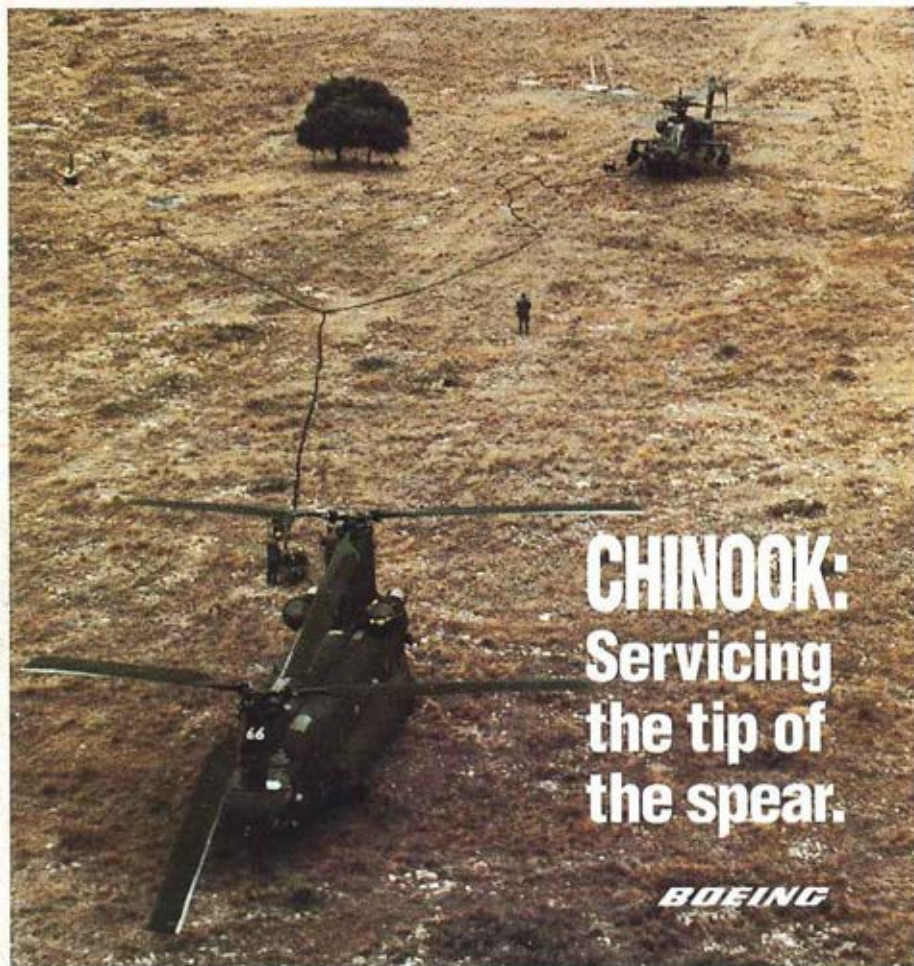


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ARMY AVIATION

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FRONT COVER

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ARMY AVIATION is a professional journal endorsed by the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the Army Aviation Association of America (AAAA) or the staff of Army Aviation Publications, Inc. (AAP). Title reg. ® in U.S. Patent Office. Registration Number 1,533,053.

ADVERTISING

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

SUBSCRIPTION DATA

ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAP, 49 Richmondville Avenue, Westport, CT 06880-2000. Phone: (203) 226-8184. Subscription rates for non-AAAA members: \$25, one year; \$48, two years; add \$10.00 per year for foreign addresses other than military APOs. Single copy price: \$3.00.

POSTAL

Second class postage paid at Westport, CT and other offices.

POSTMASTER

Send address changes to Army Aviation Publications, Inc., 49 Richmondville Ave., Westport, CT 06880-2000

FORTHCOMING ISSUES

May 1993 — AAAA Annual Convention Program Review and Photo Report.

June 1993 — Special Operations Aircraft and Night Vision Special Focus.

Briefings

Four soldiers were killed in the crash of a UH-60A at Wiesbaden Air Base 23 February 1993. They have been identified as **MG Jarrett J. Robertson**, 52, V Corps Deputy Commanding General; **COL William J. Densberger**, 47, V Corps Assistant Chief of Staff, G-3; **COL Robert J. Kelly**, 48, V Corps Chief of Staff, G-2; and **SPC Gary L. Rhodes, Jr.**, 23, a crew chief with C Company, 7th Battalion, 159th Aviation Regiment. Additionally, four other soldiers aboard the aircraft were injured, and were transported to area hospitals for treatment. The incident is being investigated by officials from the Army Safety Center, Ft. Rucker, AL.

The **24th Infantry Division Association** is planning a reunion to be held in Colorado Springs, CO, 29 September-3 October 1993. Interested parties should contact **Kenwood Ross**, 120 Maple Street, Springfield, MA 01103, Tel: (413) 733-3194.

Three overhaul and repair facilities have been tapped to upgrade the Army's UH-60A Black Hawk helicopters. The multimillion dollar program will provide additional workload for the next five years to the **Corpus Christi Army Depot (CCAD)**, Corpus Christi, TX, and the **Fresno, CA and Groton, CT Aviation and Classification Repair Activity Depots (AVCRADs)**. The depots will upgrade the Black Hawks to the UH-60L configuration.

The **4th Transportation Company & 152d Transportation Detachment Reunion Association** is seeking members of the 4th Trans Co (Medium Helicopter CH-37), 152d Trans Det (CHFM), and 506th Trans Co (Lt Hel). Contact Carl Strange, 407 Sherwood Drive, Maryville, TN 37801-4624, Tel: (615) 984-2952.

ITT Electro-Optical Products Division (EOPD) has been selected by the U.S. Army Communications-Electronics Command (CECOM) to produce and supply night vision devices to the U.S. military for the next five years. As a recipient of 60% of the OMNIBUS III award, ITT EOPD will be required to deliver to the U.S. Government the following quantities of third generation night vision devices: 600 AN/AVS-6 Aviator's Night Vision Imaging System (ANVIS) units for helicopter aviators; 30,000 AN/PVS-7B night vision goggles for infantry forces; 4,155 MX-10130 spare image intensifier tubes (AN/PVS-7B); and 12,874 MX-10160 spare image intensified tubes (AN/AVS-6).

The **UNC Helicopter UH-1 "Huey"**, powered by a **General Electric Aircraft Engines T700** turboshaft engine, has successfully completed a demonstration of the aircraft's high-altitude, hot-day performance. According to a recent company press release, the helicopter hovered and took off with an aircraft gross weight of 9,450 lbs. at a pressure altitude of 7,250 feet and 64° ambient temperature. This is an increase of 1,700 lbs. over the U.S. Army's present UH-1H aircraft.

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STATE OF THE BRANCH

During the past year, events have underscored the uncertainty of these times. The post Cold War period has placed unprecedented operational demands on the Army. Civil disturbances, disaster relief, humanitarian and peacekeeping operations, and the threat of lesser regional conflicts dramatize the need for a trained and ready contingency-oriented Army. Amidst these global demands, domestic change and fiscal constraints broaden the challenge.

This era also confirms the application of high technology in future warfare. Weapons with the "effects of massed forces" are available to any nation possessing hard currency. Precision munitions, digital communications, and position location equipment promise to change the face

*An
overview
of today's
Army Aviation
by the
Branch Chief.*

of future battle.

The physical and intellectual dimensions of battlespace urgently demand intuitive and versatile leaders supported by agile battle staffs and well-trained soldiers. Mobility, agility, simultaneity of effort, lethality, increased

battle tempo, and space age logistics must dominate the Army's restructuring initiatives and investment decisions.

The Army has responded to this new environment with CONUS-based contingency and reinforcing forces and some forward deployed units. Total Force initiatives are underway among the Active and Reserve Components to give broadened meaning to a trained and ready Total Army capable of decisive victory. Force restructuring initiatives are under-

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way that leverage high technology for a downsized force. Modernization decisions are focused on projecting and sustaining the force, protecting deployed forces, winning the information war, conducting precision strikes, and dominating in the maneuver battle — a combined arms team that leverages all dimensions of the ground regime.

Armey Aviation is the third dimension centerpiece of the land force. Reconnaissance, attack, assault, special operations, and medium-lift helicopters complemented by electronic mission aircraft and MEDEVAC helicopters comprise our contribution to the finest Army in the world. While the operational continuum demands readiness for a wide range of employment, warfighting is our mission and we cannot lose sight of this obligation.

So then, how do we accommodate change? Uncertain threats, a new national military strategy, lessons from recent operations, emerging high technologies, and the changing nature of warfare cause us to examine our warfighting concepts, doctrine, and investment strategies. Army Aviation is fully participating in the TRADOC Battle Laboratory initiatives designed to examine our doctrine, training, leader development programs, organizations, and materiel development needs.

At the joint level, there is con-

siderable debate on service roles and missions. Close air support, deep fires, search and rescue, CH-47 employment and helicopters in general support missions dominate the discussion. In the Army, FM 100-5 is being updated for post Cold War operations. Analytical work is underway on the contribution of reconnaissance and security operations. A²C² and Army Aviation ATC/ATS are being addressed. Lessons from past operations have been assessed and data is emerging on the current Somalia operation. Concepts for using helicopters in an air defense role are also being studied.

As the aviation force is modernized, there are significant training challenges. Aviators and maintenance support personnel must be trained in new systems as resources shrink. Initial Entry Rotary Wing (IERW) training will change over the next nine months. Flight training in the Advanced Combat Skills (ACS) phase of multi-track is no longer affordable in the UH-1, UH-60, and AH-1. These skills are taught in Basic Combat Skills and were dropped from the Programs Of Instruction (POI) on 26 January 1993. Flight training in ACS will be retained in the aeroscout track. Academics will continue in all four tracks, ensuring a fundamental understanding of reconnaissance and security mission in all our new

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aviators. In October 1993, UH-60 and AH-1 multi-tracks will default to a dual-track system. Pilots will receive an advanced aircraft qualification immediately following IERW as required. Selection of a New Training Helicopter this year should provide significant training efficiencies. There has also been a focus on crew coordination, helicopter gunnery, and electronic warfare training.

Soldiers are being challenged with tough but realistic training. We are pressing for aviation representation in every Combined Training Center (CTC) rotation. Increasingly, training devices, simulation, and simulators are being harnessed for individual, crew, and collective training skills. National Guard training sites are being examined for training in both mature and modern aircraft.

Aerial observers will be trained primarily in aircraft maintenance skills and in selected observer duties. This program will be phased from the system as two pilots are available for all aircraft. Multiple skills training will be initiated for aircraft mechanics to provide the field a soldier capable of performing minor allied shop tasks on the assigned airframe.

The Aviation Officer Basic Course includes a combined arms warfighting phase at the conclusion of flight training; this has

been well received by field commanders. Exchanges of officers among the combat arms schools continue at the advanced course level.

The previous 15D skill area has been replaced with 15B90, giving selected aviators entry into the logistics functional area. Logistics-oriented aviators will attend the Combined Logistics Officer Advanced Course at Ft. Lee with a phase of training at Ft. Rucker.

The Warrant Officer Career Center has been established at Ft. Rucker, and positions are being recoded across the Branch to permit broader assignment of warrant officers.

Improved Noncommissioned Officers Education System (NCOES) training provides leadership and technical training for our NCOs. We are aligning NCOES with the training base to improve training efficiencies. The Aviation Branch continues its press to attract minority Americans to its ranks. TOE/TDAs have been scrubbed to assure opportunities for women.

Aviation has been restructured to eliminate long-standing Army of Excellence (AOE) deficiencies. The challenge was to make Aviation affordable and resource it within HQDA end strength guidance for all components. A homogenous unit building block approach was adopted to garner efficiencies from units containing only one type air

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craft. Additionally, we sought to lower current operating and maintenance costs by aggressively retiring mature systems. Headquarters have been restructured with the requisite personnel for operations and units will be manned at 100 percent of Manpower Requirements Criteria (MARC). Other changes include pilot manning and personnel for Aviation Life Support Equipment (ALSE) and ground support equipment.

Central to our strategy is the retirement of older systems. We remain committed to reducing the helicopter fleet from ten systems to five; the fixed wing fleet from eight to four. UH-60 procurement continues, Apache is being modernized, and Longbow Apache will be brought on line. All OH-58Ds will be converted to the Kiowa Warrior configuration and we continue to press for CH-47D modernization. Comanche remains the centerpiece for 21st Century Army Aviation.

The Special Technical Inspection and Repair (STIR) program has significantly upgraded fleet readiness of aircraft returning from recent desert operations. Stock Fund initiatives have received mixed reviews. Many installations have managed the Stock Fund Depot Level Repair (SFDLR) program well and benefitted from its efficiencies. In some instances, local accounting processes must be ex-

amined to assure the flow of monies from efficiencies back into aviation accounts. If you need help on this, personnel at the U.S. Army Aviation Logistics School (USAALS) and the U.S. Army Aviation and Troop Command (ATCOM) are available to assist.

Soldier skills are being consolidated in many 67 and 68 MOS areas. "Stripes on the Flight Line" will be introduced into emerging TOE/TDA. Soldiers will be retrained in new aviation MOSs as mature aircraft are removed from service. We are working hard to reduce personnel shortfalls in some units resulting from overall Army drawdown initiatives.

