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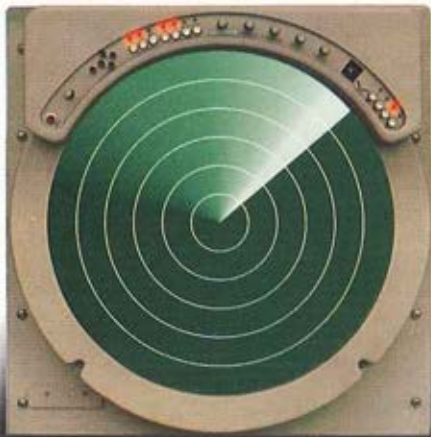
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FORTHCOMING ISSUES

May 1997 — Forging Ahead to Force
XXI and Post-Convention Report.

June 1997 — Special Operations
Aviation and Theater Missile Defense.

Briefings

The Vietnam Helicopter Pilots Association (VHPA) will hold its 14th Annual National Reunion in Orlando, FL from 1-5 July 1997. For details, call: Don Joyce, "Shrimpsboat W4", (407) 870-5367.

MG Charles F. Drenz, Ret., a former AAAA President, has been appointed by the Secretary of the Army to the Army Science Board. MG Drenz served over 35 years on active duty commanding the U.S. Army Test and Evaluation Command and served as Program Manager for three of the Army's major helicopter systems—the AH-64 Apache, the UH-60 Black Hawk, and the AH-1 Cobra/TOW.

On 15 December 1996, Phil Condit, president and CEO of **The Boeing Company** and Harry Stonecipher, president and CEO of **McDonnell Douglas Corporation**, jointly announced that the companies had signed a definitive agreement whereby McDonnell Douglas will merge with Boeing in a stock-for-stock transaction. The combined company will have about 200,000 employees, which includes the recent merger of Rockwell aerospace and defense units into **Boeing North American**.

The **100th Infantry Battalion, 442nd Regional Combat Team, and the Military Intelligence Service WWII Memorial Foundation Monument** is the first major U.S. monument to recognize the contributions of Japanese American World War II veterans and the Japanese American families that were incarcerated during WWII. Construction of the Monument, adjacent to the Japanese American National Museum in Los Angeles, CA, will begin in 1998.

For those who are still wondering who the January 1997 Army Aviation Magazine cover boy (**Mr. Joseph P. Cribbins**) is, there is an autobiographical videotape available from the AAAA National Office reviewing the octogenarian's remarkable 50 year history with the Department of the Army. Call (203) 226-8184 for additional details.

The **301st Tactical Helicopter Squadron** of the Royal Netherlands Air Force graduated 17 December 1996 as the first allied unit to undergo the Army's attack helicopter collective training program. Approximately 90 Dutch aviators and maintenance personnel from the squadron began training with the **21st Cavalry Aviation Brigade** (formerly the Combat Aviation Brigade) at Ft. Hood, TX, in June 1996. The training was tailored to their specific unit mission that is built upon the U.S. plan and standards, which is conducted in modules by the 21st CAB. The squadron received their initial training at Ft. Rucker, AL and Ft. Eustis, VA and continued with advanced training at Ft. Hood. As part of a U.S. Foreign Military Sale (FMS) of 30 AH-64D Apache Longbow attack helicopters to the Netherlands, the Dutch will take delivery of the aircraft from 1998 through 2002.

FEATURE ARTICLES

- | | | |
|-----------|------------------------------------|-----------------------|
| 6 | Army Aviation in the Current Fight | MG Daniel J. Petrosky |
| 18 | Preparing for TF XXI | Paul Bogosian |
| 26 | Forging Ahead to Army XXI | MG Emmitt E. Gibson |

1997 AAAA ANNUAL CONVENTION

- 32** National Executive Board
- 34** Chapter Structure
- 38** Industry Members
- 42** Annual Convention Exhibitors
- 48** Annual Convention Exhibitors Map
- 50** Charter Members
- 52** Annual Convention Program
- 66** CY 1995 National Award Winners
- 68** National and Functional Awards
- 84** Hall of Fame

DEPARTMENTS

- | | | | |
|-----------|--------------------------|-----------|-------------------------|
| 92 | AAAA President's Message | 94 | AAAA Calendar |
| 90 | AAAA New Members | 71 | Advertisers Index |
| 88 | Army Aviation Book Club | 86 | Arrivals and Departures |
| 3 | Briefings | 94 | CareerTrack |
| 94 | Charlie Hover | 24 | Marketplace |

FRONT COVER

Paid Advertisement: Boeing Defense & Space Group, Helicopters Division. The Boeing Company will carry out the U.S. Army's Improved Helicopter Program to ensure CH-47 Chinooks meet heavy lift requirements well into the 21st Century. Caption provided by the advertiser.

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ARMY AVIATION IN THE CURRENT FIGHT

The Army's fundamental purpose is to fight and win the nation's war by establishing the conditions for lasting peace through land force dominance. Army Aviation brings to current operations a variety of capabilities that enhance warfighting effectiveness. Aviation's strength is its versatility to deploy quickly, see the battlefield, maneuver rapidly, and focus tremendous combat power at decisive points in the theater of war as a member of the combined arms or multinational team.

This article reflects my view of how Army Aviation fights today as a combined arms/joint team member. This is part one of a two-part series and is based on an air assault division and a heavy division vignette. Future articles will describe Army Aviation's role in Force XXI using similar vignettes.

Setting the Conditions. The Army's role in joint, combined, and multinational force operations has expanded rapidly in the past decade. Concurrently, Army Aviation has kept pace and remains capable to operate throughout the range of

*Part one of a
two part
series on
air assault
and heavy
division
vignettes.*

these operations. Aviation forces enhance the Joint Task Force (JTF) commander's ability to set the conditions for success. We provide critical maneuver capability throughout the entire area of operation and set favorable conditions for ground maneuver through reconnaissance and shaping the battlespace. The success our Aviation

Brigades and Task Forces are having in the field today is setting the conditions for tomorrow.

Emerging Impressions. During this decade, we have captured many lessons learned from a diverse set of military operations and from this, key lessons relevant to the current role of Army Aviation have emerged that shape our thinking. The Army's Center for Lessons Learned is the keeper of these lessons. The following are not yet lessons learned, but insights to what we have been doing in the field that may be worth watching:

- Aviation self-deployment requirements are increasing. We have come a long way with this in just a short period of time. Missions requiring aviation units to self-

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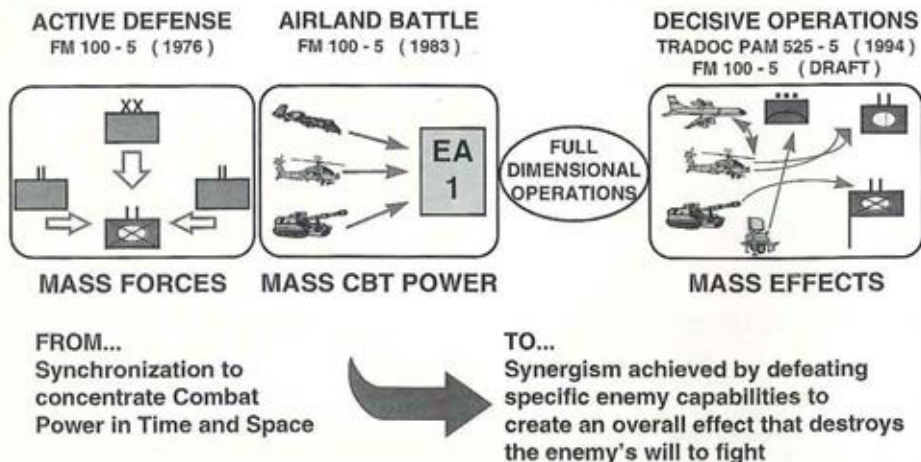


Figure 1

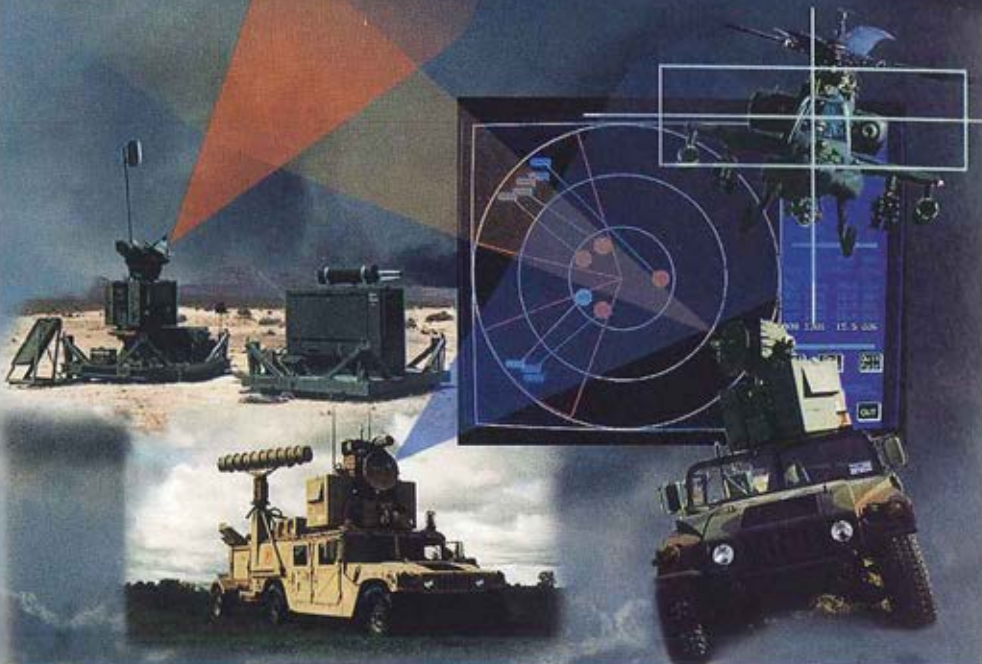
deploy tailored combat power are now the norm. Recent examples in Haiti and Bosnia have shown our success in this arena, and we can expect aviation to continue to self-deploy in future operations.

- Aviation must be able to influence the entire area of operations, requiring aviation commanders to focus at echelons above their level.
- Aviation conventional forces today are performing mission-type tasks that in the recent past were reserved for only special operations aviation. This requires training in combined arms/joint operations in various environments and may include missions involving precision night navigation, long distances over water, naval carrier operations, and combat search and rescue (CSAR).
- Aviation is often being called upon to answer the force commander's

reconnaissance requirements by putting eyes on the objective. Manned aerial reconnaissance provides responsive, accurate, real-time information that can be gained across wide areas in rugged terrain and varying degrees of enemy threat.

Evolution of Operations. The Army's evolution of operations in the mid-70s endorsed massing forces to achieve the commander's objectives. This doctrine was a precursor to the early 80's Airland Battle doctrine of massing combat power by synchronizing joint/combined arms forces. Emerging doctrine advocates decisive operations by massing effects from all available forces to achieve a synergism by defeating specific enemy capabilities.

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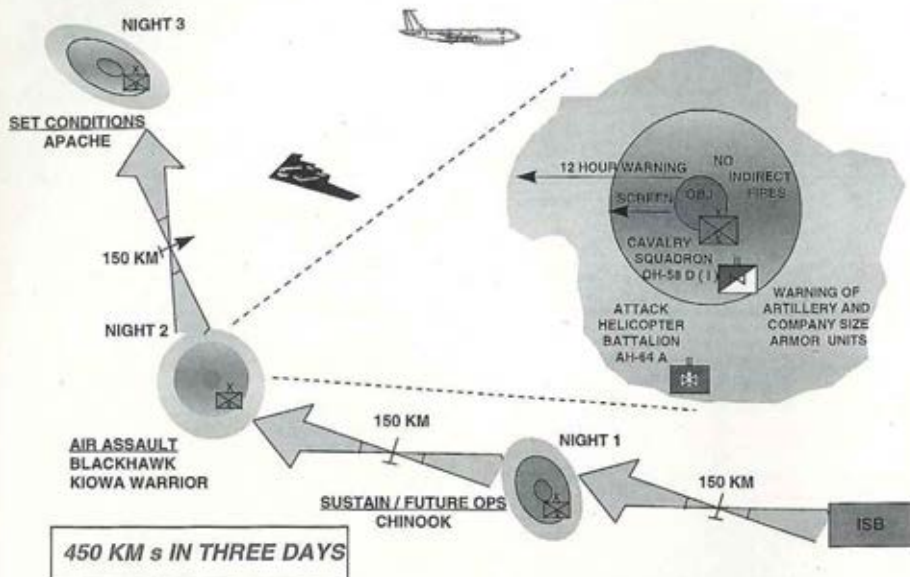


Figure 2

will be critical to achieving a doctrine based on massing effects.

