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contents

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March-April 1998

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FEATURES:

- 8** Army Aviation in Force XXI Operations
by Maj. Gen. Daniel J. Petrosky
- 14** Army Aviation: Force of Change -
Force of Dominance
Maj. Gen. Emmitt E. Gibson
- 18** Army Aviation: Toward a Bright Future
by Maj. Gen. James R. Snider
- 22** Celebrating the Saga of Army Aviation
by Maj. Morris J. Brady, Ret.

WARFIGHTING BULLETIN:

- 26** Warfighting Bulletin (1st & 2nd Qtr. FY98)

1998 AAAA CONVENTION HIGHLIGHTS:

- 38** AAAA Leadership -
National Executive Board & Chapters
- 40** AAAA National Award Winners
- 44** AAAA Hall of Fame Inductees
- 34** AAAA Convention Exhibitors
- 48** AAAA Convention Schedule of Events

DEPARTMENTS:

| | | | |
|-----------------------------|----|--------------------|----|
| AAAA New Members..... | 62 | Calendar..... | 56 |
| AAAA News | 60 | Career Track | 56 |
| Advertisers Index | 36 | Locator..... | 57 |
| Arrivals & Departures | 56 | Mailbox | 58 |
| Briefings | 54 | Marketplace | 57 |

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ARMY AVIATION IN FORCE XXI OPERATIONS

by Maj. Gen. Daniel J. Petrosky

Recent events unfolding in the Middle East, Eastern Europe and Southeast Asia reconfirm that in this modern era, our strategy has our Army focused on a global mission. Our branch must continue to provide the force highly motivated aviation soldiers and leaders equipped with modern systems and trained to world class proficiency.

Army Aviation will act as part of a joint, combined, or multinational force in future operations. Aviation's ability to operate in all dimensions of the strategy is critical to our relevance as a branch. Aviation's flexibility and agility will be essential to the Force Commander as he works to gain situational awareness, protect his deploying force, and to be able to strike throughout the width and depth of the Battlespace.

As a decisive player in the combined arms team, Army Aviation brings to Force XXI Operations a variety of capabilities that enhance the battlefield dynamic processes and enable full dimensional operations. The general pattern of operations consistent with Force XXI requirements will be to project the force, protect the force, gain information dominance, shape the Battlespace, conduct decisive operations, and sustain the force. Army Aviation directly contributes to each pattern of operation and possesses the capability to conduct two or more of these patterns simultaneously.

Project the Force

Aviation, through rapid or self-deployment, air assault, attack, reconnaissance, and command and control assets will directly impact force projection, especially in early entry operations. Early entry operations will be conducted by forces that are not necessarily heavy or light, but tailored to mission, enemy, terrain, troops, and time available (METT-T) in order to create the best possible capabilities-based force to meet the needs of any contingency. Today we see JTF commanders employing aviation early in the deployment to function in each of the patterns of operations. This early deployment option will be even more important in the future. It has implications in all aviation areas. It means we must have self-diagnostic capability on our helicopters. The less support equipment we need to deploy, the fewer C-17s we will require. We need true, two-level maintenance systems and the capability of longer legs if we self deploy. To be relevant, we must be able to get to the contingency operation quickly.

Protect the Force

Aviation provides both active and passive capabilities to the force through armed reconnaissance, security, air to air combat, suppression of enemy air defense, attack and medical evacuation. Our speed and agility promote survivability to all elements of the force. If ground lines of

communication extend for unusually long distances, or are overly hampered by terrain, Army Aviation and long range artillery may be the primary choice for the Land Component Commander to keep the pressure on the enemy or to project our presence throughout the Battlespace.

Gain Information Dominance

Army Aviation provides tactical reconnaissance; mobile command, control, communications, intelligence, and intelligence/electronic warfare to enable the force to gain greater information, maneuver, firepower and protection for the force. RAH-66 Comanche, with its stealth and processing power, will give the commander an organic asset to fill in the information gathered from the integrated joint and national reconnaissance systems. It will also provide a vital reserve where required, anywhere in the area of operations. We will need long legs and long station time, as well as long range communications to do this mission.

Shape the Battlespace

Shaping the Battlespace is achieved through simultaneous, precision attacks throughout the depth of the Battlespace to establish the conditions for decisive operations. Aviation provides dynamic capabilities through attack operations, reconnaissance, and air assault operations. Aviation may conduct hasty and deliberate attacks simultaneously and in depth throughout the Battlespace. The commander's capability to introduce air assault soldiers at the time and location of his choosing is a powerful and decisive weapon. Army Aviation will accomplish these tasks as a member of the combined arms or joint team.

Conduct Decisive Operations

Aviation's ability to conduct long range strikes and provide enhanced targeting information is essential to the

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success of decisive operations. Aviation has an active role in theater missile defense and the conduct of special operations in support of the force committed to decisive operations. Our ability to quickly respond to the commander's requirements will allow him to accept risk when required in parts of his Battlespace.

Sustain the Force

Sustainment is a continuous process in which aviation plays a significant role in Force XXI operations.

Figure 1



Aviation's ability to rapidly self-deploy, conduct intra-theater air movement of critical supplies, and provide aerial re-supply to forward-deployed troops is of prime importance to the force. Additionally, aviation provides aerial recovery/evacuation capabilities to move personnel and equipment, thereby ensuring asset availability and shortened down time on equipment. In Bosnia the CH-47 was the aircraft we used to support those troops spread throughout the theater supporting our coalition partners. This capability will be maintained by the Improved Cargo Helicopter (ICH) program. The ICH will play an important role well into the future for any deployment.

Looking at this from a Doctrine/Simulation, Organization, Training, Leader Development, Material, and Soldiers (DOTLMS) perspective, you can fully appreciate the challenges presented to the integral components of the Army Aviation team (USAAVNC, AMCOM, PEO Aviation, & Industry). (See figure 1)

- Doctrine/Simulation - Streamlined manuals; increased use of constructive/virtual simulation for mission rehearsal as well as training in the deployed area.

- Organization - Digitized Corps/Division; fully integrated reserve components, two-level maintenance

- Training - Full connectivity with all TRADOC and Combat Training Centers; Comanche/Longbow training; device concurrency, collective simulation capability (AVCATT). We must get instrumented home station training.

- Leader Development - One Army - One Standard; distributed professional development; education through distance learning and Total Army School System. (EAATS/WAATS)

- Materiel - Digitized logistics; 4 modernized airframes plus LUH; fully automated supply system; digitization;

A2C2; aviation tactical operation center and aviation mission planning station. Ballistic auxiliary fuel tanks for combat operations as well as ferry operations. Fuel efficient engines, on-board diagnostic capabilities.

- Soldiers - Consolidation of aviation maintenance military occupational specialties; manage retention, reclassifications and separation; sustain warfighting capabilities; sustain readiness within the force structure; focus on leader development, Army values, and our great history.

