and kitting of integral but seldom used capabilities.

These changes netted a savings of approximately 1,700 pounds in air vehicle weight and brought the resultant empty weight down to 8,100 pounds. In December 1987, emphasis was directed toward the armed reconnaissance and light attack roles for LHX and a further weight reduction to approximately 7,100 pounds operating weight empty.

A Defense Acquisition Board (DAB) review in January 1988 resulted in a decision that the LHX program to replace AH-1, UH-1 and OH-58 fleets was not affordable. The Army was directed to refocus the LHX program to develop and acquire a lightweight, low-cost helicopter for light attack/armed reconnaissance missions to replace AH-1 and OH-58/OH-6 aircraft. A review of this program will be conducted early this summer.

AAAA Convention

The Army Aviation Association of America (AAAA) theme for the 1988 National Convention, "Aviation Readiness — Spirit of '88", appropriately complements the Army's theme for 1988 — Training. Training is always the Army's top priority because it is the cornerstone of combat readiness.

Our purpose at the Army Aviation Center is to ensure Army Aviation excels as a contributor to that readiness.



The darkest night will be your finest hour.

II:00 PM. It's time to move out. Ground troops advance. Attack helicopters come in low. While a dozen miles north, special operations units strike deep behind enemy lines.

Each force has a critical advantage. Night vision. From Litton.

For any kind of mission.

For special operations units—the new M-915A goggle. This is an improved version of the current U.S. military AN/PVS5B, (Litton Model M-969). It utilizes Litton Gen 2 plus high performance image intensifiers. This version like all Litton goggles can use standard AA batteries.

For ground forces—the new M-972 one-tube goggle. This super lightweight, headmounted goggle allows excellent peripheral vision. It can utilize either Gen 2 plus or Gen 3 image intensifiers without requiring system modification. The M-972 is manufactured to AN/PVS7A U.S. military specification for a rugged military environment. It is compatible with NBC mask and ëyeglassës and can be hand-held or adapted for 3 or 4 times magnification.

For aviators—the Litton ANVIS goggle. It attaches directly to the flight helmet for dramatic improvements in comfort and visibility. Available with Gen 2, Gen 2 plus or Gen 3 tubes.

Litton also offers the M-912A goggle. A more durable face mask and higher performance lenses are just some of the improvements over the standard AN/PVS5A.

Litton's night vision capability doesn't end here. Litton will train your people to do first line maintenance. Tools and equipment can be supplied for your depot level maintenance facility to keep your goggles in top operating condition.

Once we give you the advantage, we want you to keep it.

Now that you're seeing things in a new light.

Litton Electron Devices Division, 1215 South 52nd Street, Tempe, AZ 85281 USA.

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AVSCOM (continued from page 10)

than 50 percent of its dollars, the ramp upward is going to be steep. We hope to attain 25 percent in FY88, but the challenge may exceed our institutional rate of change.

Aviation Modernization Plan

The combined efforts of the Aviation community through the Mission Area Material Plan (MAMP) process and the related Army Aviation Modernization Plan (AAMP) strategy have resulted in the aviation mission area receiving a Total Obligation Authority (TOA) increase to \$3.4 billion after the Gramm-Rudman-Hollings budget actions had reduced it to \$2.2 billion in FY89. The Aviation Program Objective Memorandum (POM) (FY90-94) TOA was increased from \$16.3 billion to \$19.9 billion. This funding will ensure the continued production of the AH-64, UH-60, OH-58D, and CH-47D, and still allow for sufficient funds to sustain the current fleet and initiate MH-60 and MH-47 Special Operations Aircraft (SOA) and LHX programs.

PEO/PM Relationships

In May 1987 the Program Executive Offices (PEO) were formed from Project Managers (PM) and AVSCOM assets. We have established and staffed the functional support required for each system and will provide baseline support for the PEO LHX, Combat Aviation, and Combat Support Aviation. Through the combined efforts of the PEOs and AVSCOM the restructuring was accomplished without a negative impact on aircraft systems support. Additionally, the PEOs and AVSCOM have documented working relationships and policies which will provide the vehicle for continued mutual management and support efforts.

