

AAAA
Annual Post-
Convention
Report
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1991 AAAA Annual Convention Photo Wrap Up

ARMY AVIATION

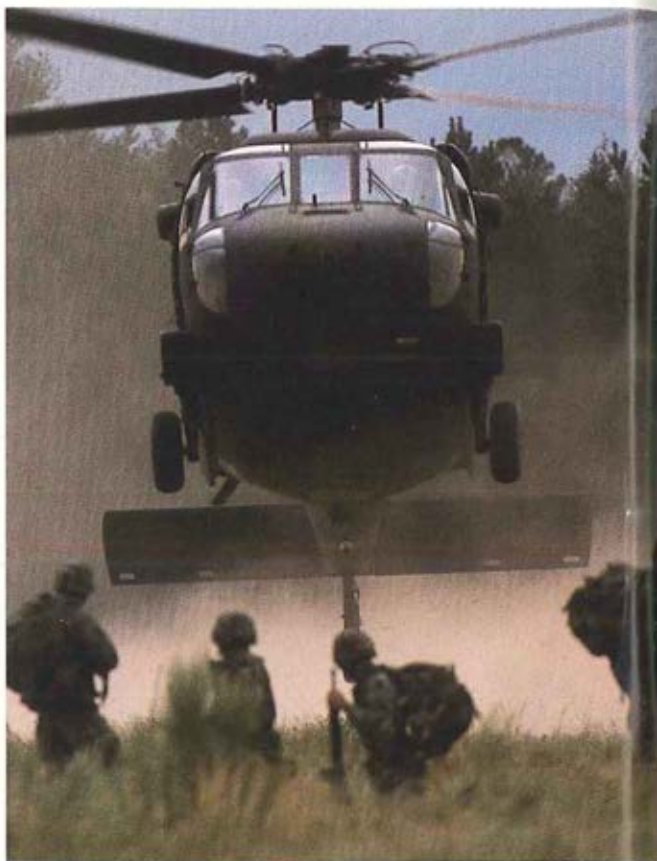
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DESERT STORM, Aviation, and the Army of Tomorrow

By General Carl E. Vuono

In April, the Army Aviation Association of America convened in St. Louis in the aftermath of the historic triumph of DESERT STORM to discuss the course of Army Aviation in the years ahead. As Chief of Staff, it was my privilege to share some thoughts with

the assembled body at the Annual Awards Banquet — thoughts that centered around DESERT STORM and the parallel themes of change and continuity as Army Aviation confronts the challenges of a new world order.

DESERT STORM

"Historians of the next century will long remember the date of August 2, 1991. For it was one of those rare moments which define both the end of one era and the beginning of another. On that date, Saddam Hussein embarked upon his adventure in national suicide by his brutal invasion of the peaceful country of Kuwait. Remember, at that time,



GEN Vuono is the
Chief of Staff,
United States Army.

Iraq's military machine stood like an ominous and mighty colossus on the borders of Saudi Arabia — ready to impose Saddam's will by intimidation or force on the entire region.

Seven months later, Baghdad was burning; the Iraqi army lay crushed and broken, and the country of Kuwait had rejoined the ranks of sovereign nations. What was the difference between August 2 and February 28? It was the United States of America — led by America's Army.

And in the vanguard of that Army were our magnificent aviators, led by the Army's senior aviators — Major General Rudy Ostovich at the Aviation Center and Major General Don Williamson at AVSCOM, and supported by endless ranks of soldiers and civilians here at home. Our aviators in combat took a second seat to no one in valor and dedication — thousands of women and men like Major Rhonda Cornum,

THE ARMY WINS



The Boeing Sikorsky Team is honored to have been chosen by the Army to develop the RAH-66 Comanche. We are hard at work on the next phase of the program—the development, building and flying of Comanche prototypes. We salute the Army's decision and steadfast commitment to the RAH-66 Comanche program.



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and Specialist Troy Dunlap who are with us tonight, and Staff Sergeant Dan Stamaris who is recovering from his wounds.

While I will not give a detailed accounting of DESERT STORM tonight, I would be remiss if I did not acknowledge that the first and last shots fired in this war were launched from the pylons of the Army's Apache helicopters. From the first Hellfires that decimated Iraq's early warning radars and paved the way for the air campaign, to the last Hellfires that laid waste to the Hammurabi Division, Army Aviation was central to the combined and joint success of DESERT STORM.

The contributions of Aviation are legion: Apache and OH-58D teams captured thousands of POWs and blew apart hundreds of enemy tanks. In one three-hour engagement alone, a single attack battalion destroyed more than 150 T-55s and T-72s. Black Hawks and Chinooks moved unprecedented quantities of men and materiel throughout the combat zone. Maintenance teams kept our helicopters flying at peak performance. And, at AVSCOM, Don Williamson's DESERT EXPRESS provided the wherewithal that was needed.

Although specific accomplishments are too numerous to mention, I believe it is fair to say that, in the skies of the Arabian Peninsula, Army Aviation proved its mettle and grew into a senior partner in the combined arms team. And now, in the aftermath of your victory in battle, Army Aviation is playing an important role in Operation PROVIDE COMFORT — helping in the plight of the Kurdish refugees fleeing Saddam Hussein's tyranny. Army aviators are reflecting the characteristics unique to America's soldiers — courageous in war, compassionate in peace, and committed to the defense of the nation.

The Emerging Strategy

While August 2, 1990 will be forever remembered as the start of the Persian Gulf War, it will also stand as a watershed for our nation. For even while Iraqi tanks were rumbling towards the Saudi border, the President was on the other side of the

globe in Aspen, CO announcing the most sweeping change in America's military strategy in more than 40 years.

The emergence of this new strategy has its roots in three fundamental factors of the national security environment. The first of these, and the most important, is the collapse of the Soviet Empire. To be sure, no one can predict the future of the Soviet Union. But it is clear that the possibilities of direct U.S.-Soviet conflict are running at ebb tide and that our venerable strategy of containment has been victorious.

Second, we confront a world in the throes of revolutionary change — a world of unprecedented opportunity, but also a world in which military power remains the coin of the realm. Finally, we face the continuing decline in the resources allocated to defense. And, while we must responsibly report the risks associated with these reductions, it is our task now to give the American people the best military we can.

Based on these three factors, the new military strategy rests on the time-honored principles of deterrence and collective security, both of which have been reaffirmed in our triumph in the desert. At the same time, the strategy places new emphasis on three additional concepts: forward presence, power projection, and force reconstitution. And Army Aviation has a role to play in all three.

First, as an element of our nation's forward presence, the Army will maintain powerful forces — including aviation brigades — stationed in Europe and the Pacific to anchor stability and to buttress our influences in those critical regions. Commensurate with the declining Soviet threat, however, we can and we will reduce our forces in Europe to a level appropriate to the challenges we confront. After more than four decades along the iron curtain, many of America's forces can now come home, and they are coming home in triumph.

The heart of our new military strategy lies in the projection of power from the continental United States to trouble spots around the world. We will now concentrate



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our forces — active and reserve — within CONUS and rely on our ability to project power swiftly and massively throughout the world. As we saw so graphically demonstrated in DESERT STORM, Army Aviation is central to power projection — the Apache was one of the first tank-killing combat systems to take the field to confront and deter the heavy divisions of Saddam Hussein.

The final aspect of the strategy is the requirement to reconstitute the force. Reconstitution — put simply — means the generation of additional forces from units that are either not fully manned or do not exist at all.

That is the essence of the new military strategy — a laser-like strategy that will focus our forces along a concentrated beam of intense power and energy. And it is a strategy in which Army Aviation plays a prominent role.

Building The Force

In order to build the kind of Army demanded by the strategy of power projection, we will carefully, deliberately, and gradually shape a smaller force. In the years ahead, we will shape an Army of 20 divisions — active and reserve. This will be an Army at its irreducible minimum. Yet, I believe that if we are determined, if we are imaginative, and if we are responsible, we can shape the Army that our nation will need. And we will shape Army Aviation as an integral element in our ability to execute our responsibilities under the new strategy.

Consider for a moment the impact of Army Aviation on the three characteristics the Army must have in the years ahead — characteristics that I outlined in Orlando last year.

First, the Army must be versatile in its ability to respond to multiple challenges in multiple theaters. We must be able to forge packages of forces quickly and effectively — packages that are tailored to the specific threats we face. By its very nature, Army Aviation gives the Army tremendous versatility.

Aviation units across the force have shown themselves to be particularly adept

at meeting the challenges of combat under wildly diverse conditions. Remember, for example, the success of Army Aviation in supporting light and special operations forces in Panama and armored divisions in Iraq — two areas that could not be farther apart in location, topography, or threat. That is what versatility is all about.

The Army must also be deployable and able to project combat power quickly and massively throughout the world — truly the essence of the new military strategy. Army Aviation gives deployability a new dimension. We had great success in self-deploying Black Hawks from Europe to Saudi Arabia during those early, perilous weeks of August when we had no lift assets to spare. And now aerial refueling operations have become routine, adding substantially to the range of our ability to self-deploy.

Moreover, once in the theater, there are no elements of any service more mobile than Army Aviation. During the war, the 101st Airborne Division conducted the most ambitious and successful air assault in history, moving more than 300 km in a single day to seal off the escape routes through the Euphrates Valley and nail the lid on the coffin of the Iraqi army.

The Army must also be lethal — able to fight and win the wars of our nation. Army Aviation needs no words to describe its lethality — endless rows of burned-out hulks in the desert give powerful testimony to the lethality of the aviation team. Time and time again — in good weather and in blinding rainstorms, in the bright sunlight and in the blackest of desert nights — attack helicopters found their targets and, tank-by-tank, gutted the Iraqi army.

Versatile, deployable, and lethal — that is the Army the nation needs, and that is the Army that we must maintain. The men and women in this room — and the thousands of aviators you so ably represent, will serve at the very heart of this Army.

Change and Continuity

The Army and the nation confront sea changes in the future in our environment, in our strategy, and in our forces. At the



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same time, however, we must also maintain undiminished continuity — continuity of commitment and continuity of capabilities — the bedrock of the force as we move into a new era. Continuity has, as its foundation, a vision of what the Army must be now and in the future.

For the Army, our vision is very simple. It is a vision of a trained and ready Army, today and tomorrow, capable of fulfilling its strategic mandate anytime, anywhere. That is the vision that guides the Army, and that is the vision that lies at the heart of Army Aviation.

To realize this vision, in the context of our national strategy, we must maintain our uncompromising commitment to the six imperatives — principles that are now firmly embedded in the Army at all levels.

- The first imperative — first in importance — is the quality of the force. Throughout the Army, and particularly in Army Aviation, we have achieved levels of quality unprecedented in our nation's history. We have seen evidence of the quality of Army Aviation in the awards we bestowed tonight, in your continued sparkling record of safety, and in the ultimate test: the crucible of combat. For the future, we must maintain that quality by sustaining an environment in which our soldiers and families can achieve their highest aspirations for growth and fulfillment.

- Second, we must maintain an effective warfighting doctrine. Perhaps at no time in our history has doctrine received more public attention. Pundits, scholars, and probably every ten year old in America can now describe the principles of AirLand Battle. Army Aviation has a unique capacity to mass combat power throughout the length and breadth of the battlefield. It is fundamental to the Army's ability to strike the enemy with overwhelming power at his most vulnerable points. We must now ensure that our doctrine continues to evolve to be as effective on the battlefields of tomorrow. This is, of course, the underlying purpose of AirLand Battle — Future.

- Third, we must maintain the right mix of forces — armored, light and special operations — within our active forces and

reserve components. With these forces, we will be able to tailor the packages we need to respond to a specific threat anywhere in the world. In the aviation community, you must be particularly skilled at working with task forces of widely different configurations as a part of this mix of forces.

- Fourth, we must continue to train to tough, realistic standards — standards that are uncompromising in application and uniform across the entire force. It is no accident that the Hellfire missiles struck their targets with unerring accuracy, even though this was the first time most of our aviators had fired them in combat. The payoff for training is evident in performance, in victory, and in the simple statement of one of our returning wounded soldiers. "When fear kicks in," he said, "training takes over." We can — and we must — continue to train as our first priority.

- Fifth, we must continue to modernize both our active forces and our reserve components. We saw the results of persistent, patient modernization in the sands of the Arabian desert — and in the lives of thousands of soldiers who today are returning from battle in triumph. Consider, for a moment, what DESERT STORM might have been like if we had caved in to the nay-sayers years ago and not fielded the Apache, the Black Hawk, and the 58D Warrior. And consider what a DESERT STORM in the year 2005 might be like if we do not stand firm on the LH.