Army Aviation Operations in the Air Assault Division. The Air Assault Division's organic helicopter advantage enables it to deploy from an Intermediate Staging Base (ISB) and flex forward 450 kilometers within a 72 hour time period—all movement conducted at night. Currently, the division is capable of air assaulting a brigade-sized task force every 24 hours for three consecutive days. The initial and subsequent objective areas are approximately 150 kilometers apart based on the CH-47s range to make a full turn to/from the ISB or last occupied AA.

Securing these objectives will require the employment of joint assets. The division will be assaulting into enemy territory—enemy air defense radar, massed artillery, and ground force formations larger than platoon size must

be defeated. This is a joint effort but will also require the full employment of the Aviation Brigade. Reconnaissance and intelligence assets are required to provide warning of enemy artillery massing or armor/mechanized forces maneuvering toward the friendly force.

The first assault objective from the ISB could be to secure a logistics base or forward arming and refueling point (FARP) for the attack battalions. The air assault infantry brigade, preceded by combat aviation securing the routes and objective, establishes a security force and employs the attack battalion as the forward "eyes and ears" on the outer perimeter. The attack battalion (AH-64A) secures the routes and objective, provides early warning of massed enemy artillery and heavy ground forces, and prevents those forces from maneuvering into the brigade security zone. Once the infantry

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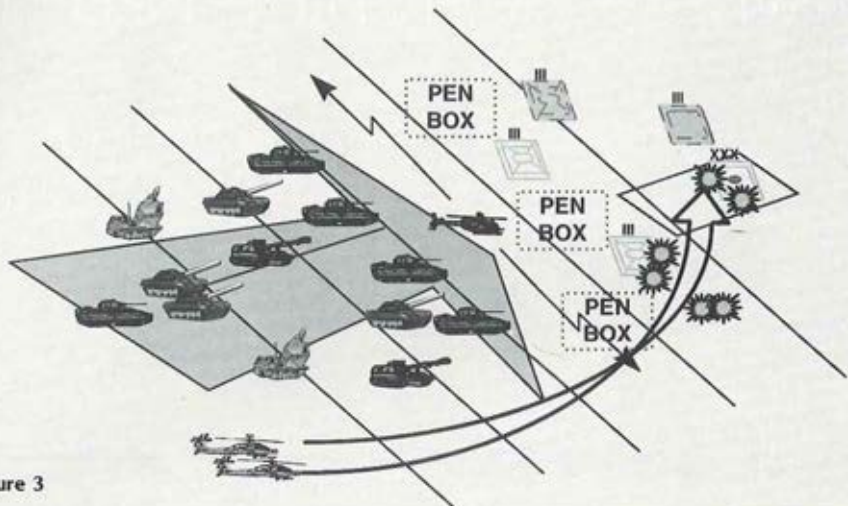


Figure 3

brigade is set in the objective, the cavalry squadron (OH-58D Kiowa Warriors) conducts local security operations for the brigade.

Subsequent division assault objectives show a similar pattern of operation with the attack battalions continuing to set the conditions for the commander. Air and ground lines of communication are continually kept open throughout the operation. The attack battalions, in addition to conducting security operations for the infantry brigade, conduct operations to secure the next air axis of advance and objective. The end result is the JTF commander or theater Commander-in-Chief's (CINC) ability to move a sizable, sustainable, and lethal combat force deep into enemy territory.

Army Aviation Operations in the Heavy Division. Division aviation operations can be decisive and

significantly contribute to the Heavy Division's success. Division aviation operates to continually expand the battlespace, which in turn provides more time and space for the division commander to assess the situation, determine courses of action, and take action.

The following illustration depicts a typical Heavy Division offensive operation. Prior to decisive operations, the division may concentrate the attack battalion and other joint assets to destroy enemy air defense, command and control (C2), artillery, mechanized formations, and massed artillery to disrupt the enemy and set the conditions for the attack. The cavalry squadron destroys enemy reconnaissance and security elements, which is essential to setting the conditions to gain information dominance prior to the division main attack. Utility and me-



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In addition, the U.S. Navy is using it in P-3 patrol aircraft. The Belgian Air Force has chosen it for the C-130 cargo plane and Sea King Helicopter. The U.S. Army, Kuwait Army and Saudi Arabian National Guard are using it in armored vehicles.

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dium lift aircraft rapidly move troops and supplies to secure critical terrain and sustain operations. In these ways, the Combined Arms Force—including Army Aviation—not only shapes the battlespace, it defines it. This could be viewed as an aviation force protection mission as the division prepares for the operation.

Depicted in Figure 3 are three potential penetration boxes the division commander may use for his main attack force. Critical to the success of the operation is the ability to gain sufficient information for the division commander to decide which penetration box is most advantageous to meet his objective. This is key because this is where the division commander will mass his combat power. In essence, the division commander is assimilating information from many sources to determine when and where to commit the main force for the greatest potential of success. Strategic and tactical reconnaissance assets are required. At the tactical level, air and ground cavalry confirms or denies, up to the last minute, critical pieces of information. The division cavalry squadron commander uses all of his assets to see each box and answer the division commander's critical information requirements (CCIR).

During the decisive phase, attack and reconnaissance helicopters conduct attack and security operations to support the commander's scheme of maneuver. Depending on the situation, the division commander could choose to commit all of his ground task forces to the attack and rely on the aviation task forces to respond across his area of operations.

Attack and reconnaissance aircraft provide the division commander with critical information on enemy events and, in concert with other division assets, deny the enemy's ability to counterattack. Utility and medium lift aircraft move

engineer and security forces into position to breach obstacles and secure critical areas of interest to the commander. They can also rapidly move fuel and ammunition across the battlespace, allowing the commander greater maneuver flexibility. Thus, aviation preserves the combat power of the division through aggressive, high-tempo air maneuver operations. Subsequent missions may dictate attack aviation containing or destroying enemy reserves and/or denying enemy approaches into friendly areas of operation. —

Army Aviation Operations in SASO. Army Aviation will always train to fight in high intensity combat operations, however, its inherent flexibility and versatility can meet and support many diverse missions. My December article described Army Aviation's current role in Stability and Support Operations (SASO) and reinforces this point.

SASO missions include operations revolving around peacekeeping and humanitarian operations; show of force, non-combatant evacuation operations (NEO) and counter-drug operations; and support of domestic civil authorities. Conducting SASO is a complex undertaking and Army Aviation's inherent capabilities make it a vital element throughout the range of these operations.

Army Aviation's early success in Bosnia mainly stemmed from its ability to self-deploy and provide initial security, tactical reconnaissance, and intelligence during the critical phase of force build-up. As the force build-up continued, the Apache's onboard video recording systems provide extremely useful information in near real time to the commander. Black Hawks, escorted by Apaches, conducted insertion and extraction of quick reaction forces and enhanced force protection by overflying

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the obstacles, such as minefields. The presence of combat aviation, armor, and infantry mechanized task forces was a credible deterrent force capable of transitioning to a shooting war without notice.

The ability to employ forces at the right place and right time gained the attention and respect of the former warring factions in Bosnia. When the first U.S. injury resulted from a convoy hitting a mine in sector, Apache helicopters were on the scene within minutes. This sent the warring factions a clear message that we have the capability to see the area of operation and quickly employ a credible combat force to counter any potential threat.

Conclusions. Army Aviation fights as a combined arms team with joint/combined forces to shape the commander's battlespace and set the conditions for decisive operations. Aviation operates across the operational continuum and spans all the dimensions of the battlefield. Its versatility, lethality, and self-deployability make it a force of choice—one that is not restricted by terrain, can set the tempo, and establish terms favorable for success.

Future. The Aviation Center, in concert with our TRADOC partners and the Experimental Force (EXFOR), is performing extensive work to define future operating conditions and concepts for Force XXI and the Army After Next (AAN).

Development of future doctrine and tactics, techniques, and procedures (TTP) is evolving and under continual scrutiny. The Advanced Warfighting Experiment (AWE) in March evaluated many of our concepts. Further, less known branch activities such as our recent Digital Training Exercise (DTX), conducted at Fort Rucker with the 4th Brigade, 4th Infantry Division, represent aviation's holistic approach to ensure we reach the 21st century with a doctrine that provides our Army the capabilities we need.

The agility, lethality, and versatility that Army Aviation brings to the fight will ensure U.S. military dominance well into the 21st century. Our decisive victory in DESERT STORM was the result of a generation of preparation by the Total Army team. Today, we are producing tough, competent and highly motivated aviation soldiers and leaders dedicated to the task of keeping that tradition alive. Force XXI and the Army After Next will ensure those who come after us will be ready for their DESERT STORM or Sava River. America's Army—trained and ready to fight, serving the nation at home and abroad, and capable of decisive victory now and into the 21st century.

★ ★

MG Petrosky is the Aviation Branch Chief and CG, U.S. Army Aviation Center (USAAVNC) and Ft. Rucker, AL, and Commandant, U.S. Army Aviation Logistics School (USAAALS), Ft. Eustis, VA.



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PREPARING FOR TF XXI

As material developers, it is not unusual for us to concentrate our focus on the future battlefield. This year has been a particularly exciting one for us as we have aggressively prepared several of our systems to participate in Task Force XXI (TFXXI).

This particular Army Warfighting Experiment (AWE), from our standpoint, is one of the most critical of a series of events which will provide senior Army leadership insight into how to shape our future Army. As of this writing, I can report to you that PEO Aviation TFXXI systems are prepared to successfully demonstrate aviation's warfighting value on the digital battlefield of the twenty-first century.

Several of our systems: the Army Airborne Command and Control System (A2C2S), Aviation Tactical Operations Center (AVTOC), Aviation Mission Planning System (AMPS), Longbow Apache, Kiowa Warrior, Embedded Global Positioning System (GPS) Inertial (EGI), and the ARC-220 radio, are key aviation participants in the TFXXI AWE. Preparation has included the early fielding

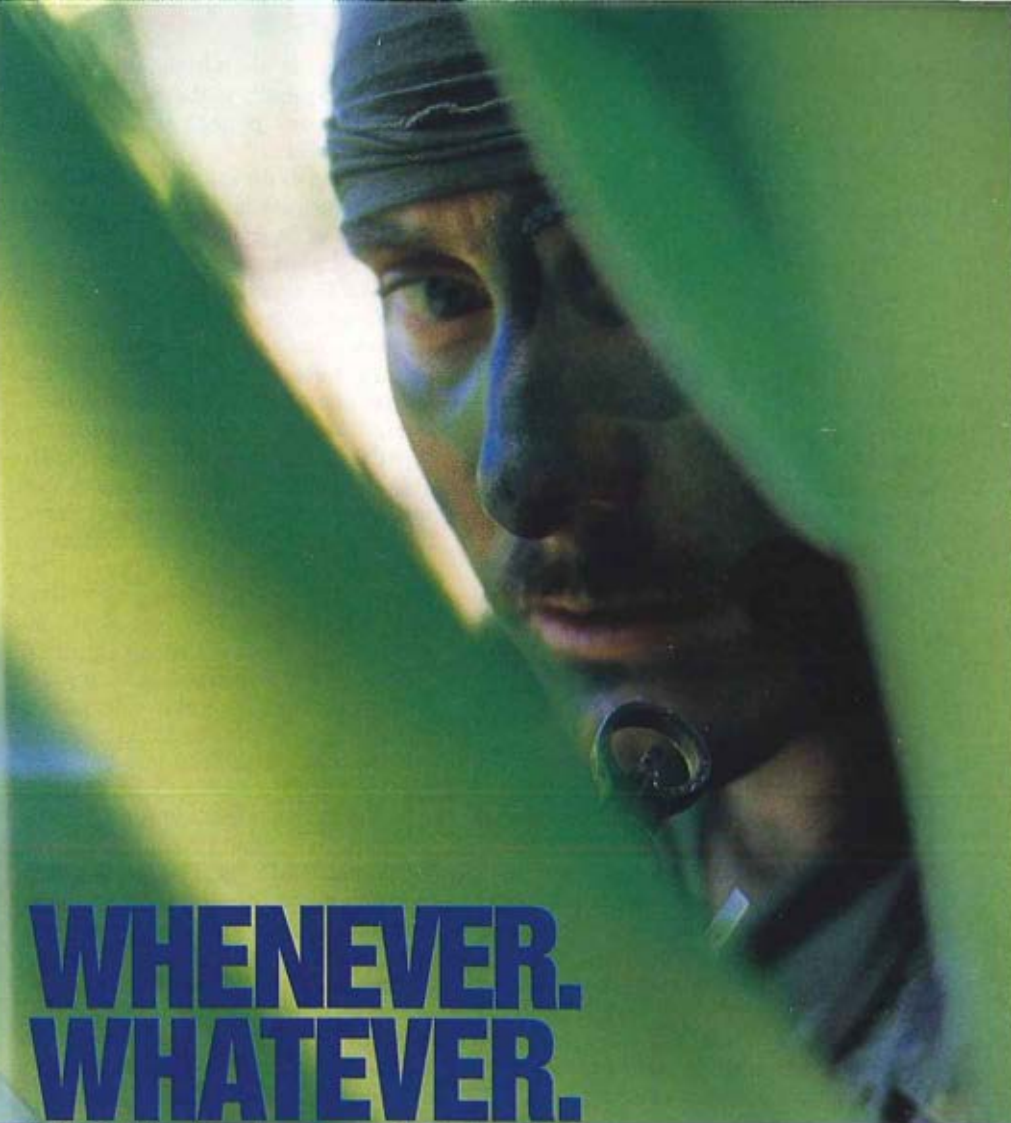
The Program Executive Officer, Aviation reports on the year's accomplishments.