Aviation Branch Future Operational Capabilities (FOC) will set the conditions for Army Aviation to continue the mission towards the Army After Next. In order for Army aviation to successfully enhance Army XXI, the following Future Operational Capabilities (FOC) must be accomplished.

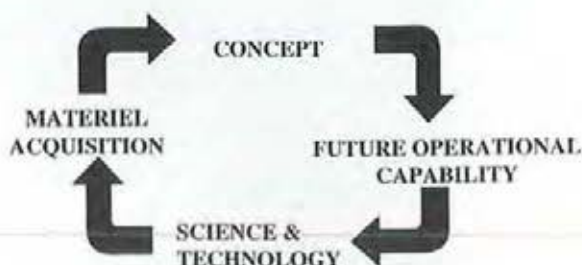


Figure 2

Communications: Across-theater, secure, jam-resistant, air-to-ground, ground-to-air, and air-to-air transmission and receipt of voice and data communications while in nap-of-the-earth (NOE) flight conditions in both line-of-sight and non-line-of-sight situations.

Pilotage and Navigation: Systems that provide the capability to operate "heads up" "eyes out of the cockpit", while allowing for obstacle/terrain avoidance, command and control functions, fratricide prevention, and positive/effective interface with the airspace management systems.

Mission Planning and Rehearsal: Our planning systems must support crew rehearsals and en route revision of mission planning information. They should be able to maximize the interface among mission planning systems throughout the fleet to ensure integration of all tactical operation plans, and effective joint, combined, and coalition airspace utilization.

Cognitive Decision Aids/Crewmember Associate: Systems which allow crewmembers to operate with their "eyes out of the cockpit" while monitoring internal aircraft status, assist in communication actions, mission and route re-planning, as well as detection of threat surveillance and tracking systems engagement.

Aided Target Acquisition and Identification: Target acquisition system interface with the weapon systems to maximize lethality while minimizing target engagement time. Capable of providing accurate target location information for reporting or handover, and for receiving targeting data via improved sensor to shooter links.



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Weapons Suite: Armament/munitions that allow rapid destruction/neutralization of a maximum number of threat ground and air systems, to include mobile short dwell-time targets at maximum range, with minimum expenditure of rounds, minimum engagement times, and with increased reliance on indirect engagement using smart munitions.

Survivability: Passive and active aircraft survival systems to include avoidance through balanced use of signature reduction, low observables, and systems capable of providing warning of threats. Also, increased survivability through the capability to neutralize detected threat by employing effective countermeasures, or by attacking with rapid-reaction weapons.

Aircraft Inter- and Intra-Theater Capability: Self-deploy and/or air-transport worldwide and become rapidly operational with minimal support.

Improved Aircraft Performance: Enhanced aircraft performance (range, speed, agility, maneuverability, lift, specific fuel consumption, etc.) at terrain heights and higher.

Aviation Availability and Logistic Supportability: High operational readiness/optempo rate with minimal demands on quality and quantity of maintenance manpower. We must reduce our log tail in both numbers of people and parts.

Aviation Battle Command: Highly mobile command posts that can operate both on the ground and in the air, and when stationary or on the move.

Airspace Management: Communication/ automation equipment that is compatible with all airspace users across the entire spectrum and is compliant with the Army Battle Command System/Common Operating Environment equipment.

Systematic Upgrade of Constructive Combat Development Models: Upgrade the current TRADOC family of combat development models to adequately portray advanced sensor technology and incorporate capabilities of aviation platforms, which will be linked and cued by overhead data collection efforts.

Training Aids, Devices, Simulators, and Simulations: TADSS that have the capability to train and sustain individual, leader, and collective warfighting skills. As technology permits we should have most if not all our TADSS embedded into our aircraft and CPs.

Embedded Training: The need for embedded training (ET) system(s) will provide the cues necessary to train individuals, crews, and units in gunnery and maneuver skills. Allows for participation of force-on-force exercises through embedded tactical engagement simulation and instrumentation, and inter-operation with ABCS platforms as well as CTC instrumentation systems.

Virtual Reality: Virtual reality solutions to provide ET capabilities for operators and maintainers of Army aircraft.

Synthetic Environment: Tailorable synthetic environ-

ments which allow training at various levels (i.e., platoon through brigade) under contrasting geographic locations, using different simulation systems on an interactive basis.

Additionally, these FOC aircraft must have joint, combined and multinational force interoperable communications (voice, data, and imagery) during all flight modes. On-board communications must possess a low probability of intercept, provide a jam-resistant capability, and hardening against virtually any source of electronic countermeasures, and operate in both secure and non-secure modes. Air vehicles must have extended range and non-line-of-sight communications, which can provide for both voice and data transfer. Aviation ground systems must be transportable and meet the mobility and deployability requirements of the organizations to which they are assigned.

Army Aviation command and control headquarters (brigade and battalion) must have the capability to communicate (voice, data, and imagery) with Air Defense, Air Traffic Services (terminal and en route separation and airspace deconfliction), Field Artillery, Air Force, Navy, and other friendly forces over all types of terrain.

Army Aviation must have the capability for direct interface with unmanned aerial vehicles, Joint Surveillance and Target Attack Radar Systems, airborne command and control nodes, and space-based systems. This capability will allow forward-ranging aviation units to "see" and communicate over the horizon and will provide targeting information through secure voice/data links. We must be able to use our Army's full range of weapon systems at the point of attack; not just those on board our aircraft.