Last year, you and I shared deep concerns about the future of the Light Helicopter program, and we agreed that we must never ask the aviators of the next generation to fly into 21st century combat on the wings of the 20th century technology. I am gratified that today we have turned the corner on LH, and that the program is moving forward. And I am also proud to announce that — from tonight forward — LH will be forever known as the RAH-66, the Comanche.

American industry has a prominent role to play in the modernization process. The Longbow Apache and the Comanche will assure American preeminence in aviation

(DESERT STORM — cont. on page 48)

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DESERT STORM'S Door Opened by Apache Helicopters

By Major General Rudolph Ostovich, III

The ticking of the clock seemed to echo in the stillness of the night; yet, the passage of time appeared suspended in a void of desert darkness. The night was cool and starless. The moon, which had been there only moments ago, had disappeared as if

swallowed by a demon lurking in the shadows of the universe.

For eight highly selected Apache crews it was almost time, time to depart on perhaps one of the most critical missions of the Gulf War. As the seconds ticked by, each pilot in command tightened his hand on the collective stick anticipating what was to come. As the clock indicated 0300, eight Apache helicopters lifted from the desert floor and headed north.

Like sharks in an indigo ocean, eight Apaches threaded their way across the desert sands without lights and under the cover of darkness.

Destination — deep into Iraqi territory. On board



MG Ostovich is Chief, Aviation Branch, Commanding General, U.S. Army Aviation Center and Ft. Rucker, AL and Commandant, U.S. Army Aviation Logistics School.

the Apache's wing stores were deadly Hellfire laser-guided missiles and lethal Hydra 70 aerial rockets. In the aircraft's ammo bay were hundreds of 30mm machine gun ammunition destined for use.

No, this is not a scene from a new Apache movie. This is not fiction, this is fact! On 17 January, the largest air armada ever assembled blazed across the Saudi Arabian border into Iraq. The mission — to strike the first massive blow in the battle to liberate Kuwait. Fighters and bombers from the U.S. and six other countries unleashed the "thunder and lightning" of Operation DESERT STORM. Army Aviation played a key role in the success of that first strike mission.

To minimize combat losses and capitalize upon the element of surprise, eight Apaches blasted a hole through the perimeter of Iraq's air defense system on the first night of the Gulf War. This highly



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classified mission provided an unmonitored "door" for our air armada to enter, branch out, and unleash the initial fury of DESERT STORM.

At 0200, 17 January 1991, eight armed Apache helicopters, assisted by Air Force Pave Low forward looking infrared (FLIR), made their way to a staging area near the Saudi border. External aircraft lighting was not used and the night offered no measurable illumination for unaided visual navigation. From the staging point, the Apache pilots navigated with night vision devices and Doppler navigation equipment.

Making their way deep into enemy territory, undetected, the eight Apaches arrived within a few miles from their target — an Iraqi Air Defense Command. The Iraqi Defense Command consisted of several Soviet-designed radar units, including mobile early warning radar, early warning target and acquisition radar and search and target acquisition radar.

The night was dark, only one percent illumination, as the pilots peered above the sand dunes in search of their targets. From approximately 12 km away, visual contact was established with the air defense command complex. At that moment, final coordination was made and targets selected. For optimum target engagement, each of the Apaches moved within approximately 7 km and selected their firing positions.

There was no room for confusion — there could be no mistakes. This was the moment for which they all had waited and planned. Personal messages were painted on some of the missiles by Apache crewchiefs: "This one's for you, Saddam." "There is no place to hide!" "When you care enough to send the very best!"

Suddenly, the order came — "Engage targets." Triggers were pulled and missiles left their rails enroute to their selected targets. One Apache fired four Hellfire missiles almost simultaneously in direct, ripple-fire mode. Through the eerie glow of their night vision devices, the pilots watched as target after target exploded in balls of fire — Hellfire raining destruction on what was once an Iraqi air defense center.

The Air Defense Command Center stood between Baghdad and the first wave of attacking fighters and bombers. Neutralizing this critical command and control center negated advance notification of approaching U.S. and allied aircraft, denying Iraqi gunners around Baghdad's perimeter time to fire antiaircraft missiles and guns accurately. By the time the Iraqi gun emplacements heard the attacking jet aircraft, the aircraft had already fired their missiles, dropped their bombs and were headed home. DESERT STORM'S door was blasted open by Apache helicopters — providing Army Aviation with its first major contribution to the "War in the Gulf." ■■■■



ST. LOUIS - '91



1991 AAAA CONVENTION HIGHLIGHTS



AAAA President BG James M. Hesson, Ret., opened the 1991 AAAA Annual Convention, April 10-14, in St. Louis, MO (top left). The professional program was chaired by Presentations Chairman MG Rudolph Ostovich, III (top right), Aviation Branch Chief, CG USAAVNC, Ft. Rucker, AL and Commandant USAALS. The professional program opened with the keynote address by GEN John W. Foss, (top center), CG TRADOC. Other speakers included: 1991 Annual Convention Host, MG Donald R. Williamson (above left), CG, U.S. Army AVSCOM; COL Michael D. Dallas (right), Chief, Aviation Branch, PERSCOM; and COL Michael S. Moseley (far right), Chief, Warrant Officer Division, PERSCOM.



1991 AAAA CONVENTION HIGHLIGHTS



Above, left to right: Thursday's main Professional Sessions continued with LTC J. Dan Keirse, Chief, Aviation/Enlisted Career Branch, PERSCOM and the "Army Aviation Enlisted Force Update"; BG Clyde A. Hennies, Director of Army Safety and CG, U.S. Army Safety Center and "Safety: A Key to Maintaining a Quality Force for the Future"; COL Thomas A. Green, Deputy Aviation Officer, 18th Airborne Corps with "Army Aviation in Southwest Asia: Deep Attack Operations"; and BG Barry J. Sottak, Deputy Director of Operations, J-3, FORSCOM with "Army Aviation in FORSCOM".

Below, left to right: COL James H. Bennett, Jr., Director of Fielded Aviation Systems, opened Friday's Professional Sessions with his "AVSCOM Fielded Aviation Systems Update"; LTG Michael F. Spigelmirre, CG, U.S. Army SOCOM, followed with "Special Operations Aviation"; COL John M. Riggs, Commander, 17th Avn Bde, Eighth U.S. Army, and COL J. Michael Pulliam, Commander, 2d Avn Bde, 2d ID, presented "Army Aviation in Korea"; and COL Burt S. Tackaberry, Commander, 24th Avn Bde, 24th ID, finished the day with his standing room only presentation, "DESERT STORM".



1991 AAAA CONVENTION HIGHLIGHTS



Left: LTG August M. Cianciolo, Military Deputy to the Assistant Secretary of the Army for R, D, & A, kicked off Saturday's First Light Breakfast with his address. Top, left to right: Leading off Saturday's Professional Sessions was a USAREUR Update provided by BG Robert A. Goodbary, Assistant Division Commander, 3ID; a NATO aviation update by MG Richard B. Griffiths, Deputy Chief of Staff, Operations, HQ, Allied Forces Central Europe; and the LH (now Comanche) PM Update, given by MG Ronald K. Anderson. Right: Gary L. Smith, PEO, Aviation, introduced Saturday's aircraft PM's Presentations.

COL James T. Huey, Project Manager, AHIP, presented the Kiowa Warrior Update. Below, left to right: COL Samuel L. DeLoach, Program Manager, Advanced Attack Helicopter, presented the Apache/Longbow Updates; LTC(P) John J. Magrosky, Jr., Product Manager, SOA, briefed the audience on the Special Operations Aircraft Program; COL Gerald C. Green, Project Manager, Black Hawk, made the Black Hawk presentation; COL Ronald N. Williams, Project Manager, CH-47 Modernization, detailed the latest efforts in Chinook modernization; and COL Thomas E. Reinkober, PM ASE, briefed all on the advances and successes of Aircraft Survivability Equipment.



1991 AAAA CONVENTION HIGHLIGHTS

ANOTHER SHOW OF SHOWS!

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Displays from over 160 aerospace organizations. U.S. Army Aviation Technical Test Center, Ft. Rucker, AL once again coordinated the arrival and departure of 16 aircraft. Aircraft on display included the Kiowa Warrior, Apache, Black Hawk, Chinook, Cobra, Iroquois, Kiowa, L-4 Cub, and the RAH-66 Comanche mockup.



1991 AAAA CONVENTION HIGHLIGHTS



The 1991 Membership Luncheon gets underway as BG James M. Hesson (above left), AAAA President, begins the program and introduces MG George S. Beatty, Jr., Ret., (left), Chairman, U.S. Army Aviation Museum Foundation, who provided a status report on the museum. Below left, BG Jack W. Hemingway, Ret., presents COL Brian P. Mullady, Commander, 1st Avn Bde, with original artwork of the unit depicting its role in Vietnam. Below center, COL Rudolph D. Descoteau, Ret., President, AAAA Scholarship Foundation, delivers his update on the Scholarship Foundation. Next, Terrence M. Coakley (below right), Executive Director, AAAA, conducts the group presentation of the 30-Year Membership Lapel Insignia.



1991 AAAA CONVENTION HIGHLIGHTS



MG Story Stevens (top left), Chairman, Nominations Committee and Immediate Past President, presided over the AAAA National Elections. Joseph P. Cribbins, LTG Jack V. Mackmull, Ret., and William Pollard were elected Vice Presidents. The award for Largest Net Membership Gain-Senior Chapter was accepted by CPT(P) David H. Richards, VP Membership for the Monterey Bay Chapter, Fort Ord, CA, from MG Drenz. COL John M. Riggs, President, Morning Calm Chapter, Seoul, Korea, accepts his plaque from MG Drenz for Largest Gain-Master Chapter (top right). Top Gun for 1990 was MSG John H. Bae (right), of the Morning Calm Chapter.



Left, Morning Calm Chapter wins the Top Chapter Award. BG James M. Hesson, AAAA President (right), presents the AAAA banner to COL John M. Riggs (left), President of the Morning Calm Chapter.

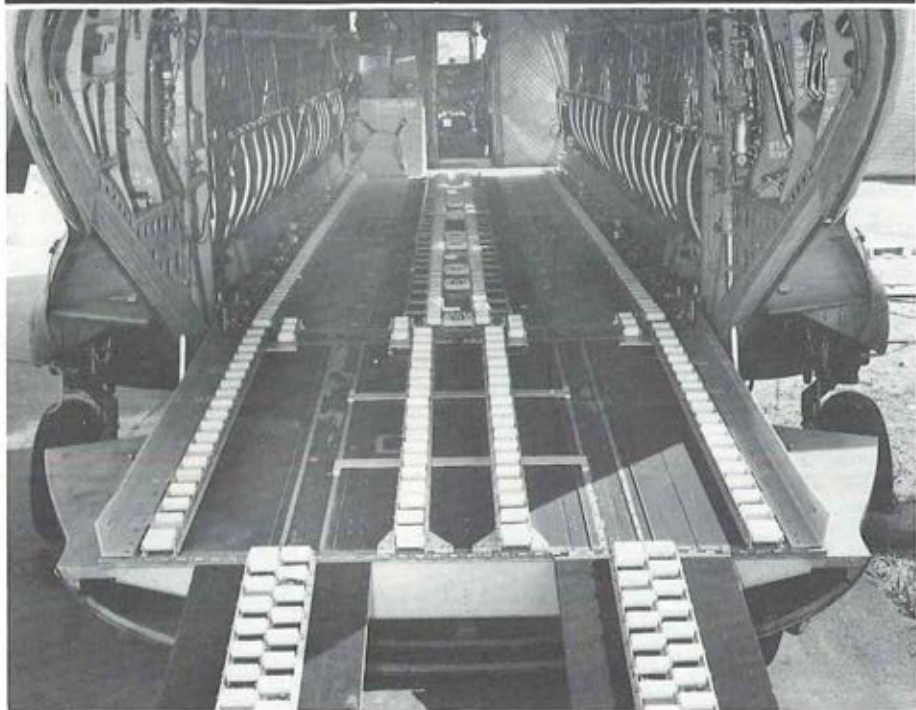
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The Honorable Michael P.W. Stone, Secretary of the Army (above right) addressed Friday's 1991 Awards Luncheon. The 1990 AAAA James H. McClellan Award (above left) was presented to CW4 Lawrence R. Burbank by BG Clyde A. Hennies, Director, U.S. Army Safety, and Commander, U.S. Army Safety Center. Left, DAC of the Year Daniel J. Rubery (right) poses with Joseph P. Cribbins (left), Chief, Aviation Logistics Office, ODCSLOG. Below left to right, LTG Teddy G. Allen, Director, Defense Security Assistance Agency (r) presents Mr. Richard L. Ballard with the Robert M. Leich Award. SSG Robert Martinez (l) receives the Aviation Soldier of the Year Award from CSM Roy McCormes, Aviation Branch CSM, USAAVNC and Ft. Rucker. Secretary Stone (r) presents CW2 Jim M. Sandberg with the Aviator of the Year Award.