Avionics maintenance personnel and ATC equipment repairers are being considered for proponency change so they can be branch competitive in the future. Their "bench repairer" skills are not compatible for consolidation within the branch and low density within the MOSs make promotions difficult. The 93C MOS is being considered for capping at SFC and migration to 93P due to lack of structure at the senior NCO level.

The Army Chief of Staff approved the Ellis D. Parker Aviation Unit Award in honor of LTG Ellis D. Parker, Ret., for unit excellence in leadership, training, maintenance, standardization, and safety. The award will be implemented

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These are my thoughts as we meet

the challenges of the coming era. I am greatly privileged to serve as Chief of Army Aviation. Your consistent professional contribution makes me immensely proud of you. While there are uncertainties, I believe we have an enormous opportunity. What we do or fail to do now will determine how we shall cross the threshold of the next century. The Army Aviation warfighting teams at Forts Rucker and Eustis welcome your continued input and ideas. Thank you for your commitment to soldiering and the future.

★★

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



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ACQUISITION IN CHANGING TIMES

In the Program Executive Office, we believe that Army Aviation is many things. It is force projection, speed and depth, vision and situational awareness, lethality, and it is support. Aviation creates mass and economy of force. It is our job to provide soldiers with technically superior and affordable systems that create these effects. Our systems must be state-of-the-art, safe, capable, reliable, and they must have unmatched survivability. And, we must field them on time.

To do all of these things, we must take notice of a serious dilemma. Americans want to see their government shrink and the Army will not be exempt. But, it is still a dangerous world. We must continue to develop weapons systems. These sys-

*New initiatives
in acquisition
as described
by the
Program
Executive
Officer,
Aviation.*

tems will be electronically sophisticated. We all know that the half life of electronic technology is only two to ten years. Resource constraints dictate that our weapons systems stay in service for 40 years.

Many of the Chinooks now flying as D

series have been in service 30 years, and will fly for at least another 15 years. The dilemma of service life versus technology half-life is best solved by developing systems that can be improved over the years. This is the approach we have taken with Chinook, Kiowa Warrior, and Apache.

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So what does this mean for our systems and customers? The CH-54 Tarhe has been retired. The cargo mission is now executed solely by one series of Chinook, the D series. It is performing well in the hands of our best trained aviators in the active and reserve components. You should not expect a Chinook replacement program to begin before 1998.

The UH-60 Black Hawk is meeting all requirements. There is a need to continue to improve this vital system to meet future needs. Plans are in place for substantial

growth, including an improved engine, improved cockpit, higher gross weight, better blades and hub, and 1553 bus. Working with the National Guard, we have received approval for a UH-60Q (MEDEVAC) series, which will soon be in production.

The OH-58D Kiowa Warrior continues to astound observers with its capabilities. Like the Chinook, this is a system that has been in the Army a long time — over 20 years — and is being continuously

improved. It will continue to do the job until an operationally significant quantity of RAH-66 Comanches are fielded.

The Special Operations aircraft, the MH-47E and MH-60K, are performing well in tests. These extremely

capable aircraft give the National Command Authority options that were not imagined only 10 years ago. These aircraft allow the special operations troops to operate virtually anywhere in the world, with speed and surprise.

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The centerpiece of Army Aviation's future remains Comanche. It fixes all our battlefield deficiencies. It reduces fleet size. It retires the Vietnam-era fleet. It supports the national military strategy. With strategic agility, power projection, technical superiority and a smaller logistics tail, it has a strong, firm future in our modernization plans.

The Aviation School has asked us to buy an "off the shelf" helicopter for primary training. We are in the final throes of source selection for the New Training Helicopter (NTH), with some very acceptable candidates. Our students will soon have a new, much more economical aircraft in which to learn basic skills.

As aviators, you can be proud of our contribution to the rest of the



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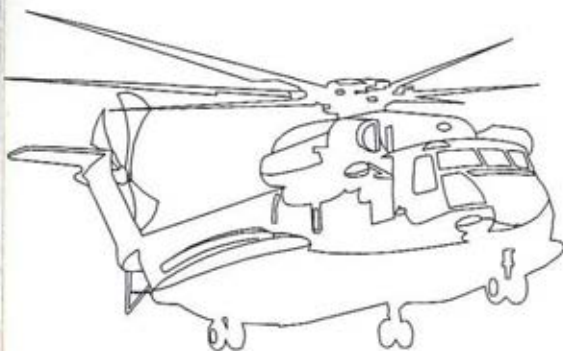
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Borrowing from Charles Dickens, I would offer that these are the best of times and the worst of times. The worst of times because we will have to do much more with much less. Our resources will be under constant attack from competing interests. The best of times because these are the circumstances where a dedicated, well-trained force excels. In these times you know us by our product. It will be the very best aviation systems any Army has ever fielded.

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AVIATION AND TROOP COMMAND (ATCOM) UPDATE

On 1 October 1992, the missions of two commands whose historical paths paralleled and often intersected over the years were formally brought together again as the Aviation and Troop Command (ATCOM).

Consolidation of ATCOM's preceding commands was but one milestone in a year that marked the 50th anniversary of Army Aviation. ATCOM's vision is to provide the Army and other customers with technologically superior, affordable aviation, soldier, and combat support systems that are state-of-the-art — safe, capable, reliable, survivable — and which can be sustained for prolonged periods to support special operations, contingency, forward-deployed, and reinforcing forces.

Transforming this vision into re-

*An update
on the
consolidation
of AVSCOM
and TROSCOM
by the
Commanding
General,
ATCOM.*

ality is the function of seven logistical and technical centers. The Weapon System Management Center (WSMC) provides centralized management of assigned aviation and soldier support materiel systems, programs, and items and assures effective inter-

face within ATCOM and with higher headquarters, other services, combat developer, and supporting commands and activities.

Among WSMC's milestones in the past year was the acceptance of the Army's premier intelligence system, the RC-12N Guardrail/Common Sensor in March, one month ahead of schedule. Regular Army fielding of the AH-1F Cobra was accomplished with the 10th Mountain Division (Light), Ft. Drum, NY in January; the 7th Infantry Division (Light), Ft.



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Ord, CA in February; and the 25th Infantry Division (Light), Schofield Barracks, HI in April. In August, a successful C-NITE TOW 2A firing demonstration was accomplished with 12 out of 14 destroying their targets through smoke, haze, fog, and at night.

Buying commodities — from aircraft to water supply equipment — is the business of ATCOM's Acquisition Center (AC). Last year, the AC awarded more than 12,000 aviation contracts which totaled more than \$3 billion. One of these was a five year, \$1.54 billion contract for the production of 300 UH-60s and mission flexibility kits and the provision of related program support. This, the fourth multi-year UH-60 contract, calls for the annual delivery of 60 aircraft in Fiscal Years 1992-1996 and brings the total number of UH-60s delivered and on order for the U.S. Army to more than 1,400.

In May, the Acquisition Center and the Program Executive Office for Aviation issued a formal Request For Proposal (RFP) to acquire a New Training Helicopter (NTH). The RFP leads to procuring a commercially available helicopter for the primary and instrument training of Initial Entry Rotary Wing (IERW) pilots at the U.S. Army Aviation Center, Ft. Rucker, AL. The Army plans to buy 157 NTHs

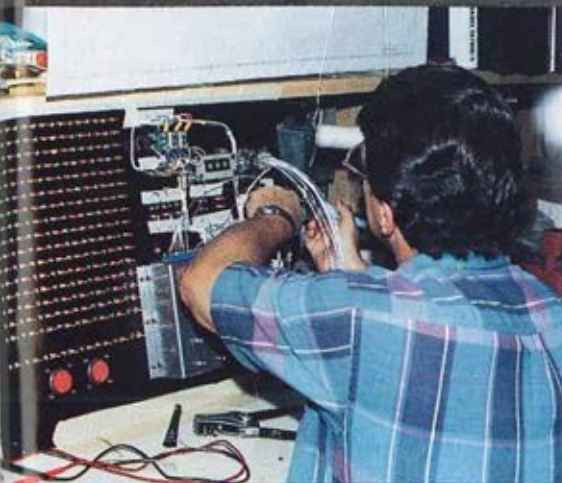
and 12 Cockpit Procedures Trainers, with an option for those same quantities. The contract award is set for 26 February 1993.

Before any aviation or troop support system can be procured, they must be researched, designed, developed, and qualified. After development, they require engineering support, testing and evaluation to ensure ATCOM's customers get the best possible equipment. These are the primary functions of ATCOM's Research, Development, and Engineering Centers (RDEC). ATCOM has three RDECs: the Aviation RDEC located in St. Louis and other locations around the country; the Natick RDEC at Natick, MA, and the Belvoir RDEC at Ft. Belvoir, VA.

The Aviation RDEC provides life cycle engineering and technical support for aviation and aviation support systems. Last year this RDEC initiated the Helicopter Detection Program at its Aviation Applied Technology Directorate (AATD), Ft. Eustis, VA.

This program will create a database of rotorcraft signatures and threat radar performance that government and industry will use to verify and validate radar prediction codes. Radar processed data collected in phases one and two are being used by government and industry in computer code correla-

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tion efforts. Additions are expected which will extend the utility of the data-base. Other types of model verification as well as special purpose uses will be possible.

The Aviation RDEC achieved another milestone at its Aero-flightdynamics Directorate, Moffett Field, CA, where accomplishments were made in the development of frequency-domain techniques and tools for system identification. Their software package Comprehensive Identification from Frequency Responses (CIFER) was used to excellent advantage on a number of aircraft projects within the Army and the aerospace community. In a first, CIFER was used to extract dynamic characteristics of the Sikorsky Bearingless Main Rotor from full-scale wind tunnel tests. CIFER analysis of the data is being used to validate the rotor dynamics models used in the synthesis of the RAH-66 control system design.

The Natick RDEC made a major contribution to aviators' clothing last year when it began fielding the new two-piece woodland camouflage Aircrew Battle Dress Uniform (ABDU) to aviators in September. This is a one-for-one replacement for the sage green coveralls. Aviators can also look forward to wearing a new survival vest over their ABDU. Replacing the SRU-21-P vest, the Aircrew

Survival Armor Recovery Vest will provide increased ballistic protection, a more comfortable and compatible armor insert, rescue lift capability, flame protection, and reconfigured pockets for reduced bulk and improved aircraft compatibility. A manufacturing contract for the vest will be awarded in March of this year.

Not to be outdone, the Belvoir RDEC progressed development of countersurveillance and fuel handling equipment for Army Aviation use. Belvoir RDEC is responsible for the Ultra Lightweight Camouflage Net System (ULCAN), which conceals aircraft and can be employed and recovered rapidly. Milestone Decision Reviews I and II, to verify the acceptability of the Non-Developmental Item (NDI) acquisition strategy for the ULCAN, were held in the first quarter of FY 1992. ULCANs were procured from three domestic manufacturers and a foreign manufacturer, and were delivered in the fourth quarter of FY92. We estimate the Army will save more than \$4 million over the life of the system by using the NDI acquisition approach.

Another Belvoir improvement in the works is their Advanced Aviation Forward Area Refueling System (AAFARS), which provides a minimum of 55 gallons per



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minute to each of four refueling points simultaneously. It's transportable inside a UH-60 and can be carried and deployed by four people. Last year, the production contract solicitation was released and the proposal evaluation began. A contract award early in this fiscal year is expected.

The Army Petroleum Center (APC) in New Cumberland, PA, which serves as a focal point for all petroleum issues, ensures responsive support to Army aviators. APC was instrumental in establishing hot refueling contracts at two commercial airports, permitting increased flight time for Army student pilots. Together with the Defensive Fuel Supply Center, APC surveyed hot refueling operations and supplemented the military standard governing commercial refueling, resulting in better efficiency and safety at those facilities. These contracts are a ground breaking effort in this area of Army Aviation.

Last, but by no means least, our Integrated Materiel Management Center (IMMC) serves as ATCOM's manager for life cycle support of aviation and soldier support equipment. In the international logistics arena, IMMC implemented AH-64 programs for the governments of the United Arab Emirates and Greece, the first NATO nation to buy it outside the U.S., and started

delivering refurbished UH-1Hs under the Special Defense Acquisition Fund program. The Center delivered 48 aircraft to five countries, including eight UH-60L Desert Hawk aeromedical helicopters to Saudi Arabia and the first six of 28 AH-1P Cobras to Turkey. Support of counternarcotics activities in Latin America continues.

The "mother of all battles" did not end the need for logistical support of aircraft used in Operation DESERT STORM. Aircraft returning from Southwest Asia have sustained environmental effects that require immediate attention to maintain aviation readiness. IMMC's contractor-supported Special Technical Inspection and Repair (STIR) operation, the largest Army Aviation field maintenance project ever undertaken, refurbishes each of the modernized aircraft used in the Persian Gulf and returns them to their units in predeployment condition. In addition, IMMC provided goods and services to exercises Operation OCEAN VENTURE in North Carolina, Operation SAND EAGLE in Louisiana, and Operation KANGAROO in Australia through its Logistics Assistance Representatives (LAR) in ATCOM Logistics Assistance Teams (ALAT).

