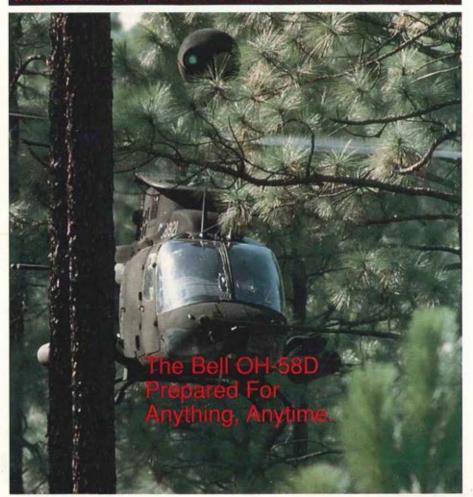
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ARMYAVIATION

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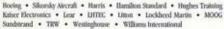
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SUBSCRIPTION DATA

ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 49 Richmondville Avenue, Westport, CT 06880-2000. Tel: (203) 222-9863, E-Mail: 74023,3400@compuserve.com. Subscription rates for non-AAAA members: \$25, one year; \$48, two years; add \$10 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 AAPI, 49 Richmondville Avenue, Westport, CT 06880-2000.

FORTHCOMING ISSUES

May 1996 — Air Traffic Services and Post-Convention Issue.

June 1996 — Special Focus on Unmanned Aerial Vehicles.

Briefings=

The 1996 Fort Rucker Biennial Reunion will be held 9-11 August 1996 at Ft. Rucker, AL. For information, contact CSM Reynolds at (3 3 4) 2 5 5 - 3 9 5 4, E - m a i 1 SAMUEL REYNOLDS@rucker.emh4.army.mil or CSM Claytor at (3 3 4) 2 5 5 - 1 9 9 8, E - m a i 1 HIRAM CLAYTOR@rucker.emh4.army.mil, or write, 1996 Fort Rucker Reunion, P.O. Box 620-264, Ft. Rucker, AL 36362.

The Communications Systems Office of Motorola Government and Space Technology Group (GSTG), Scottsdale, AZ has been awarded a contract for the U.S. Army's Light Ground Station Module (LGSM) Low Rate Initial Production (LRIP) Program. Eight LRIP LGSM systems will be delivered, with an option for two more system. Potential value is expected to exceed \$53M.

Texas Instruments (TI), Dallas, TX has introduced the TISIGHT™ family of thermal imaging systems for the military and commercial markets. The systems, which include a lightweight weapon sight, a vehicle camera, a stationary security camera, and a series of mount and interchangeable lens options, are smaller, more reliable, and far less expensive than conventional infrared systems. TI's development of advanced uncooled thermal detection arrays makes infrared night vision accessible and affordable. The company anticipates that TISIGHT will have numerous applications in all segments of the U.S. Department of Defense.

The Military Traffic Management Command (MTMC) historical office is seeking memorabilia for display at the Army's Transportation Museum at Ft. Eustis, VA. Welcome are donations or loans of photos, patches, badges, coins, letters, flyers, posters, documents, or anything that will help tell the history of MTMC from 1965 to the present. Inquiries should be addressed to: Commander, MTMC, ATTN: History Office (MTCS-H), 5611 Columbia Pike, Falls Church, VA 22041-5050. For more information, contact Mason Schaefer, command historian, Comm: (703) 681-9336/DSN: 761-9336.

The 11th Armored Cavalry Veterans of Vietnam and Cambodia, the Blackhorse Regiment, will host a reunion in Louisville, KY 1-4 August 1996, at the Galt House Hotel. This will serve to commemorate the 30th Anniversary of the unit's arrival in Vietnam, and the 95th Anniversary of its formation in 1901. The reunion is open to all personnel, military and civilian, assigned to the Blackhorse in Vietnam or to the 11th U.S. Cavalry from 1901 to present. For information, contact Len McFarling, Tel: (317) 687-6827, extension 124.

The Otter-Caribou Association will hold its 11th Annual Reunion in San Antonio, TX, 21-25 August 1996. The non-profit Association is open to all who served or supported Army Otter or Caribou units. For more information, call Bruce Silvey, tel: (800) 626-8194.

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FRONT COVER

Paid Advertisement: Bell Helicopter Textron, Inc. Bell's OH-58D Kiowa Warrior is fully digital and has the highest readiness rate in the U.S. Army fleet. Its transportability, survivability, and weapons capability make it the most versatile armed reconnaissance helicopter in the world. Caption provided by the advertiser.



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SHAPING AVIATION FOR THE FUTURE

Army Aviation, we believe, is uniquely suited to the challenges of the future. Our systems, especially the Apache Longbow and Comanche, fully exemplify the inextricable linkage between maneuver and fires. Coupled with other joint and combined arms systems these aircraft will allow us to provide immediate, real-time sensor to shooter linkage, and

rapidly maneuver throughout the depth of the battlespace to deliver precision fires

with devastating lethality.

Shaping Army Aviation for these future operations is more than simply delivering highly maneuverable and lethal fires. It is more than killing enemy tanks and artillery. It is instead creating a new synergy— a total integration into each of the emerging Force XXI patterns of operations. Our future Aviation units will be tailorable, modular and deployable—providing joint force commanders with an agile and flexible force to rapidly deploy to any theater by strategic air or sea lift, self-deployment, with a maritime force aboard aircraft carriers, or by any combination of those means.

Army Aviation is taking advantage of information age technology. Army Aviation contributes directly and significantly to our ability to rapidly project the force and build combat power in an immature theater. Once on the ground, Aviation becomes a primary means to protect the force as the other ground forces continue to deploy and flow into the initial lodgment. This is best exemplified by the initial days and weeks of

DESERT SHIELD as aviation units quickly deployed to Saudi Arabia and became the potent mobile combat power for the initial covering force.

On the future battlefield, aviation will be at the forefront of gaining information dominance. The Comanche and Longbow Apache, coupled with Unmanned Aerial Vehicles and the Army Airborne Command and Control System, form a team that becomes, in effect, the command, control, communications and information quarterback. We can eliminate the enemy's reconnaissance, attack his command and control, gather and report information, fighting for it if necessary, while providing security for our own forces.

Concurrently, these missions also con-



tribute to Army Aviation's key role in Shaping the Battlespace. By conducting armed reconnaissance and security missions with real-time sensor to shooter linkages, Army Aviation can help the force commander rapidly confirm the enemy's intentions, disrupt the enemy's tempo, deny the enemy freedom of action, and get into the enemy decision cycle. We can help sustain the tempo of the fight, attacking with depth and simultaneity throughout the battlespace, while providing a wide range of combat support and combat service support. At a time and place of our choosing, we allow the commander to initiate the decisive operation in conjunction with other members of the combined arms team to complete the destruction or the defeat of enemy forces.

We will help sustain the force with combat support by air assaulting forward operating bases from which follow-on combat operations can be conducted and through combat service support provided by our UH-60 and CH-47 helicopters as well as our C-23s and other fixed wing aircraft.

In shaping Army Aviation as part of the Force XXI process, we have participated in the ongoing series of TRADOC "How to Fight" seminars. This process has been enlightening and we have learned a great deal about the potential of Army Aviation to influence every aspect of future operations.

During our preparations for GEN Hartzog's Rock Drill, we worked through some exciting innovations for employing this force. First, we learned new approaches to reconnaissance operations. Working Comanche — with its inherent stealth and digital linkage to virtually every battlefield system — in conjunction with Unmanned Aerial Vehicles and our Army Airborne Command and Control

System we covered a zone that today would require at least a cavalry squadron — with its two air troops — employing a force of never more than four Comanches.

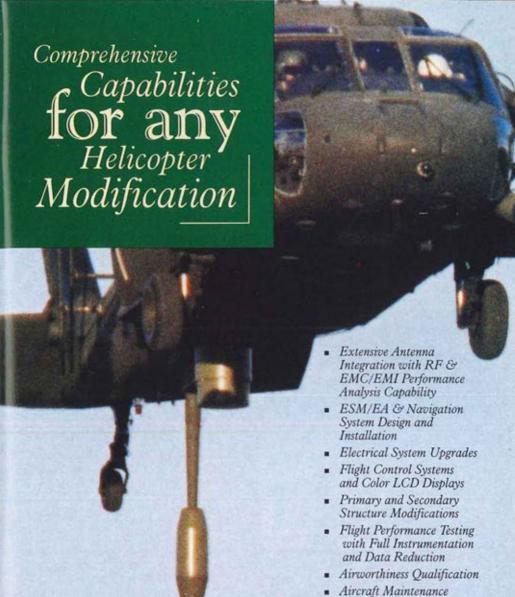
Our attack on the trail regiment of an enemy tank division became the trigger for the entire divisional operation. Emploving our new systems creatively, allowed us to think about extended attack helicopter operations and engagement area development in a whole new way. So as we continue to experiment with related tactics, techniques, procedures, and organizational designs, we will learn even more. This is only the beginning. The "How to Fight" series has proven that in employing a force of such tremendous potential, we are only limited by our own creativity and our willingness to explore new concepts.

Our challenge in aviation is to remain farsighted and to pursue a path maintaining the warfighting superiority of tomorrow's Army. Living up to this challenge is not always easy. The often accelerating pace of change has forced us to think about new ways for generating requirements and shaping change.

The TRADOC school commandant, the branch proponent, is charged with developing branch concepts and determining doctrine, training, leader development, organization, materiel, and soldier requirements ... and we take input from multiple sources. We've been working hard at trying our best to do all that.

One might ask, How are we doing? Let me try to answer that question by telling you about the other "pieces of the puzzle", some of the specific things that are happening right now, as we speak, that are also helping to shape Aviation for the future.

We began with a mini Functional Area



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Assessment. We started that effort in September 1994 in our attempt to define and refine the Aviation Vision for the 21st Century. We began with the basic premise that the essence of Aviation is its inherent versatility. Aviation provides support across the spectrum of full dimensional operations by soldiers who are trained to a world class proficiency.

Our vision recognizes that Army Aviation has clearly set its sights on the future. It has done so by rethinking our operational concepts, by leveraging the technology that many of you have developed, and by integrating and melding that technology into our operational base with some of the most complex and sophisticated weapons systems in the world. What you need to know is that Army Aviation is a full partner in any change that better supports our overall mission - that being - maintaining a trained and ready Army, prepared to defend the national security interests of the United States. Our vision is broad but operationally focused to ensure that we blend the best our Army has to offer. Our goal is a balanced force with application across the entire continuum of full dimensional operations.

In the broad sense, doctrine shapes our vision and our vision shapes our future. It focuses not only on combat operations, but operations which support peace, humanitarian relief and governmental assistance. As I discussed earlier, emerging doctrine must be dynamic and flexible enough to support a variety of operations. We recognize that joint and combined operations will be the norm rather than the exception, and the new Aviation capstone document, FM -1-100 reflects that fact. We have evolved new literature to establish a basis for understanding the employment of aviation across the entire

spectrum of war and other operations.

Again, emerging doctrine must be domination based warfare - massing total lethal and nonlethal effects. The force structure that supports this doctrinal shift must be versatile enough to perform a variety of missions in combat and other operations, agile enough to cover large areas with minimum force, and tailorable enough to support future force packages. Today's aviation units already possess these capabilities and new systems being fielded will expand them exponentially. It is my belief that we are headed in the right direction - as no other part of the combined arms team provides the commander with as many ways to mass the effects of all his assets at the decisive place and time. Army Aviation will identify the window of opportunity and help the commander exploit it with fire and maneuver.

Our reshaping and restructuring effort is an ongoing process. Army Aviation has been aggressively restructuring through the Aviation Restructure Initiative (ARI). ARI evolved through the pressing need to build a future Army force based on capabilities to respond to a changing world environment. As such, this initiative ensures that Army aviation will retain the requisite capabilities to complement the Army of the future as it evolves into the 21st century. The purpose of ARI is to provide a newly structured, total Army Aviation force capable of fighting and winning on the battlefield of the future and capable of supporting all aspects of warfighting including other operations.

Requisites for the new structure include first-class equipment and qualified personnel at an acceptable cost. As such, ARI was fundamentally a force design exercise driven by resource constraints: manpower, force structure, material, and, most of

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Our Nation is, quite reasonably, looking for us to do more with less. As our Army prepares to meet tomorrow's adversaries by developing force designs that can be tailored and quickly targeted to specific regional crises, Aviation has been at the vanguard of change with ARI. As our Army evolves through redesign of its organizations we believe ARI will be incorporated without major change. ARI is fully integrated with the Army Aviation Modernization Plan and supports the Army's modernization objectives.