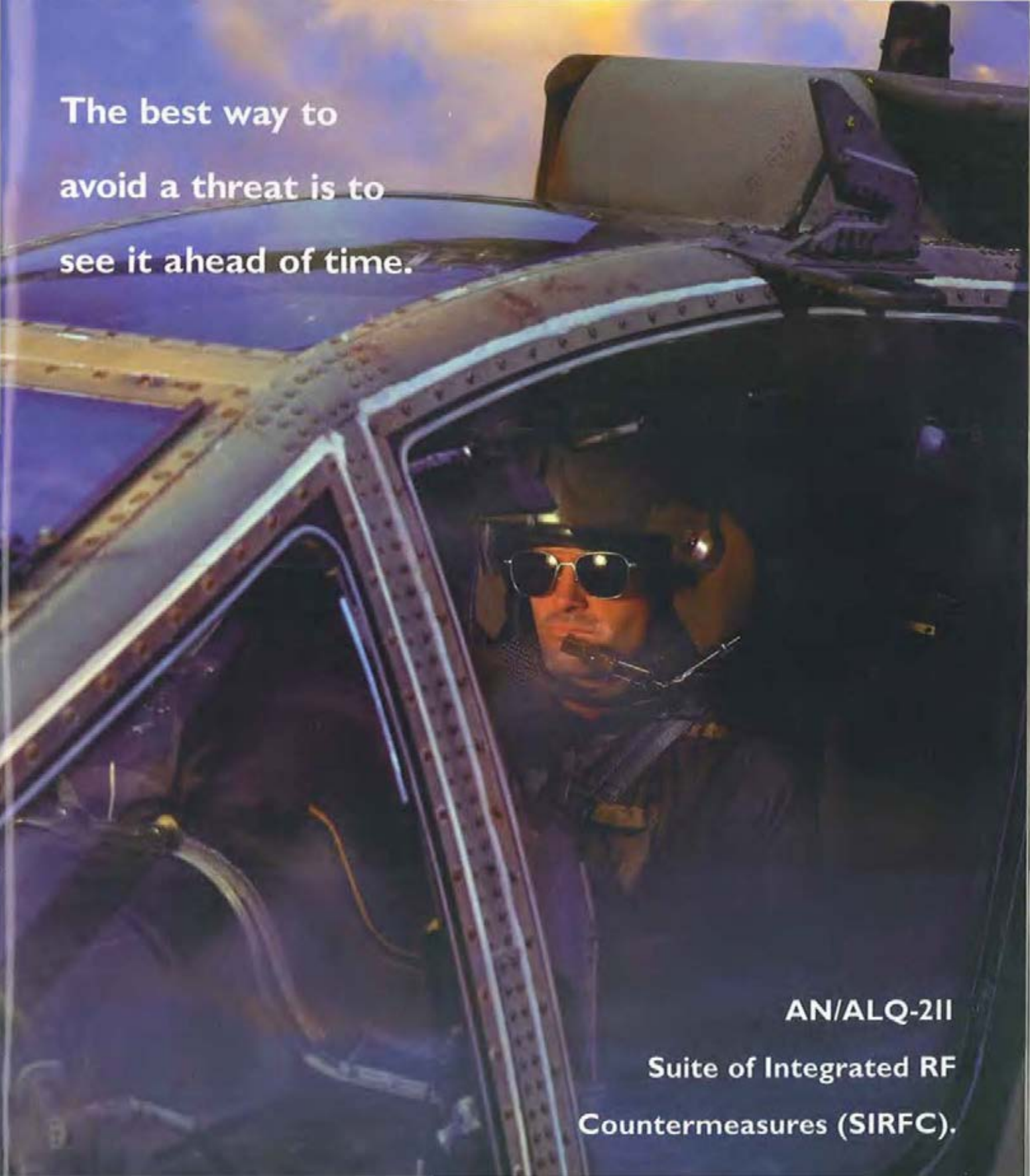
And finally, Army Aviation must develop materiel which emphasizes commonality in design and construction, is easily transportable both strategically and tactically, and incorporates open system design where new will integrate with the old.

Aviation will be the relevant force of the future. Aviation's evolution and growth have been designed to achieve a Force XXI-capable combat arm that meets our strategy. Much work has already taken place and continues to be developed by the total aviation team. The plan for evolution is a prudent, proactive course of continuous improvements, which will guarantee the aviation warfighter the capabilities required to conduct Force XXI and set the conditions for Army After Next operations.



Maj. Gen. Petrosky is Aviation Branch Chief and CG, U.S. Army Aviation Center (USAAVNC) and Ft. Rucker, AL, and Commandant, U.S. Army Aviation Logistics School (USAALS), Ft. Eustis, Va..

"Army Aviation must develop materiel which emphasizes commonality in design and construction, is easily transportable both strategically and tactically, and incorporates open system design where new will integrate with old".



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ARMY AVIATION

FORCE OF CHANGE

FORCE OF DOMINANCE

by Maj. Gen. Emmitt E. Gibson

It's hard to believe that a year has passed since we gathered in Louisville. A lot has happened, of course, since April 1997. I would like to take advantage of this space to take a look back as well as a look ahead.

First, we've successfully made the transition from St. Louis and the U.S. Army Aviation and Troop Command (ATCOM) to Redstone Arsenal and the U.S. Army Aviation and Missile Command (AMCOM). It was a mighty effort, and through it all we've been able to continue the fine support that our soldiers have come to count on over the years. As AMCOM continues to evolve, I want to assure everyone that our dedication to quality support remains steadfast.

It is truly commendable that we've been able to sustain our readiness rates during the ATCOM Base Realignment and Closure (BRAC) process. Within AMCOM, we've had to implement a personnel reconstitution program because about 500 of our aviation employees — some of our most senior employees — decided not to make the move to Alabama. As a result, we have been slowly placing the most qualified people in vacant positions, then training others to work in the remaining vacant jobs. This has been a management challenge, but we've been able to work around this and still meet our commitments to soldiers and operational units.

As part of the merger of ATCOM and MICOM, AMCOM formed the Deputy for Systems Acquisition (DSA) organization headed by Brig. Gen. Robert E. Armbruster. The DSA is, in fact, AMCOM's internal Program Executive Office for AMCOM-managed aviation and missile systems. Similar organizations have been formed in U.S. Army Tank-automotive and Armaments Command TACOM and U.S. Army Communications-Electronics Command (CECOM). The AMCOM DSA manages 12 colonel and lieutenant colonel-level (CDPL) project/product managers, with a combined military and civilian strength of more than 600 personnel, and an annual budget/investment base of approximately \$850 million.

The formation of DSA marks the return of Milestone Decision Acquisition Program Management to AMCOM. The Army Acquisition Executive (AAE) has delegated full line authority to Brig. Gen. Armbruster for the development, testing, acquisition, fielding, product improvement and associated resource management of assigned programs. "Program Executive Office-like" processes have been established to manage both aviation and missile projects within a single organization. The DSA focuses on ACAT

II through ACAT IV life-cycle management from a product-line perspective, by way of a "Program Executive Office-like" core and matrix-support structure.

DSA manages the UH-60 Black Hawk and the UH-1 Iroquois under Col. Tom Harrison, the Program Manager, Utility Helicopter. The OH-58D Kiowa Warrior is also under the DSA umbrella and is managed by Program Manager Lt. Col. Larry Ginder.