Above, the contract for LH—now designated the RAH-66 Comanche—is signed!

At top right, MW4 David E. Helton, Avn Personnel Program Management Officer, USAAVNC, conducts the Aviation Warrant Officer Update. Center right, CSM Richard P. Mullen, AVSCOM, points out an item of interest during the NCO Professional Session. Other panelists included CSM Roy McCormes, CSM Aviation Branch; MSG Joe Dale Prescott, NCOIC, Aviation Branch (Enlisted), PERSCOM; SGM Lex Morrill, Personnel Proponent Systems Manager, Avn Proponency, USAAVNC; and SGM Rufus Stills, Senior NCO, Personnel Proponency, USAALS. At right: CPT Chris G. Devens, Asst. Chief, Avn Personnel Proponency, USAAVNC, chairs the Company Grade Officers Session.

The AAAA President's Reception on Friday evening (lower right and below), is always one of the best-attended events.



The Spouse Program included events like Thursday's Spouse Tea lecture on the life of Charles Lindbergh and a "Fashions of the Past" show pictured at right, as well as professional seminars. Below right: "Career Alternatives—Challenges for Today's Military Spouse" featured panelists (l to r): 1LT(P) Juliette T. Ritzman, MAJ Nancy J. Burt, Lynda L. Bodelson, Carolyn L. Chapman, and moderator Joanne Banks, Master Coordinator, Shaklee Corporation, who also sponsored the Friday "Smart Choices for Today's Women". Below left: Mrs. Maureen M. Frix and Mrs. Kathleen Monagle presented "Family Support During Wartime—Lessons Learned".



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Top left and top right: The 1991 AAAA Awards Banquet Reception gets underway in the Adam's Mark Hotel. BG James M. Hesson, Ret., AAAA President and Mrs. Hesson are introduced. Above left: Incoming AAAA President MG Charles F. Drenz, Ret., and Mrs. Drenz make their entrance to the Awards Banquet. Above center, GEN Carl E. Vuono, Chief of Staff, U.S. Army is introduced. Above right, former POWs MAJ Rhonda L.S. Cornum and her husband, USAF Capt. Kory Cornum are introduced, along with SGT Troy A. Dunlap and his wife, Army Specialist Bobbie J. Dunlap. Right: The AVSCOM Color Guard presents the colors at the start of this year's Awards Banquet.





Counterclockwise: 1) President Hesson. 2) MG Donald Burdick, Director, ARNG, NGB, presents the ARNG Unit of the Year Award, to Company G, 3rd Battalion, 149th Avn Rgt. MAJ Robert E. Payne, Cdr, Houston Army ASF, TXARNG (left) accepted for the unit's Commander, MAJ Richard B. Keene, and 1SG Thomas B. Lewis, who are deployed. 3) LTG Teddy G. Allen, Director, Defense Security Assistance Agency, poses with BG Hesson and representatives of the winning USAR Unit of the Year, 2nd Battalion (Attack Helicopter), 123rd Avn Rgt, 6th ID (Light)(Round Out), LTC Kenneth A. Sorenson, Commander, and CSM Bruce F. Lohn, Senior NCO. 4) 377th Medical Company (Air Ambulance), 52nd Medical Battalion was the Army Aviation Unit of the Year. MAJ Richard H. Agosta (left), 1SG Albert L. Johnson, and SGT Robert A. Hanna pose with GEN Carl E. Vuono, U.S. Army Chief of Staff. 5) COL Thomas W. Garrett (left), Commander of 101st Avn Bde, accepts a plaque on behalf of and commemorating those aviation units and industry who participated in DESERT STORM from MG Ostovich.





Above: GEN Carl E. Vuono, Chief of Staff, U.S. Army, delivers a stirring Banquet Address. At the conclusion of this year's Awards Banquet, BG James M. Hesson, Ret. transfers the gavel to MG Charles F. Drenz, Ret., who assumes the Presidency of the AAAA. Above right, MG Drenz hands BG Hesson a token of appreciation for his efforts as President. Center right: after the Banquet, a Victory Dance was held in honor of our troops' victory in the Persian Gulf conflict. Bottom right: MG Drenz prepares for the Farewell Champagne Toast. Below left: the 1991 AAAA Convention drew to a close with the Aviation Brunch. Reserve Unit award winners LTC Kenneth Sorensen (left), CSM Bruce Lohn, and Aviation Soldier of the Year SSG Robert Martinez have breakfast with their spouses. Hope to see you in Atlanta for the AAAA Convention 8-12 April 1992!



1991 AAAA ANNUAL CONVENTION

AAR Manufacturing Group was proud to present a full-line display of their government approved products at this year's AAAA Convention. Our exhibit consisted of: ISO Adapter Pallets, ISU Containers, Refrigerated Containers, In-Plane Cargo Systems, Mobility Adapters, Cases and Enclosures, and the self-powered combination PowerBoss Sweeper/Scrubber.

Bell Helicopter Textron, Inc. — Featured in the Bell Helicopter Textron exhibit was the first production version of the fully integrated Armed OH-58D Kiowa Warrior. Capable of combat proven weapons mixes of Hellfire, Stinger, rockets and machine gun, the aircraft also accommodates kits for rapid air transportability, troop transport, litters and a cargo hook.



Bendix/King General Aviation Avionics Division designs, manufactures, and sells electronic communication, navigation and flight control systems. Exhibits included simulated cockpits from a C-12 aircraft, New Training Helicopter (NTH) program and two stand-alone simulators for Fixed Wing Trainer Aircraft. The latest version of the AN/ARC-199 with ALE was also displayed.

The Boeing Sikorsky Team has just been awarded the contract for the RAH-66 Comanche. Featured in our booth was the full-scale mock-up featuring the fully integrated cockpit, complete with Hellfire and Stinger missiles as well as the turreted 20mm Gatling gun.

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GE Aircraft Engines — Now in production at 1900 shaft horsepower Army GE T700-701C derivative engines are being fitted to Apache and Black Hawk helicopters to provide 10 to 20 percent more power than the earlier power plants. GE Aircraft Engines is also offering the 6000 shaft horsepower class T407 turboshaft/turboprop engine which provides modern technology propulsion for new aircraft and upgraded heavy helicopters.

GIAT Industries is the major land weapons manufacturer in Europe. Among a complete range of army products, our airborne gun systems are outstanding performers. GIAT Industries is the prime contractor for the turreted gun system of the Franco-German Tiger helicopter and is associated with General Electric for the LH 20 mm gun turret.

Grumman Corporation, a long time leader in the development of aviation, space and land systems, offered visitors to their exhibit an opportunity to view, hear and discuss technologies related to present and future systems. Among the highlights offered were the Joint-STARS, the Portable Maintenance Aid, a fully compliant GOSSIP Network for CALS, the OV-1 Mohawk, and an insight into future Army Aviation platform technologies.

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UNC, a major aviation company, exhibited their capabilities to provide pilot training, aircraft maintenance, engine overhaul, and accessory overhaul to the military and commercial aviation industry. UNC's Aviation Services Division, through its Burnside-Ott contract at Ft. Rucker, Alabama provides academic instruction and flight training for Army Helicopter and fixed wing student pilots.

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The 'M's' of Effective Leadership

By LTC Harold S. Barrett

Introduction

by CW2 Shane Stonesifer, Ed. D.

"The task of leadership is not to put greatness into humanity, but to elicit it, for the greatness is already there."
John Buchan

As a newly-assigned officer with the 1st Battalion, 212th Aviation Regiment at Fort Rucker, AL, I had the opportunity to read the command philosophy memorandum of LTC Harold S. Barrett, the Battalion Commander.

The ingredients of successful leadership LTC Barrett professed were derived from his nineteen years of serving in various leadership positions. Barrett was commissioned in the field artillery after receiving a B.S. in Management from Valdosta State College, GA and then served as a battery fire direction officer, special weapons officer, and firing battery executive officer in a field artillery battalion. After graduation from flight school, Barrett served as a platoon commander, assistant operations officer, operations officer, executive officer, and company commander in assault support helicopter companies. Additionally, Barrett has served as a commander of an aviation training branch and an aviation brigade adjutant and executive officer. Following graduation from the Armed Forces Staff College, Barrett served as Chief-Command, Control, and Information Systems Section, Allied Forces Central Europe.

The following edited excerpt from LTC Barrett's command philosophy memorandum is presented for other Army leaders' consideration and professional edification.

Effective Leadership

Growth in leadership, both personal and professional, is lifelong; a continuum whose scale is not always upward; a process where more learning occurs in difficult times than when all is going well. I am a product of many influences and experiences which have broadened and matured my perspective of

leadership since entering the Army nineteen years ago. I was given an anonymous quotation sometime ago which said, 'Maturity begins to grow when you sense your

LTC Barrett, is Commander, 1st Battalion, 212 Aviation Regiment, Ft. Rucker, AL.



concern for others outweighing your concern for yourself.' I submit that this kind of maturity is key to effective leadership and suggest four other essential 'M's':

- Mission: to achieve a balanced unit, responsive to all likely contingencies
- Motivation: not only to strive for the highest levels of personal qualification but also to enhance the dignity and pride of each member of the unit.
- Management: to make the most efficient use of limited resources in the areas of personnel, materiel, training, and time.
- Moral Integrity: to know what is unquestionably right and to have the courage to carry it out.

Mission: A mission is defined as: 'A specific task that a person or group of persons is sent to perform.' We are certain to receive many types of missions in the military. The leadership we exhibit during the conduct of these missions will probably determine their successes or failures. Our sense of mission accomplishment acts as the catalyst that spurs us on despite temptation to quit. This sense of mission accomplishment is best achieved through tough, realistic training by each level in the chain of command. I have never been in a unit that excelled without the willing support, participation, and enthusiasm of its leaders. Such teamwork and sense of purpose are exciting to watch and even more exciting to experience.

On the future battlefield, we will be outnumbered and subjected to equivalent technology levels. Because of our vulnerability on the high-tech battlefield, it is imperative that we focus on the training and development of leaders at every echelon; leaders who are exemplary in technical knowledge, performance, conduct, fortitude, and character. Once this level has been reached, there is little doubt of the mission's outcome.

Motivation: Several factors come into play in the area of motivating people. The first—and most important—is to lead by example: to present soldiering in a manner worthy of emulation and respect. Credibility is then established. Soldiers will quickly realize that unrealistic goals will not be set, and nothing will be demanded of them that the boss is not willing to do or has not done. Actions speak louder than words. Another important factor that enhances motivation is the ability to be a good listener; one whose confidence and judgment can be trusted. Listening is active and participatory—not passive and judgmental. A leader who listens carefully to the information presented and weighs each bit for merit can make better critical decisions. There are many ways to arrive at a solution or decision; *the best way is not always the boss*.

Last, we no longer serve a military where the soldier is a single entity. Leaders who

underestimate the power of the family make a mistake. My experience as an aviation company commander highlighted the importance of the family in motivating the soldiers toward even greater accomplishments. An understanding of the unit's purpose, function, and esprit-coupled with a genuine concern for family members—produced a remarkable lesson in 'Be[ing] All You Can Be' in my commands. Such involvement is not an easy task, but the dividends are unlimited.

Management: Many hours could be spent discussing the pros and cons of various management techniques and their applications to positive leadership. My management style, however, can best be summarized in this manner: An effective leader is one whose position or presence does not demand to be noticed. Although overused in recent years, the term 'power down' sufficiently expresses a technique I find most useful. It does not mean total decentralization, but rather the issuance of mission-type orders followed by the patience to wait for expected results. To garner the best results from subordinates, one must be willing to allow them the freedom to arrive at a solution without unnecessary interference. Constantly being told how to do something is a sure way to curb the innovative process necessary to develop those in your mentorship. The heart of this approach is to allow others to make mistakes, as certainly each of us has done, without the fear of retribution. I do not imply a course of action which lacks discipline or expectations, but one which lets soldiers know they have the authority along with the responsibility. Lack of resources (personnel, materiel, training, and time) are a fact of life in the military. By prioritizing the use of these resources, I contend that soldiers who are well-led can many times overcome these constraints and still accomplish the mission effectively.