Engineering and Technology

As we move toward the future, AVSCOM continues to focus on advanced technology. Programs are underway to mature the use of fiber optics to replace the mechanical push-pull rods in our current flight control systems to reduce weight and vulnerability while increasing reliability. Use of voice actuated controls to reduced crew workload has been successfully flight tested. New

propulsion system concepts such as the compound cycle engine program — combing both turbine and diesel engine technologies — are being pursued as a way to increase fuel efficiency.

Artificial Intelligence (Expert Systems) is being developed to lighten significantly the aviation mechanic's workload and increase the readiness of the fleet through improved diagnostics. The Flight Data Recorder/Fault Analyzer (FDR/FA) program will be the first to use some of the emerging technology of Al. A prototype system will be available for flight test in June 1988.

Safety and Quality

The expanded role of the AVSCOM Safety Office is aimed at achieving a more proactive role in early identification and response to safety problems, restrictions, and corrective actions. The Flight Safety Part (FSP) program identifies critical characteristics of manufacturing, installation, maintenance, and overhaul that could have an adverse impact on safe aircraft operation. These characteristics are being listed in production, maintenance, and overhaul documents to emphasize the need for special attention. The program also includes periodic recall and interval testing of parts to ensure they are maintaining their design integrity during operation in the field environment. These efforts are aimed at maximizing fleet readiness, reliability, and safety.

The Vice Chief of Staff of the Army directed an Aviation Logistics Study to conduct a comprehensive review and evaluation of the manning, management and support of aviation logistics. The major thrust of the effort is to ensure that our aviation logistics capability to support war fighting requirements is properly organized. The result of the study will be an identification of those issues that hamper aviation logistics readiness, officer career development, and aviation logistics proponency.

An APACHE Special Task Force conducted a review of the entire APACHE system to assess safety, design, fielding, and sustainment risks. The task force reviewed 134 technical, safety and readiness issues for study and investigation. The findings of the task force and action plans developed will be monitored by the Army Materiel Systems Analysis Activity (AMSAA) in a continuous evaluation process.

Special Operations Aircraft (SOF) are modified (AVSCOM — continued on page 126) A close up view from a safe position. Day or night. Clear skies or stormy. Through the smoke of battle.

That's one crucial task of the Army Helicopter Improvement Program (AHIP) and that's where the Mast Mounted Sight lends crucial support.

Northrop provides the

sensor suite. McDonnell
Douglas integrates the sight.
With FLIR, TV, digital tracker,
laser rangefinder and illuminator. For surveillance, tracking, weapons guidance. All
from stand-off range. With an
automatic boresight to keep
sensor systems aligned.

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NORTHROP

Electro-Mechanical Division Electronics Systems Group 500 East Orangethorpe Avenue Anaheim, CA 92801



Logistics School (continued from page 12)

USAALS instructors use their technical expertise to solve many training problems. To avoid shortages of costly equipment and expensive aircraft repair bills, they have worked with contractors to design training devices that simulate system operation, and failures, at a fraction of the cost of real equipment. Their creative genius in this area has greatly improved training and saved millions of taxpayer dollars. This is most evident in AH-1, OH-58D, and AH-64 training. Likewise, their work in developing programs for Interactive Video Disk will be valuable for Reserve Component and sustainment training. Programs for BLACK HAWK engine troubleshooting are already prepared for distribution as soon as the Electronic Information Delivery System (EIDS) is fielded.

Battle Damage Repair

Since training for war-fighting is our main business, we are ever mindful of the maintenance problems that may arise on the battlefield. For this reason, ALS has developed Battle Damage Repair (BDR) for making quick and safe repairs to aircraft that have been struck by enemy fire. Since assessment of battle damage is crucial in making repair decisions, we selected two salvaged aircraft (UH-60 and AH-1) and shot them with a variety of weapons to simulate battle damage that could occur during combat operations. We use these aircraft to teach battle damage assessment to NCO, AIT and Technical Inspector students. We teach the kinds of repairs that can be made with our recently procured BDR kits. Formal BDR training began in August 1987 with emergency fuel cell repairs. Training for BDR in electrical, structures, and pneudraulics is being developed for implementation by Fourth Quarter, FY88.