All of USAREUR's aviation brigades have converted with the exception of one 44 soldier Air Traffic Services Battalion. Also, a significant number within Forces Command have been transformed - the conversion continues. Reports from the field have been generally positive. However, there are some "warts" which must be corrected to ensure we have a fightable and sustainable force. Our efforts to correct these "warts" revolve around the need for utility aircraft support for the Aviation Intermediate Maintenance Company, division commanders' desire for a Light Utility Helicopter capability, and force structure modularity.

Just a note about our methodology on aviation modularity. I approved the "Base/Team" modularity methodology as the preferred option to support Force XXI initiatives and modularity of a smallest deployable unit. The methodology involves two parts: Split Operations and Base/Team Modularity.

To support the Defense Planning Guidance for split operations, our solution was to eliminate critical single tables of organization and equipment densities, broken down by force package to help meet resourcing priorities.

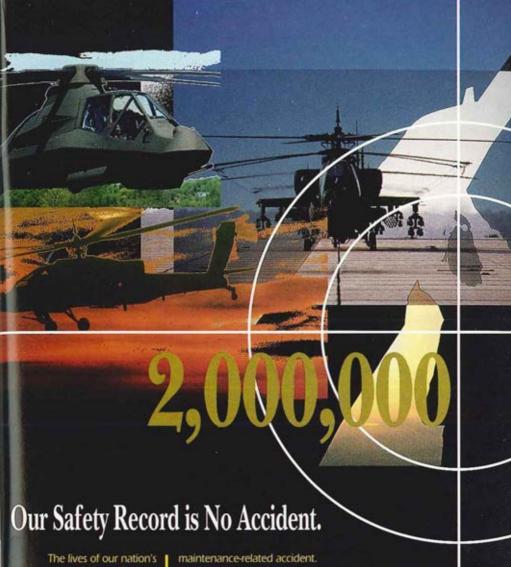
Base/Team modularity is conducted

within the battalions and squadrons and follows the "one-third, two-third rule," Two base elements developed from each battalion's aviation intermediate maintenance and a third includes an extended requirement element. Aviation unit maintenance, Aviation Intermediate Maintenance shop equipment, and non-aircraft specific military occupational specialties are found in a base. Aircraft personnel are split into maintenance support teams their individual tools one-third/two-thirds arrangement. In each case, the one-third is tailored to support the smallest deployable unit for that type organization.

We still face some obstacles with this methodology but we will continue to push forward with this initiative. As far as the "warts" are concerned, our combat development team is working very closely with the Combined Arms Support Command at Fort Lee, PEO Aviation, ATCOM and the Combined Arms Center at Fort Leavenworth to try and remove these "warts" and correct the deficiencies.

The Mini FAA served as the basis for updating the Aviation Modernization Plan - another essential piece of our vision and shaping Aviation for the future. That plan is based on a strategy which divests the aviation fleet of its aging aircraft and maintains only the required numbers of systems to support our core missions. Kiowa Warrior procurement is essential to our near-term investment strategy. The Apache Longbow program is moving on. Comanche is still the centerpiece. Our simulation experiments demonstrate that Comanche and Longbow, working together, create an awesome team. It is important to understand we need both. Each compliments the other.

Institutional upgrades are also a significant part of reshaping our force. In shap-



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maintenance-related accident. It's an achievement we're proud of and a reputation we plan to live up to.

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2000 Edmund Halley Drive Reston, Virginia 22091-3436 ing aviation for the 21st century, the need for the application of modern training technologies in the academic classroom becomes imperative. Studies indicate that modern teaching techniques and tools increase retention and decrease training time.

The Aviation Warfighting Center is moving ahead in the TRADOC initiative to establish modern electronic classrooms. The "Classroom XXI" initiative is aimed at bringing Army classrooms into the 21st century allowing students and instructors alike to interact in real time with their counterparts at other branch schools. For example, by using the internet, officer advanced course classes at Rucker, Benning, Bliss, Knox, and Sill can interact, reinforcing the combined arms concepts which are vital for today's force projection Army as well as the development of young leaders.

The 21st century classroom will use computer based technology. Students will interact with the computer which will tailor instructional scenarios based upon data gathered from previous courses and during pretesting. The application of technology in form of video tele-training facilities, interactive courseware, also known as computer based instruction, and computer bulletin boards and networks allow the dissemination of knowledge quickly and easily.

By using the "network", field units and reserve component schools can "log on" and down load the most recent, up-to-date information on a given subject. Through the use of the modern classroom and its network, the concept of one force becomes reality — Reserve and Active Components trained and tested to the same standards. That's all part of shaping ourselves for the future.

While on the subject of classroom in-

struction, some great things are happening in our officer leader development programs. Currently, over 80% of the officer advanced course is taught in a team environment of 12-14 students led by a Small Group Leader. These young officer instructors are some of our best. The small group learning experience involves discussion, decision, information, and mission briefings; development and preparation of plans, orders, and annexes; and practical exercises at our Aviation Warfighting Simulation Center using JANUS. brigade/battalion simulation, and AIR-NET. Their 20 week educational experience includes a warfighter phase where students conduct practical exercises in ground maneuver and Aviation operations in heavy and light divisions as well as other operations. The students conclude the course with a one and a half week culminating exercise using a stressing scenario and JANUS which requires each student to put together all the pieces they have learned during the course.

Our advanced course students are aggressive users of simulation. To reinforce troop leading procedures, company level tactics, and actions on contact, AIRNET is used on five separate occasions. AIR-NET is a non-motion, helicopter simulator that can be configured to replicate any helicopter in the US inventory. The simulators are linked together so that a group of students can fly an integrated mission. To test the products developed through the command estimate process, each practical exercise culminates with the students executing their order on JANUS brigade/battalion simulation and "BBS". JANUS and BBS allow the students to execute their plan on a real-time. event driven simulation. The system enhances the level of detailed planning because the student staff interacts with the

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simulator to exercise branches and sequels of their plans. It also allows the students to learn from their mistakes, make corrections, and apply lessons learned in future iterations.

The Warrant Officer Advanced Course and our NCO Academy courses are adapting similar programs. We aren't standing still. GEN Hartzog already has us looking ahead to smarter, more effective and efficient ways of doing leader development, which will involve full use of the power of information age technologies.

Simulation and warfighting experimentation are key to shaping Aviation for the

future and are the heart of our warfighting requirements determination process. Our strategy provides constructive simulation that will train leaders and staffs: virtual simulation that will train individuals. crews, leaders and units collectively: and live simulation that will train leaders and units on the combined arms battlefield. Simulation will comple-

ment current training not replace it. Constructive, virtual and live simulation when effectively linked provides the commander a trained and ready force.

Our approach will be to update current aircraft simulators, develop an Aviation Combined Arms Tactical Trainer that will train and sustain aviation collective training at the company level, and conduct combined arms training using simulation at the combat training centers. Exploiting constructive and virtual simulation during homestation training sustains collective execution. The validation of this training program will be conducted using live simulation during force on force combined arms operations at the combat

training centers.

We are taking steps toward fundamental changes in the way flight training is conducted, through a new systematic aviation training concept which has two basic tenants. First, simulation should be the primary training environment while the aircraft should be used for skill validation and mission execution. Second, all but the most basic flight training should take place in a mission context, consistent with the digitized battlefield. We are also working the use of personal computers, for procedural and cognitive training, and networking information resources for the

opportunities to learn skills required in performing as a crewmember on the future battlefield. Considering the breadth of missions expected on this battlefield. access to rapidly changing databases of information about requirements procedures makes such tools mandatory. The quality of the visual image generators and display devices, such as the helmet

mounted displays, are increasingly becoming available at relatively low cost. They can provide an array of training systems which will meet many of the training and skill integration needs of our aircrews.

With constrained resources, we had to look at smarter and less expensive ways to train qualified Army Aviators. After a thorough review of the student readiness levels following their initial assignments to the field, we've made a number of changes to the initial entry flight training curriculum:

 we've deleted the costly multi-track program for an estimated short term cost avoidance of \$7.3 million.

"Simulation and warfighting experimentation are key to shaping Aviation for the future..."

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- we've accelerated replacement of the UH-1 primary flight trainer with the less expensive TH-67 with a substantial annual cost avoidance of \$17 million.
- We are in the process of enhancing the combat skills, aircrew coordination, and automated risk assessment programs. We are also reducing the Aviation officers basic course (which includes initial entry flight training) from 48 to 41 weeks through a reengineering of the entire course.

This restructuring of the leader development training is key. We are continuing our analysis to try to develop newer and better ways to accomplish our training mission — "Training World Class Aviators to World Class Standards."

The warfighting experiments our Army has been conducting use combinations of high fidelity constructive, virtual, and live simulations using real soldiers to help provide insights to future operational capability. They are designed to execute emerging doctrine, test new force structures, and evaluate the capabilities of new combat systems. We at the Aviation Center participated in several of these advanced warfighting experiments last year and learned a great deal.

The Theater Missile Defense advanced warfighting experiment featured attack helicopters in live and constructive simulation to demonstrate Army Aviation's contribution and to document tactics, techniques and procedures. Elements of the 6th Cavalry Brigade from Ft. Hood, TX executed deep attack/search and destroy missions as part of a theater missile defense integrated team. The live portion of this exercise took place this past spring in the deserts of western Texas and southern New Mexico while the constructive simulation portion of the aviation play took place at Fort Rucker.

We successfully demonstrated Aviation's contributions to theater missile defense. We found that ATACMS and AH-64s are an effective combination to kill transporter erector launchers, and validated the fact that increased aviation capabilities are an integral part of the Army's Theater Missile Defense Plan.

The Prairie Warrior 95 AWE was conducted at Fort Leavenworth last May Command and Staff College students portrayed corps, division and brigade commanders and staff. The experiment used constructive simulation. One of the key aviation command and control systems exercised in the experiment was a breadboard Tactical Airspace Integration System located in the corps army airspace command and control cell. It consisted of a Forward Area Air Defense Command and Control and Intelligence assemblage, a Dynamic Airspace Management System workstation, and an Automated Deep Operation Coordination System workstation.

We concluded from this AWE that adequately trained personnel who understand the theater level ramifications of airspace utilization can effectively manage corps level Army Airspace Command and Control with a mock-up Tactical Airspace Information system. In addition, aviation demonstrated the value of Comanche, Longbow Apache, and developed tactics, techniques and procedures for employment of unmanned aerial vehicles and the Ferret missile.

The Ferret is a conceptual system that can act as a target acquisition device while inbound to a suspected target area through video-downlink. When in the target area, a "search for the highest payoff target" can be conducted and the missile controller can then direct the system to the target of choice. Justifica-

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tion for the standoff capability stems from the current and projected lethality of air defense missiles for sale on the international arms market. If developed, Ferret will be launched from Hellfire pylons.

Focused Dispatch was a Mounted Battlespace Battle Lab sponsored AWE - a virtual/live simulation exercise. aviation experimental force, 1st Bn, 4th Avn Regt, 4th Infantry Division, played with its battle staff and one company of AH-64 aviators. The experiment focused on the development of digital tactics, techniques, and procedures for helicopter to helicopter communications, helicopter to ground communications, and the use of digital systems to accelerate and improve the quality of the staff planning process. This AWE provided us our first opportunity to evaluate a breadboard Aviation Tactical Operations Center and the Army Airborne Command and Control System. One of the emerging findings from this exercise was that the participating commander chose imagery over battle graphics to control maneuver and fires - a reaffirmation of the direction we are moving with our digitization efforts.

Most recently, the Aviation Center participated in the Joint Precision Strike advanced concept technology demonstration. Aviation demonstrated its capability as a lethal and survivable member of the combined arms team in a stressing, high threat environment. The demonstration provided insights into the necessary interaction between aviation, fire support and intelligence - and fairly specific insights on the integration of Aviation Tactical Operations Center, Army Airborne Command and Control System and the Aviation Mission Planning System. Finally, the demonstration determined that Army Aviation is an effective member of the combined arms team in a deep precision strike role.

The results of these experiences over the past year seem to indicate that our aviation's evolving command and control architecture combined with planned airframe procurements are on target to achieve our senior leaders' intent for increased battlefield lethality, survivability, and OPTEMPO with economy of force.