Moral Integrity: To best understand the importance of this significant ingredient, I must emphasize the enormous amount of credit I give my parents, family, former commanders, contemporaries, and subordinates who have contributed



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immeasurably to the solid base I am grateful for today. I attribute my accomplishments to their sacrifices; I met challenges because they overcame bigger ones; I received honor when others were more deserving.

Morality is a conscious daily choice; a choice essential to a good leader making decisions and dealing with soldiers. Integrity and the respect which comes with it are the benefits. Situations present themselves almost daily which require decisions of integrity, and sometimes the line is a fine one. Good leaders will not walk the line—but draw their own. Mission, motivation, and management skills are meaningless without moral integrity as the bottom line. In addition, good leaders operate by being morally bound to do what is right—not what is popular.

Leaders must also realize that often they learn the most important things from unlikely people, in unlikely places, at the most unexpected times. Years ago an elderly minister, in a tiny south Alabama chapel, gave an example of leadership I incorporated into my personal and professional life. He said very succinctly, 'Do whatever you can, with whatever you have, wherever you are, while you can.' Some may interpret this narrowly, but I believe it is a regular part of positive leadership in our business. Conclusion: An accomplished leader balances mission, motivation, management, and moral integrity for the good of all. Leaders are: made—not born; acknowledged by others—not self-proclaimed; and interested in fulfillment—not decorations. At the risk of presenting an overused example, I appreciate the truth of what Lao-Tse said circa 565 B. C.:

A leader is best

*When people barely know he exists.
Not so good when people acclaim him,
Worse when they despise him.
"Fail to honor people, they fail to honor you";
But of a good leader, who talks little,
When his work is done, his aim fulfilled,
They will say, "We did it ourselves."*

The Way of Life According to Lao-Tzu (sic),
American version, by Witter Bynner. ■■■



Branch Insignia for Commissioned Aviation Warrant Officers

**By MW4 Harry W. Swezey
Special Assistant to the Army Aviation Branch Chief, Fort Rucker, AL**

Driven by numerous letters and surveys, a message was sent to the field last September establishing a new branch policy. The subject of the message, Branch Insignia for Commissioned Aviation Warrant Officers (WO), was established to both preserve the heritage of the WO Corps Insignia and to authorize the wearing of branch insignia by aviation commissioned warrant officers. An optional period was authorized for six months to provide individuals time to make the uniform change. Also in that message, aviation commanders were encouraged to make the commissioning process a significant event for their WOs.

When the individual takes the "commissioning oath" they are required to complete and sign the DA Form 71, Oath of Office. Individuals may request a DD Form 1A, a formal document displaying the Presidential Commissioning. Once the individual takes the commissioning oath, the aviation branch insignia will be worn on the collar in lieu of the WO Corps Insignia.

Until current regulations are changed to address uniform related issues, the WO Corps Cap Insignia will continue to be worn on the service cap and WO brown will continue to be worn between the gold braid on the sleeve of the dress blue uniform and on the lapels of the blue mess uniform. Additionally, it is strongly recommended that all commissioned WOs wear the WO Corps insignia on their uniform when taking official DA photographs. In the meantime, the Aviation Branch is continuing efforts to have AR 670-1, Wear and Appearance of Army Uniforms and Insignia, amended to reflect authorization for all commissioned WOs to wear the uniform insignia of their branch.

Order of Daedalians Admits Commissioned Warrant Officers

As a result of official recognition for Army commissioned WOs and at the request of the Aviation Branch, the Board of Directors of the Order of Daedalians voted recently to admit Army commissioned WOs into the order. The Order of Daedalians is a U.S. Air Force Society that provides recognition and represents the National Fraternity of Commissioned Military Pilots. A formal announcement will be made at the National Convention in Dayton, Ohio, in June 1991.

(Editors Note: After polling the membership survey in the December 1989 issue of ARMY AVIATION Magazine, AAAA established an official position in support of the Branch Chief's efforts to have Aviation Warrant Officers wear the Branch Insignia.)

Army Aviation and the Helicopter

By Dr. John W. Kitchens

For many years now, the U.S. Army has been the acknowledged world leader in the development of the helicopter and of helicopter tactics, armament, and doctrine. To a large degree, in fact, the helicopter has come to be symbolic of Army Aviation. Some soldiers,

however, may not be fully aware that the Army Ground Forces (Army Field Forces after March 1948 and now the combat arms branches) were, for various reasons, relatively slow in adopting the helicopter and even slower in taking the leadership in its development.

By way of background, today's Army Aviation is the successor to Organic Army Aviation, created as an adjunct to the Field Artillery Branch on 6 June 1942 to assist in adjusting artillery fire. Although the role of this air arm of the Army Ground Forces expanded somewhat during World War II,

Organic Army Aviation used only fixed wing liaison aircraft — mostly L-4s — in its operations. Basically, it was too new

and its role and function too limited to participate in the initial phase of the military development of the helicopter.

The first of the U.S. military services to acquire and become involved in the development of the helicopter was the Army Air Corps, which became the Army Air Forces in 1941 and the U.S. Air Force in 1947. This resulted, in part, from a 1939 interservice agreement that gave the Army (effectively the Army Air Corps) initial responsibility for the development of all U.S. military helicopters.

The interest of the Air Corps in rotary wing aircraft, however, was long standing. During the early 1920s, the Army Air Service had funded unsuccessful helicopter experiments. Throughout the following decade, the Army Air Corps, as well as the Army Ground Forces and the U.S. Marines conducted numerous tests of gyroplanes (autogyros). The conclusions drawn from



Dr. Kitchens is Army Aviation Branch Historian, Fort Rucker, AL.



these tests were that the gyroplane had little or no practical military value at that time and that what was really needed was a functional helicopter.

Shortly after Igor I. Sikorsky's successful tests of his single main rotor VS-300 helicopter in late 1939 and early 1940, the Air Corps tested Sikorsky's invention and then, in January 1941, awarded a contract to Sikorsky to design and build a similar aircraft, the XR-4. The first Sikorsky XR-4 was delivered to the Air Forces in May 1942, after being flown cross-country from the Vought-Sikorsky Aircraft plant in Connecticut to Wright Field, Ohio.

A few months before awarding a contract to Sikorsky, the Air Corps had contracted with another company for the production of a twin rotor helicopter, the Platt-LePage XR-1. The manufacturer of the XR-1 did not manage to comply with contractual specifications for several years. Although the Army Air Forces eventually accepted that machine in 1944, it was far less satisfactory than those already being produced and supplied by Sikorsky.

During World War II, the Army Air Forces acquired over 400 helicopters; almost all of them were Sikorsky models. In addition to the two-place R-4, powered by a 165

horsepower engine, Sikorsky also produced for the Air Forces the larger R-5, with a 450 horsepower engine, and the streamlined R-6, with a 245 horsepower engine.

For the most part, the Army Air Forces used the helicopter during World War II for evaluation, experimentation, and training. The major objectives were to determine the purposes for which it could be used, the climatic and other conditions under which it could operate, and the characteristics and capabilities that production models should have.

The only instances I have been able to find of the use of helicopters in a combat environment during World War II occurred in Burma. In March of 1944, four R-4Bs were sent to northern Burma via India. One of these was used in at least one rescue operation during the following month. In early 1945, another R-4 was disassembled at Wright Field, transported to northern Burma in a C-54, reassembled, and used in another rescue operation.

The other U.S. armed services were too preoccupied with other matters to take much interest in helicopters during the early years of World War II. Although the Navy was decidedly unenthusiastic about them, it



decided in July 1942 to procure a few for evaluation. These were requisitioned through the Army, and the first one was received by the Navy in October 1943. By the end of the war, the Navy had procured several R-4Bs and R-6s from the Army and had requisitioned some R-5s.

During World War II, the Navy and the Coast Guard, to which the Navy assigned some of its aircraft, tested the helicopter's suitability as an antisubmarine weapon, and a few were used on board ships for shuttling very light loads. The Coast Guard, which was much more interested in helicopters than the Navy was, first used one in an emergency operation to deliver blood plasma to wounded sailors in early January 1944, after an explosion on a destroyer off the New Jersey coast. As with the Air Forces, however, most Navy and Coast Guard helicopter operations during World War II were for evaluation and testing purposes. Notwithstanding its earlier experiments with gyroplanes, the Marine Corps did not institute a helicopter program until after the war.

Although the Army Ground Forces (to which Organic Army Aviation, the predecessor of modern Army Aviation, belonged) had conducted numerous

gyroplane tests during the 1930s, they did not become significantly interested in the helicopter until very near the end of World War II. The utility of small fixed wing liaison aircraft had been amply demonstrated between 1940 and 1942, and the use of these aircraft increased throughout the war. Although some leaders wanted somewhat larger aircraft, the fixed wing type was apparently generally accepted as the solution to the liaison-type aerial requirements of the Army Ground Forces.

Nevertheless, in late 1944, the Army Ground Forces followed the lead of the Army Air Forces, the Navy, and the Coast Guard in conducting helicopter tests. The Ground Forces' tests were carried out at Camp Mackall, NC, with one R-6 borrowed from the Air Forces in October of that year. The Department of Air Training at Fort Sill, OK, where Organic Army Aviation's fixed wing pilots and mechanics were trained, was not involved.

The tests conducted at Camp Mackall did not have immediate significant impact. Even as late as June 1945, a report advocating a considerably expanded post-war air arm organic to the Army Ground Forces referred to the helicopter only as a possible addition to the inventory of aircraft.

By late 1945, Army Ground Forces leaders were giving somewhat more attention to the new helicopter. They notified the commanding general of the Army Air Forces on 28 November that, as a result of tests at Camp Mackall, the Ground Forces were interested in the following types of helicopters.

- very small single-place aircraft;
- two-place aircraft with maximum visibility for field artillery observation;
- small and medium transport and ambulance type aircraft;
- heavy cargo aircraft capable of lifting up to 20,000 lbs.

Even in late 1945, however, the Army Ground Forces were still not ready to make a commitment regarding helicopters. The 28 November memorandum to the Air Forces ended with the caveat that no firm requirements could be stated at that time. As I will show in the next article in this series, the attitude of the Army Ground Forces toward the helicopter would change markedly very soon thereafter.

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ENLISTED UPDATE:

A QUALITY FORCE FOR THE FUTURE

BY COMMAND SERGEANT MAJOR ROY McCORMES

FORT RUCKER, AL — Is enlisted Army Aviation cutting back? The Defense Management Review, the Army Management Review, Vanguard, Base Realignment and Closure (BRAC) Commission recommendations, Conventional Forces Europe, Quicksilver, Army 2000, and various Notional Force figures all indicate the answer is yes. Will Army Aviation have a Quality Enlisted Force for the Future? You bet!

Through the various networks in the Army Aviation Personnel business there appears to be a need to beef up Army Aviation, not cut it back. I believe the Army Leadership is well aware of the edge that Army Aviation can provide on the battlefield. Not only the current AirLand Battle Doctrine but down the road in the AirLand Battle-Future (ALB-F) concept and doctrine. Army Aviation remains a relevant force on the battlefield as I see it. Our soldiers are tough, both mentally and physically to stand up to the challenge of sustaining an OPTEMPO to support the visionary concept of ALB-F.

I've been continually impressed with the quality of the young soldiers volunteering from across America to serve this great country in Army Aviation. Every month as the awards for Soldier/Non Commissioned Officer of the

Month are presented, I am reminded that it is these very soldiers just getting started who will eventually fill the boots of the current Command and Staff Sergeants Major. I feel very good about that particular aspect of Army Aviation. They are multi-talented, a necessity for our soldiers in the Aviation infrastructure of the future.

“There are those that will take what we have, should we falter in any of these areas.”

The equipment and gear we're getting in the inventory is very sophisticated and our soldiers are being trained by the best in order to sustain that equipment in peace or war. The training is tough and demanding. We continually seek ways to better improve an already excellent train-



CSM McCormes is Branch Command Sergeant Major, U.S. Army Aviation Center, Fort Rucker, AL.

ing package. The Army Aviation Leadership continues to support the adages that 'The NCO is the Backbone of the Army' and 'NCOs make it happen'. Throughout each year, as promotion boards convene to select senior Noncommissioned Officers for advancement and schooling, I have the opportunity to review the demographics of these talented NCOs. Selection is critical to their careers and selecting the most qualified will get tougher, as all these fully qualified NCOs enter the promotion zone.