of prototypes to the Experimental Force of 4th Infantry Division and working with the users through issue of equipment to successful employment at NTC. This process has been a learning one for each system involved and has presented opportunities for us, as acquisition managers, to examine a number of issues impacting the accelerated acquisition

process.

Perhaps the most significant of these has been integrating user feedback into the acquisition process. We've additionally examined how to integrate off-the-shelf hardware and software rapidly and move it through prototype development. This is particularly important when talking about fielding computerized and digital systems because of the short technology cycles in today's marketplace.

Operationally, the TFXXI experiment has afforded us a unique opportunity to examine the impact of advanced digital systems on how the Army fights. Of greatest challenge was integrating our digital command and control systems, as well as reconnaissance and deep strike



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capabilities into the ground maneuver Commander's systems. We integrated A2C2S, AVTOC, and Kiowa Warrior—with Kiowa Warrior being the only weapons system coming to the battlefield with embedded VMF messaging capabilities—into the ground commander's tactical internet. We additionally integrated communications from the Apache Longbow Fire Control Radar and the Kiowa Warrior Video Image Cross Link (VIXL) directly to the air and ground commanders and worked the operational considerations to ensure these unique links were integrated into C2 processes. We also integrated AMPS with the Army Tactical Command and Control Systems (ATCCS) All Source Analysis System (ASAS) to ensure effective aviation mission planning.

Finally, we improved cross-PEO integration of aviation digital capabilities with multi-system integration of the ARC-220 radio, EGI/GPS, AMPS, and HAVE-QUICK II. Emerging insights of aviation value-added to the tactical battlefield from our preparation to date including the following: A2C2S providing airborne C2 on the move will be the most robust communications suite of any platform at TFXXI; AVTOC will provide exceptional C2 automation and communications with unique capabilities to perform airspace management; Longbow Apache will provide deep acquisition and automated engagement of multiple targets while providing ground force with real time situation awareness, a key and critical asset to the digitized battlefield; Kiowa Warrior will demonstrate the value of deep reconnaissance and surveillance with real time delivery of imagery to the ground commander for current and future aviation systems; and AMPS digital planning and automated loading of aviation

mission data in aircraft will provide exceptional capability to the aviator to plan his mission and prepare his aircraft for tactical missions.

In addition to the excitement of preparing to participate in TFXXI, the various Product and Project Managers have had very good years:

PM AEC. Army aviation's challenge in accomplishing its' critical role in future Combined Arms and Joint Operations will be met through modernization of the current aircraft fleet. The Aviation Electronic Combat Program provides the material solutions essential to these modernization efforts. Material solutions that will allow Army Aviation to meet Force XXI Operational demands and the technical demands of a digitized force. The A2C2S, AMPS, EGI, Doppler GPS Navigation System (DGNS) and IDM, all AEC programs, are major participants in TFXXI. These systems directly support both the ground maneuver commander and the aviation commander in planning and executing the battle. Additionally, the AEC programs for Have Quick II UHF-AM line of sight radio and the ARC-220 HG non-line-of-sight radio provide communication links critical to joint and deep operations. In the area of Electronic Warfare and Electronic Countermeasures, the AEC Project office manages two programs, currently in EMD, critical to the survivability of Army Aviation platforms of the Force XXI Battlefield. These are the Suite of Integrated Radar Frequency Countermeasures (SIRFC) program and the Army led Joint service Suite of Integrated Infrared Countermeasures and common Missile Warning System (SI-IRCM/CMWS) program.

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type Longbow Apache and eight A model Apaches, all flown by Army Aviators, are participating in TFXXI at the National Training Center proving time and again their value on the digital battlefield. Peace enforcement operations in Bosnia continue to rely heavily on the Apache. Units were fielded in Korea and the Netherlands. Apache led the way in acquisition reform as contracts were signed for the first 20 fire control radars and a multiyear contract was signed for the remanufacture of 232 D models. Apache saved 1.6B (A & D model procurement) through acquisition reform and an additional 6.5B in O&S cost avoidance. The result is a 26% savings over the remaining life of the program. On 21 March 1997 we celebrated the rollout of the first production attack helicopter for the 21st Century, the Longbow Apache.

Kiowa Warrior. Enhancements to the Mission Equipment Package, which replaces aging electronics with state-of-the-art digital processors, moved from drawing board concept to prototype reality. Incorporation of improvements such as EGI and a moving digital map display made possible by the Improved Master Controller Processor (IMCPU), provide highly accurate targeting and situational awareness. The addition of a multi-targeting Improved Mast Mounted Sight Processor (IMSP), IDM, VIXL, Single Channel Ground to Air Radio System, and System Improvement Program (SINC-GARS/SIP) provide the capability to rapidly transmit the battlefield from the front line to the furthest corner in near real time. Fielding these TFXXI enhancements to the U.S. Army organizational OH-58D units will provide the major program challenge for 1997.

Comanche. The RAH-66 Comanche continues to progress toward an initial

operational capability in December of 2006. In support of this milestone, the Army has recently signed a contract for the next phase of the program which will continue through the 2002 and produce six additional aircraft. These aircraft will be used by the operational community for early user testing and refinement of tactics techniques and procedures which will provide for easier fielding of the eventual production aircraft. Flight envelope expansion continues with the prototype one. Speed has been increased to 148 knots level flight and the Automatic Flight Control System (AFCS) is operational. The AFCS provides greatly reduced crew workload in all flight modes and will provide "hands off" flying capabilities. Near-term flight test expansion goals are: 171 knots level flight, 100 knots at 2.5 Gs, 45 knots rearward and sideward flight, 80 knot 90 degree snap turn. As prototype one continues to expand the envelope, prototype two is planned to enter the flight test program in September of 1998.

Black Hawk. The UH-60 Black Hawk program remains on stable footing after funding was made available for continued multiyear contracting. Current multiyear IV deliveries of 60 aircraft per year end in June 1997. New Multiyear V deliveries of 36 aircraft per year in FY 97 and 18 per year in FY 98 through FY 01 begin in July 1997. The deliveries are split between Army (58), Air Force (8) and Navy (42). An important part of the Utility Helicopters program is the UH-60Q MEDEVAC which is in the midpoint of a two year integration/qualification phase. Digitization capability being produced in the UH-60Q program may be the model for future modernization upgrades to the entire UH-60 fleet. USAA-VNC, Ft. Rucker is currently formulating

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a modernization program Operational Requirements Document. Continued UH-60 readiness improvement has been the highlight of the past year with Black Hawk readiness rates exceeding the DA goal for the first time in more than ten years. Through value engineering and operation and sustainment cost reduction programs, the PM has received DOD and Army cost savings awards as well as improved readiness.

Aircrew Integrated Systems. The Project Manager for Aircrew Integrated Systems is responsible for the research development, manufacturing and marketing of world class systems all of which are related to aircrew survivability, safety and enhanced aircrew performance. Fielding is nearly complete for the Helicopter Oxygen System (HOS), One Man Raft (LRU-18/U) and the Aircraft Modular Survival System (AMSS), while fielding continues for the Aircrew Integrated Helmet System (HGU-56P). These systems, combined with the Cockpit Air Bag System (CABS), Digital Source Collector (Flight Data Recorder), improved crew communication head set, Electro-Magnetic Helmet Sight System (AH-64) and Advanced Laser Eye Protection (ALEP) will strive to provide the best crash protection, survivability and safety enhancements available for our soldiers. The Air Warrior System, which entered the 12 month program definition and risk reduction phase in March 1997, will serve to further enhance aircrew capability and

increase survivability by a total tailored and modular integrated Aircrew Life Support Equipment System.

BRAC. The PEO, Aviation has transitioned from the BRAC planning stage to execution. Our move will relocate the entire organization and therefore, is not as difficult to execute as compared to the challenges faced by ATCOM's merger with MICOM. Nevertheless, we are addressing hundreds of tasks from building security to the management of engineer change proposals, to the transition of the Black Hawk and Kiowa Warrior PMOs to AMCOM. On arrival at Redstone we will move into a renovated building that is dedicated to the PEO and our co-located matrix support. PEO's first advance party will be comprised of members from the Comanche PMO who will arrive in April and the last PEO personnel will depart St. Louis in early November. PEO Headquarters will plant its flag in Alabama and be operational on 4 August 1997. During this period there is no planned reduction in program intensity or to critical milestones that must be met. Although disruption under such conditions is inevitable, we are confident our PMOs will be able to perform their mission throughout the transition period.

★ ★

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



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FORGING AHEAD TO ARMY XXI

The theme of this year's National Convention, "Forging Ahead to Army XXI", fits well with the Aviation and Troop Command's (ATCOM) immediate and long-range focus. Not only is ATCOM looking ahead to Army XXI and the Army After Next, but we're also planning for a bright future with what will soon be the Army Aviation and Missile Command (AMCOM) at Redstone Arsenal in Huntsville, AL. We're excited about our future, and I would like to take this opportunity to explain how we're going to get there.

As most of you know, the Base Realignment and Closure Commission (BRAC) of 1995 recommended the disestablishment of ATCOM, shifting our troop missions to three other Army Materiel Command (AMC) major subordinate command and merging our aviation mission with the U.S. Army Missile Command (MICOM) to form AMCOM. Our ATCOM team will be writing history in the next two months as we begin to relocate to Redstone Arsenal. GEN Johnnie Wilson, Commander, AMC, is counting on us to continue producing the finest quality products and services through-

The ATCOM Commanding General reports on the move to Huntsville.

out this move.

Working closely with Mr. Paul Bogosian and his dedicated Program Executive Office Aviation team, which also will relocate to Redstone Arsenal, we developed a coordinated plan to move by weapon system, with ATCOM's matrix support accompanying each system. Also, ATCOM and PEO Aviation have been working closely with MG James

Link, Commander, MICOM, to identify buildings and organizational locations so that we can make the physical transition as smooth as possible.

Meanwhile, the challenges that face us in support of our customers never diminish. Satisfying our No. 1 customer, the American soldier, while successfully accomplishing the BRAC move, is a monumental task. Our dedicated and diligent teams are equal to the job. Advance personnel moves have already begun so that we can lay the foundation for those to follow and better prepare to stand up AMCOM on 1 October 1997. Most important, our commitment to satisfying our customers will not waver as we surge to complete all personnel moves by mid-November 1997.



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The BRAC 95 decision provides for 1,500 civilian positions and 54 military positions to move from ATCOM to Redstone Arsenal. Of the total civilian and military spaces, about 15 percent are acquisition skills, 31 percent scientific and engineering skills, 48 percent logistics skills, and 6 percent base operations and mission support skills.