During FY 96 we will analyze issues which are divided into two subsets:

- those concerned with battle command and digitization, and
- those relevant to airframes, weapons, and mission equipment packages.

To do so, we will participate in technology demonstrations, including:

- The Survivable Armed Reconnaissance on the Digital Battlefield (SARDB) advanced concept technology demonstration - a joint effort to develop, integrate, and demonstrate advanced concepts, technologies, and doctrine that provide advanced reconnaissance capabilities to support the joint task force commander. SARDB will be executed through a series of constructive, virtual, and live demonstrations timed to leverage planned advanced warfighting experiments during the FY 97-99 timeframe. These experiments will help us determine the operational value of armed reconnaissance in conjunction with other national, theater, and tactical surveillance/reconnaissance sensors on the digital battlefield.
- Prairie Warrior/Mobile Strike Force will continue the investigation of Mobile Strike Force and Joint Venture training using a joint, multinational contingency scenario. This exercise will assess Force XXI design principles, operational concepts, battle command capabilities and combat service support concepts.

All in all, the experimentation process has been, and will continue to be, key as (Aviation — cont. on page 89)

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A Single-box CDU for the Digital Battlefield



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single-box system that meets US Army C3I requirements

| 1111 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121 | 121

for the digital battlefield. The CMA-2082 provides world-wide, multi-service communications and go-anywhere navigation capabilities, combined with the latest functional controls and displays. The CMA-2082 was selected for the

NAV/COMM bus controller in the Proof-Of-Concept UH-60Q Medevac Black Hawk, where it provides the pilots with logical and centralized control of varied subsystems and significantly increases mission effectiveness.



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ATCOM: QUALITY SUPPORT

When I took over on the 12th of June last year, I said that my top priorities were to take care of the ATCOM and PEO Aviation family, and to take care of our soldiers and aviators throughout the world. While this article is focused on the aviation mission of ATCOM, I just wanted to remind all of you aviators that we are heavily involved in sup-

porting a large population of key troop

support systems as well.

ATCOM's dedication to equipping and sustaining the Army Aviation community continues unmatched, and our world-class aviation technology base is second to none. ATCOM is dedicated to readiness. Indeed, Army Aviation's increased involvement in various actions and contingencies — worldwide — rests heavily upon ATCOM's quick, decisive response and support.

As ATCOM looks to Army Aviation Force XXI, we're laying out a Strategic Plan that will serve as our road map.

Prime contributors to that future vision are the Command's 154-Logistics Assistance Representatives (LARs) collocated with units in 20 states and four foreign countries. The LARs have been on the

How ATCOM supports the best aviators and soldiers in the world. "front lines" in Haiti, Western forest firefighting, post-DESERT STORM operations in Southwest Asia, Caribbean hurricane disaster relief, and joint military training operations in Asia and Australia.

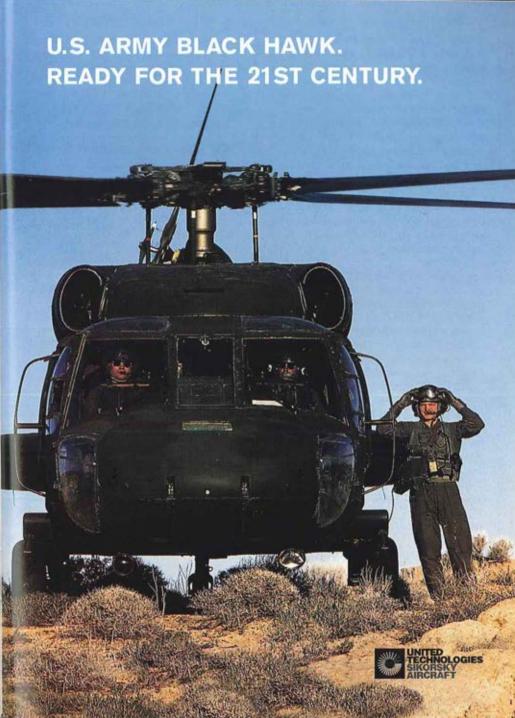
ATCOM LARs have supported UH-60 series Black Hawks in Macedonia, as well as four armored and mechanized companies during VIGI-

LANT WARRIOR in Southwest Asia. ATCOM LARs are familiar sights at the Joint Readiness Training Center and the National Training Center.

Another factor that has helped ATCOM to project and sustain the Army Aviation family has revolved around the Aviation Restructuring Initiative (ARI).

During FY95, the Army retired 1,038 aircraft including 95 AH-1s, 20 OH-6s, 332 OH-58A/Cs, 585 UH-1s and six OV/RV-1s.

As restructuring continues, new developments in science and technology, led by the PEO-Aviation, are producing a large number of soon-to-be-ready products. The paramount example is the RAH-66 Comanche prototype AVO1, which rolled out in May 1995 and "pulled its first pitch" January 4, 1996.



Another new development — the joint ATCOM-led, Cockpit Air Bag System for rotary-wing aircraft — incorporates an automotive safety advance into aviation. Yet another — the Sideloader ammunition feeder — enables Apache chain guns to fire 5,000 rounds in all-terrain, all-weather. Requiring only one soldier for reloading, the Sideloader reduces reloading time by 75% and forward area rearming and refueling time by 50%.

Technological testing of the Joint Turbine Advanced Gas Generator saw a 20% cost reduction in fuel consumption and a 40% increase in shaft horsepower-toweight ratios. Even greater improvements are possible.

A unique, hands-on evaluation process has produced a new borescope for the Army Aviation community. Soldiers used competing commercial borescopes to inspect a model strap pack assembly at a Killeen, TX facility. Based on the results of that competition, we quickly awarded a contract to the winning competitor.

ATCOM is committed to cost savings. The Storage, Analysis, Failure Evaluation and Reclamation (SAFR) at Corpus Christi Army Depot, TX has produced more than \$24 million in Value Engineering savings since 1989. This 24,000-square foot, two-story building is a climate-controlled inspection and storage facility that supplements the Army aircraft and repair program by reclaiming expensive parts through engineering evaluation and repair development. The Command completed 135 SAFR technical projects in FY95.

Other savings include:

- A Maintenance Directorate Value Engineering proposal for the repair of Black Hawk main rotor blade de-icing sheaths has resulted in avoided expenditures of more than \$15 million.
- An Acquisition Center team established a Longbow Apache Requests for Propos-

al, using Quality Management Performance Objectives in a very short time, with no previous experience and little guidance. In fact, from February 9, 1995 to March 6, 1995, that RFP went from 299 pages to 46 pages, an 85% reduction.

• A change in the design of the digital lamp boards used in the Apache, Kiowa Warrior and Mohawk aircraft, has produced first-year savings amounting to

\$195,233.

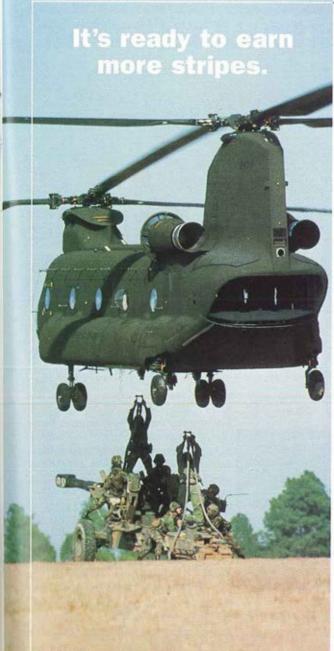
These examples point out that we have some real "heroes." That peak performance in FY95 is even more striking considering the fact that the Command is reestablishing and its functions relocating to three U.S. Army Materiel Command (AMC) major subordinate commands. A new subordinate command is being created to manage aviation and missile product lines at Redstone Arsenal, Huntsville, AL.

Team ATCOM will continue to provide continuous quality support and to excel in the AMC competencies: logistics power projection, acquisition excellence and technology generation. Those competencies combine to provide the best possible support to soldiers.

To continue Army Aviation's world class safety record in FY 95, ATCOM considers aviation safety one of its primary responsibilities and will continue to expend whatever energies are required to protect our aviation crews and passengers. We are working hard every day to accomplish this mission. Team ATCOM stands ready to provide continuous quality support and ensure the most reliable and safest materiel for Army Aviation.

* *

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



For more than 30 years, the T55 engine has given the U.S. Army's Chinook helicopters all the power they've needed, whenever they've needed it. Now, the upgraded T55-L-714 is ready to carry the Chinook tradition into the next 30 years.

Today's army mission demands a versatile helicopter with more power, longer range and greater payload capability. It also requires a fleet of helicopters that are easy to maintain and efficient to operate.

The T55-L-714 meets and

then exceeds all of these requirements. It has 20% more power,

5% better SFC and logistics support already in place. More important, the T55-L-714 is ready to enter service now, with the core engine having already been field tested aboard the SOA MH47E.

Tough, reliable, cost-effective and ready to go now. The T55-L-714 is the best solution for the Army's expanded mission requirements.



PROGRAM EXECUTIVE, AVIATION

R ecent events within the Program Executive Office (PEO), Aviation over the last several months have brought now meaning to the old adage: "The only constant is change."

MG Dewitt T. Irby, Jr. retired last August after four years as the Program Executive. Mr. Larry Holcomb served as the PEO until January, capping off thirty years of com-

bined military and federal service. It is now my privilege and honor to serve as Aviation's Program Executive.

Move to Huntsville, AL. Amidst these changes in leadership, the 1995 Base Relocation and Closure Commission (BRAC) announced two closely related decisions last summer which will have a great impact on our aviation community over the next few years. One was to relocate the PEO, Aviation to Redstone Arsenal in Huntsville, AL. The other was to close the Aviation and Troop Command (ATCOM) after more than 30 years in St. Louis, MO and relocate its aviation support functions also to Huntsville.

The aviation piece of ATCOM will merge with what is now the Missile Com-

"...our most critical modernization programs [are] at risk." mand (MICOM) into a new combined command. We plan to begin the relocation in the July 1997 time frame and to complete it by the end of the calendar year.

In spite of the turbulence this move will create for our work force, we are committed to make it as transparent and seamless as possible. MG John J. Cusick, ATCOM com-

mander, and I are working to make this happen, and when it is all over, we truly will be better for it. The synergistic benefits of combining aviation and missile technologies along with the vast simulation and software support capabilities which reside in the Huntsville area offer exciting potential for our advanced aviation programs.

Resources. I am disturbed about the Army's weak position relative to other services in the allocation of funds for modernization. A listing of DoD's top 20 development programs for the next 20 years (Figure 1) shows that only three of the 20 belong to the Army (Comanche, the lone aviation program) and together, they represent less than one half of DoD's

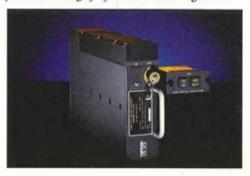
No Pilot Thinks This Will Happen To Him.



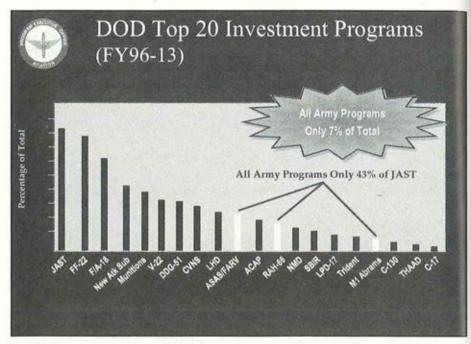
Skill can lead to over-confidence and complacency. Records show that despite the best training in the world, over thirty US military aircraft go down each year in accidents classified as Controlled Flight into Terrain (CFIT). Causes include distraction, disorientation, fatigue, optical illusions, and errors in judgment. These tragic losses can be prevented by Cubic Defense Systems' Ground Proximity Warning System (GPWS).

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ronments, GPWS is already installed on military aircraft for the Canadian Forces. Proven, reliable and affordable, GPWS is currently in flight test on US Navy CH-53E helicopters. Readily adaptable to other aircraft, it will meet the needs of the US Army, as well. To learn more about GPWS, contact Cubic Defense Systems.







top single programs and mere 7% of the total. For the last ten years, the Army's investment account (research, development, and acquisition dollars) has been in a "free fall," declining by over 66% (aviation's allocation has fallen by 73%). The free fall is putting our most critical modernization programs at risk.