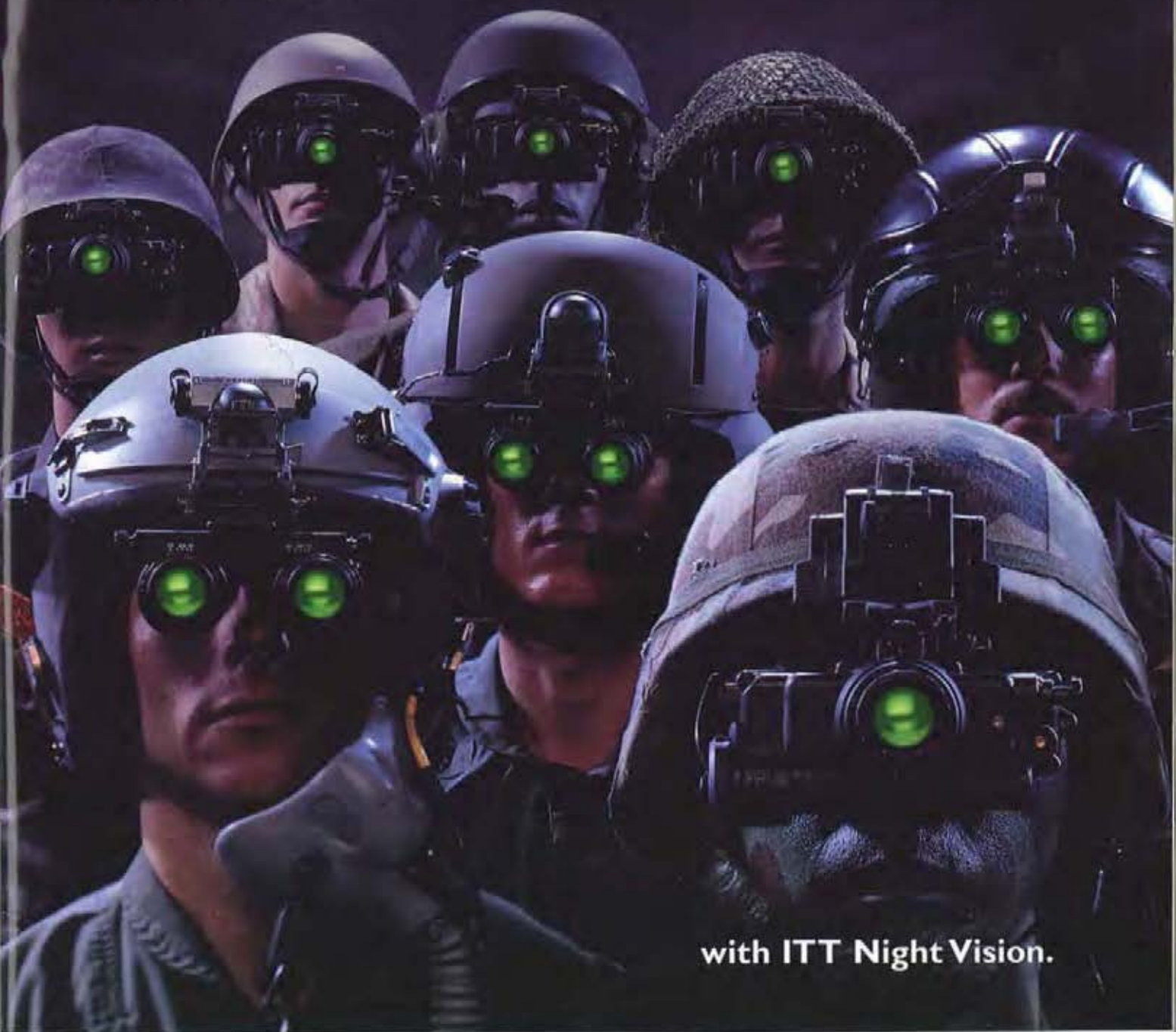
Also under the DSA umbrella are the Scout/Attack PM, Lt. Col. James Weger; the Air Traffic Control PM, Lt. Col. Joe Durso; the Fixed Wing PM, Lt. Col. Bill Lake; and the Aviation Ground Support Equipment WSM, Robert L. White. Brig. Gen. Armbruster and his very capable team have a full plate, but their commitment to our most important customer — the soldier — remains steadfast.

Similar to the AMCOM DSA, the AMCOM Aviation Research Development and Engineering Center (AVRDEC) maintains a solid commitment to the American soldier. Within AMCOM, the AVRDEC is the lead organization for developing, acquiring, fielding and sustaining affordable aviation and missile systems, materiel and equipment for the total Army worldwide. Further, the AVRDEC works to equip Army aviation with a modern, lethal, versatile, deployable and cost-effective warfighting fleet to meet the requirements of Army XXI for operations on the digital battlefield.

Planning at the AVRDEC is guided by the Army's vision of the world beyond the year 2015, called the Army After Next (AAN). The challenges of the 21st century demand a highly mobile and responsive force, capable of leveraging information technologies for effective and synchronized operations. Aviation's strategy will provide the response to meet these challenges and to move beyond them to full-spectrum dominance. Coupled with Army aviation's inherent strengths — mobility, lethality and versatility — a total-Army approach to aviation modernization ensures continued relevance as the Army reshapes to meet the evolving threat and mission requirements of the AAN.

AAN looks for Army aviation to provide affordable airmobile systems that are highly effective, survivable and supportable. The Joint Transport Rotorcraft (JTR) is envisioned as an air vehicle with the potential to address this AAN vision. This cargo rotorcraft is supported by such technology demonstration programs as Advanced Rotorcraft Transmission, Rotary-Wing Structures Technology and Helicopter Active Control Technology, which provide a lightweight, reliable transmission, smart

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structures, advanced flight controls and a highly efficient variable-geometry rotor. An Advanced Technology Demonstration is planned for JTR starting in 2005 with production in the AAN timeframe.

Essential enabling techniques in electronics, systems and man-machine integration, and "weaponization" will provide Army aviation with key capabilities for insertion into current systems or incorporation into next generation and future systems. Key capabilities include cognitive decision aiding to reduce crew workload and increase situation awareness; a third-generation cockpit that takes advantage of leap-ahead in open-system architectures, avionics and sensor fusion; virtual displays and human interfaces; and improved target acquisition and precision engagement that increase stand-off range and lethality. These capabilities will maintain aviation's versatility and relevance for AAN, providing the bridge from information dominance to full-spectrum dominance.

Indeed, those future systems will face global, high-tech threats. And those future systems will have to face those threats with a smaller, CONUS-based force.

We're looking to the possible advantages inherent in Prime Vendor Support (PVS) to help us get to that smaller force. PVS is a pilot program to commercialize the current organic logistics support for the AH-64 Apache helicopter. Team Apache Systems (TAS), a limited-liability venture formed by Boeing (formerly McDonnell Douglas) and Lockheed Martin, submitted an unsolicited proposal in March 1996 that would result in them tak-

ing over the entire wholesale support for the AH-64A and -D. TAS asserts that more efficient management processes result in lower operating and support costs, allowing for modernized and more capable critical components to be funded from the savings produced by those efficiencies. The proposal contained performance guarantees for supply availability and component reliability. TAS proposed to team with Corpus Christi Army Depot, guaranteeing the current workload and offering future growth to the depot.

Headquarters, Department of the Army designated PEO, Aviation, as the Army lead to explore the proposal and to conduct Alpha contract negotiations. If implemented (the decision is to be made by this summer), PVS will result in total life-cycle management responsibility transferring to the PM Apache.

Coupled with this initiative is another exciting effort on the logistics front. We're looking into the possibility of equipping some of our weapon systems with sensors so that we will be able to perform prognostic, rather than diagnostic, maintenance.

I'm sure that we'll be seeing more of these efforts as we cope with downsizing and the never-ending need to cut spending on support functions, thereby freeing up funds to invest in modernization.