The IMMC was tested in disaster relief efforts. On 28 August, less



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than 12 hours after the President authorized the use of federal troops in Joint Task Force (JTF) Andrew, an ALAT arrived in south Miami. Within hours, they established a base of operations for the AMC Logistics Support Group and set up the Army Humanitarian Depot at the airport. IMMC personnel also expedited repair of a TSW-7A tower for the control of military aircraft at the airport.

ATCOM issued orders to ship to the disaster area tents, generators, cots, Large Area Maintenance Shelters or "clamshells" field kitchens, Reverse Osmosis Water Purification Units (ROWPUs), and field rations. These items moved out on 29 August and the ALAT ensured a positive hand off of ATCOM-managed items and the sustainability of deployed Army aircraft.

By September's end, ATCOM supplied 17 field kitchens, each capable of feeding 300 people per meal; 72 30-kilowatt generators; 146 10-kilowatt generators; 18,000 cots and 526 tents; six ROWPUs, each of which daily provides 20 gallons of potable water per person for 600 people; and eight clamshells, which were used to store humanitarian supplies. The ALAT also provided technical and spare parts support for 120 Army aircraft in Florida.

On 14 September, three ALAT

members arrived in Hawaii to help the 25th Aviation Brigade in its relief efforts on Kauai for the victims of Hurricane Iniki.

Upon arrival, they conducted a preliminary assessment of what type of support IMMC could best provide. Their evaluation resulted in deploying an Aviation Vibration Analyzer Fielding Team and clamshells to the U.S. Army Pacific due to its success in Operation DESERT STORM and JTF Andrew. As with JTF Andrew, aviation support was provided.

Operating from headquarters in St. Louis, MO, a team of ROWPU instructors ensured that Typhoon Omar victims on Guam received potable water.

National disasters aside, ATCOM was again cast in the role of a good Samaritan. Within hours of the president sending troops to Somalia in Operation RESTORE HOPE on 4 December, an IMMC predeployment team of eight departed for Ft. Drum, NY, where they assessed the support that would be needed for the 10th Mountain Division.

On 7 January 1993, an ALAT was dispatched to Somalia and began support of the 65 Army aircraft by expediting procurement of Global Positioning System kits for AH-1Fs, deploying a C-12 and scheduling three others for deploy-

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ment, providing logistical and technical assistance for the division's 10 OH-58A+s in-country and supplying Battle Damage Kits, Aviation Vibration Analyzers, the Aviation Intermediate Maintenance (AVIM) Non-Divisional Shop Set Complex, and the AVIM Shop Set II.

Together, ATCOM's centers are assisting the Program Executive Office for Aviation in developing and acquiring such major aircraft programs as the RAH-66 Comanche, AH-64D Longbow, NTH, AH-64A Apache, OH-58D Kiowa Warrior, UH-60A/L Black Hawk, CH-47D Chinook, and the MH-60K and MH-47E Special Operations Aircraft.

Like the rest of the Army, ATCOM is facing declining budgets and personnel requirements. We are now reshaping the organization to meet the future needs of our service, all the while maintaining optimum support of the Army's warfighting capability.

To meet the challenge of changing times, ATCOM is continuing its commitment to Total Army Quality to achieve continuous improvement in our products and services which support and sustain Army aviators and soldiers.

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MG Williamson is the Commanding General, U.S. Army Aviation and Troop Command (ATCOM), St. Louis, MO.

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Modeled after several of the professional-technical societies in existence, the AAAA has grown rapidly, receiving membership support of the majority of those military and civilian persons having an interest in this segment of the Armed Forces.

PURPOSES

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

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

OBJECTIVES

REPRESENTING membership interests to the Army and the Legislative Branch.

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

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

STIMULATING good fellowship nationally, regionally, and locally.

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

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

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

MAINTAINING historical records.

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

RECOGNIZING outstanding contributions within Army Aviation.

PROVIDING special group programs of benefit to the individual membership.

SPECIFIC PROGRAMS

ARMY AVIATION MAGAZINE: AAAA's publication keeps members abreast of developments in Army Aviation.

AAAA CHAPTERS: Every member is assigned to an AAAA Chapter when possible. Chapter meetings feature speakers who address topics of current interest in all fields: research and development, tactics, personnel, and equipment.

AAAA AWARDS PROGRAM: AAAA presents awards annually at the national and chapter level recognizing outstanding achievement in Army Aviation.

AAAA SCHOLARSHIP FOUNDATION: The Foundation awards scholarships annually to members of the AAAA and spouses, unmarried siblings, and unmarried children of current and deceased AAAA members.

AAAA HALL OF FAME: AAAA's program to recognize broad, long term individual contributions to Army Aviation.

ARMY AVIATION INFORMATION NETWORK & VIDEO LIBRARY: AAAA's library and information center on Army Aviation developments.

ARMY AVIATION CAREER TRACK: AAAA's employment referral service.

AAAA ANNUAL CONVENTION: AAAA's annual meeting encompasses the latest developments in the Army Aviation community through professional presentations and exhibits.

CONFERENCES AND SYMPOSIA: AAAA sponsors several conferences and symposia annually that address specific subject areas such as ASE, Avionics, Electronics, Product Support, etc.

LOCATOR SERVICE: AAAA's program to assist the member in his efforts to keep abreast of the location and professional qualifications of his contemporaries.

AAAA COMMITTEES: AAAA's task forces report to the AAAA National Executive Board on issues having an impact on Army Aviation.

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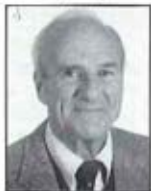
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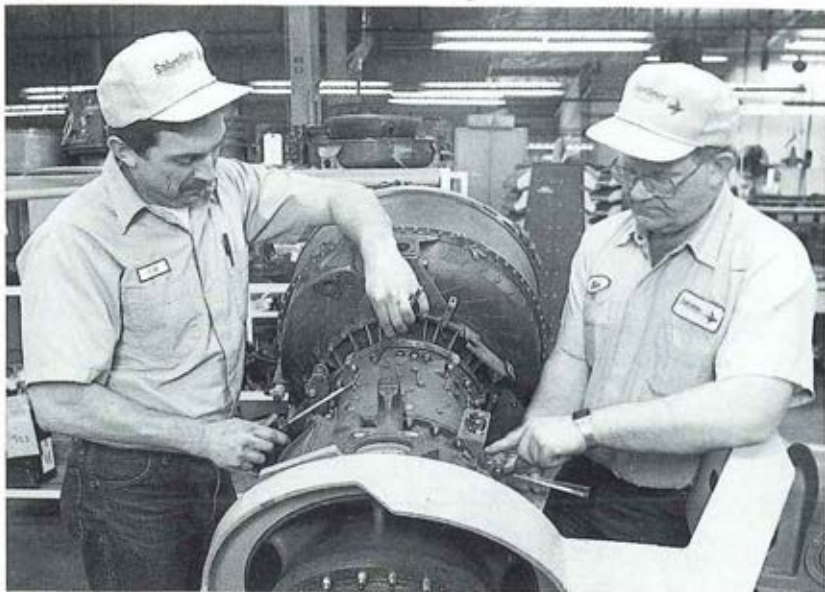
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* a **Master Chapter** category includes the 20 largest Chapters with 175 or more members and covers 10,727 members or 62% of the total.

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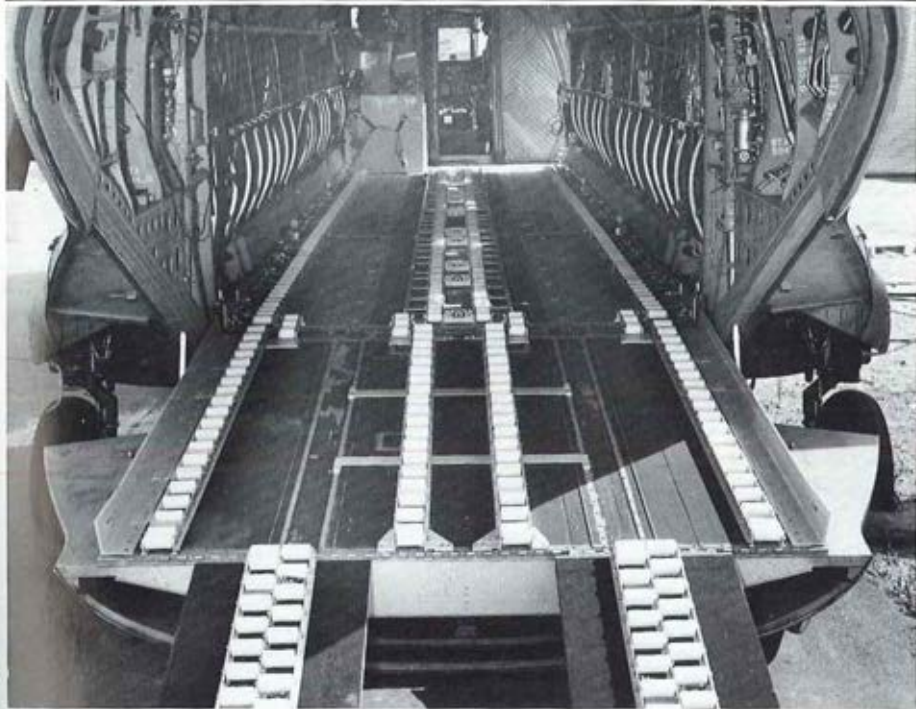
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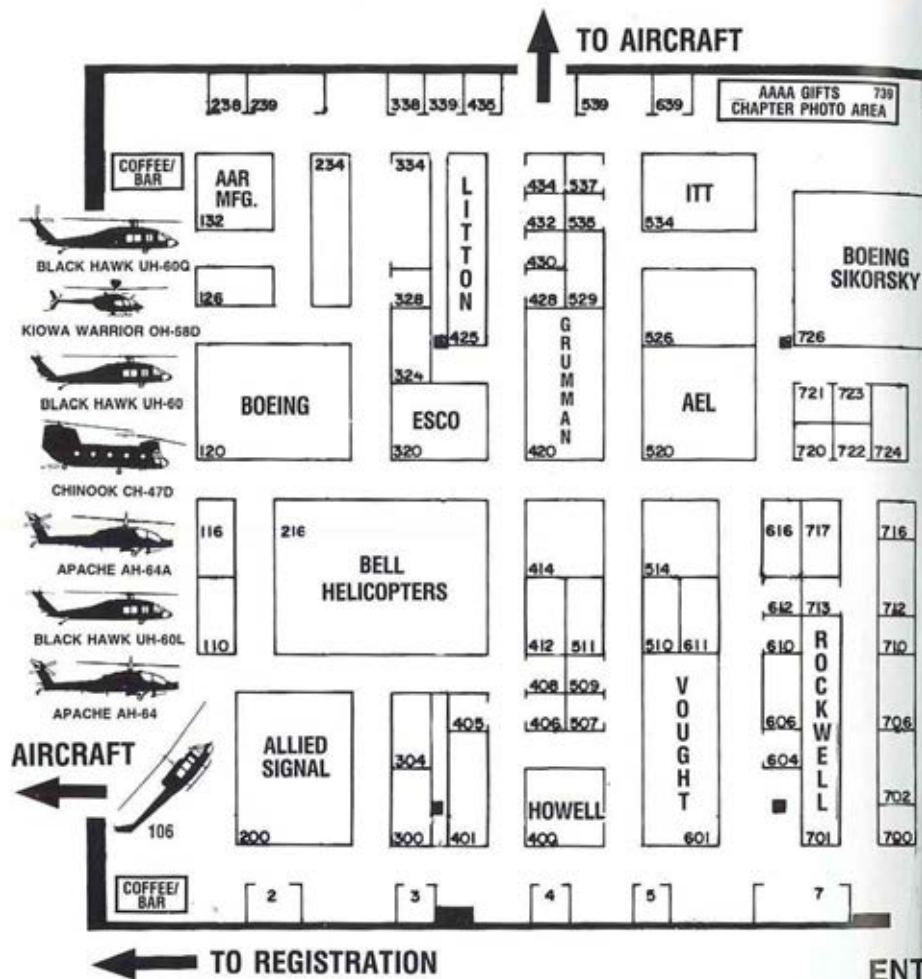