I see more young Noncommissioned officers with more college education coming up. They're seeking the tough,

challenging jobs in the field and carrying out the units' METL in a commendable fashion. This, without a doubt, is what the true volunteer Army Aviation soldier is about.

So, is enlisted aviation cutting back? We must closely scrutinize our mission, functions, programs and organizations to insure we retain what we need to support our warfighting effort to win on the battlefield. There are those that will take what we have, should we falter in any of these areas. The Aviation Enlisted force stands ready to support and sustain.

III

OPERATIONS:

AVIATION CSMS ARE VITAL LEADERS

BY COLONEL DANIEL J. PETROSKY

APO New York — I strongly feel that Aviation Brigades' Command Sergeants Major are vital leaders.

During Operations DESERT SHIELD and DESERT STORM, I gave my Command Sergeant Major, Kenneth R. Weast, and each of his Battalion CSMS, the responsibility for moving the Brigade's wheeled vehicles over a total of 2,000 kilometers through Germany, Holland, Saudi Arabia, Iraq, and Kuwait.

We learned of our impending involvement in DESERT SHIELD by watching Secretary of Defense Richard Cheney, and Chairman of the Joint Chiefs of Staff, GEN Colin Powell announce the second wave of U.S. forces deploying from Germany on the night of 8 November 1990. From that moment on, our pace quickened. Aircraft and equipment had to be prepped, then moved 1,000 kilometers to the ports of Rotterdam and Bremerhaven. I divided the task into manageable sections, giving CSM Weast the responsibility for moving the Brigade's ground assets to Rotterdam.

The first leg was tough. The European roads were black on the morning of the first convoy, and red for every convoy thereafter. I had to send convoys at any cost due to the time-sensitive requirement to get to

port. CSM Weast moved the four battalion/squadron convoys over these treacherous roads without a single fenderbender. Because of his pre-combat inspection standards, every one of the Brigade's vehicles made it to port on its own power.

Since CSM Weast did such a good job in getting us to port, I kept him in charge of the convoys after the Iron Eagle Brigade's arrival in Saudi Arabia. There he moved the Brigade by ground from the ports of Al Jabail and Dammam to our Tactical Assembly Area (TAA) "Thompson," near the northeastern town of Hafir al Batin, covering distances in excess of 500 kilometers. The results remained the same — an accident-free move with 100% of the Brigade's vehicles arriving ready to fight.

As DESERT SHIELD turned into DESERT STORM, the activities required to move an aviation brigade grew more complicated and intense, driven as much by logistics as by the harsh desert conditions. I moved the Brigade

from its TAA to a forward assembly area/attack (FAA) position another 130 kilometers west of TAA Thompson. Now in a completely tactical move, CSM Weast covered the distance to FAA "Garcia" with the same success — the Brigade still had not lost a single vehicle to accident or maintenance problems in convoy.

We rehearsed the war plan for the Brigade several times. The critical part was keeping the aircraft, FARP's, and ground assets rolling in a logical and efficient progression with the highly mobile and lethal 1st Armored Division. We expected and got a fast-paced, armored war.

This leg of the CSM's journey was to be his finest. While I was in the air for the majority of the Brigade's combat operations, the critical ground assets were working their way through the smoldering battlefield of dead T-72s, BMPs, and numerous Iraqi mindfields. It was a character-building trip for the soldiers of 4th Brigade. The result was, at every designated point, the Brigade's ground assets arrived on time. CSM Weast and his soldiers had transited 350 kilometers of Iraqi and Kuwaiti desert. This time, however, he failed to arrive with 100% of his vehicles operational — he was towing one CUCV which lost its driveshaft.

At this writing we are enjoying a cessation of offensive operations. I estimate that CSM Weast still has three more moves to make to take us back to our home station of Katterbach, Germany. I have full confidence that he will bring all of the Iron Eagle Brigade's soldiers and vehicles home safely. ■■■■



COL Petrosky
is Commander,
4th Brigade,
1st Armored
Division,
APO New York.

OPERATIONS:

NGB AND THE MINUTEMAN EXPRESS

BY CAPTAIN JOHN J. BAUTISTA

A Word From COL John J. Stanko, Ret. Chief, Army Aviation Division, National Guard Bureau

In 1978 Congress initiated a program to modernize the fixed wing fleet in the Army National Guard by replacing our mixed bag of U-3, T-42, U-8D, U-8F and U-21 with the turbine twin engine C-12. To maximize the sudden increase in utility and capability, NGB established a regional support program to use these more capable aircraft in a multiple States support role. The first C-12 aircraft were assigned to States widely dispersed; Alaska, California, Colorado, District of Columbia, New York, Texas and a full time crew of two warrant officers was assigned to each aircraft. To efficiently mission the aircraft, a Centralized Scheduling Section was added to the Army Aviation Division, NGB. Over the years, Congress has perennially continued the modernization and we have strategically assigned the aircraft to increase mission responsiveness, cost effectiveness and compliance with the DoD regulation which provides the guidance for Operational Support Aircraft. Last year 85 percent of ARNG missions were flown under the Priority 5 (cost effective) category of these regulations.

The continuing modernization, the increase in aircraft capability from eight to 18 passengers and the strategic location of a fully functional aviation support facility in every State provides a potential for service to the Army that is just beginning to be appreciated. The ARNG now operates 14 C-12D, 12 C-12F and two C-26. One C-12F with an ARNG crew is permanently stationed in Panama. The Pennsylvania and Illinois aircraft with volunteer crews are currently in Saudi Arabia in support of ARCENT MAIN.

The article that follows was written by Captain John J. Bautista. He is a graduate of Kings College in Wilkes Barre, PA, where he also earned his commission through the ROTC program. He graduated from flight school in 1983 and was then assigned to Korea as the Commander of the Combined Field Army's Flight Detachment. Back in the States he served with the Air Cavalry of the 82nd Airborne Division. Completing his military obligation in February 1987, he joined the New Jersey National Guard. In November 1989 he was selected as the Section Chief for the Centralized Scheduling Section. CPT Bautista has just been selected as the Counter Narcotics project manager.

ABERDEEN, MD — On 2 August 1990 Iraq invaded Kuwait. Approximately six days later, the Army National Guard's (ARNG) Centralized Scheduling Section (CSS) was working around the clock to support Aviation Systems Command's (AVSCOM) priority one mission requests. AVSCOM needed a means to quickly move cargo and personnel around the country. CSS had access to that means by way of the Operational Support Airlift (OSA) fleet it manages. Within 48 hours, CSS had regularly scheduled flights providing support for AVSCOM's logistical needs. The "Minuteman Express" was the ARNG's rapid transport system and conduit to the "Desert Express," which was dedicated to supporting AVSCOM's mission requirements. Operation DESERT SHIELD was rapidly gaining momentum. And CSS was one of the many entities performing a quiet, yet important role in the national effort to concentrate military might in the Saudi desert.

CSS is a section within National Guard Bureau's Aviation Division (NGB-AVN). The section is manned by one major, a captain, and five enlisted personnel. CSS was established in January 1987 at Edgewood, MD with four aircraft. By October of the same year, CSS was scheduling OSA



CPT Bautista is Counter Narcotics PM, ARNG Avn Division, National Guard Bureau, APG, MD.

ARNG OSA AIRCRAFT LOCATIONS



missions for 15 C-12 aircraft. Currently the section schedules missions for 25 C-12, two C-26, 14 C-7, and five C-23 aircraft that are stationed throughout the 50 states and territories. CSS also collects utilization data for 19 U-21 and one C-12 aircraft which is stationed in Alaska. Current plans will add 13 U-21, 22 C-23, and seven C-26 aircraft to the centrally scheduled ARNG OSA fleet.

The task of orchestrating this national program from a central location in Maryland may seem like a monumental task, and it is. Depending on the time of year, the section may receive 30 to 40 priority five requests per day. The priority system ranges from one through five; a priority one being an emergency airlift in support of operational forces, and a priority five is a routine request to move passengers or cargo. All missions, with the exception of operational and training missions, are cost analyzed

to determine if the mission should be flown with OSA assets. Once the mission is determined to be cost effective, the flight operations specialists examine the fleet data base to find support for the request. As a result of its stringent cost analysis process, CSS has achieved a \$5,552,800 cost avoidance in FY 90.

Requests are forwarded to CSS by the State Airlift Coordinators (SAC), who act as the link between the state ARNG customer (requestor) and CSS. Before 1988 the requests were mailed or called in, and then loaded into the data base. In turn, mission confirmation was either accomplished via U.S. Mail or telephonically. The process was slow and cumbersome at best. In March 1988 CSS received an MV7800 mini computer and several DOS applications. Shortly after, the SACs also received software that allowed them to exchange OSA

information via modem.

With the automated capabilities that link the states to CSS, the ARNG OSA program is now able to handle a greater volume of requests, and satisfy a variety of customers and missions. Hence when AVSCOM requested that CSS provide priority one support, the ARNG was able to provide a timely response to the challenge. As a result of the Persian Gulf crisis, CSS provided support for 103 priority one OSA requests, moved 61,220 pounds of equipment and cargo essential for combat mission readiness, and flew 748 hours. ARNG OSA assets accomplished all of this between 8 August and 19 November 1990.

CSS has grown significantly since 1987, and achieved an exemplary OSA track record along the way. During periods of national crisis or peaceful times, CSS and its OSA fleet stands ready to support the Total Army.

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MAILBOX

Share your opinion on matters of interest to the Army Aviation Community. The Publisher reserves the right to edit letters for style, accuracy, or space limitations. All letters must be signed and authors identified. The Publisher will withhold the author's name upon request. The opinions expressed are those of the authors, and do not reflect the opinion of ARMY AVIATION MAGAZINE. Send letters to: AAAA MAILBOX, 49 Richmondville Avenue, Westport, CT 06880-2000.

To the Editor: The item "Checkpoint Charlie Celebrates Flight" in the July 1990 issue was of particular interest as I note that it has been just over 34 years since the Berlin Corridor was first transited by a U.S. Army aircraft.

In July 1956, an L-23 of the Heidelberg Flight Detachment, piloted by CPT Hubert "Hu" Reed (center below), made a precedent-setting flight in and out of Berlin-Templehof. Although there were no regulations prohibiting the use of the corridor by Army aircraft, earlier attempts to obtain command permission to transit from the Allied control zones to Berlin had met with denial; an issue that was seen by Army aviators as a slight to our competence.

The USAF controlled all U.S. military air traffic into and out of Berlin, and there was an Air Force policy that required all pilots flying the corridor to be "checked out" prior to initiating a flight. Whether the USAF would have challenged an Army pilot's request to be "checked out" in the corridor

remains an unknown.

The historic flight was filed to terminate at Hanover but on the ground and closed out, a new flight plan was filed with the destination being Berlin-Templehof. The R.A.F. at Hanover cleared the flight without controversy and on a bright, sunny morning with but a few high clouds, the L-23 was off for Berlin via the center corridor.

Two MIG interceptors picked up the L-23 as it crossed the border at about 8,000 MSL, CAVU, but remained a respectable distance off the wing and after a few minutes departed, never to be seen again. The entire flight into and out of Berlin was made without incident.

Officers of the U.S. Army Helicopter Flight Detachment at Berlin were party to the plans for the flight and met the aircraft on the ramp at Templehof. A short time was spent on the ground at Templehof and the flight plan for the return flight was filed and accepted by the USAF without question.

The purpose of the flight was simply to create a precedence, and as there was a need for some amount of discretion in accomplishing the task, no publicity was sought and none was generated. In retrospect, this led to less than the desired effect; as far as the USAREUR command staff was concerned, it was a non-event. As far as USAREUR aviators were concerned, it was an event of major proportions.

CPT John Griffin (left) of the Heidelberg Flight Detachment was second pilot, and I (then Major), (right) was the Headquarters Aviation Staff Officer who made arrangements for the flight. I was also a passenger.

Yours,
John F. Sullivan, COL, U.S.A. (Ret.)
Denver, CO



BRIEFINGS

GEN Gordon R. Sullivan has been nominated to succeed GEN Carl E. Vuono as Chief of Staff, U. S. Army. Change of command is expected to occur in June. GEN Sullivan, an armor officer, started his career as an ROTC graduate and currently serves as Vice Chief of Staff, U.S. Army.

Aviation pioneer and retired Vice President of Boeing Helicopters **William P. Jones** died 16 April 1991 in Swathmore, PA. See page 62 for obituary.