I am absolutely committed to help the Army team reverse this unhealthy trend of progressively smaller pieces of a shrinking pie. We as a community must work diligently, taking every opportunity to articulate to the DoD and to the Congress the high return on investment that a modernized aviation force brings to our combined arms and joint forces in terms of warfighting effectiveness and versatility.

Acquisition Reform. On the flip side, it serves little purpose to lament the anemic flow of resources and inequitable allocations without doing what we can to maximize our budget realities. Our resource crises demands a fundamental change in the way we do business and use our available resources. The PEO is fully engaged in implementing and executing the tenets of acquisition reform.

The New Training Helicopter (NTH) continues to build upon its reputation as a sterling example of innovative acquisition. Not only is this program delivering its promised benefit — more than \$25 million per year in operating and support cost savings at the aviation school — but it is also providing these benefits years sooner than could have been achieved under traditional acquisition time lines.

A similar effort to equip the OH-58D Kiowa Warrior fleet with an upgraded engine featuring a commercially-developed, FAA certified, Full Authority Digital Engine Control (FADEC) is another example of leveraging off of com-

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*Field Technical Assistance, Test and Evaluation and Program Executive Office/Program Management Support Contract No. DAAB07-95-D-H007.











mercial NDI opportunities. This program could easily have required more than three years and \$50 million to develop as a unique military requirement. Instead, the FADEC, with its inherent cost and safety improvements, will be incorporated into production aircraft in February 1997, just 18 months after contract awards and at a cost of just more than \$5 million — a clear example of the tangible benefits to be realized by capitalizing on a product being developed by industry for the commercial market.

Other reform initiatives include an intense effort to eliminate military-unique specifications and standards and accelerate conversion to commercial standards and practices on all of our future and existing contracts. This will achieve more efficiency in our plants and lower costs for our products.

All four of our major helicopter manufacturers, and many of our component producers, have committed to submit plans for block conversion to "common commercial practices" by the end of April. McDonnell Douglas Helicopter Systems alone estimates that the savings from these initiatives will result in the Army's ability to buy 57 more Longbow Apaches without any increase in program funding.

Aviation Programs. In spite of our budget woes, our major programs are adequately funded for this year. Congress added nearly \$400 million to aviation's \$1.38 billion FY96 budget. Some highlights of the PEO's major programs:

The RAH-66 Comanche program continues intact. Solid management of all aspects of the program continues to keep the program within 2% of budget despite three major restructuring efforts over the past three years in response to externally driven budget cuts. A successful first flight was completed on 4 January 1996

with envelope expansion ongoing. Congress added \$100 million to the program for FY96 which will help accelerate the schedule to the left. We are postured to move even more to the left with the Initial Operational Capability (IOC), currently planned for 2006, if more funds become available in the future.

Comanche is absolutely vital to the Army's modernization strategy. It is the centerpiece for developing a relevant force for the 21st Century Army. Comanche represents far more than just the next, high-tech armed reconnaissance aircraft—it is aviation's link to the future and a carrier of technology that will flow for years into upgrades of existing platforms (air and ground) through the judicious insertion of its advanced technology into other platforms.

 Longbow Apache is coming off a banner year. The unprecedented success of the Initial Operational Test and Evaluation last year clearly led to the Defense Acquisition Board's decision last October to enter production. This year's budget funds Lot 1 which will consist of the production of 18 airframes and 13 fire control radars. Congress also plussed-up this program in FY96 with an additional \$76 million to buy long lead materiels for a five year multi-year commencing in FY97. This not only solidifies a long term commitment to the 755 aircraft Longbow Apache program, but also affords a great opportunity to realize real cost reductions through the efficiencies arising from a multi-year procurement.

• The Black Hawk program once again narrowly avoided termination. FY96 was to have been the final buy of 60 Black Hawks and would have left the Army nearly 600 helicopters short of its requirement for 2,042 aircraft. However, Congress inserted an additional \$70 million into the FY96 budget to buy long lead

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materiels for follow-on five year multiyear buys at 36 aircraft per year.

 The Kiowa Warrior program continues both the retrofit of unarmed OH-58Ds (AHIPs) into armed Kiowa Warriors and the production of "new" Kiowa Warriors. The FY96 budget funds 33 additional AHIP retrofits which leaves only ten AHIP aircraft in the fleet awaiting conversion. Congress added \$140 million to the FY96 budget to buy up to 20 additional aircraft, which will keep the basic production line going, subject to the release of these funds by the DoD. Collectively, these two programs, when complete, will yield a total of 402 Kiowa Warrior aircraft against a requirement of 507. The \$140 million Congressional plus-up will also be used to initiate a recently approved safety enhancement program for the existing fleet, which includes retrofit of the improved engine with FADEC, crashworthy crews seats and a body restraint system.

• The Aviation Electronic Combat (AEC) and the Aircrew Integrated Systems (ACIS) Project Management Offices both focus on developing technologies that have common applications for two or more of our aviation systems. Commonality across our systems is critical to conserving resources and avoiding the costly proliferation of system-unique designs. PM-AEC is the focal point for Aviation digitization and is developing the advanced digital technologies that will define our systems for the 21st Century.

Six key programs that will provide the ability to acquire, exchange, and employ timely digital information throughout the battlespace continue on track: Global Positioning System (GPS) based navigation systems, High Frequency Nap-of-the-Earth communications, Have Quick II UHF radio communications, Improved Data Modem (IDM) for digital communi-

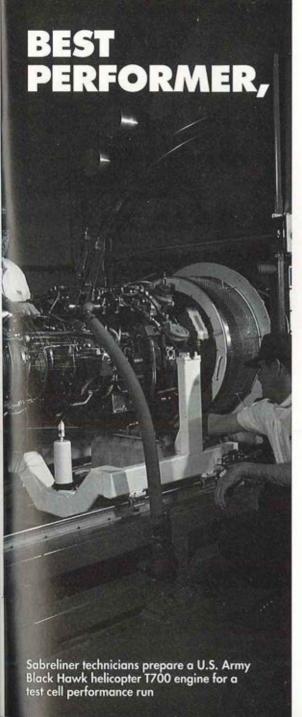
cations, Army Airborne Command and Control System (A²C²S), and the Aviation Mission Planning System (AMPS). The PM-AEC is also the focal point for Aircraft Survivability Equipment (ASE), which provides active and passive protection against anti-aircraft systems. Two major efforts currently in progress include the Advanced Threat Radar Jammer (ATRJ) and the Advanced Threat Infrared Countermeasure/Common Missile Warning System (ATIRCM/CMWS) program.

The ACIS Project Management Office's focus is on a system level integration of developing technologies to improve aircrew safety, increase aircrew and passenger survivability, and enhance aircrew performance. The capstone effort is the Air Warrior program which will integrate multiple technologies into a system for the aircrews that is modular and tailorable for specific airframes and threats. In addition, the procurement this year of over 13,000 helmets that will be common for all aircraft and coupled with the advanced development of helmet displays and head tracking systems, will further this integration across all aviation platforms. The cockpit airbags and digital source collector are other projects which will bring new technology to several aircraft.

These are exciting times. Our efforts to build a force capable of responding instantaneously to world situations in constant change and our resource constraints present an immense challenge. Equally great, however, are the opportunities to exploit rapidly emerging technology and capitalize on acquisition reform initiatives to meet those challenges. The future is now.

* *

Mr. Bogosian is the Acting Program Executive, Aviation, Program Executive Office IPEOI, Aviation, St. Louis, MO.



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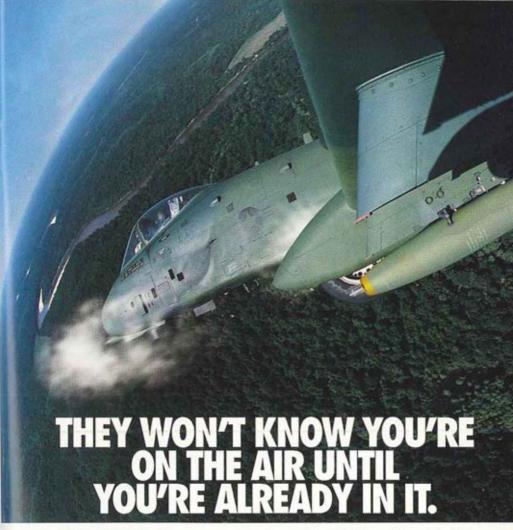
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 The Master Chapter category includes the 18 largest Chapters with 170 or more members and covers 9,558 members or 60% of the total.

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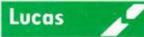
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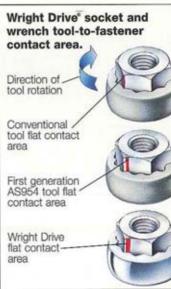
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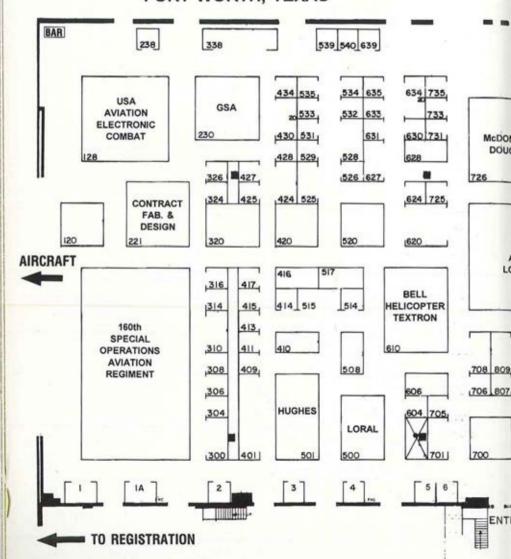


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MARCH-APRIL 1996

ARMY AVIATION

DEVELOPMENTAL UPDATE

CH-47 CHINOOK CARGO HANDLING SYSTEM

AAR Advanced Structures is currently fabricating the prototype of its newly-designed Boeing CH-47 Advanced Cargo Handling System (ACHS). Scheduled for completion and installation in late 1996, this first system is to be used for demonstration and evaluation and will assist in establishing baseline requirements for the next-generation Medium-Lift Helicopter. The design allows for operation by a single operator and includes the following special features:

- FLIP-OVER ROLLERS
- FORWARD PALLET LOCK CONTROLS
- ELECTRIC PALLET LOCKS
- VEHICLE LOADING GUIDES
- IMPROVED CABIN LIGHTS WITH NVG
- QUICK-CHANGE COMPONENTS

For additional information on this new development, or other of AAR's aircraft cargo systems, call, write or FAX:



AAR ADVANCED STRUCTURES

A division of AAR Manufacturing Group, Inc. 12633 Inkster Road / Livonia, MI 48150-2216 USA Telephone: 313-522-2000 / FAX: 313-522-2240

GOVERNMENT EXHIBITORS

OOVERNMENT EXHIBITORS
Advanced Diagnostics Technical 1438 Insertion Center (ADTIC)
Apache Attack Helicopter PMO ARENA AH-64D Longbow Apache
Army & Air Force Exchange Service 1505
Aviation Research, Dev. & Engrg. Ctr 1502
Aviation Systems Division, USA YPG 938
CECOM 338
Corpus Christi Army Depot 1039
Defense Electronics Supply Center 539
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Directorate of Army Avn & Safety ARENA National Guard Bureau
General Services Administration 230
Tools and Appliances Commodity Center
Operational Test & Eval Cmd-OPTEC . ARENA
Test & Experimentation Cmd-TEXCOM
Operational Threat Spt Activity (OTSA) ARENA Ka-32
ULLS-Aviation USA Information System 238 Software Development Center Lee
USAARL Fort Rucker 1439
USA Aviation Center (USAAVNC) 120
Sponsored by 1st Battalion, 212th Aviation Regiment
1st Aviation Training Brigade
U.S. Army Aviation Technical Test Ctr . ARENA UH-1BP, TH-67, AH-1UDS, OH-58D
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Rockwell Int'l., CACD COVER 3 Sabreliner Corporation 33 Sears Industrial Sales 75 Short Brothers (USA), Inc. COVER 4 Sierra Technologies, Inc. 11 Sikrorsky Aircraft 23 Simula Government Products Inc. 57 Smiths Industries 69 Stanley-Proto Industrial Tools, Inc. 87 The Summit Publishing Group 93 Systems & Electronics Inc 53 TEAC America, Inc. 63 UNC Aviation Services 29





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ARMY AVIATION: THE FUTURE IS NOW