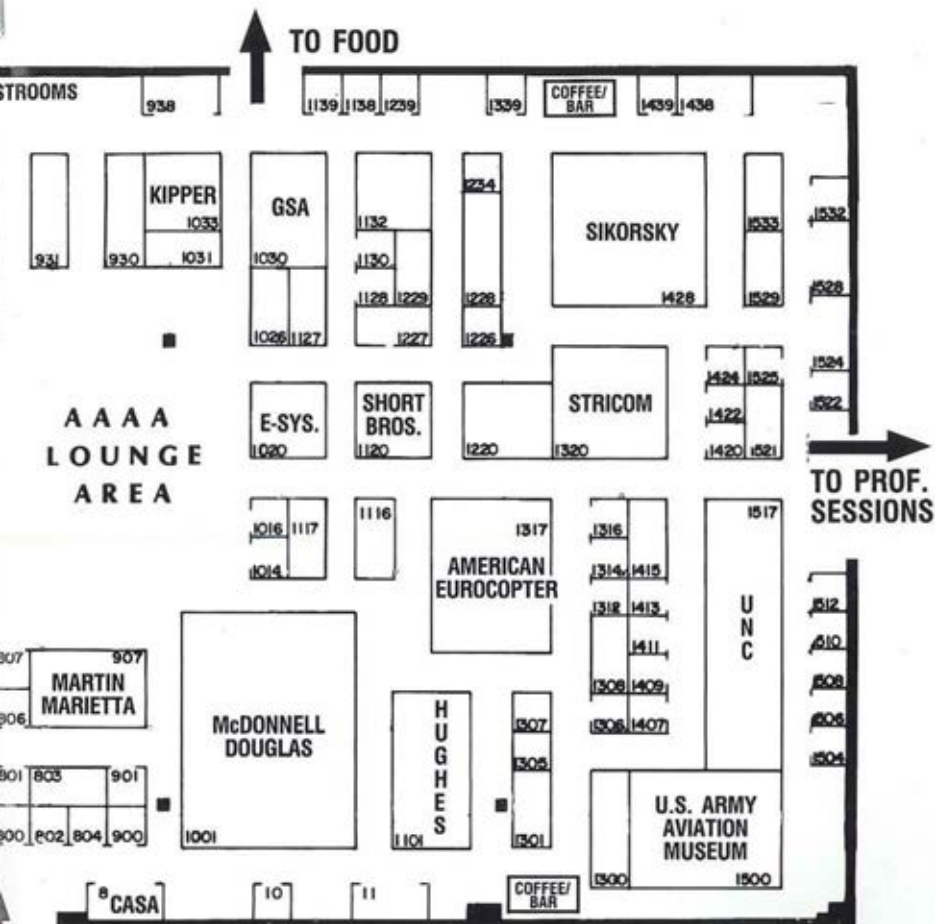
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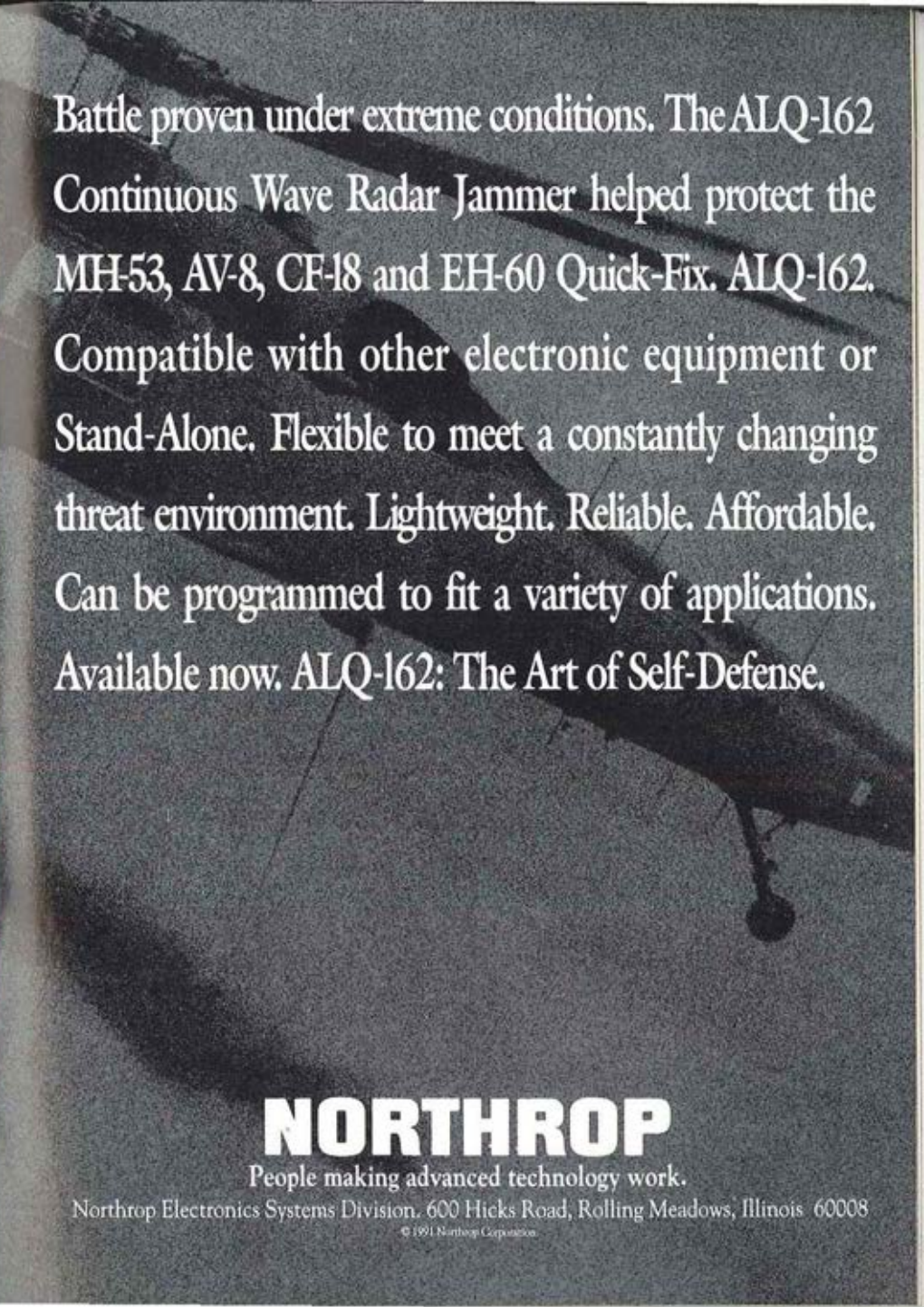
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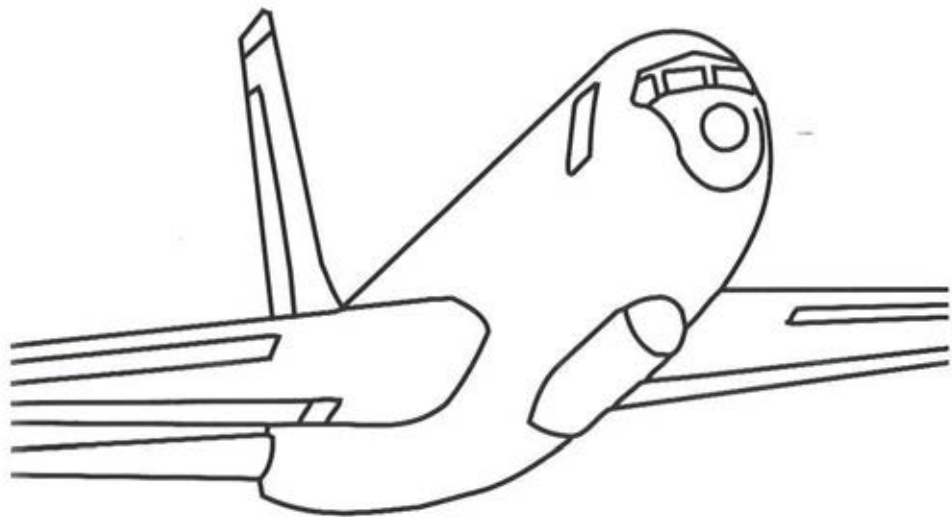
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AAAA CONVENTION PROGRAM

THURSDAY	11:00 AM - 4:00 PM	—	TCCC Room W101	APRIL 1
THURSDAY	PERSCOM Career Guidance			APRIL 1
THURSDAY	11:30 AM - 12:30 PM	—	TCCC Exhibit Hall	APRIL 1
THURSDAY	AAAA Membership Reception			APRIL 1
THURSDAY	12:30 PM - 2:00 PM	—	TCCC East Hall	APRIL 1
THURSDAY	AAAA Membership Luncheon			APRIL 1
THURSDAY	2:00 PM - 3:00 PM	—	TCCC Exhibit Hall	APRIL 1
THURSDAY	Exhibit Hall Refreshment Break			APRIL 1
THURSDAY	2:00 PM - 5:00 PM	—	TCCC Room W112	APRIL 1
THURSDAY	AAAA Scholarship Board Of Governors Meeting			APRIL 1
THURSDAY	SPECIAL FOCUS SESSION			
THURSDAY	3:30 PM - 4:30 PM	—	TCCC Room W104	APRIL 1
THURSDAY	"Army Aviation at the National Training Center"			APRIL 1
THURSDAY	LTC WILLIAM W. POWELL			APRIL 1
THURSDAY	Senior Army Aviation Trainer, NTC			APRIL 1
THURSDAY	7:00 PM - 8:30 PM	—	9th & Main Streets General Worth Square	APRIL 1
THURSDAY	AAAA North Texas Chapter & U.S. Army Safety Center "Longhorn 5K" Safety Run			APRIL 1
THURSDAY	7:00 PM - 9:30 PM	—	Joe T. Garcia's	APRIL 1
THURSDAY	AAAA National Executive Board Dinner			APRIL 1
THURSDAY	7:00 PM - 12:00 MIDNIGHT	—	Billy Bob's	APRIL 1
THURSDAY	AAAA Reunion at Billy Bob's in the Stockyards			APRIL 1
THURSDAY	Bus Service to and from AAAA Hotels from 7:00 PM-12:00 Midnight			APRIL 1
FRIDAY	8:00 AM - 5:00 PM	—	TCCC Room W105-106	APRIL 2
FRIDAY	Registration & Ticket Sales			APRIL 2
FRIDAY	8:00 AM - 9:00 AM	—	TCCC Green Room	APRIL 2
FRIDAY	Speakers' and Awardees' Breakfast			APRIL 2
FRIDAY	8:00 AM - 9:00 AM	—	TCCC Theater Lobby	APRIL 2
FRIDAY	Eye-Opener Coffee Break			APRIL 2

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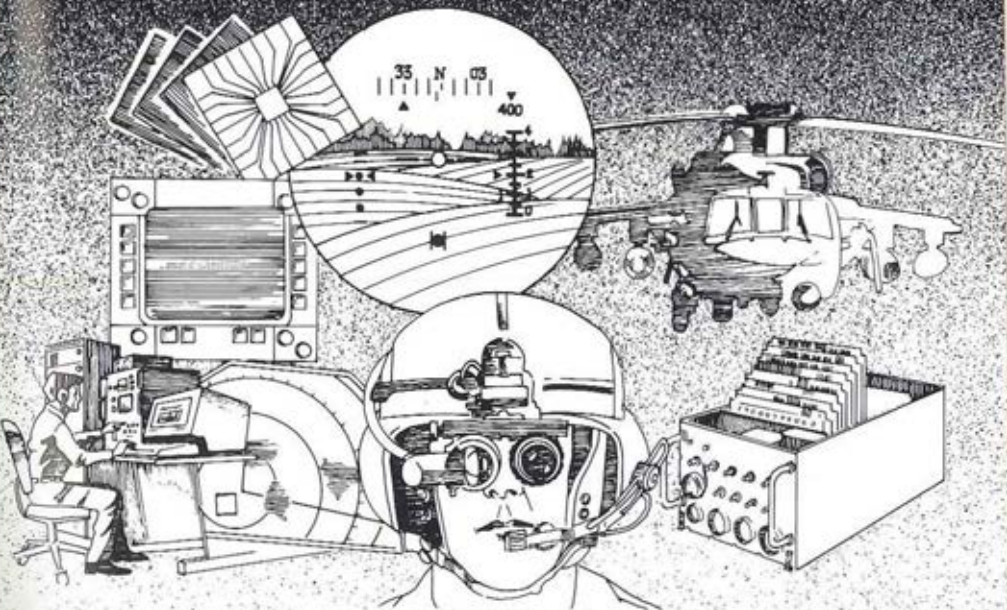
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AAAA CONVENTION PROGRAM

FRIDAY	11:40 AM - 12:00 NOON	— TCCC Theater	APRIL 2
FRIDAY		"Force Protection in Army Aviation"	APRIL 2
FRIDAY		BG R. DENNIS KERR	APRIL 2
FRIDAY		Commander, U.S. Army Safety Center, and Director of Army Safety	APRIL 2
FRIDAY	11:00 AM - 5:00 PM	— TCCC Room W101	APRIL 2
FRIDAY		PERSCOM Career Guidance	APRIL 2
FRIDAY	12:00 NOON - 5:00 PM	— TCCC Exhibit Hall	APRIL 2
FRIDAY		Army Aviation Technology Exhibition Open	APRIL 2
FRIDAY	12:00 NOON - 1:00 PM	— TCCC East Hall	APRIL 2
FRIDAY		AAAA Exhibit Hall Buffet Luncheon	APRIL 2
FRIDAY	1:00 PM - 2:00 PM	— TCCC Exhibit Hall	APRIL 2
FRIDAY		Exhibit Hall Coffee Break	APRIL 2
FRIDAY	2:00 PM - 4:00 PM	— TCCC Room W112	APRIL 2
FRIDAY		AAAA NEB/Chapter Presidents Session	APRIL 2
FRIDAY	6:30 PM - 8:30 PM	— Crystal Ballroom Foyer Radisson Plaza	APRIL 2
FRIDAY		Registration and Ticket Sales (For President's Reception)	APRIL 2
FRIDAY	7:00 PM - 8:30 PM	— Crystal Ballroom Radisson Plaza	APRIL 2
FRIDAY		AAAA President's Reception	APRIL 2
FRIDAY	9:00 PM - 1:00 AM	— Crystal & Texas Ballrooms Radisson Plaza	APRIL 2
FRIDAY		AAAA Chapter Receptions	APRIL 2
SATURDAY	7:30 AM - 7:30 PM	— TCCC Room W105-106	APRIL 3
SATURDAY		Registration and Ticket Sales	APRIL 3
SATURDAY	7:30 AM - 9:00 AM	— TCCC Arena Lobby	APRIL 3
SATURDAY		Eye-Opener Coffee	APRIL 3
SATURDAY	7:45 AM - 9:00 AM	— TCCC Room E101	APRIL 3
SATURDAY		First Light Breakfast (By Invitation Only)	APRIL 3
SATURDAY		Guest Speaker:	APRIL 3
SATURDAY		LTG WILLIAM H. FORSTER	APRIL 3
SATURDAY		Military Deputy, OASARDA & Director, Army Acquisition Corps	APRIL 3
SATURDAY			APRIL 3