As a result of the Quadrennial Defense Review, Army Materiel Command (AMC) will lose 2,000 soldiers and 8,500 civilians between now and 2004. At AMCOM, we're working with our counterparts to develop and analyze a number of business processes, re-engineering initiatives and organizational concepts to determine specific reductions. Outsourcing, privatization and consolidations are under consideration. The bottom line is that AMCOM will, by 2004, be approximately 25 percent smaller than it is today (through reductions of about 1,800 civilians and 350 military).

Even though we have many uncontrollable external factors influencing us, we are trying to take maximum advantage of those factors where we can. Put another way, we're managing change. Part of that change has involved bringing together two dynamic commands, with budgets in the billions of dollars. The Team Redstone spirit that we are achieving by bringing together two highly skilled and technologically gifted management teams will strengthen Army aviation and the Army.



Maj. Gen. Emmitt E. Gibson is commanding general of the U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala.

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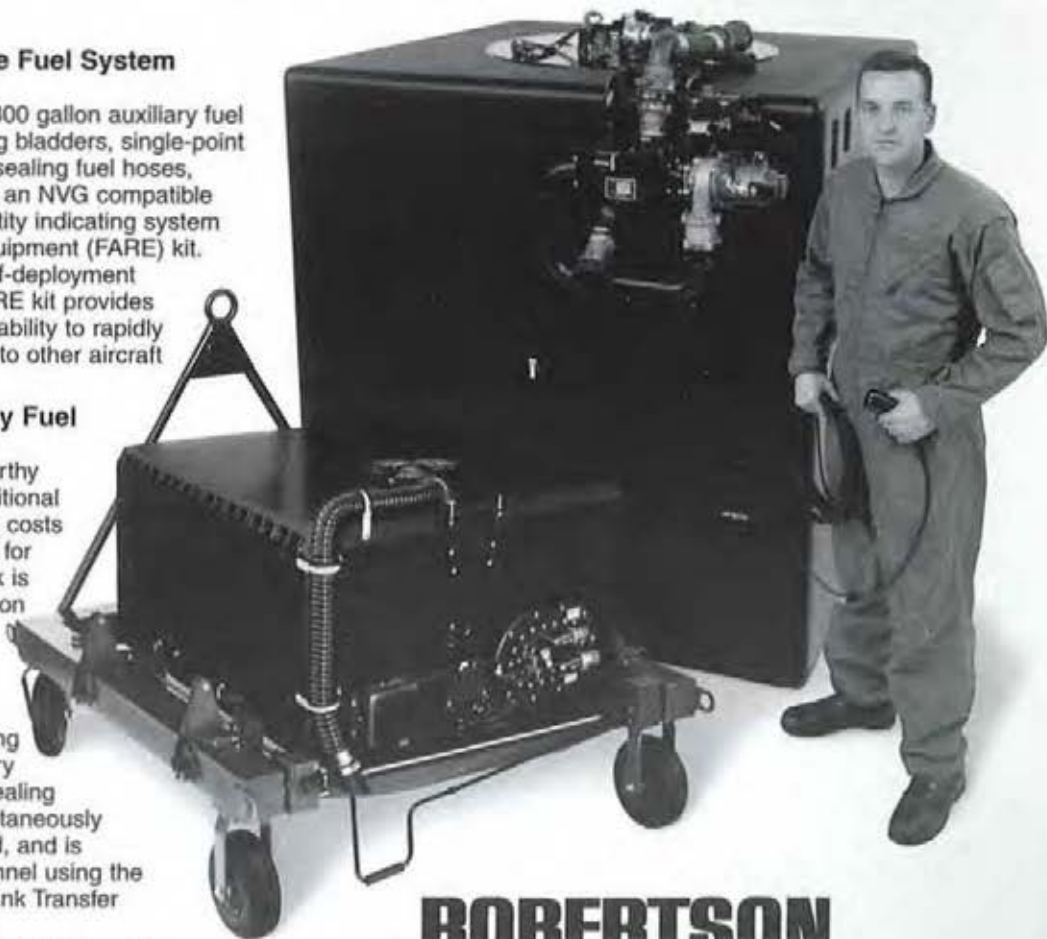
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ARMY AVIATION **Toward a Bright Future**



by Maj. Gen. James R. Snider

Whoever coined the phrase "May you live in interesting times" probably did not have Army aviation in mind. However, these paradoxical words are certainly relevant to us today.

These are not the exciting times of huge procurement budgets of the early 1980s, when Army aviation was growing, hiring and building at an unprecedented rate. Nor are they the exciting times of Operations Desert Shield and Desert Storm, when Army aerial platforms were quietly vindicating those who had held the line and fought to get systems like Apache and Black Hawk to the field.

But these are interesting times nonetheless, marked by uncertainty but not lacking in optimism. Despite the top-down driven budget and personnel reductions, despite the conflicting and seemingly irreconcilable priorities and requirements, Army aviation is advancing on a bright future. With modernization programs like Comanche, Apache Longbow, the Improved Cargo Helicopter (ICH), and the Army Airborne Command and Control System (A2C2S), Army aviation is poised to make a dominant contribution to the Army in the 21st century.

Comanche continues to amaze its supporters and confound its detractors. Perhaps no other program has suffered the degree of instability that Comanche has experienced. Three major restructurings have dealt major, near-fatal blows to the program, but Team Comanche has stayed on track as a model acquisition program. The obstacles Comanche has been forced to overcome are not widely appreciated. Reduced to a single prototype, the Comanche program has made wide use of simulation to augment the flight program. The overall performance of the single prototype has exceeded all expectations. The Comanche's automated fly-by-wire flight control system, rotor system, and Fantail are drawing tremendous accolades from both Army and Boeing-Sikorsky test pilots. Under its new Program Manager (PM), Brig. Gen. Joe Bergantz, the Comanche reached its goal of 170 knots in level flight, and overall flight performance is better than had been predicted analytically.

Significant technological breakthroughs in the areas of stealth, exotic materials and the use of commercial processors have kept Comanche on the leading edge of technology. Comanche remains the Army's technology carrier and its most promising potential for the Army After Next (AAN). Technology-insertion candidates, such as commercial glass for multifunction displays, a pressure-swing absorber to filter moisture and chemical contaminants from cockpit and

electronics bay air, and application of beryllium aluminum castings offer the promise to save cost and weight not only for aviation platforms, but for ground platforms as well. Comanche has F-22-equivalent fiber optic data busses, processors and an integrated communications/navigation system, plus superior sensors. Its open and integrated architecture makes technology insertion easy and inexpensive. With annual budgets of less than one sixth of the Air Force's future fighter, Comanche is a bargain.

Apache, with its integrated fire control radar system, was a dominant force during the Force XXI Advanced Warfighting Experiment (AWE). It is a "must have" weapons platform. But things were not always so rosy for the Army's premier aerial weapons platform. In the early 1990s the requirement for the Longbow radar was questioned, and the system was caricatured as a Cold War indiscriminate killer not suitable for the 21st-century battlefield. Fortunately, Army decision makers foresaw the system's versatility and fought to keep the program funded.