Not all of these ATCOM skills will be located physically at Huntsville, AL. In the scientific and engineering field, 213 spaces will remain at our Aviation Applied Technology Directorate at Fort Eustis, Va., and 117 spaces will remain at our Aeroflight-dynamics Directorate at Moffett Field, CA. Additionally, 33 logistics spaces will remain at Corpus Christi Army Depot, TX, and 106 spaces will be scattered worldwide supporting AMCOM's aviation logistics assistance and foreign military sales missions.

The AMCOM organization will embody a concept of operations that focuses on individual weapon systems, aircraft and missiles. Our processes and resources will emphasize the integrated product team approach; systems management and matrix support personnel will be collocated, as necessary, to create management efficiencies.

I know that breaking up ATCOM's missions and moving personnel to five different geographical locations will be tumultuous for our people, but I know how disruptive it can be for our missions, too. For the past year, ATCOM has been concentrating on preserving readiness by ensuring our assigned weapons systems and supporting materiel are at the highest level of readiness while we implement BRAC 95 actions. A major ATCOM thrust is to ensure that Command and organizational metrics are at an all-time high as we begin the proposed moves. Responsibility for achieving this is shared by each member of the ATCOM family. By accurately measuring our performance

and then improving it, we will minimize turbulence in readiness rates associated with any Command systems and operations. In laymen's terms, we are filling the bins with parts, ensuring long-term contracts are in place for replenishment, and planning our fielding efforts so that there is no disruption of technical support on the flight lines.

ATCOM's people are dedicated to ensuring that there is no degradation of support to our customers, wherever they may be. Our operations center (DSN 693-2066), will remain viable throughout the BRAC process to ensure field and operational issues are addressed quickly and efficiently with one-call service. Our Logistics Assistance Representatives (LAR) and Contract Field Services Representatives (CFSR) will continue to provide daily technical support on flight lines around the world. That support will not be disrupted; the LAR/CFSR support structure will be in place throughout the process. Our goal is to make this transition as transparent as possible, eventually routing incoming calls from St. Louis to Huntsville so our customers will have an aviation knowledgeable operations specialist on the receiving end whenever they call for help.

Our ATCOM team also takes pride in its support of Army Aviation's safest flying year in history, a Fiscal Year 1996 Class A rate of 0.65 incidents per 100,00 flying hours. This success is a Army-wide result of proactive leadership, great teamwork and the benefits of our risk-management efforts. As BG Tom Konitzer, Commander, Army Safety Center, has so aptly put it: "Risk management inside and outside the cockpit, on and off duty, is a way of life. Everyone can make safety happen." We should never forget that the American taxpayer and our Army's leadership entrust us to care for our

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Four aviation weapons systems, UH-60A/L, CH-47D, AH-64D and RAH-66 are the centerpiece of Army Aviation well into the 21st Century. Since some of these systems will approach their life expectancy, the Science and Technology (S&T) element of the Research, Development and Acquisition Community has identified "windows of opportunity" for technology transition and integration to assure that Army Aviation has the proper equipment to carry on its global mission.

S&T Community research and development efforts are managed through the joint AMC/TRADOC Science and Technology Objectives (STO) Process. Through this process, Soldier and User community needs are addressed to focus the Material Developers limited S&T resources on critical field deficiencies. Aviation technology upgrades

to existing systems are focused for affordability, supportability, survivability and versatility. New concepts being pursued for cargo/utility systems are represented by the Joint Transport Rotorcraft (JTR), the study of the utility of manned/unmanned system integration, and multi-role/mission adaptable vehicle configurations.

Through RPA and other focused Science and Technology programs the future of Army Aviation success is being assured. This is truly a challenging time for ATCOM and, of course the future AMCOM, as Army Aviation destiny is in our hands. We're proud of our record, and we're proud and ready to continue "Forging Ahead to Army XXI."

★ ★

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

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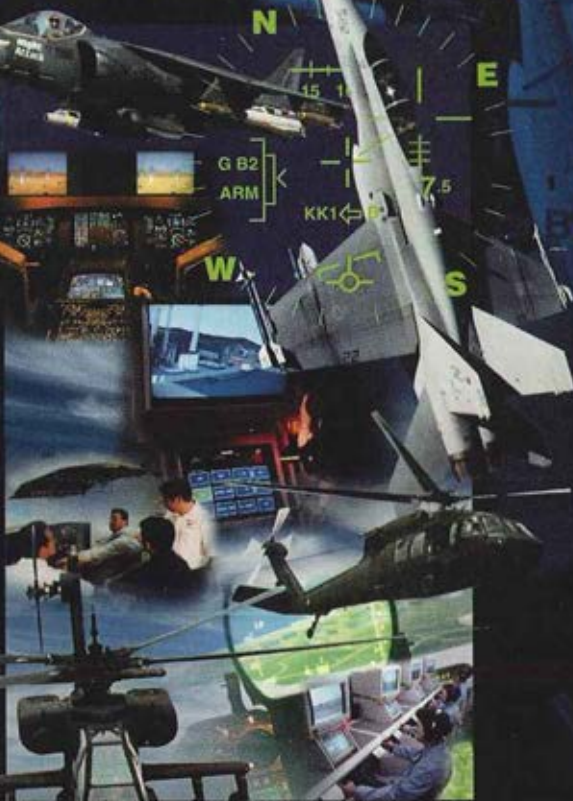
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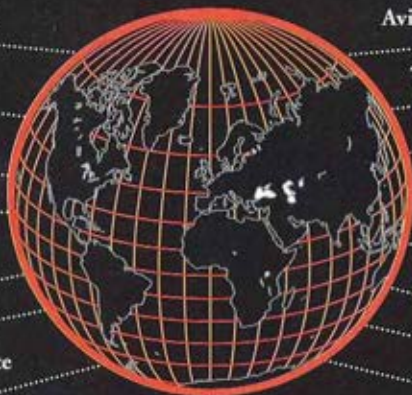
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On March 1, 1997, membership in AAAA's 64 Chapters totalled 12,547 members, or 85% of the Association's 14,672 members. The 64 Chapters are divided into three categories based on their 1 January memberships:

* The **Master Chapter** category includes the 18 largest Chapters with 170 or more members and covers 8,913 members or 61% of the total.

** The **Senior Chapter** category of 22 Chapters with 80-169 members, equalling 2,526 members or 17% of the total.

*** The **AAAA Chapter** category of 23 Chapters having 25-79 members, comprising 1,044 members or 7% of the total.

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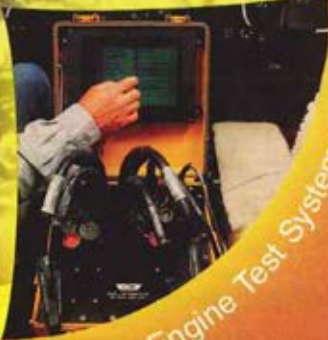
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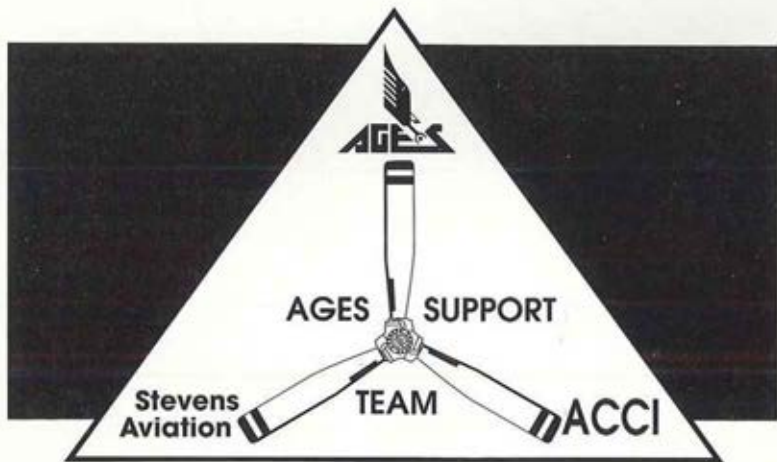
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Composite Technology, Inc. 217

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GEC-Marconi Hazeltine Corporation ...	407
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Grimes Aerospace Company	203
Hamilton Standard	724

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Helicomb International	213
Helicopter Club of America	449
Hitachi Software Engineering Company	446
Business Process Automation Division	
Honeywell Military Avionics	701
Howell Instruments, Inc.	608
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KAMAN AEROSPACE CORPORATION	439
Kavouras, Inc.	548
H. Koch and Sons Co.	300
Krautkramer	304
Lear Astronics Corporation	306
Litton Industries	401

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Lockheed Martin Corporation	714
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A United Technologies Company	
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USAA	604

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Vaisala, Artais Division 547

Vickers Systems Monitoring Division ..	938
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Vietnam Helicopter Crew Members	
Association	342

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NASA Langley Research Center	
Aviation Systems Division, USA YPG .	942
CECOM SEC, Fort Monmouth	1100
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CECOM SEC, Fort Monmouth	1101
C2SID CECOM RDES, AEESA, C2SID,	
CECOM RDEC, Fort Monmouth	
Corpus Christi Army Depot (CCAD) ..	1149
Dayton Electronic Commerce Resource	
Center	1003
Directorate of Training, Doctrine, and	
Simulation, US Army Aviation Center	
Operational Test & Eval. Cmd-OPTEC EAST	
Test & Experimentation Cmd-TEXCOM	
PM - Aviation Electronic Combat (AEC)	908
SA-ALC ADTIC	1048
Unit Level Logistics System-Aviation	
(ULLS-A)	
US Army Aeromedical Research Lab .	1143
USA Aviation R&D & Engineering	
Center (AVRDEC)	1036
US Army Avn & Troop Cmd (ATCOM)	1137
USA Operational Spt Airlift Command	1236
U.S. Army Reserve Command	1145
USA Safety Center	1147
USA Space & Strategic Defense Cmd	1038
U.S. Army Simulation, Training and	
Instrumentation Command (STRICOM)	
U.S. Total Army Personnel Command .	102
(PERSCOM)	
1st BN, 123d AR, KYARNG	EAST
8th BN, 229th Aviation	1142
101st Airborne (Air Assault)	EAST
Air Assault Chapter	
160th SOAR (Abn)	552
Recruiting	
160th SOAR (Abn)	550
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126 227

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122 20

120 221

20
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AGES
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AVIATION
INC.
220

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114 215

112 213

110 211

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 Koepf, Robert W., LTC

Krachi, Peter M., LTC
 Large, Ulysses S., Jr., COL
 Laumeyer, Norman G., LTC
 Leich, Robert M., BG*
 Leister, Glenn A., LTC
 Levinson, Joseph, COL
 Lewis, Richard W., COL
 Lille, Robert F., Jr., COL
 Lofin, Thomas W., LTC
 Long, Richard L., COL*
 Luce, Donald F., M.*
 Lukert, Edward P., Jr., COL
 MacMillan, Richard H., Jr., MG
 Maddox, Vm. J., Jr., MG
 Mahone, Nelson A., Jr., COL*
 Mahone, Worthington, COL
 Marinell, Jack L., COL*
 Matheny, Charles W., Jr., COL
 Mathews, William R., COL
 McConnell, Lewis J., COL
 McDonald, Harold F., LTC
 McDowell, Chester W., Jr., COL*
 McKee, Bernard A., Jr., COL
 McGregor, Thomas, LTC
 McHenry, Paul M., LTC*
 McKee, Henry H., COL
 McLennan, Stuart G., Jr., LTC
 McKean, Edward, COL
 McNamara, Thomas F., LTC
 McNutt, George R., LTC
 McPhail, Billy B., MAJ
 Mellish, James R., LTC
 Merritt, Ronald H., LTC
 Meryman, James H., LTG
 Meriel, Kenneth D., COL
 Meszner, Charles R., LTC*
 Malaret, Gerard J., COL
 Michel, Robert W., LTC
 Mikula, J. George, COL
 Miller, Raymond A., MAJ
 Miller, William R., LTC
 Montgomery, Homer T., LTC
 Moore, Jimmy N., LTC
 Mounts, Leonard J., CW4*
 Neamtz, John C., MAJ
 Nelson, Huey R., CW4
 Nichols, Frank S., LTC*
 Nielsen, Edward L., COL*
 Noeding, John P., LTC
 Ogilfree, Clarence, 1SG*
 O'Hara, Daniel, LTC
 Okdefend, Glendon E., COL
 Packer, Jacob L., MAJ
 Paquette, Dean R., COL
 Patterson, George E., LTC
 Pearson, Neville A., LTC
 Phillips, Donald W., LTC
 Phillips, Wayne N., COL*
 Phillips, Vm. Gene, COL
 Pierce, Fred W., Jr., LTC
 Pierce, John T., III, COL
 Potts, Bennie B., CW4
 Powell, Edwin L., Jr., BG
 Provender, Conrad J., LTC
 Pumphrey, A.T., COL
 Quinlan, James A., COL
 Radschneider, Frank H., LTC
 Rankin, Alexander J., COL
 Rathbone, William A., COL
 Ray, Jack O., LTC
 Robison, Paul B., COL
 Rockwell, Warren T., M.*