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AAAA CONVENTION PROGRAM

APRIL 3	9:00 AM - 11:00 AM — Crystal Ballroom "C" Radisson Plaza	SATURDAY
APRIL 3	Spouse Breakfast	SATURDAY
APRIL 3	In Honor of the Awardee Spouses	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	10:30 AM - 10:40 AM — TCCC Theater Lobby	SATURDAY
APRIL 3	Coffee Break	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	10:00 AM - 4:00 PM — TCCC Room W101	SATURDAY
APRIL 3	PERSCOM Career Guidance	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	INDUSTRY SESSION _____	SATURDAY
APRIL 3	10:40 AM - 11:00 AM — TCCC Theater	SATURDAY
APRIL 3	MR. WEBB F. JOINER	SATURDAY
APRIL 3	President, Bell Helicopter Textron, Inc.	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	11:00 AM - 11:20 AM — TCCC Theater	SATURDAY
APRIL 3	MR. EDWARD J. RENOARD	SATURDAY
APRIL 3	Executive Vice President/General Manager,	SATURDAY
APRIL 3	Boeing Defense & Space Group, Helicopters Division	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	11:20 AM - 11:40 AM — TCCC Theater	SATURDAY
APRIL 3	MR. DEAN C. BORGMAN	SATURDAY
APRIL 3	President, McDonnell Douglas Helicopter Company	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	11:40 AM - 12:00 NOON — TCCC Theater	SATURDAY
APRIL 3	MR. EUGENE BUCKLEY	SATURDAY
APRIL 3	President, Sikorsky Aircraft Division, UTC	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	12:00 NOON - 4:00 PM — TCCC Exhibit Hall	SATURDAY
APRIL 3	Army Aviation Technology	SATURDAY
APRIL 3	Exhibition Open	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	12:00 NOON - 1:00 PM — TCCC East Hall	SATURDAY
APRIL 3	AAAA Exhibit Hall Buffet Luncheon	SATURDAY
APRIL 3	_____	SATURDAY
APRIL 3	1:00 PM - 4:00 PM — TCCC Exhibit Hall	SATURDAY
APRIL 3	Exhibit Hall Social/Chapter Photos	SATURDAY
APRIL 3	Scavenger Hunt Drawing at 4:00 PM	SATURDAY

AAAA CONVENTION PROGRAM

SATURDAY	5:45 PM - 6:45 PM	—	TCCC East Hall	APRIL 3
SATURDAY	AAAA Banquet Reception			APRIL 3
SATURDAY	6:45 PM - 9:30 PM	—	TCCC East Hall	APRIL 3
SATURDAY	AAAA Banquet			APRIL 3
SATURDAY	Honoring All AAAA National Awardees.			APRIL 3
SATURDAY	Guest Speaker:			APRIL 3
SATURDAY	GEN CROSBIE E. SAINT, RET.			APRIL 3
SATURDAY	Entertainment:			APRIL 3
SATURDAY	MICHAEL ICEBERG			APRIL 3
SATURDAY	AND THE AMAZING ICEBERG MACHINE			APRIL 3
SATURDAY	10:00 PM - 1:00 AM	—	Crystal Ballroom Radisson Plaza	APRIL 3
SATURDAY	AAAA Chapter Receptions			APRIL 3
SATURDAY	8:00 AM - 8:30 AM	—	Crystal D Radisson Plaza	APRIL 4
SUNDAY	National Board Meeting			APRIL 4
SUNDAY	8:30 AM - 10:30 AM	—	Crystal A&B Radisson Plaza	APRIL 4
SUNDAY	AAAA Get-Away Breakfast			APRIL 4

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 Bethesda, MD



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 E Troop, 4th Sqn, 17th Cav
 Ft. Bragg, NC



DAC OF THE YEAR
 James E. Speigner
 1/212th Avn. Aviation Training Bde
 Ft. Rucker, AL



McCLELLAN SAFETY
 CW4 Michael S. Olin
 A Co, 1/501st Avn, 17th Avn Bde
 APO AP



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 COL Gerald D. Saltness



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 CSM Jerome G. Chapelle



AVIATION UNIT (ARMY)
 12th Aviation Brigade
 APO AE
 COL Thomas M. Hayes



AVIATION UNIT (ARMY)
 12th Aviation Brigade
 APO AE
 CSM Timothy L. Fosque



AVIATION UNIT (USAR)
 1st Battalion (ATKHEL),
 211th Avn Regt
 West Jordan, UT
 LTC Robert G. Holt



AVIATION UNIT (USAR)
 1st Battalion, (ATKHEL)
 211th Avn Regt
 West Jordan, UT
 CSM Travis R. Heywood



AVIATION UNIT (ARNG)
 2-123 Attack Helicopter Bn
 6th ID(L)(Roundout)
 St. Paul, MN
 LTC Daniel J. McGraw



AVIATION UNIT (ARNG)
 2-123 Attack Helicopter Bn
 6th ID(L)(Roundout)
 St. Paul, MN
 CSM Gary C. Gustner

OUTSTANDING AVIATION UNIT AWARD

BACKGROUND—Sponsored by the McDonnell Douglas Helicopter Company, this award is presented annually by the AAAA "to the Active Army Aviation unit that has made an outstanding contribution to or innovation in the employment of Army Aviation over and above the normal mission assigned to the unit during the awards period encompassing the previous calendar year." Any Active Army Aviation unit that has met the foregoing criteria is eligible for consideration.

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

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

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

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

1963—11th Air Assault Division and attached 10th Air Transport Brigade, MG Harry W.O. Kinnard, CDR, 11th Air Assault Div., COL Delbert L. Bristol, 10th Brigade Commander.

1964—13th Aviation Battalion, LTC Jack V. Mackmull and LTC J.Y. Hammack, Co-Commanders, 13th Aviation Battalion.

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

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

1967—52nd Combat Aviation Battalion, LTCs Raymond G. Lehman, Jr.; Edward P. Luckert, Jr.; Paul C. Smithy, Co-Commanders, and SGM Ernest J. Winters, Senior NCO.

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

1969—101st Airborne Division (Airmobile), LTG Melvin Zais and LTG John M. Wright, Jr., Co-Commanders; CSM Robert A. Young and CSM William T. Mixon, Co-Senior NCOs.

1970—1st Squadron, 9th Cav, 1st Cav Div (Airmobile), COL Robert H. Nevins, Cdr, and CSM John F. Adams Jr., as the Senior NCO.

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

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

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

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

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

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

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

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

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

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

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OUTSTANDING AVIATION UNIT AWARD (continued)

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

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

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

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

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

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

1987—17th Assault Helicopter Co., Avn Bde, 25th Infantry Div, CPT Christopher A.

Acker, Commander, and SFC Michael G. Whitaker, the Senior NCO.

1988—9th Cavalry Brigade, 9th Infantry Div, COL Joseph D. Carothers, Commander, and CSM Markfast S.E. Bess, Senior NCO.

1989—Aviation Brigade, 7th Infantry Division (Light), COL Douglas R. Terrell, Commander, and CSM Claud W. Sisco, the Senior NCO.

1990—377th Medical Company (Air Ambulance), 52nd Medical Battalion MAJ Richard H. Agosta, Commander, and 1SG Albert L. Johnson, Senior NCO.

1991—Aviation Brigade, 101st Airborne Division (Air Assault) COL Thomas H. Garrett, Commander, and CSM Richard A. Howard, Senior NCO.

1992—12th Aviation Brigade, COL Thomas M. Hayes, Commander and CSM Timothy L. Fosque, Senior NCO.

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OUTSTANDING AVIATION UNIT (RC) AWARD

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

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

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

1971—997th Aviation Co. (Assault

Helicopter) AZ-ARNG, MAJ James H. Cowan, Cdr., and 1SG Dale S. Swensen, Senior NCO.

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

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

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

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

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

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

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

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

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

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

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

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

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



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OUTSTANDING USAR UNIT OF THE YEAR AWARD

BACKGROUND—During the 1969-1984 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAAA. In late 1985, the Association established **separate** "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve, with each trophy being sponsored by Textron Lycoming.

1985—219th Transportation Co. (Aircraft Maintenance) (IS), 102nd ARCOM, Scott AFB, IL, MAJ Gilbert E. Boen, Commander, and 1SG Ronnie G. Greeling, Senior NCO.

1986—282nd Aviation Co. (Combat Support) (Corps), 787th Maintenance Bn (GS), Ft. Rucker, AL MAJ Gregory N. Beaman, Commander, and 1SG Jackie J. Bradley, Senior NCO.

1987—C Co., 2d Battalion, 158th Aviation Regiment, Olathe, KS, MAJ Thomas W.

Meisenzahl, Jr., Commander, and 1SG Jerry W. Clemmer, Senior NCO.

1988—185th Trans. Co. (AVIM), Glenview, IL, MAJ David C. Roberts, Commander, and 1SG Richard C. Beatty, Senior NCO.

1989—HQ, 244th Theater Aviation Group, Glenview, IL, COL Charles V. Nolan, Commander, and CSM Richard T. Koralik, Senior NCO.

1990—2nd Battalion (Attack Helicopter), 123rd Avn. Rgt., 6th Infantry Div. (Light) (Round Out), 88th ARCOM, St. Paul, MN, LTC Kenneth A. Sorensen, Commander and CSM Bruce F. Lohn, Senior NCO.

1991—7th Battalion, 158th Aviation Regiment (Combat), Scott Air Force Base, IL, LTC James M. Richey, Commander, and CSM Ronnie G. Greeling, Senior NCO.

1992—2-123 Attack Helicopter Battalion, 6th Infantry Division (L) (Roundout), Saint Paul, MN, LTC Daniel J. McGraw, Commander, CSM Gary C. Gustner, Senior NCO.

OUTSTANDING ARNG UNIT OF THE YEAR

BACKGROUND—During the 1969-1984 period, the Army Aviation Association presented an "Outstanding Reserve Component Aviation Unit Award" that recognized annual outstanding unit accomplishments within the Army National Guard and U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAAA. In late 1985, the Association established **separate** "Aviation Unit Awards" for both the Army National Guard and the U.S. Army Reserve, each trophy being sponsored by Textron Lycoming.

1985—Company C, 26th Aviation Battalion, Florida Army National Guard, MAJ David J. Cook, Commander, and 1SG Billy R. Cowart, Senior NCO.

1986—45th Aviation Battalion (Light Helicopter Combat), Oklahoma Army National Guard, LTC Leroy A. Wall, Commander, and MSG Charles B. Connell, Senior NCO.

1987—1st Battalion, 111th Aviation (AH) Florida Army National Guard, Jacksonville, FL, LTC Donald L. Adkison, Commander and SGM Billy

R. Cowart, Senior NCO.

1988—1st Battalion, 130th Aviation Regiment, 449th Avn Group, Morrisville, NC, LTC Duncan M. Stephens, Commander, and CSM Clarence L. Hodges, Senior NCO.

1989—1st Battalion, 131st Avn Regt., 167th Support Command (Corps), Montgomery, AL, LTC Don E. Stagg, Cdr., and CSM Harold M. Johnston, Senior NCO.

1990—Company G, 3rd Battalion, 149th Aviation Regiment, Texas Army National Guard, Grand Prairie, TX MAJ Richard B. Keene, Commander, and 1SG Thomas B. Lewis, Senior NCO.

1991—1109th Aviation Classification and Repair Depot, Mobilization AVCRAD Control Element, Connecticut Army National Guard, Groton, CT COL Paluel J. Flagg, II, Commander, and CSM George H. Allard, Jr., Senior NCO.

1992—1st Battalion (Attack Helicopter) 211th Aviation Regiment, West Jordan, UT, LTC Robert G. Holt, Commander and CSM Travis R. Heywood, Senior NCO.

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ROBERT M. LEICH AWARD

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

1973—34th General Support Group (AHM&S). Accepted for the unit by MG Alton G. Post and COL Donald H. Jersey, and CSM Samuel Ring. (For 1965-1972 Period).

1976—101st Airborne Division (Air Assault). Accepted for the unit by MG John A. Wickham, Jr., Commander. (For Reforger 1976)

1978—Corpus Christi Army Depot. Accepted for the Depot by COL Charles F. Drenz, Commander. (For 1961-1978).

1979—U.S. Army Aviation Board. Accepted for the Board by COL Robert A. Bonifacio, President, USAVNB. (For 1976-1980).

1980—U.S. Army Aviation Development Test Activity and all Predecessor Units. Accepted for the Activity and Units by COL William E. Crouch, Jr. (For 1945-1981).