The contract for the **RAH-66 Comanche**, formerly known as the Light Helicopter (LH), was awarded to the **First Team** composed of **Boeing Helicopters** and **Sikorsky Aircraft Division of UTC** Friday, 5 April 1991. The contract was actually signed at the Army Aviation Association of America's Annual Convention in St. Louis during the Secretary of the Army, The Honorable

Michael P.W. Stone's address at the AAAA Awards Luncheon 12 April. Dem/Vol prototypes will now be developed with first flight scheduled for August 1994. Low rate initial production is scheduled to begin in October 1996 with 1292 aircraft eventually to be delivered.

In more Comanche related news, Program Manager **MG Ronald K. Andreson** retired 31 May 1991 after more than seven years of masterful piloting of the LHX/LH/Comanche program through innumerable refinements to successful down-select last month. As the program transitions from the Dem/Vol Phase to the prototype and production phases it will be drawn under the umbrella of the PEO Aviation. The new PM is to be **COL(P) Orlin L. Mullen** who will report on 8 July 1991. In the interim, Deputy PM, **Mr. Robert D. Hubbard**, will be acting Comanche PM.

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CH-47D MAINTENANCE TRAINING -- Boeing Helicopters is now offering a Total Maintenance Training Program at our factory Training Center in Philadelphia, PA. Courses provide our CH-47 customers with a low-cost, responsive alternative for CH-47 sustainment update training. For a free catalog and price listing, contact R. Neil, Boeing Helicopters, PO Box 16858, MS P38-43, Philadelphia, PA 19142, (215) 591-8744.

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DESERT STORM NOTEBOOK

American Psychological Association has published a "Fact Sheet" guide for returning Military Personnel and their loved ones. Copies are available by contacting Carol Murray, Public Affairs Office, APA, 1200 17th St. N.W., Washington, DC 20036. The following guidelines from the Fact Sheet may help ease the transition for returning soldiers and their families.

Returning Military Personnel: What To Expect

- **Recognize** that it is *normal* to feel intense emotions.
- **Expect to have unsettling dreams, sleep disturbances and periods of irritability.** Ask your family, friends, and coworkers to be prepared for this and to try to be understanding.
- **Because soldiers often develop very strong unity with each other, you may feel that you have become closely bonded to those who served with you, and that this weakens your tie with your family and friends.** This is particularly true with DESERT STORM, since soldiers were sent over in groups, and also because the outcome has been victorious, giving you a sense of shared accomplishment. You may need to maintain some ties with members of your military unit.
- **"Culture Shock" could be a problem.** The greater availability of alcohol and of opportunities for sexual contact may lead you to overindulge, at least for the first few months that you're back. If this becomes a problem — if you seem to be acting compulsively, or if this indulgence is harming other aspects of your life — you should immediately seek counseling from a psychologist or other mental health professional.
- **You may feel a sense of superiority,** especially toward co-workers or neighbors who did not fight in the war. You may feel that you contributed to an important victory, that you're a hero. That's true, but it's important to remember that heroes are here as well as "over there".

Returning Military Personnel & Spouses: Problems With Adjusting to Civilian & Family Life

- **It is difficult to start where things left off with your spouse after a separation of over six months.** You both have changed and had vastly different experiences.
- **Your main concerns about life have been different for the time that you were apart.** The military person's number one concern has been **SURVIVAL**, while the wife or husband back home has been busy with all the details of daily life, as well as constant concern for the one who's away. The best way to reconcile this difference is to talk about it; to share the experiences and emotions of your lives during the separation.
- **Spouses at home have become the sole decision makers in the family.** Some spouses might enjoy this freedom, while others find it far too stressful. Problems may arise when the returning spouse tries to take over, or take part in, the decision making. Both partners need to be willing to negotiate, to find a way to share responsibility. Again, talking things over in a calm and loving manner is the best approach.
- **Your loved one may feel ambivalent about talking about his or her experiences in the war.** As noted earlier, he or she may feel a closer bond to fellow soldiers. Because mail between the U.S. and the Gulf has been erratic throughout the war, he or she may feel even more cut off from people and events at home. Bridge the gap little by little by **sharing stories** and feelings.

As a tribute to the courage of U.S. soldiers and in consideration of those children who had a mother or father killed or missing in action in the Persian Gulf, **Kinder-Care Learning Centers, Inc.**, the nation's largest child care company, offers free child care. The offer is effective immediately, and extends for each child through age 12. Contact Ms. Diane Poole at Kinder-Care 205-277-5090 for more information.

PASS IN REVIEW

The following aviation soldiers made the ultimate sacrifice in Operation DESERT SHIELD/STORM*. ARMY AVIATION Magazine, the Army Aviation Association of America, and indeed the nation mourn their loss, praise their actions in defense of freedom and acknowledge the bravery of their families.

- | | |
|----------------------------|------------------------------|
| CW3 Michael F. Anderson | CW3 Richard R. Lee |
| SSG Russell F. Awalt | CW2 Carol McKinney |
| SGT Lee A. Belas | 1LT Joseph D. Maks |
| SFC William C. Brace | WO1 Christopher Martin |
| SGT Roger P. Brilinski | WO1 John K. Morgan |
| SSG William T. Butts | SGT Cheryl L. O'Brien |
| SGT Jason C. Carr | SSG Patbouvier Ortiz |
| SGT Christopher J. Chapman | SPC Kelly D. Phillips |
| CPT Charles W. Cooper | WO1 David G. Plasch |
| SGT Dallas Cooper | CW2 Hal H. Reichle |
| SFC Michael D. Daniels | SSG Michael R. Robson |
| CW2 Patrick A. Donaldson | 1LT Peter Rose |
| SSG Mike A. Garrett | MAJ Marie T. Rossi |
| CW4 Phillip H. Garvey | SGT Michael S. Smith |
| CW3 Robert Godfrey | SFC Gary E. Streeter |
| 1LT Daniel E. Graybeal | WO1 George Swartzendruber |
| WO1 Kerry P. Hein | 1LT Donaldson P. Tillar III |
| CW3 Robert Hughes | SPC Steven R. Trautman |
| SGT Arthur Jackson | SGT Mario Vega Velazquez |
| SSG Jonathan H. Kamm | * Roster as of 30 April 1991 |

The above roster was supplied by the Media Relations Division, Chief of Public Affairs, Department of the Army, Washington, D.C.

DESERT STORM (continued from page 10)

for decades to come. It is clear that defense industries face significant challenges as they feel the effects of the shrinking defense dollar. But, in the name of the soldiers of DESERT STORM, and on behalf of America's soldiers as yet unborn, industry and the Army must walk the path of modernization together.

● Finally, we must continue to develop echelons of leaders — sergeants and officers — as our most enduring legacy to the next century. Our leader development programs have produced leaders like Staff Sergeant Robert Martinez — our aviation soldier of the year — who relentlessly and flawlessly maintained his Apaches under the most arduous conditions ever faced by Army Aviation. We must continue to produce such leaders in the future — always guided by the overarching principles of professionalism. For the leaders of tomorrow, like the leaders of today, must be competent in the art of war, responsible for their soldiers, and committed to the defense of the nation.

It is professionalism that gives meaning to sacrifice; honor to achievement; and dignity to strength. And it is this professionalism that makes the American soldier what he is today — the bedrock of our nation's security.

Those are the imperatives that drive our Army. Each of us, as soldiers and leaders — in the Army and industry — must understand and apply these imperatives without compromise or equivocation. For they are the blueprint for shaping the Army and are the continuity that will lead our Army into the 21st century.

Conclusion

Let me conclude with a story from history — a story that goes to the heart of the phrase "trained and ready."

Our story begins in the early days of June, 1950. In chapter one, we find

elements of the U.S. Army serving on occupation duty in Japan. Nobody expected a war — nobody wanted one. Nonetheless, on June 18, the armies of Kim Il Sung marched across the DMZ and invaded South Korea.

As the spearhead of the United Nations' response to this act of naked aggression, Task Force Smith was scraped together from the occupation forces and dispatched to try to stem the North Korean onslaught. The soldiers of Task Force Smith fought bravely, but they were ill-prepared, undermanned, and ill-equipped — the product of a nation that had lost its vision of a trained and ready Army. And, with no support from the air, those Americans died by the thousands as the United States was very nearly run off the Korean Peninsula by the army of a backward and impoverished country.

Chapter two of our story takes place more than 40 years later, half a world away. Again, the soldiers of America's Army were the first to fight — walking point in an international coalition. But this time, they were trained to a razor's edge, led by sergeants and officers of unparalleled ability, and equipped with the finest weapons our nation could produce. Marching in secrecy, seven Army divisions turned north into Iraq on 24 February, and raced hundreds of kilometers through enemy territory. And led by the awesome power of the Apache helicopter, these soldiers waded into the heart of the Republican Guards, destroying division after enemy division and thousands of Iraqi tanks. All of this was accomplished at a cost of fewer than 100 soldiers.

All of us — you and I — are now writing chapter three in our story. We are defining what the Army will be like in the next century. It is up to us to forge the kind of Army that our nation will need. That is our solemn responsibility to the valiant men and women who fought in the Gulf and may have to fight elsewhere in a troubled world. And that is our obligation to generations of American children yet unborn.

Those are our tasks — and we shall not fail. ■■■■

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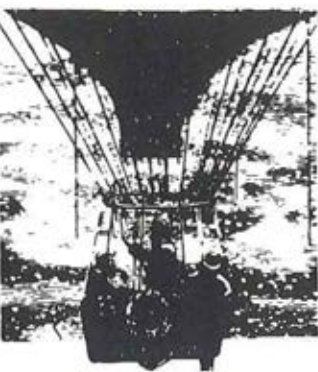
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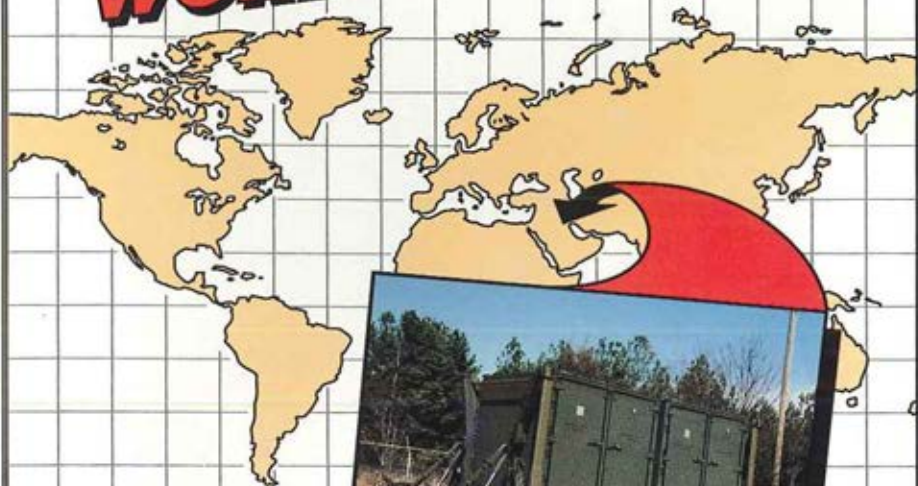
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Hall of Fame Nominations — Due 1 July 1991

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made a) an outstanding contribution to Army Aviation over an extended period, b) doctrinal or technical contribution, c) an innovation with an identifiable impact on Army Aviation, d) efforts that were an inspiration to others, or e) any combination of the foregoing, and records the excellence of their achievements for posterity. All persons are eligible for induction, except active duty Generals and Colonels. Membership in AAAA is not a requirement for individuals nominated for the AAAA Hall of Fame. Any individual, military or civilian, may nominate an individual for AAAA Hall of Fame consideration.

DOCUMENTATION

Please contact the AAAA National Office for the official AAAA Hall of Fame Nominations Form: AAAA, ATTN: Chairman, Hall of Fame Board of Trustees; 49 Richmondville Avenue, Westport, CT 06880-2000. Completed nominations should be postmarked not later than

1 July 1991, and mailed or express-mailed to the Chairman, Hall of Fame Board of Trustees, at the aforementioned address.

SELECTION AND BALLOTING

An eight member Board of Trustees composed of members of the Hall of Fame is responsible for selecting a specific number of candidates for placement on the AAAA Hall of Fame Ballot. The ballot will be mailed to AAAA members with two or more years of continuous membership. These members will be asked to elect a specified number of Inductees from those candidates appearing in the ballot. Balloting is conducted triennially.