TUESDAY TUESDAY	12:00 NOON - 5:00 PM TCCC Rooms W105-106 Registration and Ticket Sales	MARCI MARCI
VEDNESDAY VEDNESDAY VEDNESDAY	8:00 AM - 9:00 PM TCCC Rooms W105-106 Registration and Ticket Sales	MARCI MARCI MARCI
EDNESDAY EDNESDAY EDNESDAY	8:00 AM - 6:00 PM Carswell Golf Club North Texas Chapter Golf Tournament	MARCI MARCI MARCI
EDNESDAY EDNESDAY	8:00 AM - 6:00 PM Amon Carter Jr. Downtown YMCA Lindbergh Chapter Racquetball Tournament	MARCI MARCI MARCI
EDNESDAY EDNESDAY EDNESDAY EDNESDAY	10:00 AM - 5:00 PM TCCC Room W107 Press Room Open (Sponsored by GE Aircraft Engines)	MARCI MARCI MARCI
EDNESDAY EDNESDAY EDNESDAY	12:30 PM - 1:30 PM TCCC Rooms E105-106 National Executive Board Luncheon	MARCI MARCI MARCI
EDNESDAY EDNESDAY EDNESDAY	1:30 PM - 4:30 PM TCCC Room E104 National Executive Board Meeting	MARCI MARCI
EDNESDAY EDNESDAY	4:45 PM - 5:45 PM TCCC Green Room Awardee Briefing	MARC MARC MARC
EDNESDAY EDNESDAY EDNESDAY	6:00 PM - 7:00 PM TCCC Kennedy Lobby Exhibit Managers Briefing & Reception	MARC MARC MARC
EDNESDAY EDNESDAY EDNESDAY HURSDAY	7:00 PM - 9:00 PM TCCC West Hall & Arena Exhibit Hall Grand Opening & Early Birds Reception	MARCI MARCI MARCI
HURSDAY HURSDAY	7:00 AM - 5:00 PM TCCC Room W105-W106 Registration and Ticket Sales	MARC
HURSDAY	7:00 AM - 8:00 AM TCCC Kennedy Lobby Eye-Opener Coffee Break	MARCI MARCI MARCI
HURSDAY HURSDAY HURSDAY	7:00 AM - 8:00 AM TCCC Green Room Speakers & Awardees Breakfast	MARCI MARCI

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SDAY SDAY SDAY	Press Ro	ATCCC Room W107 Dom Open E Aircraft Engines)	MARCH 28 MARCH 28 MARCH 28
RSDAY	8:00 AM - 10:00 AM	TCCC Auditorium	MARCH 28 MARCH 28
DAY		THE FUTURE IS NOW	MARCH 28
Ý		SIONAL SESSION &	MARCH 28
Y		MBERSHIP MEETING	MARCH 28
	AAAA ANNOAL ME	WIDERSHIP WILETING	MARCH 28
	0.00 1 1.12	- 8:30 AM	MARCH 28
	Welcome & AA	AA Annual Report	MARCH 28
		STEPHENSON, RET.	MARCH 28
	Presider	nt, AAAA	MARCH 28
	8-30 AM	- 9:00 AM	MARCH 28
		Membership Awards &	MARCH 28
		ional Election	MARCH 28
		STEPHENSON, RET.	MARCH 28
		nt AAAA	MARCH 28
			MARCH 28
	2100 1 1111	- 9:30 AM	MARCH 28
		e Address	MARCH 28
		E JOE R. REEDER	MARCH 28
	Under Secret	ary of the Army	MARCH 28 MARCH 28
	9:30 AM	- 10:00 AM	MARCH 28
	Presentation of Uni	t of the Year Awards	MARCH 28
	0.20 AN / 4.00 PM /	TOOG P C-	MARCH 28
	9:30 AM - 4:00 PM	TCCC Bus Stop	MARCH 28
		PROGRAM	MARCH 28
		ion City" Tour	MARCH 28
	Buses depart from TCCC ar	nd return to all AAAA Hotels.	MARCH 28
	10:00 AM - 5:00 PM	TCCC West Hall & Arena	MARCH 28
		nology Exhibition Open	MARCH 28
			MARCH 28
	10:00 AM - 5:00 PM	TCCC West Hall Booth #1137	MARCH 28
	PERSCOM C	areer Guidance	MARCH 28
	12:00 NOON - 2:00 PM	TCCC East Hall	MARCH 28
		Buffet Luncheon	MARCH 28
			MARCH 28
	1exas B	BQ Menu	MARCH 28
	2:00 PM - 5:00 PM	TCCC Room W112	MARCH 28
	Scholarship Board	of Governors Meeting	MARCH 28
	2:00 PM - 3:00 PM	TCCC Auditorium	MARCH 28
			MARCH 28
		for TF XXI"	MARCH 28
		T S. COFFEY	MARCH 28
7	Commanding General, 4th In	fantry Division Division (Mech)	MARCH 28



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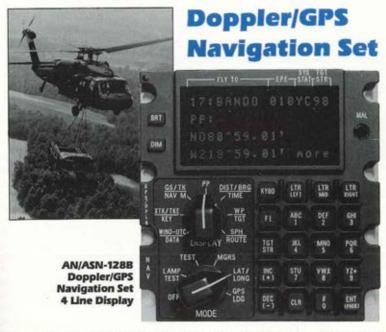
THURSDAY	3:00 PM - 4:30 PM TCCC Room W104	MARCH 28
THURSDAY	"Marketing Yourself for a Second Career"	MARCH 28
THURSDAY		MARCH 28
THURSDAY	COL JERRY CREWS, RET. The Retired Officers Association (TROA)	MARCH 28
THURSDAY		MARCH 28
THURSDAY	4:30 PM - 5:00 PMTCCC Room W104	MARCH 28
THURSDAY	"TRICARE: New DoD Health Program"	MARCH 28
HURSDAY	LTC KATHRYN L. INGRAM	MARCH 28
HURSDAY	Director, TRICARE Marketing, DoD	MARCH 2
URSDAY	7:00 PM - 9:00 PM Joe T. Garcia's	MARCH 2
RSDAY	AAAA National Executive Board Dinner	MARCH 2
SDAY	7:00 PM - 12:00 AM Billy Bob's	MARCH 2
SDAY	The state of the s	MARCH 2
DAY	AAAA Reunion at Billy Bob's	MARCH 2
DAY	Bus Service to and from AAAA Hotels from 7:00 PM-12:00 Midnight	MARCH 2
Y	8:00 AM - 5:00 PM TCCC Rooms W105-106	MARCH 2
Y	Registration and Ticket Sales	MARCH 2
Y		MARCH 2
Y	8:00 AM - 9:00 AM TCCC Kennedy Lobby	MARCH 2
Y	Eye-Opener Coffee Break	MARCH 2
Y	8:00 AM - 9:00 AM TCCC Green Room	MARCH 2
7		MARCH 2
	Speakers & Awardees Breakfast	MARCH 2
	8:00 AM - 5:00 PM TCCC Room W107	MARCH 2
	Press Room Open	MARCH 2
	(Sponsored by GE Aircraft Engines)	MARCH 2
		MARCH 2
	9:00 AM - 12:00 NOON TCCC Auditorium	MARCH 2
	FRIDAY MORNING PROFESSIONAL SESSION	MARCH 2
	9:00 AM - 9:30 AM	MARCH 2
	MG RONALD E. ADAMS	MARCH 2
	Aviation Branch Chief and	MARCH 2
	Commanding General, U.S. Army Aviation Center &	MARCH 2
l l	Fort Rucker, AL	MARCH 2
	9:30 AM - 10:00 AM	
(MARCH 2
	MR. PAUL BOGOSIAN Program Executive Officer, Aviation, St. Louis, MO	MARCH 2
1		MARCH 2
	10:00 AM - 10:30 AM	MARCH 2
,	MG JOHN J. CUSICK	MARCH 2
Y	Commanding General, U.S. Army Aviation & Troop Command, St. Louis, MO	MARCH 2
Y		MARCH 2
Y	10:30 AM - 10:45 AM	MARCH 2
AY	Refreshment Break	MARCH 2
١Y	10.45 13.6 13.5 13.5	MARCH 2
Y	10:45 AM - 11:30 AM	MARCH 2
Y	THE HONORABLE GILBERT F. DECKER	MARCH 2
AY	Assistant Secretary of the Army for Research, Development, and Acquisition	MARCH 2
Y	15 15 15 15 15 15 15 15 15 15 15 15 15 1	MARCH 2
AY	11:30 AM - 12:00 NOON	MARCH 2
3437		MANDERIO

FRIDAY

MARCH 29

PRESENTATION OF INDIVIDUAL AWARDS

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- Upgrading current embedded P(Y) code GPS receiver application module with the Selective Availability Anti-Spoofing Module (SAASM)
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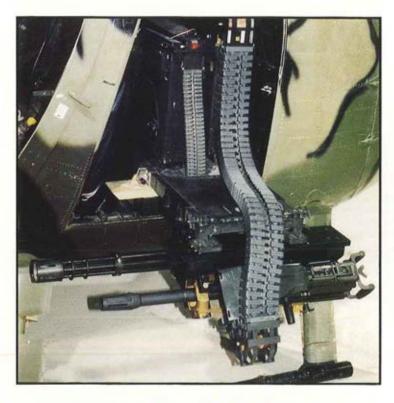
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9:30 AM - 4:00 PM TCCC Bus Stop	MARCH 29
SPOUSE PROGRAM	MARCH 29
Fort Worth "Cultural District" Tour	MARCH 29
Buses depart from TCCC and return to each AAAA Hotel.	MARCH 29
	MARCH 29
12:00 NOON - 5:00 PM TCCC West Hall & Arena	MARCH 29
Army Aviation Technology Exhibition Open	MARCH 29
12:00 NOON - 5:00 PM	MARCH 29
PERSCOM Career Guidance	MARCH 29
PERSCONI Career Guidance	MARCH 29
12:00 NOON - 2:00 PM TCCC East Hall	MARCH 29
Exhibit Hall Buffet Luncheon	MARCH 29
French Riviera Menu	MARCH 29
French Riviera Menu	MARCH 29
2:00 PM - 4:00 PM TCCC Room W112	MARCH 29
National Executive Board/Chapter Presidents	MARCH 29
& Secretaries Session	MARCH 29
& Secretaries Session	MARCH 29
2:00 PM - 3:00 PM TCCC Auditorium	MARCH 29
"Aviation Operations in Bosnia"	MARCH 25
MG DANIEL J. PETROSKY	MARCH 2
	MARCH 29
Deputy Chief of Staff for Operations,	MARCH 2
U.S. Army Europe and Seventh Army	MARCH 25
3:00 PM - 3:30 PM TCCC Auditorium	MARCH 29
"Army Safety Program - Past/Present/Future"	MARCH 25
BG THOMAS J. KONITZER	MARCH 25
Commanding General, U.S. Army Safety Center	MARCH 29
4:30 PM - 6:00 PM Radisson Presidential Suite	MARCH 29
Cub Club Reunion	MARCH 29
	MARCH 29
6:30 PM - 8:00 PM Radisson Crystal Ballroom Foyer	MARCH 29
Registration & Ticket Sales	MARCH 29
AAAA President's Reception	MARCH 29
	MARCH 29
7:00 PM - 8:30 PM Radisson Crystal Ballroom	MARCH 29
President's Reception	MARCH 29
9:00 PM - 1:00 AM Radisson Crystal & Texas Ballrooms	MARCH 29
	MARCH 29
AAAA CHAPTER RECEPTIONS	MARCH 29
Bus Service to and from AAAA Hotels from 9:00 PM-1:00 AM	MARCH 29
"La Fiesta Tejas"	MARCH 29
	MARCH 29
Texas Reception • Crystal Ballroom C-D	MARCH 25
Corpus Christi ** Phantom Corps ** North Texas	MARCH 2
"Pacific Night Out"	MAKCH 2
[1] - [1] -	
"Pacific Night Out" Pacific Reception • Crystal Ballroom A-B Arizona ** Southern California	MARCH 29 MARCH 29 MARCH 29