Corrosion prevention is another area of maintenance that is emphasized at ALS. Our instructors now attend the Navy Corrosion Prevention Course to learn the latest techniques for corrosion prevention and treatment. These techniques are then adapted to the Army maintenance system for incorporation in the appropriate Program of Instruction (POI). When graduating students get to the field, they will be qualified to

set up and manage corrosion control programs. To help them, we are developing training literature that can be used in the field to update maintenance personnel on the damaging effects of corrosion and the measures that can be taken to prevent it.

Automation Needs

The combat developers are working on projects that will influence training in the outyears. After an exhaustive study of automation needs, they have developed a plan for the distribution of over 2,500 computers for aviation units. These computers will support logbook automation, predictive and diagnostic aircraft maintenance systems, flight data recorder dumps, tech supply, and production control. And, of course, they will be compatible with other automated logistics and management systems.

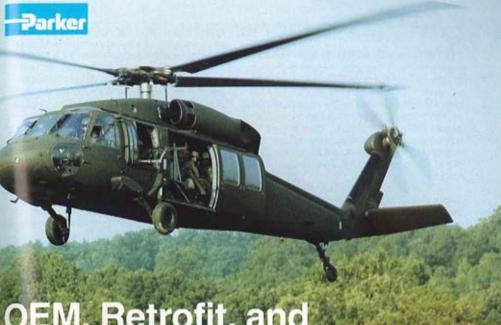
An important materiel development project within ALS is the Unit Maintenance Aircraft Recovery Kit (UMARK) which contains lightweight slings in a specially designed package for aviation units. Some of these slings will be used to improve the current AVIM Aircraft Recovery Kit (ARK). Surface recovery procedures for the UH-60 and AH-64 were perfected at Fort Eustis during the past year, using the M-179 trailer.

ARAPAHO

The ARAPAHO concept is another project that shows great promise for aviation logistics in remote areas. It consists of a packaged AVIM operation that can be installed on a standard ship and dispatched on short notice. It includes shops, supplies, living quarters, mess and medical facilities, landing pads, and other features necessary for sustained maintenance operations. We are giving a high priority to the exploration of this concept.

Concepts such as the ARAPAHO illustrate a new trend in our thinking toward aviation logistics. As always, we are organizing and training to support the typical Brigade-Division-Corps structure. But at each decision point, we are also trying to accomodate task force organizations and support or limited and detached operations around the world. This points toward greater versatility in personnel, equipment, and support systems.

Behind these numerous initiatives there are many dedicated training developers, combat developers, and staff personnel. These dedicated



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AVSCOM (continued from page 122)

BLACK HAWK and CHINOOK helicopters that will provide the Army with the capability for low level, low light intensity, adverse weather, extended range, and precision navigation through unfamiliar mountainous terrain. These aircraft will support insertion/extraction, rapid deployment, strategic intelligence strikes, and other operational missions supported by the Special Operations Forces.

Our close ties with the U.S. Army Aviation Center and Major General Don Parker and with the U.S. Army Aviation Logisitics School and Major General Fred Elam and Colonel Tommy Walker combine to bond our aviation mission area process as closely as possible. Year 1987 was full of challenge and excellence of response; 1988 promises much more of the same. We will continue pressing to ensure Army Aviation meets or exceeds its fullest potential for deterrence and war fighting as reflected in increased and robus training operational tempo while continuing to improve upon the record safety program performance of the last two years. Army Aviation is in deed on a roll, a roll toward the highest standards of excellence. It's great to be part of a winner! IIII

Logistics School (continued from page 124)

professionals study and implement new technology with the goal of enhancing the Ar my's capacity to support and sustain aviation in the AirLand Battle environment. The commitmen to win at war is alive and well at ALS.