Today the Apache office is challenged with a monumental workload. Preparations for equipping the first Apache Longbow unit are well underway at Mesa, Ariz., and Fort Hood, Texas. The 1st Cavalry Division will be receiving its new Apaches this July. Concurrent with this fielding is the continuing effort to ensure that Apache stays abreast of the fast-moving requirements for digitization. A tremendous amount of effort is required to ensure compatibility with the Army's proposed digital division. In addition, foreign interest in the AH-64D has never been greater, and the Program Manager's Office is constantly on the go, around the world, to support Foreign Military Sales (FMS) customers.

Led by the Army's Project Manager of the Year, Col. Steve Kee, the Apache team is running perhaps the largest pilot program in the Department of Defense: the Apache Prime Vendor Support (PVS) program. PVS is an initiative to contract out the wholesale logistics system for the Apache fleet to the original equipment manufacturer (OEM). Under PVS, the project manager would contract for "performance by the hour" and the contractor would guarantee a prescribed aircraft-availability rate. Because of the significance of removing the Apache from the Army's logistics system, Apache PVS progress is tracked by a Department of the Army (DA) General Officer Steering Committee (GOSC).

The Improved Cargo Helicopter (ICH) Program transitioned to PEO Aviation with inauspicious timing; right in the middle of the organization's move from St. Louis to



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GE Aircraft Engines

Redstone Arsenal. With only six people manning the office during the July transition, a December Milestone II review by the Army Systems Acquisition Review Council (ASARC) looked like an impossible hurdle, but not to Col. Don Burke. Named as the Cargo Helicopter Project Manager, Don quickly put teams together at the DA and Office of the Secretary of Defense level and started working the issues. On December 19, 1997, the ASARC approved the program's entry into Engineering and Manufacturing Development (EMD).

The Army needs the ICH program. The first CH-47Ds are nearing 20 years of age. Operations and support costs are rising, and the Army can afford neither the costs of continuous overhauls nor the attendant down time associated with overhauls. The ICH program is the Army's vital bridge to the future Joint Transport Rotorcraft.

A2C2S was one of the superstars of the AWE last March at the National Training Center at Fort Irwin, Calif. Because of its great potential on the future battlefield, A2C2S received additional funding via the Warfighter Rapid Acquisition Program. A2C2S is being developed by the Naval Research Laboratory (NRL) under a contract from the Aviation Electronic Combat Project Management Office headed by Larry Johnston.

Key to the eventual success of the A2C2S system is the development of the Joint Combat Information Terminal (JCIT), a radio that places Army aviation on the leading edge of communications technology. A small, lightweight terminal that produces software-driven waveforms, JCIT promises to end the nonintegrated, strap-on black box

approach to communications. By December of 1997 JCIT had already demonstrated a series of waveforms produced by software, and was on track to be a part of the digitized division in 2000.

These four programs — Comanche, Apache, ICH and A2C2S — are the most visible programs in the Aviation PEO. There are many less visible, but just as important, contributions being made by the great folks who make up the organization. One is Dr. Steven Messervy, the new PM for the Advanced Tactical Infrared Countermeasures/Common Missile Warning System (ATIRCM/CMWS). This multibillion dollar, joint-service effort has great international interest and is arguably one of the most important programs in OSD.

Another individual who is quietly making a significant contribution is Tom Metzler, PM for Aircrew Integrated Systems. Tom's Air Warrior Program promises to equip our aviators with a lightweight 21st-century protection ensemble that increases pilot effectiveness.

So, in summary, these are encouraging times. The good news is that despite the specter of falling budgets Army aviation is still on the modernization course. Aviation modernization is prevailing. However, with every new study or "expert" analysis there will continue to be pressure to slip or cancel vital aviation programs; to await a more significant threat or a new force-structure design. But the Army must "stay the course" — to ensure our soldiers always have the best equipment we can deliver.



Maj. Gen. James R. Snider is the PEO, Aviation, at Redstone Arsenal, Ala.

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Celebrating the *Saga* of

Army Aviation

by Maj. Gen. Morris J. Brady, Ret.

Few military branches have had as colorful or as dramatic a growth over a relatively short period of time as has Army aviation. From the first low and slow flights of canvas-covered World War II liaison planes to

instance, how many civilians on the street know that Army aviation exists? If asked, most would respond with a quizzical look and the assumption that you are referring to the Air Force.

To compound the situation, the

— their legacy will remain forever unknown to those they served so well.

In June of 1997, in an effort to help tell the story of Army aviation, a group of concerned veterans began to put together an organization — unique in its concept and operations — to help correct this lack of knowledge. Reflecting its purpose, the founders called it the Army Aviation Heritage Foundation.

"Army aviation has added a new dimension of speed, maneuver and fire power that is now recognized as a part of the heart and soul of America's armed might."

today's modern rotary-wing marvels, Army aviation has added a new dimension of speed, maneuver and fire power that is now recognized as a part of the heart and soul of America's armed might.

Yet, despite many advances in tactics and capabilities the contributions of Army aviation are little known or understood by the American public. For

various types of Army aircraft that made history are rapidly succumbing to the ravages of obsolescence, foreign military sales or the salvage yard. As a result, the American public has little or no knowledge of the role the nation's Sky Soldiers played in preserving the freedom we all enjoy today. When these aircraft and the people who flew them and supported them are gone — many with their stories still untold

The Foundation's objective is to present the story of Army aviation to the American people through the men, women and machines that helped make aviation history. This mission will largely be accomplished by a yearly series of traveling aerial presentations using the actual aircraft, flown by veteran Army aviators. These presentations, complete with an informative narrative, will demonstrate the aircraft's flight capabilities and display simulated hardware. The deeds, accomplishments and sacrifices of Army aviators will be extolled both individually and collectively. Through these demonstrations the Foundation intends to promote Army aviation in



particular and the U.S. Army in general, and in the process engender American patriotism.

What's more, this effort is going to be done right — with well maintained equipment and fully qualified aircrews performing meaningful and tasteful shows. When another organization or activity is doing something similar, conflicts and nonproductive duplication will be resolved or eliminated. There is plenty to do for everyone who wants to have a role. Toward this end, the Foundation has established relationships with a number

of prominent organizations and museums that have similar interests in Army aviation. Time has not yet permitted Foundation representatives to contact all active organizations with an interest in Army aviation, but this work will

continue. Hopefully, an agreement of cooperation can be worked out among these various organizations that will bring all of their efforts together in a coordinated whole for the benefit of all.