Rush, Robert P., LTC
 Rusk, Richard A., Dr.
 Sabiston, Thomas J., LTC
 Satch, Joseph F., LTC
 Sandidge, Charles R., LTC
 Sarko, John S., LTC
 Schanzenbach, Adolph P., CW4
 Schreyer, Malcolm S., LTC
 Scott, Harry A., Jr., COL
 Senoff, David P., Jr., LTC
 Shanklin, David M., CW4
 Shaw, Louis L., MAJ
 Shaw, Ambrose C., COL
 Shea, Gerald H., COL*
 Shepard, Claude L., Jr., COL
 Shiveley, Harry T., LTC
 Siegert, Robert W., Jr., COL
 Singley, George T., Jr., LTC
 Small, Harold L., MG
 Smith, Blair E., LTC
 Smith, James C., MG
 Smith, Joseph P., COL
 Smith, Wayne R., LTC
 Smithley, Paul C., COL*
 Snyder, Harold R., LTC*
 Sparks, Richard A., CW3
 Spears, Leroy C., LTC
 Stech, Richard J., CW2
 Steine, Joel R., MAJ
 Stevens, Francis J., MAJ*
 Stevens, Story C., MG
 Stewart, Edward A., LTC
 Strick, Michael J., COL
 Sullivan, John F., COL
 Sundry, Selmer A., COL
 Taylor, Billy R., MAJ
 Taylor, Cloyd W., LTC
 Teese, James L., MAJ
 Thering, Florian A., LTC
 Thomas, John W., COL
 Thorsson, Donald B., LTC
 Tilley, George G., COL
 Tolson, John J., III, LTG*
 Tourlot, Raymond J., COL
 Trapp, Turner J., COL
 Traver, Daniel G., LTC
 Tuggey, Howard J., COL
 Turvey, Clifford V., CW4*
 Uley, Vincent L., COL*
 Underwood, Olie J., LTC
 Van Landuyt, Dixon D., LTC*
 Von Kann, Clifton F., MG
 Walden, Oliver W., COL
 Walker, Hugh E., M.
 Walker, Paul S., LTC
 Waller, Marshall, LTC*
 Wann, Henry S., LTC
 Warzechta, Edward M., LTC
 Weaver, Eugene E., LTC
 Webber, Herbert M., LTC
 West, Thomas C., LTC*
 White, William G., LTC
 Williams, Robert M., LTC
 Williams, Robert R., LTG
 Wilson, Bryce, M.*
 Wngale, Charles S., COL
 White, Alfred J., LTC
 Whitf, William H., LTC
 Wood, Gordon F., LTC
 Wood, Robert W., COL*
 Young, Ray A., COL
 *Deceased or not current
 AAAA member

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AAAA ANNUAL CONVENTION
Louisville, KY — April 23-26, 1997

ARMY AVIATION:
FORGING AHEAD TO ARMY XXI

Tuesday, April 22, 1997 12:00 NOON - 5:00 PM KFEC East Hall Room 1
REGISTRATION AND TICKET SALES

Wednesday, April 23, 1997 7:30 AM - 6:00 PM Quayle Chase Golf Club
FLYING TIGERS CHAPTER GOLF TOURNAMENT

Wednesday, April 23, 1997 8:00 AM - 9:00 PM KFEC East Hall Room 1
REGISTRATION AND TICKET SALES

Wednesday, April 23, 1997 8:00 AM - 6:00 PM Downtown Athletic Club
LINDBERGH CHAPTER RACQUETBALL TOURNAMENT

Wednesday, April 23, 1997 10:00 AM - 5:00 PM KFEC South Wing Room 108
PRESS ROOM OPEN
(Sponsored by GE Aircraft Engines)

Wednesday, April 23, 1997 12:30 PM - 1:30 PM KFEC South Wing Room 101
NATIONAL EXECUTIVE BOARD LUNCHEON

Wednesday, April 23, 1997 1:30 PM - 4:30 PM KFEC South Wing Room 101
NATIONAL EXECUTIVE BOARD MEETING

Wednesday, April 23, 1997 4:45 PM - 5:45 PM KFEC East Hall Rooms 101-102
AWARDEE BRIEFING

Wednesday, April 23, 1997 6:00 PM - 7:00 PM KFEC East Hall Room 3
EXHIBIT MANAGERS BRIEFING & RECEPTION
(By Invitation Only)

Wednesday, April 23, 1997 7:00 PM - 9:00 PM KFEC Exhibit Hall
EXHIBIT HALL GRAND OPENING & EARLY BIRDS RECEPTION

Thursday, April 24, 1997 6:45 AM -12:30 PM Galt House West AAAA Bus Stop
SPOUSE PROGRAM
BACKSIDE TOUR OF CHURCHILL DOWNS

Buses will depart promptly at 7:00 a.m. from the Front Entrance of the Galt House West Hotel

Thursday, April 24, 1997 7:00 AM - 5:00 PM KFEC East Hall Room 1
REGISTRATION AND TICKET SALES



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Thursday, April 24, 1997 7:00 AM - 8:00 AM KFEC South Wing Concourse

EYE OPENER COFFEE BREAK

Thursday, April 24, 1997 7:00 AM - 8:00 AM KFEC South Wing Room 101

SPEAKERS & AWARDEES BREAKFAST

Thursday, April 24, 1997 7:30 AM - 5:00 PM KFEC South Wing Room 108

PRESS ROOM OPEN

(Sponsored by GE Aircraft Engines)

Thursday, April 24, 1997 8:00 AM - 12:00 NOON KFEC South Wing Rooms 102-105

**ARMY AVIATION: FORGING AHEAD TO ARMY XXI
OPENING PROFESSIONAL SESSION & AAAAA ANNUAL MEMBERSHIP MEETING**

8:00 AM - 9:00 AM

Welcome & AAAAA Annual Report

Presentation of AAAAA Membership Awards & AAAAA National Elections

MG RICHARD E. STEPHENSON, RET.

President, AAAAA

9:00 AM - 9:30 AM

Keynote Address

THE HONORABLE TOGO D. WEST, JR.

Secretary of the Army

9:30 AM - 10:30 AM

Presentation of AAAAA National Awards

10:30 AM - 11:00 AM

Refreshment Break

11:00 AM - 11:30 AM

ATCOM Commander's Address

MG Emmitt E. Gibson

Commanding General, U.S. Army Aviation & Troop Command

11:30 AM - 12:00 NOON

PEO Aviation's Address

Paul Bogosian

Program Executive Officer, Aviation

Thursday, April 24, 1997 8:45 AM - 3:30 PM Galt House West AAAAA Bus Stop

LOUISVILLE SPOUSE SHOPPING TOUR

Buses depart from the Galt House West Hotel promptly at 9:00 a.m.

Thursday, April 24, 1997 12:00 NOON - 5:00 PM KFEC Exhibit Hall

ARMY AVIATION TECHNOLOGY EXHIBITION OPEN

Thursday, April 24, 1997 12:00 NOON - 5:00 PM KFEC Exhibit Hall Booth #102

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FAX (714) 779-7141



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Thursday, April 24, 1997 12:00 NOON - 2:00 PM KFEC East Exhibit Hall

EXHIBIT HALL BUFFET LUNCHEON

"Kentucky Derby" Menu

Thursday, April 24, 1997 2:00 PM - 5:00 PM KFEC South Wing Room 101

AAAA SCHOLARSHIP FOUNDATION BOARD OF GOVERNORS MEETING

Thursday, April 24, 1997 1:00 PM - 3:00 PM KFEC East Hall Room 4

ENLISTED SOLDIERS BRIEFING

CSM MARVIN E. HORNE

Command Sergeant Major, U.S. Army Aviation Center, Fort Rucker, AL

Thursday, April 24, 1997 3:00 PM - 5:00 PM KFEC South Wing Rooms 102-105

LOGISTICS FORUM

MG Emmitt E. Gibson, Moderator

Panelists include: **BG Dell L. Dailey**, Assistant Division Commander, 101st Airborne Division (Air Assault), Ft. Campbell, KY; **BG Samuel L. Kindred**, DCG, USA Recruiting Command (West), Ft. Knox, KY; **BG Julian A. Sullivan**, CG, 19th Theater Army Area Command; **COL Jesse M. Danielson**, Director of Combat Developments, USAAVNC, Ft. Rucker, AL; **Ms. Linda J. Glasgow**, Executive Director, Integrated Materiel Management Center (IMMC), ATCOM, St. Louis, MO; **Mr. Thomas L. House**, Executive Director, Aviation Research, Development, and Engineering Center (AVRDEC), ATCOM, St. Louis, MO; and **Mr. Wimpy J. Pybus**, Chief, Aviation Logistics Office, DCSLOG.

Thursday, April 24, 1997 7:00 PM - 9:00 PM The Jefferson Club

AAAA NATIONAL EXECUTIVE BOARD DINNER

Thursday, April 24, 1997 9:00 PM - 1:00 AM Galt House*

AAAA CHAPTER RECEPTIONS

KENTUCKY & BIG EAST RECEPTION

*Archibald Room
"AAAA at the Derby"

Hosted By:

Air Assault Chapter, Ft. Campbell, KY; Central Florida Chapter, Orlando, FL; Flying Tigers Chapter, Ft. Knox, KY; Greater Atlanta Chapter, Atlanta, GA; Iron Mike Chapter, Ft. Bragg, NC; Monmouth Chapter, Ft. Monmouth, NJ; Savannah Chapter, Savannah, GA; USAREUR Region, Europe.

TEXAS RECEPTION

*Carroll Ford Room
"Texas Fandango"

Hosted By:

Corpus Christi Chapter, Corpus Christi, TX; North Texas Chapter, Dallas-Fort Worth, TX; Phantom Corps Chapter, Ft. Hood, TX.

Bus Service to and from AAAA Hotels from 9:00 PM-1:00 AM

Friday, April 25, 1997 6:45 AM -12:30 PM Galt House West AAAA Bus Stop

SPOUSE PROGRAM

BACKSIDE TOUR OF CHURCHILL DOWNS

Buses will depart promptly at 7:00 a.m. from the Front Entrance of the Galt House West Hotel.

Friday, April 25, 1997 8:00 AM - 5:00 PM KFEC East Hall Room 1

REGISTRATION AND TICKET SALES

Friday, April 25, 1997 8:00 AM - 9:00 AM KFEC South Wing Concourse

EYE-OPENER COFFEE BREAK



Now you can own the night wherever you are.

Owning the night gives you the war-fighting edge essential to victory. That's why we're working to expand your night vision capabilities.

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Air or ground, anywhere in the world, you can depend on the proven performance of ITT night vision. ITT. *The best in the world at what we do.*

ITT Defense & Electronics

Friday April 25, 1997

8:00 AM - 9:00 AM

KFEC South Wing Room 101

SPEAKERS & AWARDEES BREAKFAST

Friday, April 25, 1997

8:00 AM - 5:00 PM

KFEC South Wing Room 108

PRESS ROOM OPEN

(Sponsored by GE Aircraft Engines)

Friday, April 25, 1997

9:00 AM - 12:00 NOON KFEC South Wing Rms 102-105

FRIDAY MORNING PROFESSIONAL SESSION

9:00 AM - 9:20 AM

THE HONORABLE GILBERT F. DECKER

Assistant Secretary of the Army for Research, Development, and Acquisition

9:20 AM - 9:40 AM

MG DANIEL J. PETROSKY

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

9:40 AM - 10:00 AM

MG GEORGE H. HARMEYER

Commanding General, U.S. Army Armor Center

10:00 AM - 10:20 AM

MG WILLIAM F. KERNAN

Commanding General, 101st Airborne Division (Air Assault)

10:20 AM - 10:40 AM

Refreshment Break

10:40 AM - 11:00 AM

"Operation JOINT ENDEAVOR"

COL WILLIAM L. WEBB III

Commander, 4th Brigade, USAREUR & Seventh Army

11:00 AM - 11:20 AM

MG RANDALL L. RIGBY, JR.