1981—Aviation Applied Technology Laboratory. Accepted for the Laboratory by COL Emmett F. Knight. (For 1957-1982).

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

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

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

1986—Davison Aviation Command. Accepted for the unit by COL John A. Lasch, III, Commander, and CSM William H. Fountain, Senior NCO.

1987—CSM William H. Fountain. U.S. Army Davison Aviation Command, Ft. Belvoir, VA.

1988—Task Force 118, 18th Aviation Brigade Ft. Bragg, NC. Accepted for the unit by LTC Edmund E. Hughes, Commander and 1SG Danny L. Elzie, Senior NCO.

1989—U.S. Precision Helicopter Team, Ft. Rucker, AL. Accepted for the Team by LTC Robert E. Harry, Commander, CW3 Jon A. Iseninger, Pilot, CW3 Rudolph V. Hobbs, Co-Pilot, and SSG John L. Degand, Crew Chief.

1990—Mr. Richard L. Ballard. Office, Assistant Secretary of the Army for RDA, Washington, D.C.

1991—Army Aviation Systems Command. Accepted by MG Donald R. Williamson, Commander, and CSM Richard P. Mullen, Senior NCO.

1992—U.S. Army Combat Aviation Training Brigade, III Corps & Fort Hood COL Gerald D. Saltness, Commander and CSM Jerome G. Chappelle, Senior NCO.

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JOSEPH P. CRIBBINS DAC OF THE YEAR AWARD

BACKGROUND—This AAAA Award is sponsored by Boeing Helicopters. Named for Mr. Joseph P. Cribbins, the award's first recipient in 1976, this award is presented annually to the Department of the Army Civilian who has made an outstanding individual contribution to Army Aviation in the previous calendar year.

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

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

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

1979—**M. Margaret Brown**, Aircraft Equipment Manager, Aviation Office, USA Troop Support & Materiel Readiness Command, St. Louis, MO.

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

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

1982—**Frank Soliz**, Chief, Engine Shops Div, Corpus Christi Army Depot, Corpus Christi, TX.

1983—**Carolyn Chapman**, Aviation Program Specialist, Office of the Deputy Chief of Staff for Logistics, Dept. of the Army, Washington, DC.

1984—**Robert D. Robbins**, Test Pilot, U.S. Army Aviation Engineering Flight Activity, Edwards AFB, CA.

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

1986—**Charles C. Crawford, Jr.**, Technical Director, U.S. Army AVSCOM, St. Louis, MO.

1987—**Daniel M. McEneaney**, Director of Engineering, U.S. Army Aviation Systems Command, St. Louis, MO.

1988—**John L. Shipley**, Deputy Director, U.S. Army Aviation Applied Technology Directorate, U.S. Army Aviation Research and Technology Activity, AVSCOM, Fort Eustis, VA., and **John A. McLaughlin**, Deputy Project Manager, Army Helicopter Improvement Program, (AHIP), St. Louis, MO.

1989—**John K. Shannon**, Chief, Logistics Management Division, Advanced Attack Helicopter AH-64 (APACHE) Program Management Office, PEO Aviation, St. Louis, MO.

1990—**Daniel J. Rubery**, Logistical Director, U.S. Army AVSCOM, St. Louis, MO.

1991—**James R. Ray**, Chief, Logistics Assistance Branch, U.S. Army Aviation Systems Command, Europe.

1992—**Mr. James E. Speigner**, Chief, Airfield ALERT Section, Headquarters and Headquarters Detachment, 1st Battalion, 212th Aviation, Aviation Training Brigade, Fort Rucker, AL.



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ARMY AVIATOR OF THE YEAR AWARD

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1987—CW4 James M. Call, 237th Medical Detachment, Ft. Ord, CA.

1988—CW4 Myron F. Babcock, C Co., 228th Aviation Regiment, Ft. Wainwright, AK.

1989—CW3 Jon A. Iseminger, U.S. Precision Helicopter Team, Ft. Rucker, AL.

1990—CW2 Jim M. Sandberg, C Company, 1st Battalion, 149th Aviation Regiment, 49th Armored Division, Texas Army National Guard, Houston, TX.

1991—CW3 James C. Kalahan, 4th Squadron, 17th Cavalry Regiment, XVIII Airborne Corps, Ft. Bragg, NC.

1992—MW4(P) Randolph Wise Jones, B Company, 1/160th Special Operations Aviation Regiment (Airborne), Fort Campbell, KY.





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AVIATION SOLDIER OF THE YEAR AWARD

BACKGROUND—The AAAA's "Aviation Soldier of the Year Award" is sponsored by Bell Helicopter Textron. It is presented at the Annual Convention of the Army Aviation Association.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1976—SP5 Charles W. Ball, 146th Medical Detachment (Helicopter

Ambulance), West Virginia ARNG.

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

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

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

1980—SFC James D. Glendinning, Air Trp, 11th Armored Cavalry Regiment, APO NY.

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

1982—SFC Ronald L. Boese, Platoon Sgt, Aeroscout Platoon, Combat Aviation Troop, 11th Armored Cavalry Regiment, APO NY.

1983—SP4 David T. Amos, 196th Aviation Co., (ASH), 269th Combat Aviation Battalion, Fort Bragg, NC.

1984—SSG Ronnie Garrett, 11th Combat Aviation Squadron, 11th Armored Combat Aviation Squadron, APO NY.

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

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

1987—SSG Beau A.H. Tatumura, B Co, 2d Aviation Battalion (Combat), APO SF.

1988—SSG John E. Rhodes, Task Force Phoenix, 4th Brigade, 1st AD, APO NY.

1989—SSG Eric J. Harris, 4th Squadron, 2d Armored Cavalry Regt., Feucht Army Airfield, APO NY.

1990—SSG Robert Martinez, C Company, 3rd Battalion, 1st Aviation Regiment, APO New York.

1991—SSG Everett F. Smith, III, 1st Battalion, 24th Aviation Regiment, Hunter Army Airfield, GA.

1992—SSG Donald C. Maddox, E Troop, 4th Squadron, 17th Cavalry 18th Aviation Brigade, Fort Bragg, NC.



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JAMES H. McCLELLAN AVIATION SAFETY AWARD

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

1958—MAJ Arne H. Eliasson, Aviation Safety Division, Headquarters, 7th Army, APO NY.

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

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

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

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

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

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

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

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

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

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

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

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

1970—COL Eugene B. Conrad, U.S. Army Board for Aviation Accident Research (USA-BAAR), Ft. Rucker, AL.

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

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

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

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

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

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

1977—CWO Fate (Jim) Hutchins, 129th Aviation Co. (Assault Helicopter), Ft. Bragg, NC.

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

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

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

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

1982—No award given by the AAAA in Calendar Year 1982.

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

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

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

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

1987—CW2 Gary D. Braman, S Troop, 4th Squadron, 11th Armored Cavalry Regiment, APO NY.

1988—CW3 Henry M. Yerger, 377th Medical Company (Air Ambulance), APO SF.

1989—CW2 William K. Manuel, 1-212th Aviation, Aviation Training Brigade, Lowe Army Airfield, Ft. Rucker, AL.

1990—CW4 Lawrence R. Burbank, Aviation Division National Guard Bureau, Aberdeen Proving Ground, MD.

1991—CW4 Stephen V. Rauch, Combat Aviation Brigade, 3rd Infantry Division, APO AE.

1992—CW4 Michael S. Olin, A Company, 1/501st Aviation, 17th Aviation Brigade K-16 (Seoul Air Base) Unit #15238, APO AP.



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OTHER NATIONAL AWARDS

Functional Awards are those AAAA awards that address a specific area or specialty within the aviation community, such as the "ASE", "Air/Sea Rescue", "Trainer of the Year", "Howze Gunnery", "Aviation Logistics Support Unit", and "Army Aviation Materiel Readiness" awards.

Outstanding ROTC Cadet Award

BACKGROUND—The selection of the most outstanding ROTC Cadet who has been selected for the Army Aviation Branch is accomplished by a Selection Board under the leadership of the Commander, U.S. Army ROTC Cadet Command, Fort Monroe, Virginia, in November of the year prior to the Cadet's graduation. The selection is based upon the following criteria: Overall College Board scores - Advanced Camp performance - Grade

Point Average - Leadership qualities and Ranking by PMS (Professor of Military Science - usually an 05 from his/her university).

1988 — **Pedro G. Almeida**

1989 — **Michael A. Flynn**

1990 — **Gregory T. Lang**

1991 — **Louis A. Birdsong**

1992 — **Victor S. Hamilton**

Outstanding USMA Cadet Award

BACKGROUND—The selection of the most outstanding U.S. Military Academy Cadet who has been selected for the Army Aviation Branch is accomplished under the leadership of the Commandant immediately following the Branching of a USMA Class in the January before graduation. The selection is based on the following criteria: 1) Academic: Four year academic performance (GPA); 2) Military Leadership: Four year military training performance and leadership including Basic Training, Field Training, Advanced Military Training as well as military specialty schooling/training such as air assault, ranger or airborne training. Also included are peer and officer leader-

ship evaluations for leadership positions held throughout the academic year; 3) Physical Aptitude: Four year physical education performance including military physical aptitude evaluations such as the Army Physical Readiness Test (APRT) and the indoor obstacle course; and 4) Extra Curricular Activities: Participation as a class officer or in intercollegiate athletics, clubs, and associated activities involved in cadet life.

1988 — **Kenneth S. Prygoski**

1989 — **Charles T. Tully, Jr.**

1990 — **H. Dave Wood**

1991 — **Christopher J. Watrud**

1992 — **Michael D. McKay**

Aircraft Survivability Equipment Award

BACKGROUND—The AAAA's "Aircraft Survivability Equipment Award" is sponsored by Loral Electronics Systems, and is presented annually to "the person who has made an outstanding individual contribution to Army Aviation in the area of Aircraft Survivability Equipment during the awards period encompassing the previous calendar year."

1985—**MAJ Michael F. Blacker**, Chief, Aviation Division, Ft. Huachuca, AZ.

1986—**CW4 Perry M. Smith**, Systems Manager, Directorate of Training and Doctrine, U.S. Army Aviation Center, Ft. Rucker, AL.

1987—**Mr. Richard Paoletta**, Project Leader, Infrared Countermeasures U.S.A. Communications and Electronics Command, Ft. Monmouth, NJ.

1988—**MAJ Steve L. Ash**, Assistant Program Manager, ASE Project Manager's Office, PEO Aviation, St. Louis, MO.

1989—**Mr. Joseph N. Graziano**, Director, Tactical Systems, ITT Avionics

1990—**CW3 Stephen L. Woods**, 1st Battalion, 1st Aviation, Fort Riley, KS.

1991—**Mr. Larry Johnson**, an Electronic Warfare Integration Engineer with the Naval Air Warfare Center, Point Mugu, CA.

Air/Sea Rescue Award

BACKGROUND—Sponsored by Lucas Aerospace, this AAAA National Award will be presented "to the crew or crew member who has performed a rescue using a personnel rescue hoist that saved the life or eased the suffering of an individual or individuals during the awards period encompassing September 1 through October 31."

1991—CW3 Scott Berrier, Standardization

Instructor Pilot, and **CW3 Julian Council**, Instructor Pilot, A Troop, 4th Squadron, 17th Cavalry (AIR)(RECON), Fort Bragg, NC.

1992—WO1 J. Tucker Rojas, **WO1 Christopher S. Latin**, **SGT Anthony Robinson**, and **SPC Dwane Means**, 377th Medical Company (AA), APO AP.

Army Aviation Trainer of the Year Award

BACKGROUND—The AAAA's "Army Aviation Trainer of the Year Award" is sponsored by the CAE-Link Corporation, Link Flight Simulation Division, and is presented annually to "the trainer who has made an outstanding individual contribution to Army Aviation during the awards period encompassing September 1 through August 31."

1984—SFC(P) Walter D. Smith, Dept. of NCO Training, USAALS, Ft. Eustis, VA.

1985—CPT Michael R. Rampy, 1st Battalion, 1st Avn. Bde. (Air Assault), Ft. Rucker, AL.

1986—CW2 William H. McCollister, 7th Aviation Training Brigade, Ft. Rucker, AL.

1987—MAJ James D. Thurman, Apache Training Brigade, Ft. Hood, TX, and **SSG Bobby W. Eades**, Academic Branch, Air Operations Division, DOET, USAA/NC, Ft. Rucker, AL.

1988—MAJ Mark S. Wentlent, Task Force 118,

18th Aviation Brigade, Ft. Bragg, NC, and **CW4 Robert J. Monette**, D Company, 1st Battalion, 14th Aviation Regiment, Aviation Training Brigade, Ft. Rucker, AL.

1989—CW4 Russell A. Hunter, Instructor Pilot, E Company, 160th SOAG (Airborne), Fort Campbell, KY.

1990—CW4 Michael S. Kather, Company Standardization Officer, B Company, 1-14th Aviation, Aviation Training Brigade, Fort Rucker, AL.

1991—CW3 John S. Moltenberry, Track Chief, OH-58D Maintenance Test Pilot Course, USAALS, Ft. Eustis, VA, and **SGT Christopher M. Pakutka**, Aeroscout Observer, Palehorse 4/2 Armored Cavalry Regiment, Feucht, Germany.