Whether the conflict is great or small, near or far, we are fully committed to SGT Florentine's promise: We are training soldiers to fight and win whenever and wherever they are needed! IIII

Increase Flight Time and Reduce Costs with a New Computerized Vibration Maintenance System

Chadwick-Helmuth's integrated approach uses the new Model 8500 Balancer/Analyzer and an IBM PC* compatible software program. The result is a comprehensive analysis and control system for rotor track and balance, propeller balance, airframe and powerplant vibration problem solving, and predictive

- · Reduce costs by performing maintenance based on condition.
- . Minimize flight down-time by performing repairs before failure using predictive maintenance data
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The 1988 AAAA Membership Enrollment Contests end December 31, 1988

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\$650.00 'Top Gun Prize' to be awarded at the '89 Convention. No min. req'd, Magazine will list those enrolling five or more.

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5. Ms. Marcella Gordon	
Master Chapter Competition)
(271 or more members)	

Prize to be awarded at the 1989 AAAA National Convention

1.	Redcatcher	+21
2	Lindbergh	+14
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Senior Chapter Competition (131 to 270 members)

Prize to be awarded at the 1989 AAAA National Convention

1.	Connect	ticut	+3
2.	Coastal	Empire	-1
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AAAA Chapter Competition (42 to 130 members)

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(Compl. AAAA Membership) Aviation Center Chapter - Dec. SP4 Kristina K. Boshanes Thunderhorse Chapter - Dec

PFC Scott Jackson

Aviation Center Chapter - Jan SP4 Karen A. Reddick Thunderhorse Chapter - Jan

SP4 Lewis E. Ingold Aviation Center Chapter - Feb SP4 James M. Ginas, Jr.

New Industry Members

ACR Industries

Armed Forces Journal International Atlantis Aerospace Corporation BEI Defense Systems Company Helicomb International, Inc.



AAAA Overview



Winners of the 1988 Joseph P. Cribbins Product Support Symposium Industry and Outstanding Aviation Logistic Support Unit Awards: (I to r) Russell Baker, Jr., President, Aerodyne Investment Castings, Inc. (Small Business Organization Industry Award); Joe Guzman, Corpus Christi Army Depot (Outstanding Aviation Logistic Support Unit Award); Daniel R. Bannister, President and Chief Executive Officer, DYNCORP (Team, Group or Special Unit Industry Award); Joseph P. Cribbins, Symposium moderator; James J. Durney, President and Chief Executive Officer, COBRO Corp (Major Company Award); LTG Jimmy D. Ross, Deputy Chief of Staff for Logistics, DA and guest speaker at the Industry Awards Dinner; David M. Carpenter, General Electric Company (Individual Industry Member Award); Victor Conner, McDonnell Douglas Helicopter (Individual Industry Member Award).



At the 14th Annual Cribbins Product Support Symposium Luncheon, top Lindbergh (St. Louis) Chapter members received a Savings Bond and one year free membership in AAAA for bringing in the most members during the "annual membership drive." . Pictured are (I to r) Patrick Guy, BG Donald Williamson, Deputy Commanding General AVSCOM, Bernadette Sabol, Jan Garmon, Vicki Avenevoli, Marie Weaks, MAJ Jan Drabczuk. Not pictured is Georgia Crenshaw.

Chapter Speakers



COL Malvin L. Handy ATB Ft. Hood Feb. 4

MG Richard E. Stephenson CG AVSCOM Feb. 11





MG Ellis D. Parker Branch Chf USAAVNC Feb. 25

BG William H. (Bud) Forster PEO Combat Avn Feb. 29





MG Teddy G. Allen CG, 101st Airborne Div Mar. 10

Each month, some six to ten key military, industry, and government leaders address AAAA's 52 worldwide Chapters professionally.