Commanding General, U.S. Army Field Artillery Center

11:20 AM - 11:40 AM

MG JOHN M. RIGGS

Assistant Deputy Chief of Staff for Operations and Plans

11:40 AM - 12:00 AM

LTG JOHN M. KEANE

Commanding General, XVIII Airborne Corps

Friday, April 25, 1997

12:00 NOON - 5:00 PM

KFEC Exhibit Hall

ARMY AVIATION TECHNOLOGY EXHIBITION OPEN

Friday, April 25, 1997

12:00 NOON - 5:00 PM

KFEC Exhibit Hall Booth #102

PERSCOM CAREER GUIDANCE

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STINGER UNIVERSAL LAUNCHER

- 1760 Compatible
- 30% Weight Saving
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Kiowa Warrior & Comanche

AIR-TO-AIR STINGER MISSILE

- Fire and Forget
- Increased Lethality
- No Superelevation
- Increased Acquisition of
Helicopter in Clutter

Friday, April 25, 1997

12:00 NOON - 2:00 PM

KFEC East Exhibit Hall

EXHIBIT HALL BUFFET LUNCHEON

"Country BBQ" Menu

Friday, April 25, 1997

1:00 PM - 3:00 PM

KFEC East Hall Meeting Room 4

PROFESSIONAL SESSION

"Marketing Yourself for a Second Career"

COL JERRY CREWS, RET.

Deputy Director, TOPS, The Retired Officers Association (TROA)

Friday, April 25, 1997

3:00 PM - 5:00 PM

KFEC South Wing Rms. 102-105

PROFESSIONAL SESSION

"Acquisition Forum"

MR. PAUL BOGOSIAN

Program Executive Officer, Aviation

Moderator

Panelists include: **MG Ronald E. Adams**, Assistant Deputy Chief of Staff, Operations and Plans, Force Development; **BG James R. Snider**, Program Manager, Comanche, St. Louis, MO; **Mr. Thomas L. House**, Executive Director, AVRDEC, St. Louis, MO; **COL Fred E. Brown**, Director, Weapon Systems Management, ATCOM, St. Louis, MO; **COL Stephen G. Kee**, Project Manager, Apache Attack Helicopter PMO, St. Louis, MO; **COL Roy P. Oler**, Project Manager, Aviation Electronic Combat PMO, St. Louis, MO; **COL Chester L. Rees, Jr.**, Project Manager, Utility Helicopters PMO, St. Louis, MO; **COL James C. Reynolds**, Assistant PEO, Force XXI and Simulation; **LTC Lawrence J. Ginder**, Product Manager, Kowa Warrior, St. Louis, MO; and **Mr. Thomas R. Metzler**, Project Manager, Aircrew Integrated Systems, St. Louis, MO.

Friday, April 25, 1997

6:30 PM - 8:00 PM

Galt House Ballroom Foyer

REGISTRATION AND TICKET SALES

AAAA President's Reception

Friday, April 25, 1997

7:00 PM - 8:30 PM

Galt House Grand Ballroom

PRESIDENT'S RECEPTION

Friday, April 25, 1997

9:00 PM - 1:00 AM

Galt House*

AAAA CHAPTER RECEPTIONS

**AVIATION CENTER & PACIFIC
RECEPTION**

*Archibald Room

"Wiregrass Goes Bluegrass"

Hosted By:

Aviation Center Chapter, Ft. Rucker, AL;
Aloha Chapter, Honolulu, HI; Arizona Chapter, Mesa,
AZ; Southern California Chapter, Los Angeles, CA.

**CONNECTICUT, LINDBERGH, MID-
ATLANTIC, & TENNESSEE VALLEY
RECEPTION**

*Cochran Room

"Rolling Down the River"

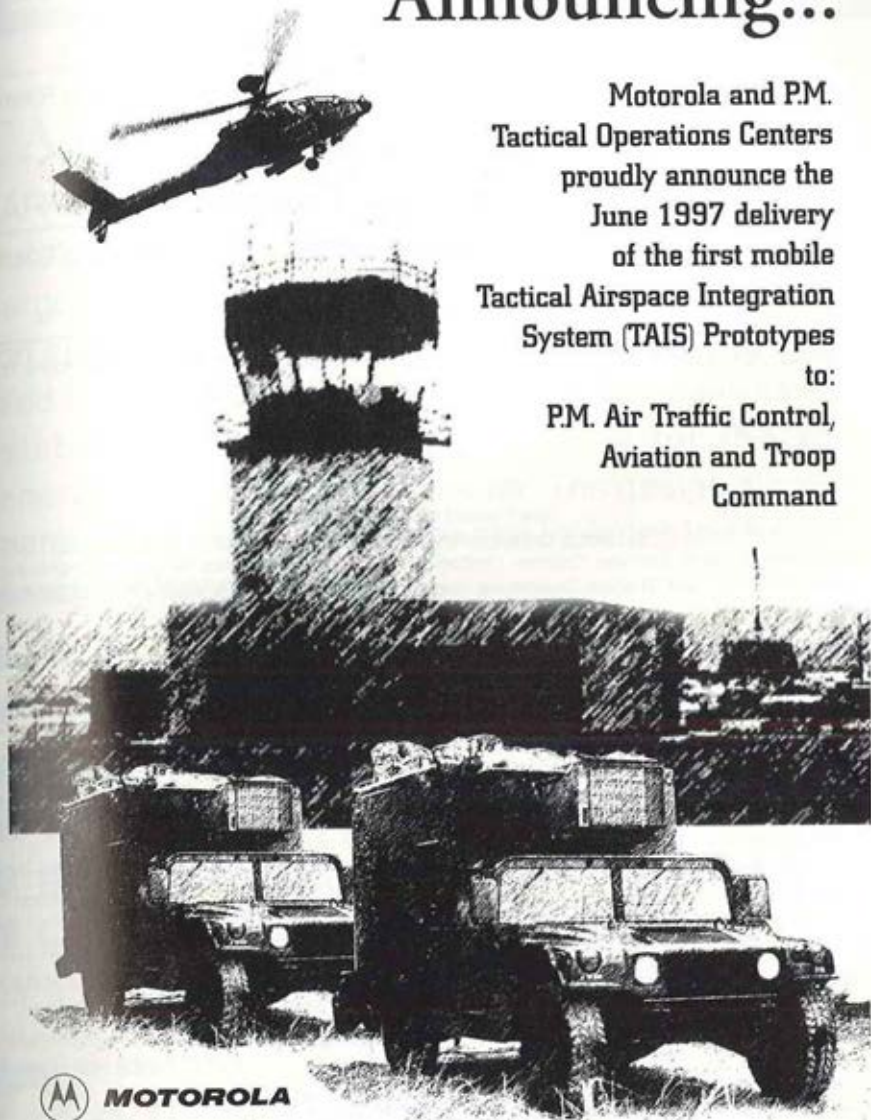
Hosted By:

Colonial Virginia Chapter, Ft. Eustis, VA; Connecticut
Chapter, Stratford, CT; Lindbergh Chapter, St. Louis,
MO; Potomac Chapter, Arlington Hall Station, VA;
Tennessee Valley Chapter, Huntsville, AL;
Washington DC Chapter, Washington, DC.

Bus Service to and from AAAA Hotels from 9:00 PM-1:00 AM

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Command



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See Us at AAAA Booth 1105

Saturday, April 26, 1997 7:30 AM - 4:00 PM KFEC East Hall Room 1

REGISTRATION AND TICKET SALES

Saturday, April 26, 1997 7:30 AM - 9:00 AM KFEC South Wing Concourse

EYE-OPENER COFFEE BREAK

Saturday, April 26, 1997 7:45 AM - 9:00 AM KFEC South Wing Room 101

FIRST LIGHT BREAKFAST

(By Invitation Only)

LTG Ronald V. Hite

Military Deputy to the Assistant Secretary of the Army for Research, Development, and Acquisition

Saturday, April 26, 1997 8:00 AM - 12:00 NOON KFEC South Wing Room 108

PRESS ROOM OPEN

(Sponsored by GE Aircraft Engines)

Saturday, April 26, 1997 9:00 AM - 12:00 NOON KFEC South Wing Rooms 102-105

SATURDAY PROFESSIONAL SESSION

9:00 AM - 10:00 AM

Industry Panel

MR. JAMES MORRIS

Vice President and General Manager

Boeing Defense & Space Group, Helicopters Division

Panelists include: Dan R. Bannister, Chairman, DynCorp, Stuart F. Hall, EVP, Logistics Management Engineering, Inc., Robert Kenney, VP, Govt. Business Development, Sikorsky Aircraft, and Charles A. Vehlou, VP, Apache Programs, McDonnell Douglas Helicopter Systems.

10:00 AM - 12:00 NOON

Operations/Training Forum

MG DANIEL J. PETROSKY

Aviation Branch Chief and CG, USAAVNC & Ft. Rucker, AL

Panelists include: LTG Leonard D. Holder, CG, U.S. Army Combined Arms Center, LTG John M. Keane, CG, XVIII Airborne Corps, Ft. Bragg, NC; MG William F. Kernan, CG, 101st Airborne Division, Ft. Campbell, KY; MG George H. Hameyer, CG, U.S. Army Armor Center, Ft. Knox, KY; MG LeRoy R. Goff III, Chief of Staff, U.S. Army Training and Doctrine Command, Ft. Monroe, GA; MG John W. Hendrix, CG, 3rd Infantry Division, Ft. Stewart, GA.

Saturday, April 26, 1997 9:00 AM - 11:00 AM The Jefferson Club

SPOUSE BREAKFAST HONORING AWARDEE WIVES

Saturday, April 26, 1997 11:00 AM - 4:00 PM KFEC Exhibit Hall

ARMY AVIATION TECHNOLOGY EXHIBITION OPEN

Saturday, April 26, 1997 11:00 AM - 4:00 PM KFEC Exhibit Hall Booth #102

PERSCOM CAREER GUIDANCE

Saturday, April 26, 1997 12:00 NOON - 2:00 PM KFEC East Exhibit Hall

EXHIBIT HALL BUFFET LUNCHEON

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:



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Telephone: 313-522-2000 / FAX: 313-522-2240

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AAAA NATIONAL EXECUTIVE GROUP/CHAPER OFFICER LUNCHEON

AAAA CHARTER MEMBER & CUB CLUB REUNION & LUNCHEON

EXHIBIT HALL SOCIAL & CHAPTER PHOTOS

CHAPTER PHOTO SCHEDULE

2:00 p.m. Aviation Center Chap. (1,748)	2:50 p.m. So. California Chapter (253)
2:05 p.m. Washington, DC Chapter (763)	2:55 p.m. Greater Atlanta Chapter (249)
2:10 p.m. Lindbergh Chapter (675)	3:00 p.m. Savannah Chapter (246)
2:15 p.m. Air Assault (568)	3:05 p.m. Potomac Chapter (207)
2:20 p.m. Colonial Viginia Chapter (421)	3:10 p.m. Arizona Chapter (191)
2:25 p.m. Phantom Corps Chapter (408)	3:15 p.m. Connecticut Chapter (191)
2:30 p.m. North Texas Chapter (369)	3:20 p.m. Flying Tigers Chapter (149)
2:35 p.m. Monmouth Chapter (322)	3:25 p.m. Tennessee Valley Chap. (141)
2:40 p.m. Central Florida Chapter (312)	3:30 p.m. By arrangement with
2:45 p.m. Corpus Christi Chapter (307)	Photographer

****Based on March 1, 1997 membership statistics.**

Pre-arranged group photos are only taken of Chapters that host or co-host a Chapter Reception at the 1997 AAAA Convention and had 10 or more Chapter members pre-registered for the AAAA Convention. Other groups are welcome to have their pictures taken by arrangement with the photographer.