The Army Aviation Heritage Foundation is the only known non-profit, veteran-oriented organization dedicated to the acquisition, restoration and preservation of historic Army aircraft, which will be maintained in flyable condition and displayed in the very missions they flew while in active service. The Foundation's aircraft represent types used in World War II, Korea and Vietnam, as well as current aircraft. These great machines will be used to take the story of Army aviation's exploits to America's doorstep. All of this is being done through self-supporting financial means without any federal funding. The Foundation has been busy since its inception. Formally incorporated as a non-profit corporation in the state of Georgia in June of 1997, the foundation was later designated a



The Tri-Max 30 acts as the first line of defense for fire suppression. It can be immediately available to the user at the site of the aircraft or refueling mishap. The Tri-Max 30 would be primarily utilized by airfield personnel where its ease and speed of operation is of paramount importance.

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Tri-Max 30 uses 2 aqua tanks, each an independent air source, that pressurize a 30 gal. tank which produces 600 gallons of usable foam at a 300 gallon per minute discharge capacity. The system is small, easy to maintain and service in a flight line or forward area refuel point and can be shot twice with air on system.

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will be renovated to represent a G or S model depending on the availability of parts and labor. In some cases the various aircraft restoration is complete. Others are awaiting full restoration as funds become available. All of the Foundation's aircraft are flyable and, although the emphasis is on combat aircraft, all will appear at various times in the public presentations.

The search for aircraft continues. The Foundation is particularly interested in a flyable UH-1B, C, H or M; an OH-58A+ or C; an OV-1; a U-6; and a CV-2. Information on the whereabouts and availability of any of these or other aircraft would be most helpful [please contact us using the address or telephone number listed below]. All work on Foundation aircraft is done by fully qualified technicians under FAA supervision.

The Army Aviation Heritage Foundation is a young organization with a great cause. It is also full of personal satisfaction and a lot of fun. If you like interesting people, old aircraft and travel, the Foundation is for you. For more information you can access the Foundation's web site at www.armyav.org or contact them directly at: Army Aviation Heritage Foundation, 516 Mt. Pleasant Road, Hampton, GA 30228. The telephone number is (770) 897-0444.



Maj. Gen. Morris J. Brady, Ret. — a master Army aviator and a former assistant deputy chief of staff of the Army for operations and plans — is chairman of the Army Aviation Heritage Foundation.

federal non-profit organization, for tax purposes, by the Internal Revenue Service. Tara Airfield, located in an Atlanta suburb, is the present site of the Foundation's offices and its base of operation.

The organization's current fleet of nine flyable aircraft includes a Piper L-4H that saw action in Europe during World War II; a Ryan L-17B

and Hiller H-23B of Korean War vintage; a Cessna L-19A and T-42A, a Hughes OH-6A, a Bell TH-13T and a Beech U-8F of the Vietnam period; and a post-Vietnam Bell AH-1P.

The L-4H has been restored to the way it appeared during its service with the Ninth Army in Europe. The OH-6A served in Vietnam with

the 101st Airborne Division and is being restored with full equipment and markings of a scout aircraft of that division's A Troop, 2nd Squadron, 17th Cavalry Regiment. Both aircraft (and possibly the L-17) are scheduled to be at the Army Aviation Association's convention in Charlotte, North Carolina, this month. The Cobra

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Message From the Branch Chief:

As we enter a new fiscal year, I want all who support Fort Rucker to know how pleased we are with the progress made this past year. We spent precious tax dollars efficiently without sacrificing quality - all while protecting the force in the broadest sense. It took dedication and teamwork from many to make this year work. We trained the force and made improvements to our home base.

As we lean forward into the new year, the United States Army Aviation Center will continue to meet our nation's commitments by training military, civilian, and international personnel in aviation and leadership skills while developing doctrine, force structure, and materiel for warfighting capabilities today and in the future. Additionally, we will continue to manage our available resources effectively, providing facilities and services for a safe environment and superior quality of life. We want all members of our aviation family to be proud of their home. We want you and your family to look forward to serving our nation and our branch here.

Training soldiers goes hand-in-hand with caring for soldiers, and USAAVNC is doing it right! Aviation Warfighter Training remains our hallmark. From the Aviation Officer Basic Course (AOBC) and Initial Entry Rotary Wing Training (IERW) up through the Pre-Command Course (PCC) and Aviation Leaders Training Conference (ALTC), effective flight training and leadership development is being conducted. We recognize these soldiers by conducting all graduations in our magnificent Aviation Museum. We encourage you to attend one of these graduations - it will lift your spirits and make you proud of your branch. We are truly fortunate to have such fine young Americans wanting to be part of Army aviation.

This coming February, Fort Rucker will once again host the Aviation Senior Leaders Training Conference. This is a great opportunity to bring the aviation brigade commanders, their sergeants major and safety officers together to discuss current issues facing warfighters - lessons learned from recent operations and simulations, CINC priorities and how Army aviation meets those priorities; how aviation fights, trains, mans, sustains and equips the force. It is also a chance to project our mission, vision and goals. To help us, we have invited active and retired aviation general officers and SES's to attend. These senior aviators' insights are valuable to those commanders who are daily meeting the mission.

It is important that Army aviation continues its quest toward the future. On-going Advanced Warfighting Experiments (AWEs) at the division level are currently defining and developing Army XXI and all its battlefield operating systems. With a focus on gaining insights as to how the Army should redesign itself, the AWEs will provide a template of how our soldiers will be organized, trained and equipped in the next century. We have been an integral part of this effort. Our Battle Lab, DCD, DOTDS and TSMs have represented our branch well. You can be proud of these soldiers and civilians.

As we boldly approach the next century and Army XXI, USAAVNC will continue to provide a force of highly motivated aviation soldiers and leaders equipped with modern systems and trained to world-class proficiency, operating in organizations that are inherently versatile, with maneuver advantages and warfighting effectiveness that will influence all dimensions of the current and future battle space.

With a proud heritage, quality soldiers, competent leaders and a willingness to grasp the future, Army aviation is firmly established on course ... en route to the objective.

Above the Best!

DANIEL J. PETROSKY
Major General, USA
Chief, Aviation Branch

Doctrine

- FM 1-100 (Army Aviation Operations) dated 21 Feb 97. POC is Maj. Hall, (DSN) 558-3292, e-mail: heyward_hall@rucker-emh4.army.mil.
- FM 1-108 (Special Operations Aviation, Final Draft) is in worldwide staffing. POC is Capt. Bristol, (DSN) 558-9350, e-mail: clark_bristol@rucker-emh4.army.mil.
- FM 1-111 (Aviation Brigades) sent to TRADOC for printing and has a print date of 27 Oct 97; expect distribution within 3 months after print date. POC is Capt. McHugh, (DSN) 558-2482, e-mail: john_mchugh@rucker-emh4.army.mil.
- FM 1-112 (Attack Helicopter Operations) dated 2 Apr 97.
- FM 1-113 (Utility and Cargo Helicopter Operations) dated 12 Sep 97. POC is Capt. McHugh.
- FM 1-114 (Air Cavalry Squadron/Troop, Coordinating Draft) is in worldwide staffing. POC is CWO 3 Shaffer, (DSN) 558-9346, e-mail: robert_shaffer@rucker-emh4.army.mil.
- FM 1-300 (Flight Operations Procedures, Final Draft) in editing; expect printing in 2d Qtr FY 98. POC is SFC McLendon, (DSN) 558-2358, e-mail: michael_mclendon@rucker-emh4.army.mil.