AAAA Calendar

February, 1988

- ■ Feb. 4. Lindbergh Chapter. Late afternoon social hour-AIMI members. Hors' D'Oeuvres, Live Band in evening. Henry VII-Mali Kai
- Feb. 4. Tennessee Valley Chapter. Professional luncheon meeting and election of officers. Marriott Hotel.
- ■ Feb. 4. Wings of the Devil Chapter. Late afternoon professional business meeting. COL Malvin L. Handy, Brigade Cdr, APACHE Training Brigade, Ft. Hood, guest speaker. Ft. Polk Officers' Club.
- ■ Feb. 5. Coastal Empire Chapter. Late afternoon professional-business-social Meeting. CPT Sam Gemar, US Armý Astronaut, guest speaker. HAAF O'Club.
- Feb. 9. Checkpoint Charlie Chapter. Late afternoon business meeting. Hangar #3 TCA.
- ■ Feb. 10. Mainz Chapter. Late afternoon professional-social meeting. Ralph Peneo, Bell Helicopter Representative, guest speaker, Finthen Club.
- Feb. 11 Arizona Chapter. Professional dinner meeting. MG Richard E. Stephenson, CG, US Army Avn Systems Cmd, guest speaker. Arizona Golf Resort.
- Feb. 11. Army Aviation Center Chapter. Professional luncheon meeting. Guest Speaker. Ft. Rucker Officers' Club.
- Feb. 11. Mount Rainier Chapter. Early evening social honoring 9th Avn Regiment activiation, Lake Lodge.
- ■ Feb. 16. Lindbergh Chapter 14th Annual Product Support Symposium. COL Turner E. Grimsley, Army Aviation Division

- Chief, Office, Deputy Chief of Staff for Operations, keynote speaker for Army. for the Army. John R. Myers, President, Textron Lycoming, Keynote Speaker for Industry. Dinner speaker LTG Jimmy D. Ross, OCSLOG.
- ■ Feb. 16, Washington D.C. Chapter. Professional Dinner Meeting. LTC Kenneth R. McGinty, USA Aviator of the Year-1986, guest speaker. Ft. McNair Officer's Club.
- ■ Feb. 17. Bonn Area Chapter. Professional social meeting. Rolf Forstmann, AEG-Wedel, and CPT Greg Hampton, Combat Development, Ft. Rucker, guest speakers. American Embassy Club.
- ■ Feb. 18. Wings of the Marne Chapter. Late afternoon business meeting. Sr. NCO and Officers' Club.
- ■ Feb. 19. Cedar Rapids Chapter Professional dinner meeting. William P. Jones, Executive VP. Boeing Helicopter Co., guest speaker. City Center.
- ■ Feb. 19 Corpus Christi Chapter. Valentine's Dance. Knights of Columbus Pavillion.
- ■ Feb. 25 North Texas Chapter. Professional social meeting. MG Ellis D. Parker, Commandant USAAVNC, Ft. Rucker, guest speaker. Sheraton Centrepark Hotel.
- ■ Feb. 26. West Point Chapter. Formal Activation Meeting. LTC Rob Roberts, Dept. of Military Instruction, guest speaker. Geography & Computer & Science Lecture Hall.
- Feb. 28-Mar 1. Chesapeake Bay Chapter. 4th Annual Ski Trip. Fabulous Seven Springs, PA.
- Grimsley, Army Aviation Division | Feb. 29. Fort Bragg



AAAA Calendar

February, 1988 (continued)

Chapter. Mid-afternoon professional-business-social meeting. COL R. Dennis Kerr, Cdr, 82d Avn Brigade and COL Kenneth Chien, Cdr, 18th ABN Corps, Avn Brigade, guest speakers. Fort Bragg Officers' Club.

■ ■ Feb. 29. Edwin A. Link Memorial Chapter. Professional dinner meeting. BG William H. Forster, PEO, Combat Avn, AVSCOM, guest speaker.

March, 1988

- ■ Mar. 1. Connecticut Chapter. Professional dinner meeting and election of chapter officers. Ernest C. Brace, America's longest held "Civilian" POW, guest speaker. Hillandale Country Club.
- Mar. 7. Greater-Atlanta Chapter. Professional luncheon meeting. Garvis V. Williamson, Asst. Mgr. for Training, FAA ATC, guest speaker. Atlanta Airroute Traffic Control Center.
- ■ Mar. 9. Thunderhorse Chapter. Late afternoon businesssocial meeting. Fulda Community Club.
- Mar. 10. Air Assault Chapter. Professional-businesssocial meeting. MG Teddy G. Allen, CG, 101st Airborne Div,

guest speaker, Awards presentation.