AAAA BANQUET REGISTRATION & TICKET SALES

AAAA ANNUAL BANQUET RECEPTION

AAAA ANNUAL BANQUET

Guest Speaker

GEN HENRY H. SHELTON

Commander-in-Chief,

U.S. Special Operations Command

Entertainment

The 100th Division Band and

"The Louisville Thoroughbred Chorus"

AAAA FAREWELL DANCE

Bus Service to and from AAAA Hotels from 9:00 PM-1:00 AM



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AAAA NATIONAL AWARD WINNERS



AVIATOR OF THE YEAR

CPT Donald J. Lee
1st Battalion, 4th Avn. Regt.
4th Brigade, 4th Infantry Division (M)
Fort Hood, TX



SOLDIER OF THE YEAR

SGT Troy E. Postello
1st Squadron, 6th Cavalry Regiment
17th Aviation Brigade
Camp Eagle, Republic of Korea



JOSEPH P. CRIBBINS DAC OF THE YEAR

Kenny Deskins
Asst. Dir. & Sr. Training Specialist U.S.
Army Aviation Logistics School
Fort Eustis, VA



JAMES H. McCLELLAN AVIATION SAFETY AWARD

CWJ David E. Milligan
2nd Squadron, 17th Cavalry
Avn. Bde., 101st Airborne Div. (AA)
Fort Campbell, KY



AVIATION UNIT (ARMY)

4th Brigade,
1st Armored Division
V Corps, USAREUR & 7th USA
APO AE
COL William L. Webb III



AVIATION UNIT (ARMY)

4th Brigade,
1st Armored Division
V Corps, USAREUR & 7th USA
APO AE
CSM John E. Lawrence



AVIATION UNIT (USAR)

Aviation Support Facility-Olahe
New Century, KS
Mr. Michael D. Walsh



AVIATION UNIT (ARNG)
1st Battalion, 151st Avn. Regt.
(Advanced Attack Helicopter)
South Carolina ARNG
Eastover, SC
LTC Earl M. Yarrick, Jr.



AVIATION UNIT (ARNG)
1st Battalion, 151st Avn. Regt.
(Advanced Attack Helicopter)
South Carolina ARNG
Eastover, SC
CSM George E. Doer



ROBERT M. LEICH
A Co, 5th Battalion, 159th Avn. Regt.
12th Aviation Brigade
V Corps, USAREUR & 7th USA
APO AE
MAJ Roland C. Haun



ROBERT M. LEICH
A Co, 5th Battalion, 159th Avn. Regt.
12th Aviation Brigade
V Corps, USAREUR & 7th USA
APO AE
1SG Ray Aldgegar

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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.**

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

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

1963 — **11th Air Assault Division & 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. Smithy, 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 Mevin 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.**

1974 — **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, Senior NCO.**

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

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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.
1996 — 4th Brigade, 1st Armored Division, V Corps, USAREUR & Seventh Army, COL William L. Webb, III, Commander & CSM John E. Lawrence, 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 V. Keyes, Senior NCO.
1984 — 40th Combat Aviation Battalion, CA-ARNG, LTC James Ghormley, Commander, & CSM William J. Selling, Senior NCO.

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.

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AGES	41	DynCorp	27	ITT	57	Sierra Technologies, Inc.	9
AlliedSignal Engines	15	Fastening Systems, Int.	71	Kaiser Electroprecision	69	Sikorsky Aircraft	51
Bell Helicopter Textron	5	GEC-Marconi Electronic Systems Corp.	39	H. Koch & Sons Co.	55	Simula Government Products Inc.	21
Better Engineering Mfg., Inc.	30	General Electric	43	Lucas Aerospace Cargo Systems	85	Skyhook	16
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Boeing Sikorsky	COV 2	The Hertz Corporation	75	Pratt & Whitney Canada	91	Stanley-Proto Industrial Tools, Inc.	67
Boeing Sikorsky Support	19	Howell Instruments	37	Raytheon Aerospace	35	TEAC America, Inc.	23
Bose	13	Hughes Danbury Optical Systems	53	Raytheon Electronic Systems	85	USAA Insurance	31
		Hughes Missile Systems Company	59	Reflectone, Inc.	33	USAA Corporate Marketing	73
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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. Detchernedy, Senior NCO.

1996 — Aviation Support Facility - Olathe, Kansas, Mr. Michael D. Walsh, Facility Supervisor.

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 George H. Allard, Jr., Senior NCO.

1992 — 1st Battalion (Attack Helicopter) 211th Aviation Regiment, Utah Army National Guard, West Jordan, 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.

1996 — 1st Battalion, 151st Aviation Regiment (Advanced Attack Helicopter), South Carolina Army National Guard, LTC Earl M. Yerrick, Jr., Commander & CSM George E. Dorr, 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.

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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 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 L. 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.
 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.
 1996 — 1LT Donald J. Lee, 1st Battalion, 4th Aviation Regiment, 4th Brigade, 4th Infantry Division (MECH), Fort Hood, TX.

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. Dyles, 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. Falco, 1st Cav Division (Airmobile), U.S. Army, Vietnam.
 1967 — SFC Jesse J. Dodson, Jr., 405th USA Transportation Maintenance Detachment, U.S. Army, Vietnam.
 1968 — SFC William R. Baum, 122nd Maintenance Battalion, 3d AD, U.S. Army Europe.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

1987 — SSG Beau A.H. 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, GA.

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

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

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.

1996 — CPL Troy E. Pontello, D Company, 2nd Battalion, 4th Aviation Regiment, 4th Infantry Division (Mech), Fort Hood, TX.

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. Inskoop (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, HHC,

17th Aviation Brigade, APO AP.

1996 — CW3 David E. Milligan, 2nd Squadron, 17th Cavalry, Aviation Brigade, 101st Airborne Division (AASLT), Fort Campbell, KY.

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, Materiel 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. Stanlo, 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. McEneaney, Director of Engineering, U.S. Army Aviation Systems Command, St. Louis, MO.

1988 — John L. Shipley, Deputy Director, U.S. Army Aviation Applied Technology Directorate, U.S. Army Aviation Research & 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 Detachment, 1st Battalion, 212th Aviation, Aviation Training Brigade, Fort Rucker, AL.

1993 — Rickie L. Barron, Directorate of Evaluation & Standardization (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.

1996 — Mr. Kenny Deskins, Assistant Director and Senior Training specialist, U.S. Army Aviation Logistics School, Fort Eustis, VA.

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, USAVNB. (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.

1996 — A Company, 5th Battalion, 159th Aviation Regiment, 12th Aviation Brigade, V Corps, USAREUR & Seventh Army, APO AE, MAJ Roland C. Haun, Commander & 1SG Ray Aldeguer, 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
- 1992 — Corpus Christi Chapter
- 1993 — Colonial Virginia Chapter
- 1994 — Colonial Virginia Chapter
- 1995 — Aviation Center Chapter
- 1996 — Monmouth 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.
- 1996 — Matthew S. Rader

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
- 1995 — Andrew J. Norton
- 1996 — Philip J. Root

AIRCRAFT SURVIVABILITY EQUIPMENT

BACKGROUND — Sponsored by Lockheed Martin, 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.

1996 — Mr. Peter R. McGrew, Senior Analyst, SRI International, Systems Development Division, Menlo Park, CA.

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 August 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.

1996 — MAJ David J. Curci, CW3 Timothy R. O'Neill, SSG Eric J. Mott, SSG George A. Oklt, 1LT Mark D. Siple, SGT Arthur Goodling, CW3 John H. Cross, Jr., CPT Eric M. Bleakney, CW2 Jeffery A. Reep, SSG William V. Westover, SGT Robert M. Biffart, SGT Bruce W. Sheetz, CW3 Daniel J. Reggie, SSG Edward W. Blantz, SGT Nicholas S. Gilliland, CPT Michael J. Jones, CW4 Martin D. Dillingham, CW3 Michael P. Slattery, SGT Brian C. Beck, SGT Patrick A. Sevetsky, and SGT Robert W. Wilcox, G Company, 104th Aviation, Pennsylvania Army National Guard, Philipsburg, PA.

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.

1996 — CPT Terrence L. Lakin, M.D., HHC, 4th Brigade, 1st Armored Division, Operation Joint Endeavor, APO AE.

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

1996 — 224th Military Intelligence Battalion (AE), LTC Thomas G. Francis III, 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. Rampey, 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. Palatka, Aerospace Observer, Palhorse 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.

1996 — CW2 Charles Preston Watson, B Company, 224th MI BN (AE), Hunter Army Airfield, GA.

ATC PLATOON AWARD

BACKGROUND — Sponsored by the Army Aviation Association of America (AAAA), this National Award will be presented to the Army Aviation Air Traffic Control platoon fixed facility that has contributed greatly to safety or efficiency in tactical ATC during the awards period encompassing September 1, 1995 through August 31, 1996.

1996 — E Company, 58th Aviation Regiment (ATS), APO AE, CPT John Wilhelm Jones, Commander.

ATC FACILITY AWARD

BACKGROUND — Sponsored by the Army Aviation Association of America (AAAA), this National Award will be presented to the Army Aviation Air Traffic Control fixed facility that has contributed greatly to safety or efficiency in ATC during the awards period encompassing September 1 through August 31.

1996 — Cairns Army Airfield Tower, Daleville/Ft. Rucker, AL, CPT James M. Corcoran, Commander.

ATC CONTROLLER AWARD

BACKGROUND — Sponsored by the AAAA, this National Award will be presented to the Army Aviation Air Traffic controller who has performed outstandingly in or contributed commendably to air traffic control during the awards period encompassing September 1 through August 31.

1996 — SSG Richard T. Cofer, E Company, 58th Aviation Regiment (ATS), APO AE.

ATC MANAGER AWARD

BACKGROUND — Sponsored by the AAAA, this National Award will be presented to the Army Aviation ATC manager who has performed outstandingly in or contributed commendably to air traffic control during the awards period encompassing September 1 through August 31.

1996 — SSG Thomas L. Melo, A Company, 1st Battalion, 11th Aviation, Aviation Training Brigade, Fort Rucker, AL.

ATC MAINTENANCE TECHNICIAN AWARD

BACKGROUND — Sponsored by the AAAA, this National Award will be presented to the Army Aviation ATC maintenance technician who has performed outstandingly in or contributed commendably to air traffic control during the awards period encompassing September 1 through August 31.

1996 — SFC Charles E. Dick, A Company, 4th Battalion, 58th Aviation Regiment, Yongsan, Korea, APO AP.

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.

1996 — SPC Verne Saint Remy, Avionic Mechanic, 6-101st Aviation Regiment, 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 & 1LT Michael J. Blatz, B Company, 1st Battalion, 3rd Avn. Regiment, 2nd Armored Div., 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, APO NY; 8th Battalion, 101st Aviation Regiment, 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.

1996 — 127th Aviation Support Battalion, 1st Armored Division, USAREUR & 7th USA, APO AE.

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.

1987 — DYNACORP.

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.

1996 — Advanced Engineering and Planning Corp. (AEPCO) and Logistics Management Engineering, Inc. (LME)

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

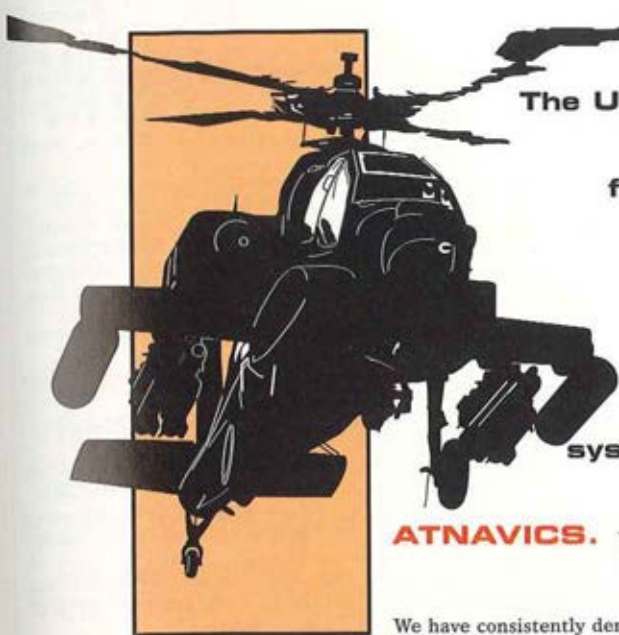
1992 — Realtime Digital Inc.

1993 — Sabreliner Corp.

1994 — ERA Aviation Services

1995 — COBRO Corporation

1996 — Westar Corporation/Avion, Inc.



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MATERIEL READINESS 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 — DYNACORP.

1990 — Lockheed Support Systems, Inc.

1991 — DYNACORP.