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Mid-Atlantic Rece	rdi Gras" ption • Texas Ballroom otomac ** Washington, D.C.	MARCH 29 MARCH 29 MARCH 29
7.20 AM 4.00 DM	TOOG B WIGS 106	MARCH 29
7:30 AM - 4:00 PM	TCCC Rooms W105-106	MARCH 30
Registration	and Ticket Sales	MARCH 30
7:30 AM - 9:00 AM	TCCC Kennedy Lobby	MARCH 30
	er Coffee Break	MARCH 30
	THE COLUMN TWO IS NOT THE OWNER.	MARCH 30
7:45 AM - 9:00 AM	TCCC Rooms E105-106	MARCH 30
First Lig	ght Breakfast	MARCH 30
LTG RON	VALD V. HITE	MARCH 30
	Assistant Secretary of the Army	MARCH 30
for Research, Deve	elopment, and Acquisition	MARCH 30
8:00 AM - 12:00 NOON	TCCC Room W107	MARCH 30
	Room Open	MARCH 30
	GE Aircraft Engines)	MARCH 30
		MARCH 30
9:00 AM - 12:00 NOON	TCCC Rooms E103-104	MARCH 30
SATTIRDAY DRO	FESSIONAL SESSION	MARCH 30
		MARCH 30
	- 12:00 NOON	MARCH 30
Operations/	Training Forum	MARCH 30 MARCH 30
MG RONA	LD E. ADAMS	MARCH 30
Aviation Branch Chief and C	CG, USAAVNC & Ft Rucker, AL	MARCH 30
	rancisco, CG, 24th Infantry Division (Mech),	MARCH 30
	CG, 1st Cavalry Division, Ft. Hood, TX; MG	MARCH 30
	staff for Operations, USARUER and Seventh	MARCH 30
	nklin, Commander, U.S. Army STRICOM,	MARCH 30
	, Commander, U.S. Army Safety Center, Ft. berry, Deputy CG/Assistant Commandant,	MARCH 30
	Il L. Dailey, Commander, 160th SOAR(A), Ft.	MARCH 30
	ielson, Directorate of Combat Development	MARCH 30
	Rucker, AL; COL Joseph L. Ferreira, Army	MARCH 30
	Arlington, VA; COL Robert Hoppes, Assistant	MARCH 30
	A; COL Roger McCauley, Commander, 18th	MARCH 30
	ps, Ft Bragg, NC; COL William W. Powell,	MARCH 30
DOTDS, Ft. Rucker, AL; COL Ke	enneth Quinlan, Commander, 10th Aviation	MARCH 30
Brigade, 10th Mountain Division (LI),	Ft Drum, NY; LTC(P) James E. Simmons,	MARCH 30
NTC Senior Aviation OC, Ft Irwin, C	A; LTC(P) Davis D. Tindoll, Jr., JRTC Senior	MARCH 30
Aviation OC, Ft. Polk, LA; CSM Mar Rucker, AL.	rvin E. Home, Command Sergeant Major, Ft.	MARCH 30
NAME, ALL		MARCH 30
0.00 AM 12.00 210.003	TOTAL B. FILL	MARCH 30
9:00 AM - 12:00 NOON	TCCC Room E101	MARCH 30
Acquisi	ition Forum	MARCH 30
MR. PAU	L BOGOSIAN	MARCH 30
	Officer, Aviation, St. Louis, MO	MARCH 30
Panelists include: Mr. Thomas L. Hou	se, Executive Director, AVRDEC, St. Louis,	MARCH 30
	nche, St. Louis, MO; COL Edwin P. Goosen,	MARCH 30
	O; COL James Correia, APEO, International	MARCH 30
Operations, St. Louis, MO; COL Roy I	P. (Pat) Oler, PM, Aviation Electronic Combat,	MIMOII 00



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SATURDAY		
SATURDAY SATURDAY	St. Louis, MO; COL Chester L. Rees, Jr., I COL Stephen Kee, PM, Apache Attack Hel Metzler, PM, Aircrew Integrated Systems, St.	icopter, St. Louis, MO; Mr. Thomas R.
SATURDAY	Kiowa Warrior, St. Louis, MO; LTC Micha	el Genetii, APEO, Simulation, St. Louis,
SATURDAY	MO; Mr. Gene Easterling, Deputy Directo	er, DCD, Ft. Rucker, AL.; Mr. Randy
SATURDAY	Buckner, Task Force XXI, St. Louis, MO.	
SATURDAY		
SATURDAY	9:00 AM - 12:00 NOON	TCCC Room E102
SATURDAY		Fa
SATURDAY	Logistics 1	
SATURDAY	MG JOHN J. CG, U.S. Army Aviation & Troop Commar	
		(1)
SATURDAY	Panelists include: BG Stuart W. Gerald, I	
SATURDAY	Julian A. Sullivan, Jr., CG, 19th Theater Am Mr. Wimpy Pybus, Chief, Aviation Logistic	
SATURDAY	L. Aheam, DCD, Ft Rucker, AL; COL R	
SATURDAY	Brigade, 1st Cavalry Division, Ft. Hood, TX	
SATURDAY	Systems Management, ATCOM, St. Louis	
SATURDAY	Engineering, ATCOM, St. Louis, MO.	, may me bary money backer to
SATURDAY	The state of the s	20120 2012
SATURDAY	9:00 AM - 11:00 AM	39th Floor, Petroleum Club
SATURDAY	Spouse Breakfast Honor	ring Awardee Wives
SATURDAY	A short walk from the Radisso	on to the Continental Plaza
SATURDAY		TCCC West Hall & Arena
		If I West Hall & Arena
SATURDAY	12:00 NOON - 4:00 PM	
SATURDAY SATURDAY	Army Aviation Technol	
SATURDAY SATURDAY SATURDAY	Army Aviation Technol	ogy Exhibition Open
SATURDAY SATURDAY SATURDAY SATURDAY	Army Aviation Technol 12:00 NOON - 4:00 PM	ogy Exhibition Open TCCC West Hall Booth #1137
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SATURDAY SATURDAY SATURDAY SATURDAY	Army Aviation Technol 12:00 NOON - 4:00 PM	ogy Exhibition Open TCCC West Hall Booth #1137 eer Guidance
SATURDAY SATURDAY SATURDAY SATURDAY SATURDAY	Army Aviation Technol 12:00 NOON - 4:00 PM PERSCOM Care 12:00 NOON - 2:00 PM	ogy Exhibition Open TCCC West Hall Booth #1137 eer Guidance TCCC East Hall
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SATURDAY SATURDAY SATURDAY SATURDAY SATURDAY SATURDAY SATURDAY	Army Aviation Technol 12:00 NOON - 4:00 PM PERSCOM Care 12:00 NOON - 2:00 PM Exhibit Hall But Little Italy	TCCC West Hall Booth #1137 eer Guidance TCCC East Hall ffet Luncheon / Menu
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MARCH 30

MARCH 30

MARCH 30



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SATURDAY	CHAPTER PHOTO SCHEDULE - CONT.	MARCH 30
SATURDAY	3:05 p.m.Southern California Chapter (267)	MARCH 30
SATURDAY	3:10 p.m.Corpus Christi Chapter (258)	MARCH 30
SATURDAY	3:15 p.m.Connecticut Chapter (218)	MARCH 30
SATURDAY	3:20 p.m.Potomac Chapter (204)	MARCH 30
SATURDAY	3:25 p.m.Arizona Chapter (193)	MARCH 30
SATURDAY	3:30 p.m.Greater Chicago Area Chapter (159)	MARCH 30
SATURDAY	3:35 p.m.Pikes Peak Chpater (154)	MARCH 30
SATURDAY		MARCH 30
SATURDAY	3:40 p.m.Delaware Valley Chapter (148)	MARCH 30
SATURDAY	3:45 p.m.Leavenworth Chapter (147)	MARCH 30
SATURDAY	3:50 p.m.USAREUR Region	MARCH 30
SATURDAY	**Based on March 1, 1996 membership statistics.	MARCH 30
SATURDAY	Group photos are only taken of Chapters that host or co-host	MARCH 30
SATURDAY	a Chapter Reception at the 1996 AAAA Convention	MARCH 30
SATURDAY		MARCH 30
SATURDAY	5:15 PM - 7:30 PMEast Hall Lobby	MARCH 30
SATURDAY	AAAA Banquet Registration & Ticket Sales	MARCH 30
SATURDAY	5:45 PM - 9:30 PMTCCC East Hall	MARCH 30
SATURDAY	AAAA Annual Banquet Reception	MARCH 30
SATURDAY		MARCH 30
SATURDAY	5:45 PM - 6:45 PM	MARCH 30
SATURDAY		MARCH 30
SATURDAY	AAAA Annual Banquet	MARCH 30
SATURDAY	6:45 PM - 9:30 PM	MARCH 30
SATURDAY	Guest Speaker	MARCH 30
SATURDAY	GEN CROSBIE E. SAINT, RET.	MARCH 30
SATURDAY		MARCH 30
SATURDAY		MARCH 30
SATURDAY	Entertainment:	MARCH 30
SATURDAY	"TEXAS BOYS CHOIR"	MARCH 30
SATURDAY	9:00 PM - 1:00 AMRadisson Crystal & Texas Ballrooms	MARCH 30
SATURDAY		MARCH 30
SATURDAY	AAAA CHAPTER RECEPTIONS	MARCH 30
SATURDAY	Bus Service to and from AAAA Hotels from 9:00 PM-1:00 AM	MARCH 30
SATURDAY	"Wiregrass Goes West"	MARCH 30
SATURDAY	Aviation Center Reception • Crystal Ballroom A-B	MARCH 30
SATURDAY		MARCH 30
SATURDAY	"Blues Brothers Invade the Lindbergh Chapter"	MARCH 30
SATURDAY	Lindbergh/Connecticut Reception • Crystal Ballroom C-D	MARCH 30
SATURDAY		MARCH 30
SATURDAY	"The Future is Now"	MARCH 30
SATURDAY	Big East Reception • Texas Ballroom	MARCH 30
SATURDAY	Air Assault ** Central Florida ** Delaware Valley ** Greater	MARCH 30
SATURDAY	Atlanta	MARCH 30
SATURDAY	** Greater Chicago ** Iron Mike ** Leavenworth ** Monmouth **	MARCH 30
SATURDAY	Pikes Peak ** Savannah ** USAREUR Region	MARCH 30
SATURDAY		MARCH 30

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AVIATOR OF THE YEAR CW4 Robert L. Wylie HHC, 11th Aviation Regiment V Corps, USAREUR & Seventh Army APO AE



SOLDIER OF THE YEAR SPC Chad Douglas MacDonald 5th Battalion, 501st Avn Regt 17th Aviation Brigade APO AP



JOSEPH P. CRIBBINS DAC OF THE YEAR Robert W. Arden Chief, Stress/Loads/Fatigue Branch Directorate for Engineering U.S. Army ATCOM St. Louis, MO



JAMES H. McCLELLAN AVIATION SAFETY AWARD CW3 Alfred Aponte, Jr. Safety Officer HHC, 17th Aviation Brigade APO AP



AVIATION UNIT (ARMY) 2nd Battalion, 159th Avn Regt 18th Aviation Brigade XVIII Airborne Corps Fort Bragg, NC LTC Richard D. Miller, Jr.



AVIATION UNIT (ARMY) 2nd Battalion, 159th Avn Regt 18th Aviation Brigade XVIII Airborne Corps Fort Bragg, NC CSM Ronald W. Strahan



ROBERT M. LEICH 3rd Battalion, 58th Aviation Regiment (ATS) 12th Aviation Brigado V Corps, USAREUR & Seventh Army APO AE LTC Michael T. Inmar



ROBERT M. LEICH 3rd Battalion, 58th Aviation Regiment (ATS) 12th Aviation Brigade V Corps, USAREUR & Seventh Army APO AE CSM Sanford C. Tanna



AVIATION UNIT (ARNG) 1st Battalion, 111th Avn Regt (Attack Helicopter) Florida ARNG Jacksonville, FL. LTC David W. Starr



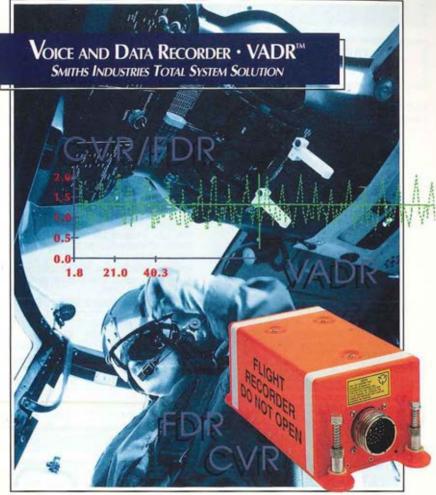
AVIATION UNIT (ARNG) 1st Battalion, 111th Avn Regt (Attack Helicopter) Florida ARNG Jacksonville, FL. CSM Gary L. Wingard



AVIATION UNIT (USAR) 6th Bn, 158th Avn Regt 124th Reserve Support Command Everett, WA LTC Rosemary R. Loper



AVIATION UNIT (USAR) 6th Bn, 158th Avn Regt 124th Reserve Support Command Everett, WA CSM Robert T. Detchemendy

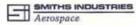


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AAAA AWARDS

OUTSTANDING AVIATION UNIT (ARMY)

BACKGROUND — Sponsored by the McDonnell Douglas Helicopter Systems, 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 & 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.