The next induction will occur at the AAAA Annual Convention in April, 1992. The elected Inductees will be inducted in the Army Aviation Hall of Fame in ceremonies during the AAAA Hall of Fame Induction Luncheon. The Actual Hall of Fame is located in the U.S. Army Aviation Museum at Ft. Rucker, AL, where the

The AAAA President's Annual Report

The following remarks are excerpts from the AAAA President's Annual Report delivered by then AAAA President, BG James M. Hesson, Ret., during the AAAA Membership Luncheon, 11 April 1991, at the AAAA Annual Convention in St. Louis, MO.

AAAA is alive and well. In total membership, there are over 16,100 active members. Life membership has shown a significant increase. We now have 715 Life Members, up from 644 Life Members last year. Industry support is also strong with almost 200 Industry Members. Sustaining Memberships are still popular among the Chapters with 69 Members as of March 31st.

In the area of Regional and Chapter activities, the AAAA continues to grow with each passing year. The Monmouth Chapter held its biennial **Army Aviation Electronics Symposium** in September 1990 and was as successful as ever.

The Eighth Annual AAAA **Aircraft Survivability Equipment (ASE) Symposium** was held in Lansdale, PA in late October and again provided a timely forum for ideas. I attended the Morning Calm Chapter Annual Christmas Ball last December in Seoul, Korea which recognized through their local awards program the best and brightest of our Army Aviation and Korean Army Aviation personnel in that country.

Just two months ago, we were here in St. Louis for the Lindbergh Chapter sponsored annual Joseph P. Cribbins Product Support Symposium which attained its high attendance record and in the midst of DESERT STORM provided an invaluable opportunity to share the lessons learned between the Army and Industry. AAAA's 57 Chapters held 156 meetings in 1990. We are proud to welcome FOUR new AAAA Chapters: **High Desert Chapter**, Fort Irwin, CA; **Mukilteo Chapter**, Everett, WA; **North Star Chapter**, St. Paul, MN; and the **Wright Brothers Chapter**, Columbus, OH. Outstanding chapter leadership in our active chapters was evident.

ARMY AVIATION MAGAZINE continues to bring comprehensive information about Army Aviation developments to our members ten times a year. We have structured the magazine to allow the "troops in the field" to provide updates. Junior officers and enlisted soldiers are encouraged to express themselves about matters of concern. We also have a "Letters to the Editor" column where members may comment on previous articles or make statements that address contemporary issues.

With respect to contemporary issues, the AAAA has gone to bat for Army Aviators on the

Aviation Career Improvement Act and continues to support equalization of flight pay among the services and among all ranks, commissioned and warrant officers. After conducting a random survey by questionnaire of our members, the AAAA has worked with the Aviation Branch Chief during the last year to support "Aviation Warrant Officers Wearing the Branch Insignia". You can count on AAAA to represent the membership on issues having an impact on Army Aviation.

In addition to sustaining all our regular programs like **CAREER TRACK** and the **CHAMPUS Health Supplement Program**, some of the highlights of the last year for AAAA included:

The establishment of the **Order of St. Michael**, a joint venture between the Chief of the Aviation Branch and AAAA, which recognizes those who have contributed significantly to the promotion of Army Aviation in ways that stand out in the eyes of the recipient's seniors, subordinates and peers.

The establishment of the **AAAA Air/Sea Rescue Award** as a National Functional Award sponsored by Lucas Aerospace, which recognizes the crew or crew member who performed a rescue using a personnel rescue hoist that saved the life or eased the suffering of an individual or individuals.

The initial allocation of \$16,000 for the construction of the **Army Aviation Hall of Fame** at the Army Aviation Museum to return our Army Aviation Hall of Fame members to the visible position to which they so rightly deserve. We are appreciative of the leadership of MG Ostovich to assist in making the Hall of Fame happen.

The assumption of all **AAAA Scholarship Foundation** expenses by the AAAA itself so that 100 percent of the donations to the Foundation can go to the recipients.

The conducting of an **AAAA Company Grade Officer Membership Survey** to identify areas of concern to younger officer members so that we may better meet their needs.

The establishment of a **50th Anniversary of Army Aviation Committee** to explore AAAA's participation in the anniversary of Ft. Sill's first class of Army Aviators who graduated in 1942.

The revision of AAAA's dues structure which went into effect on the first of this year and represented the first dues increase in a decade.

And finally, and most importantly, your association's support for the troops in **Operation "DESERT STORM."**

The National Executive Board sought and received guidance from commanders and senior NCO members in the Theater of Operations.

Your board decided to fund acquisition, trans-

portation and free distribution of 12,000 AAAA "DESERT STORM" hats as well as ARMY AVIATION Magazines to the soldiers in the field and allocated \$10,000 to fund the procurement of the hats. Bell Helicopter Textron, Boeing Helicopters, McDonnell Douglas Helicopter Company and Sikorsky Aircraft also contributed another \$2,000 each to this cause.

In addition, the NEB directed that the AAAA extend the annual membership, when it comes due for payment and was not paid, for any member who could be identified as deployed to DESERT SHIELD/STORM. ARMY AVIATION Magazine also assisted the effort by publishing a regular department titled "DESERT STORM Notebook" that contains items of interest and helpful hints on coping with the deployment for the troops and their families. We are also delighted to have as AAAA's guests here at the Convention, two of our three Army Aviation POWs. Flight Surgeon Major Rhonda Cornum and now Sergeant Troy Dunlap.

"RECOGNITION" is a key word in this Association. AAAA National Award winners represent the very best our Army has to offer. Many of our Chapters conduct their own local area "Aviator of the Year", "Aviation Soldier of the Year", "DAC", and "Unit of the Year" Awards Programs who become candidates for the National Awards.

AAAA also recognizes several special areas. The first presentation of the AAAA Howze Gunnery Award was made in December 1989. Due to DESERT SHIELD requirements no competition was held in 1990 but we look forward to a resumption in the near future. Rockwell International provides the take-home trophies for this award. The AAAA Trainer of the Year Award, sponsored by CAE-Link, went to CW4 Michael J. Kather, Company Standardization Officer, B Company, 1-14th Aviation, Aviation Training Brigade, Ft. Rucker, AL. The AAAA's Aircraft Survivability Equipment Award went to Mr. Joseph N. Graziano, Director, Tactical Systems, ITT Avionics. The Outstanding Logistic Support Unit of the Year Award had Co-winners for 1990. The 8th Battalion, 158th Aviation Regiment and the 8th Battalion, 101st Aviation Regiment both deployed to Operation DESERT SHIELD/STORM were recognized at the AAAA Lindbergh Chapter Product Support Symposium in February.

Industry contributions to Material Readiness were also recognized at the Symposium. The Individual Industry Award went to Mr. Ceble Strickland, Director, Operations, DYNCORP, Fort Rucker Division. The Material Readiness Award for Contributions by an Industry Team, Group

or Special Unit was awarded to GE Aircraft Engines, T700 Customer Support Operations. The Small Business Organization Award went to Co-winners: the Associated Company, Incorporated and Clamshell Buildings, Inc. The Major Contractor Award was presented to Lockheed Support Systems, Inc.

We also honor our outstanding young entering aviation branch members. This year's AAAA Top ROXC Cadet of the Year Award will be presented to Cadet Louis A. Birdsong, Southwest Texas State University at our December meeting at Ft. Rucker. The AAAA Top U.S. Military Academy Cadet of the Year Award will be presented during graduation week to Cadet Christopher J. Watrud. The Association also has been providing sterling silver Army Aviator Badges to the initial entry Distinguished Graduates and also provides the branch insignia to newly-branched officers in the Army Aviation Branch.

Every three years, the AAAA honors sustained contributions to Army Aviation by inducting members into the AAAA Army Aviation Hall of Fame. The next induction ceremony will take place next year in Atlanta at the AAAA Annual Convention.

One of AAAA's most outstanding success stories is the AAAA Scholarship Program. This year we will award 32 scholarship grants valued at \$80,000 and five interest-free \$4,000 loans for a total of \$100,000. This is up from 30 scholarships at \$69,000 last year.

Our fiscal health is sound, but I point out that our membership dues do not completely support our member activities, even with the new dues increase. How do we do this without becoming insolvent? The Association derives its surplus funds to support the Association from the sale of exhibit space at our annual convention to our industry member firms. We are deeply indebted to those industry member firms that have supported us for so many years.

Maintaining fiscal solvency and administering the many AAAA programs is the responsibility of the AAAA National Executive Board.

We have recently expanded the board to reach out and appoint additional company grade officers, warrant officers, and enlisted soldiers as National Members-at-Large. The future looks good and we are financially sound.

The challenge to us is to continue to grow through innovative programming and quality membership. We do not need members for members sake. We need people who want to participate because it is professionally rewarding and fun to be involved. With your active involvement I am sure we can all go ahead even further, next year.

New AAAA Chapter Officers

America's 1st Coast:

LTC Donald R. Jordan, Ret. (Acting President)

Army Aviation Center:

COL Patrick Bodelson (Sr. VP); MAJ Curt J. Hissong, Ret. (Secretary); CW3 Roger Garner (VP, Programming)

Black Knights:

CPT(P) James Moentmann (VP, Programming)

Central Florida:

COL Leslie H. Weinstein, Ret. (Pres); LTC Mark W. Russell (SrVP); Ms. Joan C. Goody (Secy); LTC Arthur A. Marubbio, Jr., Ret. (VP, Prog); LT Robert Hoffman, USN, Ret. (VP, Indus. Aff.)

Citadel:

Justin D. Hadley (Treas.); Andrew D. Gignilliat (VP, Memb. Renew.)

Corpus Christi:

Francoise Cymes (VP, Benefits)

Greater Atlanta:

BG Tony G. Idol (Sr VP); LTC Joseph P. Conley (VP, Membership Renewals)

High Desert:

LTC David R. Booze (Pres); MAJ Robert Soniak (Sr VP); CPT Antonio Gonzalez (Asst. VP); CPT Chet Sublett (Secy); CW2 David Nolan (Treas); 1LT Steve Phinney (VP, Memb); CW2 Richard Mansford (VP, Memb); 1LT Steven Huss (Asst. VP, Memb); 1LT Dave Egesdal (VP, Spec. Prog); CW3 Kevin Buckrucker (Asst. VP, Spec. Prog); CW2 Robert Perantie (VP, Publicity)

Leavenworth:

MAJ(P) Larry R. Dunavant (Acting Pres.)

NEW NEB INSTALLED

During the recent Annual Convention in St. Louis, MO, the new members of the National Executive Board were installed.

The officers are **MG Charles F. Drenz, Ret.**, (President), Fairfax, VA; **MG Benjamin L. Harrison, Ret.** (Senior VP and Chairman Membership Committee), Belton, TX; **COL John J. Stanko, Jr., Ret.**, (Sec. Treas.), Aberdeen Proving Ground, MD; and **Terrence M. Coaldey** (Executive Director), Westport, CT.

Vice Presidents include: **Mr. Joseph P. Cribbins**, Alexandria, VA; **LTG Jack V. Mackmull, Ret.**, Mt. Pleasant, SC; **MG Carl H. McNair, Jr., Ret.**, Reston, VA; **LTG Ellis D. Parker**, Washington, D.C.; **Mr. William Pollard**, Alexandria, VA; **MW4 Kurt J. Porter**, Melbourne, FL; **Mr. Brennon R. Swindell**, Ft. Worth, TX.

President Drenz appointed the following as National Members-at-Large: **CW4 Harry P. Arthur**, **COL Sylvester C. Berdux, Jr., Ret.**, and **COL Dave Carothers**, all of Alexandria, VA; **CPT Jeryl S. Cornell**, Enterprise, AL; **MG William H. Forster** and **LTC Arthur W. Hapner**, of Burke, VA; **CSM Richard A. Howard**, APO New York; **COL Gerald R. Kunde, Ret.**, Arlington, VA; **CPT Phillip S. Martin**, Sierra Vista, AZ; **CSM Roy McCormes**, Ft. Rucker, AL; **MG Rudolph Ostovich, III**, Ft. Rucker, AL; **CW4 Joseph L. Pisano**, Clarksville, TN; **GEN Robert W. RisCassi**, APO San Francisco; **GEN Crosbie E. Saint**, APO New York; **LTC Ralph W. Shaw**, Springfield, VA; **Mr. Gary L. Smith**, St. Charles, MO; **CPT Paul M. Steele**, Ft. Polk, LA; **MG Richard E. Stephenson**, Fort Belvoir, VA; **COL Harry W. Townsend, Ret.**, Silver Spring, MD; and **MG Donald R. Williamson**, St. Louis, MO.