1992—CW3 William Oates, SIP and MTFE, P Troop, 4th Squadron, 3rd Armored Cavalry Regiment, Ft. Bliss, TX.

Howze Gunnery Award

BACKGROUND—The AAAA's "Howze Gunnery Award" is sponsored by General Hamilton H. Howze, Ret., and is presented annually to "the top AH-1 and AH-64 crew in the annual GEN Hamilton H. Howze Gunnery Competition. Individual replicas of the permanent trophy are sponsored by Rockwell International Corporation, and are presented to the top three crews."

1989—CW2 John S. Van Buren and **1LT Michael J. Blatz**, of B Company, 1st Battalion, 3rd Aviation Regiment, 2nd Armored Division, APO New York.

1991—WO1 Jose E. Trejeda and **CW2 John L. Kercheville**, AH-1 crew, C & D Troops, 1-7 Cavalry, 1st Cav Div, Ft. Hood, TX; **CW2 Jarrett R. Brewer** and **WO1 Kevin E. Smith**, AH-64 crew, C Troop, 6th Cav Regt, Ft. Hood, TX.

Outstanding Aviation Logistics Support Unit of the Year Award

BACKGROUND—The AAAA's "Outstanding Aviation Logistics Support Unit of the Year Award" is sponsored by the Army Aviation Association of America, and is presented annually to "the Active Army or Reserve Component Aviation Unit that has made an outstanding individual contribution to or innovation in the logistic support of Army Aviation during the awards period encompassing the previous calendar year."

1987—Corpus Christi Army Depot (CCAD), Corpus Christi, Texas.

1988—3rd Battalion, 9th Aviation Regiment, Ft. Lewis, Washington.

1989—B Company, 3rd Battalion, 501st Aviation Regiment, APO San Francisco.

1990—8th Battalion, 158th Aviation Regiment, Operation DESERT STORM, APO New York; **8th Battalion, 101st Aviation Regiment**, Operation DESERT STORM, APO NY.

1991—8th Battalion, 101st Aviation Regiment, Ft. Campbell, KY, and **CT AVCRAD**, Groton, CT.
1992—D Troop, 2nd Squadron (Recon) 9th Cavalry, Fort Ord, CA.

Army Aviation Materiel Readiness Awards

Contributions by an Industry Team, Group, or Special Unit

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to "the industry team, group, or special unit that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1983—Boeing Vertol Technical Publications Group

1984—Bell Helicopter Textron, Customer Support Services Division.

1985—Sikorsky Support Services.

1986—Dynalectron.

1987—DYNCORP.

1988—Bell Helicopter Textron Inc.

1989—Lockheed Support Systems, Inc.

1990—GE Aircraft Engines, T700 Customer Support Operations

1991—Lockheed Support Systems, Inc.

1992—Lockheed Support Systems, Inc.

Contributions by a Small Business Organization

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contributions by a Small Business Organization" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to "the small business organization that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1983—COBRO Company.

1984—General Mechatronics.

1985—COBRO Company.

1986—AviBank Manufacturing.

1987—Aerodyne Investment Casting, Inc.

1988—(co-winners) Kent Associates & The Stalker Corporation.

1989—Schweizer Aircraft Company.

1990—Associated Company, Inc. and Clamshell Buildings, Inc.

1991—Southern Aero Corporation

1992—Realtime Digital Inc.

Contributions by a Major Contractor

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contributions by a Major Contractor" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to the "major defense contractor that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1983—GET-700 Product Support Operations

1984—No Award Given.

1985—Grumman Aerospace.

1986—Bell Helicopter Textron.

1987—COBRO Corporation.

1988—Beech Aerospace Services, Inc.

1989—DYNCORP.

1990—Lockheed Support Systems, Inc.

1991—DYNCORP.

1992—Lockheed Support Systems, Inc.

Contribution by an Individual Member of Industry

BACKGROUND—The AAAA's "Army Aviation Materiel Readiness Award for Contribution by an Individual Member of Industry" is sponsored by the AAAA Lindbergh Chapter, and is presented annually to "the individual member of industry that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

1984—John R. Myers, VP & General Manager, Avco Lycoming Division.

1985—Bill Lauth, President, Bodine Tool & Machine Co.

1986—Dick Deichman, Structures Engineer, Sikorsky.

1987—Victor Conner, Senior Apache Fielding Rep., Ft. Hood, McDonnell Douglas Helicopter Company, and David M. Carpenter, Senior Logistics Administrator, General Electric Co.

1988—Donald P. Manahan, Chairman of the Board, COBRO Corporation.

1989—Richard D. Walter, President, Beech Aerospace Services, Inc.

1990—Mr. Cebie Strickland, Director, Operations, DYNCORP, Fort Rucker Division.

1991—Mr. Harry Frazier, Saudi Arabia Site Supervisor/Director of Operations, DYNCORP.

1992—Mr. Earl West, Chief, Advanced Helicopter Avionics Systems, DynCorp, Ft. Rucker Division, Ft. Rucker, AL.

CAE-Link Salutes AAAA's Trainers of the Year

CAE-Link proudly sponsors the AAAA Trainer of the Year award for outstanding contributions to Army Aviation.

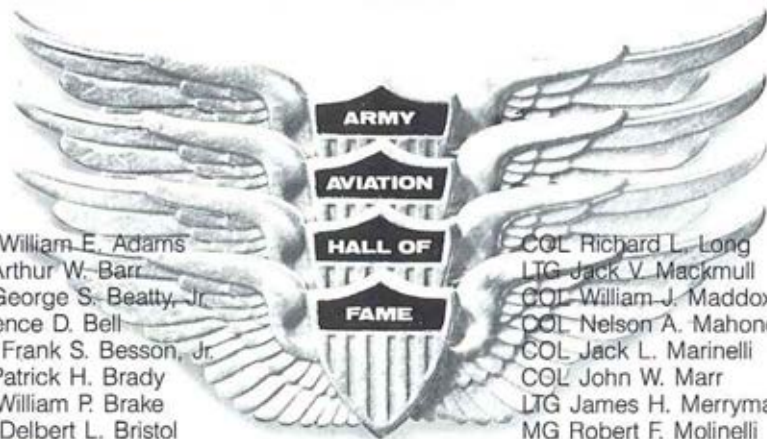
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Fort Bliss, Texas

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SGT Christopher M. Pakuta
- 1990 CW4 Michael S. Kather
- 1989 CW4 Russell A. Hunter
- 1988 MAJ Mark S. Wentlent
CW4 Robert J. Monette
- 1987 MAJ James D. Thurman
SSG Bobby W. Eades
- 1986 CW2 William H. McCollister
- 1985 CPT Michael R. Rampy
- 1984 SFC(P) Walter D. Smith



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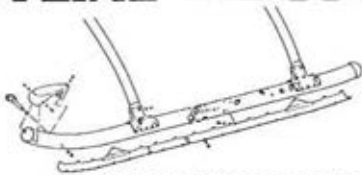


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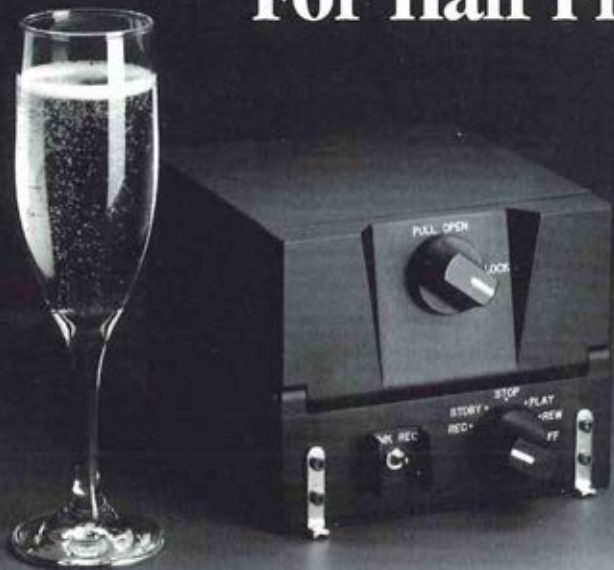
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AAAA RECOGNIZES THE ENLISTED

An issue that surfaced in the recent AAAA Enlisted Member Survey was that many people are not aware of the opportunities for recognition of our Enlisted soldiers in the AAAA Awards Program. It was also felt that not enough chapters had a local program to recognize outstanding soldiers.

At the National level, our awards program is organized into three distinct areas: National, Functional, and Distinguished Graduate Awards. The National category of awards includes our most prestigious awards such as the Soldier of the Year. Each year these awards are presented at the AAAA Annual Convention and result from nominations received either from individual AAAA members or from a previous chapter level competition. We also recognize the contribution that our aviation enlisted leaders provide to the overall performance of their units by awarding the national unit awards to both the Commander and the Senior NCO.

The Functional award category includes such awards as Air/Sea Rescue Award and the Logistic Unit of the Year award which honor specific functional areas of Army Aviation excellence. These presentations also include our Senior NCOs as the vital team members they are.

The Distinguished Graduate Category is the largest area of awards and has been recently expanded to include literally scores of BNCOC, ANCOG and other Repairer and Supervisor courses not only at Fort Rucker, AL but also at Fort Eustis, VA. Supported by the National AAAA organization, each distinguished graduate from these courses will receive a AAAA Certificate of Achievement mounted in a wooden plaque. Over 400 of these awards will be provided by AAAA each year. Contact the National Office for a complete list of eligible courses.

The chapter level programs generally mirror the National Program. I wonder how many members know that AAAA completely underwrites the cost of one, one-year membership per month per chapter to support the Soldier of the Month program? It should be noted, however, that these programs are permissive, not required. It is up to you to contact your local chapter officers and ask them to institute such a program. The AAAA National Executive Board (NEB) encourages all chapter officers to refer to their "AAAA Info Files" or contact the National Office if they have any questions as to how to initiate such a program. The certificates for Soldier of the Month/Quarter/Year etc. are provided free from the National Office and may even be mounted on a plaque for a modest cost.

To our enlisted members I say — we are here for you. Share your concerns with your chapter officers, and we on the National Executive Board will do everything we can to address them. We encourage you to get involved with your local chapters, run for office and implement the changes you desire. Don't hesitate to call or write the National Office. Mark your notes particularly to the attention of the Chairman of the Enlisted Affairs Committee of the AAAA National Executive Board, CSM Fredy Finch. He'll make sure you're heard.

Finally, I'd like to share some very good news. As of 28 February our Enlisted membership is up 62% over the same time last year. You now comprise nearly 18% of the total military AAAA membership. Army Aviation Soldiers, AAAA is as much your organization as it is other segments' of our aviation community. Make it all it can be. Your participation is important.

MG CHARLES F. DRENZ, Ret.
AAAA President

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■ ■ **SCHOLARSHIP GRANTS AND LOANS:** A minimum of thirty scholarships will be presented to entering freshmen — ranging from \$1,000 to \$12,000 grants given out as one, two or four year scholarships; five interest-free loans of up to \$4,000 (\$1,000 a year); a \$4,000 scholarship (\$1,000 a year) to an eligible applicant pursuing a four-year B.S. degree in an aeronautical-related science.

In addition, two \$1,000 scholarships will be "reserved" for AAAA enlisted members in pursuit of college studies at the undergraduate or graduate level; two \$1,000 scholarships will be "reserved" for AAAA warrant officer members in pursuit of college studies at the undergraduate or graduate level; two \$1,000 scholarships will be "reserved" for AAAA civilian members in pursuit of college studies at the undergraduate or graduate level; two \$1,000 scholarships will be "reserved" for spouses of AAAA members in pursuit of college studies at the undergraduate or graduate level; two scholarships will be "reserved" for undergraduate sophomores, juniors or seniors (\$1,000 a year) and one \$1,000 scholarship will be "reserved" for graduate study.

■ ■ **AWARD PHILOSOPHY:** The AAAA National Scholarships are awarded on the basis of academic merit and personal achievement.

■ ■ **APPLICATION PROCEDURE:** To apply, please request a Scholarship Grant/Loan Application and return it to the AAAA Scholarship Foundation, 49 Richmondville Avenue, Westport, CT 06880-2000 on or before May 1 (postmark will govern). On our receipt of the completed application, you will be mailed further instructions and assigned an AAAA interviewer. All forms, together with other supporting data, must be received by the Foundation on or before June 15 for consideration by the National Scholarship Selection Committee.

■ ■ **ELIGIBILITY CRITERIA:** The applicant must be attending an accredited college or university for Fall entry as an undergraduate or graduate student. No recipient can hold concurrent AAAA Scholarships. The AAAA member to which the applicant is related must have an effective date of membership on or before **October 15** of the year preceding the year in which the applicant is seeking aid unless the member is deceased.

■ ■ **SELECTION AND NOTIFICATION:** Selection of winners will be made by the AAAA National Scholarship Selection Committee during mid-July with each applicant to receive a list of the winners not later than August 1.



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1993 PRODUCT SUPPORT SYMPOSIUM



Above, left to right: AAAA Executive Director Terrence M. Coakley, BG(P) Robert A. Goodbary, Assistant Commandant, USAAVNC, MG Dewitt T. Irby, Jr., PEO, Aviation, COL Samuel L. Kindred, Chief, Aviation Logistics Office, ODCSLOG, Mr. Joseph P. Cribbins, DynCorp, George T. Singley, III, Deputy Assistant Secretary for Research and Technology, MG Donald R. Williamson, CG, ATCOM, COL Stuart Gerald, Deputy Commander, ATCOM, and MG Charles F. Drenz, Ret., AAAA President, all gather for a photo opportunity while attending the Thursday luncheon at the AAAA Joseph P. Cribbins Product Support Symposium.