- Mar. 10. Hanau Chapter. Early afternoon business meeting and election of officers. Modenaire Club.
- Mar. 10. Rhine Valley Chapter. Mid-afternoon businesssocial meeting. Election of officers. Mannheim Officers' Club.
- ■■ Mar. 11 Old Ironsides Chapter. Early afternoon professional-business-social meeting. LTC Gregory T. Johnson, guest speaker. 2d Bn, 1st Aviation Hangar.
- Mar, 12. Washington D.C. Chapter. Tour of Restoration and Storage Facility. National Air & Space Museum's Paul E. Garber Facility
- ■ Mar. 22. Monmouth Chapter. Professional Luncheon Meeting. Lou Cotton, VP, LHX Program, guest speaker. Squires Pub.
- Mar. 23, Southern California Chapter. Professional Dinner Meeting. LTC Thomas Allen, PM, ATAS, guest speaker. Pomona Valley Mining Co.

April. 1988

■ Apr. 13-17. 30th AAAA National Convention. Cervantes Convention Center and St. Louis Area Hotels.



MG Richard E. Stephenson (I), AAAA National Memberat-Large, and Commanding General, U.S. Army Aviation Systems Command, St. Louis, MO, recently visited the AAAA National Office in Westport, CT. Also pictured are Lynn (c) and Terry (r) Coakley, members of the AAAA National staff.

New AAAA Officers

The following members were elected to the Executive Boards of their respective Chapters:

CW3 Howard O'Dell (Treasurer), Aloha Chapter.

COL Ernest F. Estes (Sr. VP), COL Moses Erkins (VP, 1st Avn Bde), COL Clint Boyd (VP, Avn Trng Bde), COL Floyd Edwards (VP, Center School) COL N. Bruce Chase (VP, Aeromedical Center), Army Aviation Center Chapter.

LTC Helmut Roeder, Ret. (Sec), LTC Harry Hall (VP, Memb. Enrollment), LT Peter Schultz (Asst. VP, Memb), CPT Klaus Kobusch (VP, Mil Aff), Bonn Area Chapter.

Bennett D. Sloan (Actg Pres), Cedar Rapids Chapter. Michael R. Wade (Treasurer), Connecticut Chapter.

Jilma Mitchell (VP, Memb. Enrollment), Pete Barrientes, III (VP, Programming), Gemma Schwind (VP, Pub), Corpus Christi Chapter.

COL Jerry W. Ginn (President), Hanau Chapter.

COL Richard M. Adams (Pres), MAJ Mark A. Cooper (Sec), Mainz Chapter.

Rod Adams (Sec), George Coutoumanos (VP, Ind Rel), North Texas Chapter.

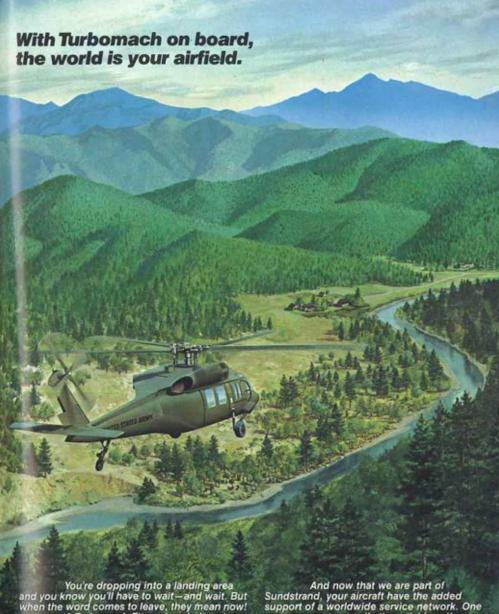
1LT Keith M. Miller (VP, Pub), Old Ironsides Chapter.

CW4 Glenn A. Biro (Sr. VP), Redcatcher Chapter.

LTC (P) Richard R. Mitchell (Pres), MAJ (P) Bob Ozbolt (Sec), Stuttgart Chapter.

1LT Phillips S. Martin (VP, Memb), Washington D.C. Chapter).

(This information was taken from the Acceptance Forms submitted by the Chapters.)



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