1992 — Lockheed Support Systems, Inc.

1993 — Sikorsky Aircraft Div., UTC

1994 — Bell Helicopter Textron, Inc.

1995 — Parker Hannifin Corporation.

1996 — DynCorp, Fort Rucker Division.

MATERIEL READINESS INDIVIDUAL INDUSTRY MEMBER

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 to "the individual member of industry that has made an outstanding contribution to the Materiel Readiness (Logistic Support) of Army Aviation during the awards period encompassing the previous calendar year."

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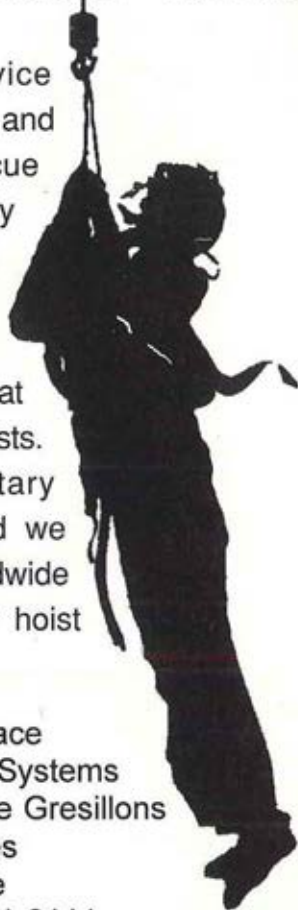
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Wing, Jo Anne, Sherikon Inc., 12424 Research Pkw, Ste 390, Orlando, FL 32826.

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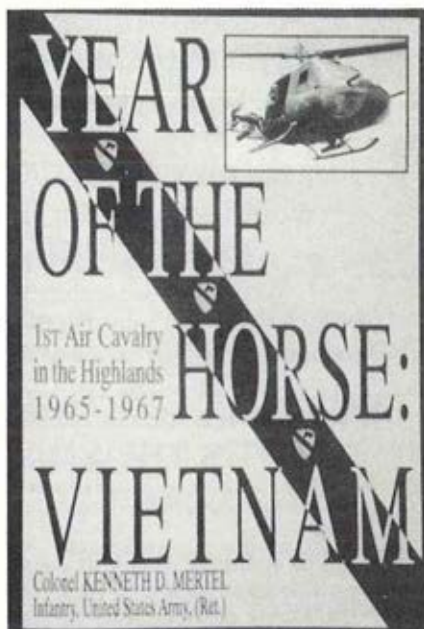
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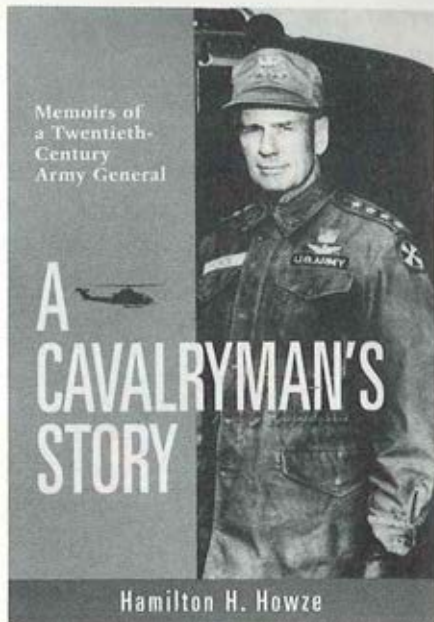
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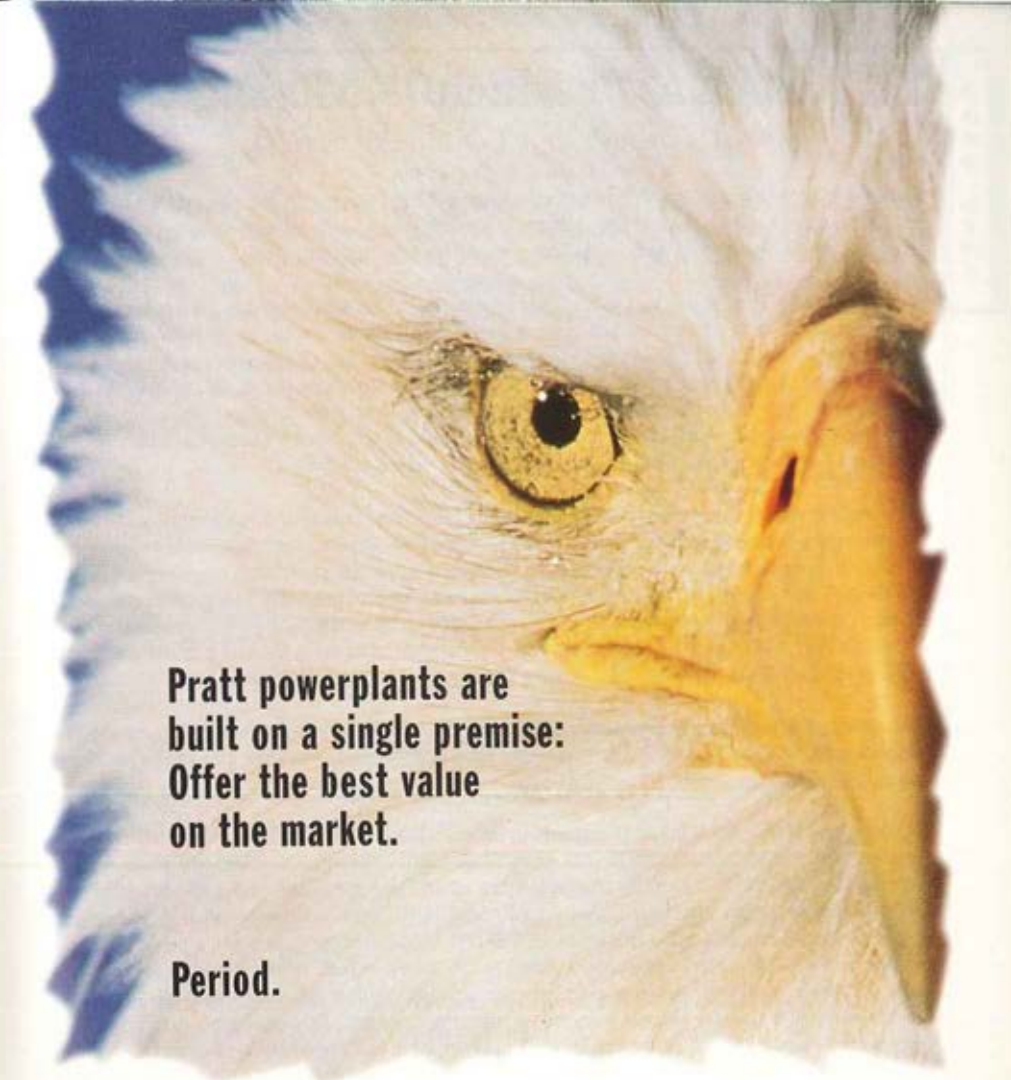
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AAAA President's Message

(Sixteenth in a Continuing Series)

MG Richard E. Stephenson, Ret.

Seems as if time is not on the side of your outgoing AAAA National Officers in that we have laid out a great many sacred cows and found them (on all sides) to be not so sacred, and maybe of species other than cows, but nobody ever said change would be easy, quick or final.

By the time this is in your hands, I will be as lame a duck as AAAA has ever had. AAAA will move into the hands of three of the most seasoned, wizened leaders in its history, in my opinion. AAAA will also be on the brink of a significant change in its basic business processes, with many more changes ahead as the documentation cycle catches up with the actual practice or operation of the day. Thank goodness we have the leadership horses ready to mount up and move out. The contract is in negotiation and a comprehensive by-laws revision is ahead of us. With a contract in hand, AAAA will move forward with the AAAA, Executive Vice President recruitment.

Very positive and significant events have just emerged from the surprise of direct experience into the reaction to the experience that inevitably follows. Our CSA, General Reimer, saw the Comanche up close and personal and was very impressed with the eye-opening experience of getting a glimpse into a future Army Aviation "God's eye" view of the battlefields of the Army and the War after next. Equally dramatic was the formal introduction of the Apache Longbow, or AH-64D at Mesa, AZ on 21 March 1997. All that was said was nothing compared to what the AH-64Ds actually did in the AWE at the Fort Irwin, CA National Training Center.

These seminal events all suggest that our technology is substantially ahead of our full and complete understanding and our exploitation of same—but we will know before anyone else knows, so there is comfort in that.

I spoke to the IFOR, 4th Bde, 1AD warriors in Hanau FRG on 7 March 1997 at their rejuvenated Aviation Ball. They come home having made peace perhaps even better than they made war in Desert Storm (VCSA Ron Griffith and our branch chief know the latter, and a good deal of the former). They also brought home a need for a FAMTEMPO index of human tolerance for families in today's Army, roughly equivalent to the OPTEMPO indices used to gage when a unit has hit the top peg on the "fight meter" and needs a standdown to rearm, refuel, relax, recharge, and recycle back for more. AH-64 aviation warrants are attriting as fast or faster than they can be created—turning a singular success story into a matter of concern. Our arguments for more TOA since we've carried 85-95% of the deployment load for these last few years have done us no good at all. We only have so many AH-64s, so we need enough pilots to give them a chance at the family life we hold so dear ... which means strength in numbers, or structure to allow them to have at least 12-18 months on station in Korea, CONUS or Europe (or God knows where else). Second blinding flash of the obvious is that our Army must provide trained experts, or train the warriors to be experts in making contractual decisions on behalf of their troops that may or may not lead to cost overruns or expectations beyond contractual realities as contractor logistics support becomes the solution set for effectiveness and cost trade-offs. The need is pervasive in that contractor logistics and other support and services in overseas, US garrison, and virtually every conceivable circumstance from rent-a-cop police help to local nationals to combat support operations—getting the job done, no matter what the expense in dollar terms is traditionally the American way of war fighting in a

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narrow sense; however, when getting the job done, no matter what, short of actual war fighting, bankrupts the total Army O&MA accounts, it generates voids beyond recovery in terms of dollars and time, so we have a need in this area. Contractors can and will do the job ... that is now established ... we simply need professionalism in administering the contracts.

These two years have involved an in-depth review of the AAAA of yesterday and today, with a decided tilt toward the AAAA of tomorrow. That AAAA looks very good to me. I owe my personal and professional thanks to many of you. I'll mention my company, DynCorp, which has allowed me to serve and Mr. Bill Harris who has done a superb and very tough job as acting executive director AAAA/AAPI. It has been a most challenging and rewarding experience.

That said, it has been my honor to attempt to move your AAAA forward. We've made progress, and only begun to see a very, very bright future for AAAA, Army Aviation and the USA. All will play a very real and substantive role in the years ahead.

God Bless you.

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- an outstanding contribution to Army Aviation over an extended period;
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All persons are eligible for induction, except active duty Generals and Colonels. Membership in AAAA is not a requirement.

Nominations will be selected solely on the following: 100 word summary of accomplishments; up to three additional pages of data or 1,500 words (whichever is greater) amplifying the accomplishments of the individual nominee; and a photo of the nominee in any size, preferably in color.

An eight member Board of Trustees is responsible for selecting a specific number of candidates from all nominations received for placement on the Army Aviation Hall of Fame ballot. The ballot will be mailed to AAAA members with two or more years of current continuous membership in the Fall of 1997.

Well Jack...Other than the Formation Flight, the rest of the ride was okay.



CAREERTRACK

Active AAAA members may have a 30-word classified employment ad published in two consecutive issues of **ARMY AVIATION** free of charge. For further information, contact: AAAA, 49 Richmondville Avenue, Westport, CT 06880; Telephone: (203) 226-8184; FAX: (203) 222-9863.

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AAAA CALENDAR A Listing of Upcoming National and Chapter Events.

July 1997

July 18. AAAA Scholarship Board of Governors Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.

July 19. AAAA National Scholarship Selection Committee Meeting to select 1997 National Scholarship recipients, National Guard Readiness Center, Arlington, VA.

September 1997

Sep 2-4. AAAA Army Aviation Simulation Symposium, Crystal Gateway Marriott, Arlington, VA.

October 1997

Oct 13. AAAA National Executive Board Meeting, Sheraton Washington Hotel, Washington, DC.

Oct 13. AAAA Scholarship Foundation Executive Committee Meeting, Sheraton Washington Hotel, Washington, DC.



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