Transportation Battalion 1961 - 45th (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 & 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 & LTC J.Y. Hammack, Co-Commanders, 13th Aviation Battalion.

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

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

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

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

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

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

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

1972 - 227th Aviation Battalion, 1st Cav Division, LTC Frank L. Henry, Commander, with

CSM James W. Reed, Senior NCO.

1973 - 155th Aviation Company (Attack Helicopter), MAJ Kermit E. Larson Jr., Commander, & SFC Ray M. Teer, Senior NCO. - 210th Aviation Battalion (USARCARIB), LTC Joseph R. Koehler, Commander, & CSM Stephen M. Cole, Senior NCO.

1975 - 334th Aviation Company (Atk Hel), MAJ Gary F. Ramage, Commander, & 1SG

Charles Lewis, Senior NCO.

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

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

Fuller, Senior NCO.

1978 — 17th Aviation Group (Combat), COL George F. Newton, Commander, & CSM Albert

P. Liwang, Senior NCO.

1979 - 146th ASA Company (Aviation) (Forward). MAJ Kenneth Loudermilk. Commander, & 1SG James Jones, Senior NCO. 1980 — 59th Air Traffic Control Battalion, LTC Albert E. Hervey, Jr., Commander, & CSM Johnnie M. Byram, Senior NCO.

1981 — S. Helicopter Team, MAJ Roy Mann, Coach, & SGM John P. Traylor, Senior NCO. 1982 — 70th Transportation Bn (AVIM), LTC

William E. Turner, Commander, & CSM Hulon Jackson, Senior NCO.

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

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

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

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

1987 — 17th Assault Helicopter Co., Avn Bde, 25th Infantry Div, CPT Christopher A. Acker, Commander, & SFC Michael G. Whittaker,

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Senior NCO.

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

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

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

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

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

1993 — 10th Aviation Brigade, 10th Mountain Division (LI), COL Lawrence Casper, Commander & CSM Dwight J. Brown, Senior NCO.

1994 — 4th Battalion, 24th Aviation Regiment, 24th Combat Aviation Brigade, 24th Infantry Division (Mech), LTC Jack C. Dibrell, Commander & CSM Karl M. Moody, Senior NCO.

1995 — 2nd Battalion, 159th Aviation Regiment, 18th Aviation Brigade, XVIII Airborne Corps, LTC Richard D. Miller, Jr., Commander & CSM Ronald W. Strahan, Senior NCO.

OUTSTANDING AVIATION UNIT (RC)

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

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

1970 — 24th Medical Company (Air Ambulance) Nebraska-ARNG, MAJ Roger W. Fosbender, Cdr & 1SG Andrew M. Alexander, Senior NCO. 1971 — 997th Aviation Co. (Assault Helicopter) AZ-ARNG, MAJ James H. Cowan, Cdr, & 1SG Dale S. Swensen, Senior NCO.

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

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

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

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

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

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

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

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

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

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

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

1983 — D Company, 28th Combat Aviation Battalion, North Carolina-ARNG, MAJ Julius H. Avant, Commander, & 1SG Thomas W. Keyes, Senior NCO.

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



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OUTSTANDING AVIATION UNIT (USAR)

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 & U.S. Army Reserve. The award was won by Army National Guard aviation units in 14 of the 16 years in which it was presented by the AAAA. In late 1985, the Association established separate "Aviation Unit Awards" for both the Army National Guard & the U.S. Army Reserve, with each trophy being sponsored by AlliedSignal Engines.

1985 — 219th Transportation Co. (Aircraft Maintenance) (IS), 102nd ARCOM, Scott AFB, IL, MAJ Gilbert E. Boen, Commander, & 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, & 1SG Jackie J. Bradley, Senior NCO.

1987 — C Co., 2d Battalion, 158th Aviation Regiment, Olathe, KS, MAJ Thomas W. Meisenzahl, Jr., Commander, & 1SG Jerry W. Clemmer, Senior NCO.

1988 — 185th Trans. Co. (AVIM), Glenview, IL, MAJ David C. Roberts, Commander, & 1SG

Richard C. Beatty, Senior NCO.

1989 — HQ, 244th Theater Aviation Group, Glenview, IL, COL Charles V. Nolan, Commander, & 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 & CSM Bruce F. Lohn, Senior NCO.

1991 — 7th Battalion, 158th Aviation Regiment (Combat), Scott Air Force Base, IL. LTC James M. Richey, Commander, & 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.

1993 — 7th Battalion, 158th Aviation Regiment (CBT) 146th Aviation Group (CBT) Scott Air Force Base, IL, LTC James M. Richey, Commander & CSM Warren O. Berry, Senior NCO. 1994 — 8th Battalion, 229th Aviation Regiment (Attack), 121st Army Reserve Command, Ft. Knox, Kentucky, LTC James B. Blunk, Jr., Cdr, and CSM Robert C. Leffel, Senior NCO.

1995 — 6th Battalion, 158th Aviation Regiment, 124th Reserve Support Command, Everett, WA, LTC Rosemary R. Loper, Commander & CSM Robert T. Detchemendy, Senior NCO.

OUTSTANDING AVIATION UNIT (ARNG)

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

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

Senior NCO.

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

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

SGM Billy R. Cowart, Senior NCO.

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

1989 — 1st Battalion, 131st Avn Regt., 167th Support Command (Corps), Montgomery, AL, LTC Don E. Stagg, Cdr., & 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, & 1SG Thomas B. Lewis, Senior NCO.

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

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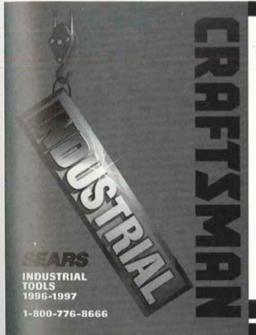


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George H. Allard, Jr., Senior NCO.

1992 — 1st Battalion (Attack Helicopter) 211th Aviation Regiment, Utah Army National Guard, West Jordon, UT, LTC Robert G. Holt, Commander & CSM Travis R. Heywood, Senior NCO.

1993 — 1st Battalion, 106th Aviation Regiment, Illinois Army National Guard, Peoria, IL, LTC Michael A. Marvin, Commander & CSM

Frederick A. Lane, Senior NCO.

1994 — Company G, 3rd Battalion, 140th Aviation Regiment, California Army National Guard, Stockton, CA, MAJ Kevin B. Keenan, Commander & 1SG Charles M. Chiasson, Senior NCO.

1995 — 1st Battalion, 111th Aviation Regiment (Attack Helicopter), Florida Army National Guard, Jacksonville, FL, LTC David W. Starr, Commander & CSM Gary L. Wingard, Senior

NCO.

ARMY AVIATOR OF THE YEAR

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, AL. 1960 — CWO Michael J. Madden, U.S. Army,

Transportation Board, Ft. Eustis, VA. 1961 — CPT Leyburn W. Brockwell, Jr., HS.

XVIII Airborne Corps, Ft. Bragg, NC.

1962 — CPT Emmett F. Knight, 57th Aviation

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 Med. Det. (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 Co., 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 Abn. 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, TX.

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

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, AL.

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

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

1982 — 2LT Richard G. Hatch, 2d Staff & 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, TXARNG, Houston, TX. More than just a statement, it's a commitment you can count on today and tomorrow. A commitment honored by people who are as dedicated to you and the needs of your family, as you are to your own family.

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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. 1993 — CW2 Gerhard P. Turner, A Company.

3rd Battalion, 227th Avn Regt, APO AE.

1994 - CW2 Victoria A. Welch, A Company (AVIM), 3rd Battalion, 501st Aviation Regiment, 17th Aviation Brigade, APO AP.

1995 - CW4 Robert L. Wylie, HHC, 11th Aviation Regiment, V Corps, USAREUR &

Seventh Army, APO AE.

AVIATION SOLDIER OF THE YEAR

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. Falo, 1st Cav Division

(Airmobile), U.S. Army, Vietnam.

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

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

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

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.

ARMY AVIATION

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),

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. Tatsumura, 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 NY.

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

1992 - SSG Donald C. Maddox, E Troop, 4th Squadron, 17th Cavalry 18th Aviation Brigade,

Fort Bragg, NC.

1993 — SGT Joseph T. Ebuen, B Company, 1st Battalion, 58th Aviation Regiment (Corps), 159th Combat Aviation Group (Airborne), Fort Bragg, NC.

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Aerospace Division ●528 W. 21st Street● Tempe, AZ 85282 (602) 894-6864 Phone ● (602) 921-0470 Fax 1994 — SSG Donald L. Wilson, 3rd Battalion, 25th Aviation Regiment, 10th Aviation Brigade, 10th Mountain Division (Light), Ft. Drum, NY. 1995 — SPC Chad Douglas MacDonald, 5th Battalion, 501st Aviation Regiment, 17th Aviation Brigade, APO AP.

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. Inskeep (Co-Winner), U.S. Army Primary Helicopter School, (USAPHS), Fort Wolters, TX & Raymond L. Thomas, (Co-Winner), Southern Airways Company (Manager, Contract Operations).

1960 - No award given.

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 (USABAAR), 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 ABN DIV (AASLT), Ft. 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 Div., APO SF.

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

1982 — No award given.

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), APO AP.

1993 — CW5 James H. Raiford, Aviation Branch Safety Office, U.S. Army Aviation Center,

Ft. Rucker, AL.

1994 — CW5 Gerald D. Cartier, Senior Aviation Safety Officer, 10th Aviation Brigade, 10th Mountain Division (Light Infantry), Ft. Drum, NY.

1995 - CW3 Alfred Aponte, Jr., Safety Officer,

JOSEPH P. CRIBBINS DAC OF THE YEAR

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, Mat-eriel Management, U.S. Army Troop Support & Aviation Materiel Readiness Command, St. Louis. MO.

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

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, MD.

1981 — Michael J. Hoffman, Aerospace Engineer, U.S. Army Troop Support & 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. McEneany, 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 & Technology Activity, AVSCOM, Fort Eustis, VA., & 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 — James E. Speigner, Chief, Airfield ALERT Section, Headquarters & Headquarters Detach-ment, 1st Battalion, 212th Aviation, Aviation Training Brigade, Fort Rucker, AL.

1993 — Rickie L. Barron, Directorate of Evaluation & Standarization (DES), USAAVNC,

Fort Rucker, AL.

1994 — Rodney J. Schulz, Deputy Assistant Commandant and Senior Logistics Management Specialist, U.S. Army Aviation Logistics School (USAALS), Ft. Eustis, VA.

1995 — Mr. Robert W. Arden, Chief, Stress/Loads/Fatigue Branch, Directorate for Engineering, U.S. Army ATCOM, St. Louis, MO.

ROBERT M. LEICH AWARD

BACKGROUND — This AAAA Award is named in memory of BG Robert M. Leich, the AAAA's first president (1957-59), & Awards Committee Chairman for 23 years. It is sponsored by the Northrop Grumman Corporation & 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), RVN. Accepted for the unit by MG Alton G. Post & COL Donald H. Jersey, & CSM Samuel Ring.

(For 1965-1972 Period).

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

1978 — Corpus Christi Army Depot, Corpus Christi, TX. 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, USAVNBD. (For 1976-1980).

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

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

1982 — U.S. Army Engineering Flight Activity, Edwards AFB. 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, Ft. Rucker. Accepted for the unit by COL Joseph R. Koehler, former Commander. (For 1955-1984).

1986 — Davison Aviation Command, Washington, D.C. Accepted for the unit by COL John A. Lasch, III, Commander, & CSM William H. Fountain, Sr. 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 & 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. Iseminger, Pilot, CW3 Rudolph V. Hobbs, Co-Pilot, & 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, St. Louis, MO. MG Donald R. Williamson, Commander, & CSM Richard P. Mullen, Senior NCO.