The 19th Annual Joseph P. Cribbins Product Support Symposium, sponsored by the Lindbergh Chapter, was held 3-5 February 1993 at the Stouffer Concourse Hotel, St. Louis, MO.

The Professional Sessions began Thursday morning with a greeting by MG Dewitt T. Irby Jr., President of the Lindbergh Chapter and PEO, Aviation. MG Donald R. Williamson, Commanding General, U.S. Army Aviation and Troop Command, delivered the Government keynote address. He was followed by Eugene Buckley, President, Sikorsky Aircraft, United Technologies Corporation.

The presentations over the next two days focused on a wide range of topics, from the status of specific aircraft programs to Army Aviation business opportunities. The event ended late Friday morning with a lively question and answer session. Thursday's luncheon featured Mr. George T. Singley III, Deputy Assistant Secretary for Research and Technology, Office of the Assistant Secretary of the Army as guest speaker.

The National Award Presentations were made at the Thursday evening dinner. The AAAA Outstanding Aviation Logistics Support Unit of the Year Award was presented to **Delta Troop, 2nd Squadron (Recon), 9th Cavalry**. Assessed by the FORSCOM Aviation Resource Management

Survey Team as "the best aviation maintenance unit in the Army", the award was accepted by CPT Thomas McClellan, Troop Commander, CW2 Robert Morrill, and CPT Thomas Wood, the Troop's previous commander. Throughout 1992, Delta Troop sustained one of the highest aircraft availability rates in the Army, despite a wholesale changeover in the Squadron's attack helicopter fleet and a chronic shortage of key aviation maintenance personnel.

The AAAA Army Aviation Material Readiness Award for Contribution by an Individual member of Industry went to **Mr. Earl West**, of DynCorp, Ft. Rucker, AL, in recognition of his superb personal support of training and readiness at the Army Aviation Center. His design, fabrication, and subsequent use of 30 breakout boxes/testers for the Apache, coupled with his efforts to increase the depot level repair activities at Ft. Rucker, saved the Army over \$6.2 million.

Lockheed Support Systems, Inc., Arlington, TX, took the AAAA Army Aviation Materiel Readiness Award for Contributions by an Industry Team, Group, or Special Unit in recognition of distinguished support in training Active, Reserve, and National Guard Aviation Units transitioning to AH-64 Attack Helicopter Battalions. The LSSI Combat Aviation Training Team (CATT) gathered an exceptional cadre of personnel to develop and administer training assistance for units transitioning to the AH-64 Apache. The award was accepted on behalf of LSSI by Robert Tokerud and Jim French.

Lockheed Support Systems, Inc. was awarded the AAAA Army Aviation Materiel Readiness Award for Contributions by a Major Contractor. This award recognized the company's outstanding support of Army Aviation programs, especially the Special Technical Inspection and Repair (STIR) programs and the Depot Level Repair Program. Since the conversion date of 1 April 1992, LSSI has repaired more than 1,500 components at installation level with a cost avoidance of more than \$15 million. The award was also accepted on behalf of LSSI by Robert Tokerud.

Realtime Digital, Inc. was awarded the AAAA Army Aviation Material Readiness Award for Contributions by a Small Business Organization in recognition of outstanding responsiveness to the Target Acquisition Designation Sight (TADS) Selected Task Trainers (TSST) contract. The company's accomplishments include delivering approximately two years ahead of prime contractor delivery schedule, and at the same time making an early delivery of a Foreign Military Sales unit. Realtime Digital also developed the software which links up to four TSSTs together to conduct "Team Training" that has greatly enhanced operational effectiveness. Accepting the award for Realtime Digital was Ed Buzzi.

Also honored at the Symposium were members of the Lindbergh Chapter who were recognized for their performance in the Annual AAAA Membership Drive. The star recruiter this year was Susan Barnes, who won round-trip airfare to the AAAA Annual Convention in Ft. Worth, TX. In second place was Jan Garmon, who received a \$100 award; third and fourth place saw Terry Cunningham and Kathy Losse, win \$50 each; and a three-way tie at fifth place ended up with Lenora Armstrong, Susan Werkmeister, and Mike McClellan receiving one year free memberships.

Special thanks are again due to the Committee: Chairman Ken Kellogg; Co-Chairmen Norbert Patla and Robert Vlasics; Administrator Susan Werkmeister; Awards, G.R. Butler; Committee Members Jan Garmon, Dave Keating, and Mike McClellan; Registration, Mary Amrein, Vicki Avenevoli, Susan Barnes, Kathy Cappone, Nancy Fyfe, Nancy Vermillion, and Ed Witkowski for another outstanding Lindbergh Chapter event.

AAAA New Chapter Officers

Greater Atlanta:

COL George F. Francioni
(Acting President)

Hanau:

LTC Daniel E. Fleming
(Acting President)

North Texas:

Alan W. Moffatt (VP, Industry Relations)

Southern California:

LTC Gary C. Stone (SrVP);
CW3 Swen P. Ekstrom, Jr.
(Secy); MAJ Robert A. Bean
(VP, Memb); CW3 Donald L.
Prentiss (VP, P.R.); Mr.
Prince Powe (VP, Industry
Affairs)

Tennessee Valley:

Debra Brenner (Secy); MAJ
Richard C. Hudgens, Ret.
(VP, Publicity)

New AAAA Sustaining Members

Third Coast Catering

Corpus Christi, TX

Townsend Building

Supply, Inc.

Enterprise, AL

New AAAA

Industry Members

Composite Technology

Incorporated

Dallas, TX

Precision Torque Products

Windsor, CT

Skyline Industries, Inc.

Fort Worth, TX

Wright Tool Company

Barberton, OH

Aces

The following members have been named Aces in recognition of their signing up five new members each.

CW2 Mark W. Onorato

MAJ Robert E. Welch, Jr.



Above, COL Larry Turnage (left), President, Morning Calm Chapter, presents SPC David Sellars (center) of B Co, 2/501st Aviation Regiment, with round-trip tickets to and from Cheju Island. All-expense-paid trips to Cheju Island (Korea's version of Hawaii) were awarded to select soldiers in recognition of their support of Army Aviation's activities in the ROK.

At the Arizona Chapter's quarterly general membership meeting and annual Christmas Dinner/Dance on 4 December 1992, GEN Crosbie E. Saint, Ret., former CinC, USAREU, served as the honored guest speaker and presented a stirring speech on the prospects for Army Aviation's future. Above, GEN Saint (left) receives a framed Army Aviation 50th Anniversary print from Santa Claus, while Tom Rain, Arizona Chapter President (center) looks on.





Above: Army Astronauts LTC Rich Clifford (left), and LTC Jim Voss (right) present Army and CSA flags flown in space aboard the Space Shuttle *Discovery* to the Chief of Staff, GEN Gordon R. Sullivan, during a recent ceremony in the Pentagon. *Discovery*, STS-53, was the first NASA space mission to have two Army crewmembers, another first for the Army in the space program.

Below: LTC Rich Clifford (right), the Army's newest astronaut, receives his Astronaut Wings from MG Carl H. McNair, Jr., Ret., former Chief of Army Aviation, following LTC Clifford's mission aboard the Space Shuttle *Discovery* STS-53. MG McNair also served as the DMI instructor at the U.S. Military Academy during LTC Clifford's cadet years.



AAAA Aviation Soldiers of the Month

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly Basis.

PFC Scott L. LaVoie
Air Assault Chapter
December 1992

PVT Andrew J. Ottinger
Colonial Virginia Chapter
November 1992

PFC Thomas A. Hamilton
December 1992

SPC Richard D. Wilson
Mid-America Chapter
October 1992

AAAA Soldier of the Quarter

SPC Joseph L. Depenhart
Phantom Corps Chapter
1st Quarter, FY93

AAAA NCO of the Quarter

SGT David McCullum
Phantom Corps Chapter
1st Quarter, FY93

Honorary Members

The following persons have been selected by their Chapters as Honorary Members. Each will receive a complimentary one year membership, citation in these pages, and a "Certificate of Honorary Membership."

Mr. Dan Bouteiller
Connecticut Chapter

SPC Kristie Corder
High Desert Chapter

MG William H. Hartzog
Mid-America Chapter

MG James T. Scott
Wings of the Warriors
Chapter

OBITUARY

LTC Herman J. Kuhn, Jr., Ret.

AAAA member LTC Herman J. "Junior" Kuhn, Jr., 59, was killed when his traffic helicopter crashed into the Niagara River in New York.

Kuhn enlisted in the New York Army National Guard in 1949, where he attained the rank of SFC before attending OCS. In his 42 years of service, LTC Kuhn logged 8,600 hours of flight time. His missions for the state of New York included overhead support during the Attica prison riots of 1971; relief operations during the Elmira, NY floods of 1972; and relief operations during the blizzard of 1977.

LTC Kuhn's decorations include the State Conspicuous Service Medal and the Master Army Aviator Badge.

He was the commander of the state's Army Aviation Support Facility-Niagara Falls prior to his retirement in October 1992. The following November, LTC Kuhn joined Heussler Air Service of Niagara Falls as a helicopter pilot.

LTC Kuhn is survived by a daughter, Karen Kuhn; two sons, Dana and Rory; his mother, Gertrude Kuhn; his sisters, Marie Bennett, Loretta Jacobs, Bernadette Jacobs, Agnes Kuhn; his fiancée, Karen Hartrich; and three grandchildren and several nieces and nephews.

AAAA Annual Essay Contest

To be conducted for the first time in 1993, the contest is designed to encourage the writing of original essays on topics that further the general knowledge of U.S. Army Aviation. Suspense Date is 1 July 1993.

■ ■ **DOCUMENTATION:** The official application form should be used and is attainable from the AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880-2000; Telephone (203) 226-8184; FAX (203) 222-9863. The form may be reproduced locally.

■ ■ **SELECTION:** The essays will be reviewed by members of the AAAA Awards Committee appointed by the AAAA Awards Committee Chairman.

■ ■ **AWARD PRIZE:** The essays will be selected for prizes. First prize earns a \$500 honorarium; second prize earns a \$300 honorarium; and third prize earns a \$200 honorarium.

■ ■ **PRESENTATION:** The three winning essays will be published in ARMY AVIATION Magazine. Essays not awarded prizes may also be published in ARMY AVIATION. The winning essay may also be considered for presentation at the AAAA Annual Convention.

CALENDAR

A Listing of Recent Chapter Events and Upcoming National Dates.

March, 1993

✓ **March 16.** Central Florida Chapter General Membership Meeting, Guest Speaker: COL Palmer J. Penny.

✓ **March 22.** Army Aviation Center Chapter Professional Business Meeting, Guest Speaker: BG(P) Robert A. Goodberry.

✓ **March 25.** Southern California Chapter General Membership Meeting.

✓ **March 31-April 4.** AAAA Annual Convention, Tarrant County Convention Center, Ft. Worth, TX.

✓ **Mar. 31.** AAAA National Executive Board Meeting, Tarrant County Convention Center, Ft. Worth, TX.

April, 1993

✓ **Apr. 1.** AAAA Scholarship Board of Governors Annual Meeting, Tarrant County Convention Center, Ft. Worth, TX.

✓ **Apr. 16.** AAAA USAREUR Region Professional Sessions.

✓ **Apr. 17.** AAAA USAREUR Region Ball.

July, 1993

✓ **July 9.** AAAA Scholarship Board of Governors Executive Committee Meeting, Best Western, Arlington, VA.

✓ **July 10.** AAAA National Scholarship Selection Committee Meeting to select CY93 scholarship recipients, Best Western, Arlington, VA.



HIGH HF STANDARDS FOR DEEP-STRIKE MISSIONS.

Now deep-strike missions by U.S. Army helicopters will benefit from new standards in HF radio performance.

These standards – ECCM/ALE capability – are available off-the-shelf today in the Collins AN/ARC-217 (V) High Frequency communications system. The ARC-217 is a derivative of the HF-9000 System, of which more than 1,000 systems are flying to date in applications worldwide.

Designed for reliable interoperable communications in hostile ECM environments, the ARC-217 sets new standards in mission reliability and mean time between failure.

Fiber-optic interconnects make the unit less susceptible to the effects of electromagnetic interference. The radio's embedded MIL-STD-188-148 Tri-Service compatible ECCM capability foils close-range ECM.

MIL-STD-188-141A Automatic Link Establishment (ALE) is also embedded in the ARC-217.

This capability, integrated with either an effective and simple control or MIL-STD-1553B bus interface, allows the pilot to concentrate on his critical mission objectives instead of controlling the radio.

And the ARC-217 maintains the ability to communicate with fielded high-frequency communications systems deployed by other services, including the IHFR equipment utilized by ground troops.

The ARC-217 – nothing less than the new standard for a new generation of HF communications.

For more information, contact: Collins Avionics and Communications Division, Rockwell International, 350 Collins Road NE, Cedar Rapids, Iowa 52498. (319) 395-1600. Telex 464-435.



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