AAAA Past Presidents, who serve in perpetuity, include: **Bryce Wilson**, Genoa, NV; **GEN Hamilton R. Howze, Ret.**, Fort Worth, TX; **LTG Harry W.O. Kinnard, Ret.**, Arlington, VA; **MG Dellc M. Oden, Ret.**, Ft. Belvoir, VA; **COL Edward L. Neilsen, Ret.**, North Palm Beach, FL; **LTG John M. Wright, Ret.**, Riverside, CA; **LTG Robert R. Williams, Ret.**; Fort Worth, TX; **MG George S. Beatty, Jr., Ret.**, Savannah, GA; **COL John W. Marr, Ret.**, Arlington, VA; **MG James C. Smith, Ret.**, St. Petersburg, FL; **MG George W. Putnam, Ret.**, Falls Church, VA; **MG Story C. Stevens, Ret.**, Hilton Head, SC; and **BG James M. Hesson, Ret.**, Vienna, VA. The Past Executive Vice President, **Arthur H. Kesten**, Westport, CT, serves in perpetuity on the NEB.

The presidents of chapters with more than 150 members fill the remaining seats on the 69 member board.



Drenz



Harrison



Stanko



Three new AAAA Chapters have activated recently, bringing the number of AAAA Chapters to 57 worldwide. The new chapters are: High Desert Chapter, Ft. Irwin, CA; the North Star Chapter, St. Paul, MN; and the Wright Brothers Chapter, Columbus, OH.

Notification of the High Desert's activation reached the National Office on 11 March 1991. The officers of the chapter located at the National Training Center are listed on the facing page.

The chapter activation meeting for North Star was held on 13 March and resulted in the election of officers listed at right who include the Commander of the 1990 USAR Unit of the Year, LTC Kenneth A. Sorensen as Senior VP.

Pictured above, left to right, at their chapter activation are Wright Brothers officers MAJ Larry A. Hart (Sr VP); 2LT James M. Daum (VP, Membership Enrollment); LTC Carl E. Bobo, Jr., Ret. (President); CPT Stuart K. Driesbach (Treasurer); and CPT Richard A. Bedard (Secretary).

CAREER TRACK

If you'd like to take advantage of the Career Track employment referral service, but you're not yet a member of AAAA, the solution is simple: Fill out a membership form and send it in along with your request for a Career Track application. Your ad will run in the next available issue.

Active AAAA members may have a 30-word classified employment ad published in two consecutive issues of ARMY AVIATION MAGAZINE free of charge. Write to the AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880-2000, or call (203) 226-8184 for Career Track applications. Inquiring organizations contact the National Office.

CONSULTANT/HELICOPTER PRODUCT SUPPORT POSITION
Master Aeronautical Science ERAU. Fifteen years aviation experience. Over ten years training, operations and standardization. Currently on DA Staff as UH-60 SIP/IFE. Available in May of 1991.

91-05-01

Monmouth:

Ronald V. Kurowsky (VP, Scholarships)

Monterey Bay:

LTC William Webb (Sr VP); CW4 Daniel Heath (Secy); 1LT Steve Jacobs (Treas); CPT Eugene Pawlick (VP, Memb. Enroll); CW4 Leon Mann (VP, Prog); CSM Ronald W. Alexander (VP, Enlist. Affairs)

Mukilteo:

CW2 James Webster (Treas)

North Country:

MAJ David S. Pate (VP, Prog.)

North Star:

LTC Denny Lord (Pres); LTC Ken Sorensen (Sr VP); 1LT Michael J. Burns (Secy); MAJ Ronald L. Miller (Treas); CPT Eric D. Waage (VP, Program.)

North Texas:

James J. Ulakovic (Secy); George Coutoumanos (VP, Enroll); COL Karl R. Griffin (VP, Military Affairs)

Phantom Corps:

CW3 Wayne Walker (VP, Membership Renewals)

Thunderhorse:

CPT Richard Bedwell (Pres.); CW4 Mark Wonderly (Sr. VP); CW4 John H. Strickland (Treas.); MAJ William L. Bryson (VP, Memb. Enroll); CW4 James P. Kelly (VP, Memb. Renew.); WO1 Paul A. White (VP, Program.)

Rhine Valley

MAJ Carl Shea (Sr. VP); MAJ Louis Bonham (VP, Memb.)

Southern California:

COL George J. Benjamin (Pres.); MAJ Thomas C. Wallace (Sr. VP); MAJ Boyde J. Fagan (Secretary); CPT Michelle F. Yarborough (Tres.); CPT Michael R. Myers (VP, Memb. Renewals); CPT Lawrence R. Randle (VP, Programming)

William P. Jones



Mr. William P. Jones, former vice president of Boeing Helicopters and AAAAA member since 1960, died 16 April 1991 at his home in Swarthmore, PA.

Jones' affiliation with aviation spanned more than four decades. He was a decorated World War II aviator who began his career as a test pilot with the Glenn L. Martin Company (now Martin Marietta) in Baltimore, MD. In 1950 he joined the Piasecki Aircraft Corporation (predecessor to Boeing Helicopters). "In his years at Boeing Helicopters, Bill made contributions in many areas but he will always be remembered throughout the industry and the U.S. Army as 'Mr. Chinook'. He will be missed," said Joe Mallen, former president of Boeing Helicopters.

Jones was actively involved in numerous military and civilian organizations. He served on the Board of Governors of the AAAAA Scholarship Foundation, Inc. and formerly as a National Vice President and VP for Industry Affairs for AAAAA.

Jones is survived by his wife, Gerry, and seven children.

ARMY AVIATION ASSOCIATION OF AMERICA, INC.
BALANCE SHEET AS OF DECEMBER 31, 1990

ASSETS

Cash	\$19,804
Paine Webber Cash Fund	192,942
Investment in Marketable Securities	126,656
Net of valuation allowance of	
\$3,159 in 1990 and \$2,841	
in 1989	
Inventory of Pins	15,007
Prepaid Administrative Fee	142,016
TOTAL ASSETS	\$496,425

LIABILITIES AND FUND BALANCES

LIABILITIES

Accrued Expenses and Allocations Payable	\$66,480
Deferred Membership Dues	136,190
Deferred Convention Revenues	137,307
TOTAL LIABILITIES	\$339,977

FUND BALANCES

General Fund	15,994
Unrealized Loss of Investment	
in Marketable Securities	(3,159)

BOARD DESIGNATED FUNDS

Emergency Fund	124,800
Hall of Fame Escrow Fund	19,113
TOTAL FUND BALANCES	156,448

TOTAL LIABILITIES AND FUND BALANCES	\$496,425
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STATEMENT OF REVENUE, EXPENSES AND CHANGES
IN FUND BALANCE — GENERAL FUND
YEAR ENDED DECEMBER 31, 1990

Revenues:

Membership Dues	\$260,364
Annual Convention	816,141
ASE Symposium	24,075
Souvenirs	2,926
Interest	37,326
Miscellaneous	5,000
Total Revenues	\$1,145,832

Expenses:

General and Administrative	424,881
Special Allocations	118,084
Annual Convention	569,148
ASE Symposium	15,522
Total Expenses	1,117,635

Excess of Revenue Over Expenses	28,197
Fund Balance — Beginning	4,297
Transfer to Emergency Fund	(6,500)
Transfer to Hall of Fame Escrow Fund	(10,000)
Fund Balance — Ending	\$18,994



Adessa, Anthony J., COL
 Allen, Teddy G., LTG
 Andresson, Ronald K., MG
 Bartley, James A., CW4
 Bezzel, Anthony A., COL
 Riskey, Jay R., LTC
 Bishop, Herman H., COL
 Bonds, Thyra V., Mrs.
 Bowdoin, Arthur C., LTC
 Brazil, John E., CW4
 Bresette, Allen A., LTC
 Buchanan, Crawford, COL
 Bunyard, Jerry M., LTG
 Burke, James L., COL
 Burwell, James M., Mr.
 Carter, Norman D., LTC
 Coorad, Eugene B., COL
 Croloot, George W., LTC
 Davis, Barrie S., COL
 Dickens, Raymond E., COL
 Dunnington, Warren H., LTC
 Faidley, Paul S., Mr.
 Ferguson, Norman N., COL
 Fleming, Jerry L., COL
 Gardner, William H., COL
 Gearan, William K., COL
 Golf, Richard D., LTC
 Gust, Daniel G., COL
 Harrow, Charles P., COL
 Hatton, Richard R., LTC

Hesse, Walter L., CSM
 Johnson, Darel S., COL
 Johnston, Norbert B., COL
 Kenyon, Richard D., MG
 Kiger, John W., MAJ
 Landry, Edward L., COL
 Langlois, Arthur R., LTC
 Lenoci, Joseph V., LTC
 Lovely, Richard H., Mr.
 Maroney, George E., LTC
 McCullough, James L., CW4
 Norton, John, LTG
 Paquette, Roger K., LTC
 Pickens, Robert B.J., COL
 Pitts, Russell N., COL
 Pulliam, Nathan M., COL
 Rainey, John A., LTC
 Ramey, Harold M., COL
 Richards, Robert E., MAJ
 Robinson, James E., COL
 Sandridge, James W., Jr., COL
 Schrum, James R., LTC
 Scott, Engle W., COL
 Smith, Billy V., LTC
 Stevens, Darryl M., LTC
 Stone, Gordon L., COL
 Thompson, James B., COL
 Ullman, Cornell L., LTC
 Weaver, Carl A., Jr., LTC
 Wingrove, Marvin V., CWO
 Zugschwert, John F., COL

The SILVER EAGLES Program was established in 1988 to recognize those AAAA supporters who have been members for at least 30 years.

SILVER EAGLES receive a special 30-year membership pin, a listing in ARMY AVIATION magazine and recognition at the AAAA Convention.

We've come a long way since 1957 — when a small group of aviation officers banded together to form the AAAA. Thank you SILVER EAGLES for your continued support. Those 30 year members who joined AAAA in 1961 are listed above.

AAAA CALENDAR

A listing of recent AAAA Chapter Events and upcoming National dates.

May, 1991

- ✓ **May 1.** Army Aviation Center Chapter professional-social membership meeting to be held at Ft. Rucker Lake Lodge. Speaker: Mr. Thomas Gunn, President, McDonnell Douglas Helicopter Co.
- ✓ **May 1.** Greater Chicago Chapter Golf Tournament to be held at NAS Glenview Golf Course.
- ✓ **May 4.** Mukilteo Chapter general membership meeting at Seahorse Restaurant, Mukilteo, WA — 2LT Thomas Rabideau and CW3 Terry Bell will give personal accounts of DESERT STORM.
- ✓ **May 9.** Connecticut Chapter professional dinner meeting at the Ramada Hotel, Shelton, CT. MG Merle Freitag, Dir. of Army Budget will speak on "Army Budget Realities".
- ✓ **May 9.** Albany Chapter Professional-Social Meeting at Dominick's Banquet House, Latham, NY — Election of AAAA Officers. Hot and cold buffet.
- ✓ **May 18.** Morning Calm Chapter AAAA Picnic in conjunction with Armed Forces Day 1991 to be held at Hangar 860, 2-501 Aviation Hangar and Ramp Area, Camp Humphreys, Korea.
- ✓ **May 22.** Monmouth Chapter Professional Luncheon Meeting — Speaker: CSM Robert J. Nelson, U.S. Army Garrison, Ft. Monmouth, NJ will speak on DESERT STORM.
- ✓ **May 31** Lindbergh Chapter Baseball Game and Tailgate Party — St. Louis Cardinals vs. New York Mets at Busch Stadium.

September, 1991

- ✓ **Sept. 17.** The North Texas Chapter of AAAA hosts the 4th Annual NTC-AAAA Defense Systems Management College (DSMC) Seminar at the Dallas/Ft. Worth Airport Hilton Hotel. Contact: Dick Gillingham, (817) 280-8313.

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SHORTS C-23 SHERPA—The ideal multi-purpose light military transport. Entered USAF inventory in 1985 at Zweibrucken, West Germany. Recently procured by the Army National Guard and now moving into a third generation.

SHORTS TUCANO—The advanced turboprop trainer that combines outstanding aerobatic capabilities, stepped tandem seating and a jet-like "feel" with unmatched life-cycle economics. It is the equivalent of the RAF Primary Aircraft Trainer Systems.

For more information about our aircraft, missiles, and support programs, contact Short Brothers (USA), Inc., 2011 Crystal Drive, Suite 713, Arlington, VA 22202-3719. Or call us at (703) 769-8700.



SHORTS