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

1993 — U.S. Army Aviation Logistics School (USAALS), Fort Eustis, VA. COL Thomas E. Johnson, Commander & SGM Alan A. Gott, Senior NCO.

1994 — 1st Battalion, 58th Aviation Regiment (Corps), XVIII Airborne Corps, Ft. Bragg, NC. LTC Joseph G. Kaufmann, Jr., Commander & CSM Ronald W. Strahan, Senior NCO.

1995 — 3rd Battalion, 58th Aviation Regiment (ATS), 12th Aviation Brigade, V Corps, USAREUR & Seventh Army, APO AE, LTC Michael T. Inman, Commander & CSM Sanford C. Tanna, Senior NCO.

AAAA TOP CHAPTER

BACKGROUND — This AAAA Award is presented annually to the AAAA Chapter deemed "Top Chapter" based on its meeting activity, to include unusual, innovative, & successful programming; membership growth; pursuit of a local AAAA Awards Program; participation in community affairs; maintenance of a full Executive Board slate; & its interface with the National Office in the administration of its Chapter affairs.

1973 - Aviation Center Chapter

1974 - Lindbergh Chapter

1975 — Air Assault Chapter

1976 — Monmouth Chapter

1977 — Air Assault Chapter

1978 - Lindbergh Chapter

1979 - Aviation Center Chapter

1980 — Franconia-Marne Chapter

1981 — Corpus Christi Chapter and Lindbergh Chapter (tie)

1982 - Morning Calm Chapter

1983 - Morning Calm Chapter

1984 - Air Assault Chapter

1985 — Morning Calm Chapter

1986 - Lindbergh Chapter

1987 — Redcatcher Chapter

1988 - Lindbergh Chapter

1989 - North Texas Chapter

1990 - Morning Calm Chapter

1991 — Morning Calm Chapter

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1992 — Corpus Christi Chapter

1993 — Colonial Virginia Chapter

1994 — Colonial Virginia Chapter

1995 - Aviation Center Chapter

OUTSTANDING ROTC CADET

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.

1988 — Pedro G. Almeida

1989 - Michael A. Flynn

1990 - Gregory T. Lang

1991 — Louis A. Birdsong
 1992 — Victor S. Hamilton
 1993 — Roy R. Trumble, IV
 1994 — Christopher C. Frost

1995 - Fred D. Rothenbush, Jr.

OUTSTANDING USMA CADET

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.

1988 — Kenneth S. Prygoski 1989 — Charles T. Tully, Jr.

1990 — H. Dave Wood

1991 - Christopher J. Watrud

1992 - Michael D. McKay

1993 — Marc A. Wehmeyer 1994 — Spencer T. Kympton

1994 — Spencer I. Kympton 1995 — Andrew J. Norton

AIRCRAFT SURVIVABILITY EQUIPMENT

BACKGROUND — Sponsored by Loral Electronics Systems, this National Award 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 August 1 through July 31. Prior to 1992, the awards period encompassed the calendar year.

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

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

1987 — Mr. Richard Paolella, Project Leader, Infrared Countermeasures U.S.A. Communications & 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, Nutley, NJ.

1990 — CW3 Stephen L. Woods, Brigade ASE Officer/Pilot, Ft. Riley, KS.

1991 - Mr. Larry Johnson, an Electronic

Warfare Integration Engineer with the Naval Air Warfare Center, Point Mugu, CA.

1992-1993 — CW4 Bradford A. Powell, CH/MH-47 Project Officer, System Integration & Maintenance Office, 160th SOAR(A), Ft. Campbell, KY.

1994 — CW2 Michael E. Croslin, Aviation Brigade EWO, 1/227th Aviation Regiment, 1st Cavalry Division, Ft. Hood, TX.

1995 — CW2 Kevin L. Crumpler, 4th-123rd Theater Aviation Battalion, Fort Wainwright, AK.

AIR/SEA RESCUE

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

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

1993 — 50th Medical Company (Air Ambulance), Ft. Campbell, KY.

1994 — CW4 John P. Airington, CW4 David Schweitzer, SPC Frank G. Myers, and SPC Jared L. Cheramie, 872nd Medical Company, Lafayette, LA.

1995 — CW4 Randy L. Mullen, CW3 Thomas D. Leedom, SSG Florencio Q. Abendanio, SSG James A. Swindler, SGT Carl D. Wilber, PFC Autumn D. McCauley, CPT Garth W. Le Cheminant, and CPT Michael S. Machen, A Company, 2nd Battalion, 158th Aviation Regiment, Fort Carson, CO.

ARMY AVIATION MEDICINE AWARD

BACKGROUND — The AAAA's "Army Aviation Medicine Award" is sponsored by Gentex Corporation & is presented annually "to the flight surgeon or aeromedical physician assistant who best exemplifies the contribution to Aviation during the awards period encompassing September 1 through August 31."

1994 — MAJ Lisa A. Black, D.O., 159th Combat Aviation Group (Airborne), Ft. Bragg, NC. 1995 — MAJ Robert A. Mazur, M.D., 224th Military Intelligence Battalion (AE), Savannah, GA.

ARMY AVIATION FIXED WING UNIT AWARD

BACKGROUND — Sponsored by FlightSafety International, this National Award is presented "to the unit or detachment with fixed wing aircraft that has achieved the highest level of excellence in training, safety, logistics, operations and support during the awards period encompassing September 1 through August 31."

1994 — 3rd Military Intelligence Battalion (Aerial Exploitation), Camp Humphreys, Korea, LTC Jerry Proctor, Commander.

1995 — Operational Support Airlift Command, COL Arthur W. Ries II, Commander

ARMY AVIATION TRAINER OF THE YEAR

BACKGROUND — The AAAA's "Army Aviation Trainer of the Year Award" is sponsored by Hughes Training, Inc., Link Division, & 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, & SSG Bobby W. Eades, Academic Branch, Air Operations Division, DOET, USAAVNC, Ft. Rucker, AL.

1988 — MAJ Mark S. Wentlent, Task Force 118, 18th Aviation Brigade, Ft. Bragg, NC, & 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), Ft. Campbell, KY.

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

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

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

1993 — SFC Alexander A. Tejada, Senior Instructor/Writer, U.S. Army Aviation Logistics School, Ft. Eustis, VA.

1994 — MSG Charles Neil Reisinger, Eastern Army Aviation Training Site (EAATS), Annville, PA.

1995 — CW3 Paul D. Hutchinson, HHD, 1-14th Aviation Regiment, Aviation Training Brigade, Fort Rucker, AL.

AVIONICS

BACKGROUND — Sponsored by Cubic Defense Systems, Inc., this National Award is presented to the person who has made an outstanding individual contribution to Army Aviation in the area of Avionics during the awards period encompassing August 1 through July 31.

1993 — CPT Keith J. Kranhold, Brigade Signal Officer, 128th Aviation Brigade, U.S. Army South, APO AA.

1994 — CW4 Tommy Lee Dorris, Avionics Platoon Leader, F Co., 1-160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY.

1995 — Thorwald E. Eide, Equipment Specialist (General), 160th SOAR (A), Fort Campbell, KY.

HAMILTON H. HOWZE GUNNERY AWARD

BACKGROUND — The AAAA's "Howze Gunnery Award" is sponsored by General Hamilton H. Howze, Ret., & is presented annually to the top AH-1 & 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 & ILT Michael J. Blatz, of B Company, 1st Battalion, 3rd Aviation Regiment, 2nd Armored Division, APO NY.

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

OUTSTANDING LOGISTICS SUPPORT UNIT

BACKGROUND — The AAAA's "Outstanding Aviation Logistics Support Unit of the Year Award" is sponsored by the Army Aviation Association of America, & 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, TX.

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

1989 — B Company, 3rd Battalion, 501st Aviation

Regiment, APO SF.

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

1991 — 8th Battalion, 101st Aviation Regiment, Ft. Campbell, KY, & CT AVCRAD, Groton, CT.

1992 — D Troop, 2nd Squadron (Recon) 9th Cavalry, Ft. Ord. CA.

1993 — E Company, 228th Aviation Regiment (AVIM), Albrook Air Force Station, Panama, APO AA. 1994 — 9-227th Aviation Support Battalion, 1st Armored Division Support Command, Hanau, Germany.

1995 — 7-159th Aviation Regiment, Illesheim (Stork Barracks), Germany.

MATERIEL READINESS 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, & 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 Tech. Publications Group

1984 — Bell Helicopter Textron, Customer Support Services Division.

1985 — Sikorsky Support Services.

1986 — Dynalectron.

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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.

1993 - DynCorp. Contract Field Team 10-2S

1994 — DynCorp. Contract Field Teams, Germany.

1995 - UNC Lear Siegler, Inc.

MATERIEL READINESS 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, & 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. & Clamshell Buildings, Inc.

1991 - Southern Aero Corporation

1992 — Realtime Digital Inc.

1993 — Sabreliner Corp.

1994 — ERA Aviation Services

1995 — COBRO Corporation

MATERIEL READINESS 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, & 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.

1993 — Sikorsky Aircraft Div., UTC

1994 — Bell Helicopter Textron, Inc.

1995 — Parker Hannifin Corporation.

MATERIEL READINESS CONTRIBUTIONS 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, & is presented annually the annual of 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 Eng., Sikorsky.

1987 — Victor Conner, Senior Apache Fielding Rep., Ft. Hood, McDonnell Douglas Helicopter Company, & 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, Ft. Rucker Division.

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

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

1993 — Mr. Dennis R. Weaver, Field Service Rep., Martin Marietta Corporation, Illesheim, Germany.

1994 — Mr. Perry M. Smith, CAS, Incorporated, Huntsville, AL.

1995 — Mr. Frank Gordon, COBRO Corporation, Earth City, MO.

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My message is that we believe Army Aviation is a full partner in the Force XXI program. We believe Army Aviation is clearly the relevant force for the 21st century providing combat, combat support, and combat service support capabilities across the spectrum of full-dimensional operations.

* *

MG Adams is the Aviation Branch Chief and CG, USAAVNC and Ft. Rucker, AL, and Commandant, U.S. Army Aviation Logistics School, Ft. Eustis, VA.

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AAAA President's Message

(Seventh in a Continuing Series) MG Richard E. Stephenson, Ret.

Time is zipping right on by and things are perking up with Army Aviation. Significant developments are emerging in programs and in key people.

It looks as if ATCOM's CG, MG John J. Cusick, and his wife Patsy may be moving on while the move of ATCOM to Huntsville, AL moves on as well. Paul Bogosian has emerged as the acting PEO for Aviation Systems, and his fellow SES, Mr. Wimpy Pybus, momentarily emerged as the head of the Army Aviation coordinating office in DA, ODCSLOG as the fourth-removed successor to the venerable sex symbol of Army Aviation, Mr. Joseph P. Cribbins. What a great fellow he is. It now appears as if the Aviation Logistics Office will fade away in a massive relook at the DA staff. This will not stand the test of time and aviation safety needs. A second Army Aviation conference on training and simulation was accomplished and hosted by BG Pete Franklin at STRICOM in Orlando. Meetings in Orlando and the Blizzards of 1996 somehow make sense. This second simulation session was roundly applauded from the lower levels up, which probably signals the long-anticipated, eagerly awaited resurgence in Army Aviation simulation.

A couple of charts making the rounds now should be in the shirt pocket of every U.S. Representative and Senator on Capitol Hill. The DoD Top 20 Investment Programs (FY96-13) shown on page 28 reflects a very ironic reality. We have 7% of all program dollars and seemingly provide 70% or greater, some ten times greater, of the military personnel involved in contemporary contingencies. What's wrong with that picture? Even more pointed is a glance at the top 20 programs where JAST grabs four times the dollars involved in the only three Army programs in the top 20. What's wrong with this picture?! It would seem like those who are doing the contingencies should enjoy the full benefits of technology at least as much as those who may still be partially focused on what was versus what is. Congressional help is on the way, so we are told.

The Fort Worth convention signals success and a clear signal that flat or declining trends in AAAA might have bottomed out. Significant strategic initiatives will soon be emerging to move your association aggressively into the next century with a clear sense of purpose, vision, and destiny. A flying Comanche, a combat-capable Longbow Apache, and a cohesive combined arms doctrine fully inclusive of Army Aviation combine to make change, challenge, and success for all involved in Army Aviation. Have a great convention, and help us to help you through AAAA for 1996-1997. See you in Fort Worth!



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