Battlespace Integration

Concept Emulation Program (BICEP)

BICEP is a reconfigurable, aviation virtual simulation collective training system designed to train teams, companies and staffs of AH-64A and UH-60A/L battalions and OH-58D(I) squadrons. This collective training system links the virtual battlefield to a suite of Army tactical command and control systems (ATCCS), providing man-in-the-loop battle command staff and team training for Force XXI units company/troop. BICEP is a

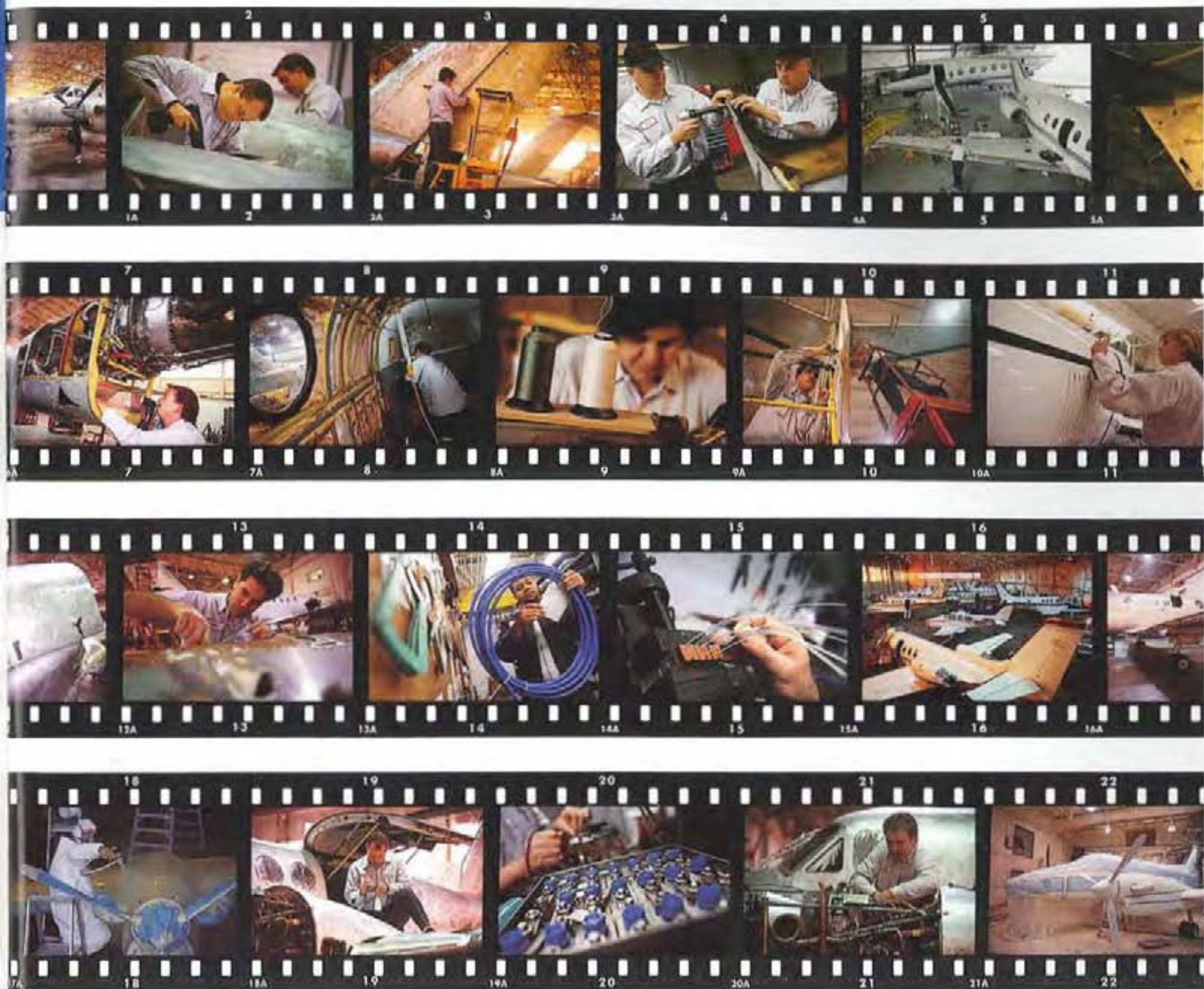
proof-of-concept program for the Aviation Combined Arms Tactical Trainer (AVCATT), the aviation component of the CATT program that will soon be Close Combat Tactical Trainer (CCTT) interoperable throughout the Synthetic Environment Core (S.E. CORE).

Emerging insights from recent aviation virtual training experiments ranging from a heavy division fight in a desert environment to large scale stability and support operations in a European environment confirm the overwhelming value of this training approach. When coupled with a dynamic training-support package, it can produce a virtual collective training environment that trains all levels, from team through brigade staff.

The basic BICEP consists of five components: Four rotary-wing reconfigurable flight simulator cockpits that can replicate UH-60A/L, AH-64A and OH-58D(I) helicopters; an integrated Battlemaster/ Instructor-Operator system coupled to a multimedia interactive after-action review (AAR) recording and display system; a Tactical System Interface Unit (TSIU); an independent, stand-alone suite of selected ATCCS components linked together on an internal "tactical internet" arrayed in a "mini-AVTOC" configuration; and a suite of tactical radios that permits voice communications between the crews and battlestaff.

These systems are linked together on a Distributed Interactive Simulation (DIS) Local Area Network (LAN) that permits them to interact and communicate. Modular Semi-Automated Forces (ModSAF) provide the Computer Generated Forces (CGF), both Red and Blue, that interact with the manned virtual simulators and workstations.

Additional constructive and virtual simulation systems have been integrated into this basic scheme to make it more relevant to the Division XXI Advanced Warfighting Experiment (DAWE). These include the Comanche Portable Cockpit (CPC); a Comanche Virtual Flight Workstation driven by the Advanced Tactical Combat Model (ATCOM);



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and two AH-64D Longbow Apache Virtual Flight Workstations driven by the Interactive Tactical Environment Management System (ITEMS). Inclusion of an Unmanned Aerial Vehicle (UAV) and JSTARS workstation and the Aviation Warfighting Cell Command and Control (AWCC2) display permit receipt and display of UAV downlink video, JSTARS information and Comanche/Longbow Apache digital spot reports in the "mini-aviation tactical operations center (AVTOC). The Extended Air Defense Simulation (EADSIM) and the EAGLE constructive simulation systems provide additional battlefield entities to create a more realistic virtual battlefield.

During SIMEX II, BICEP had only one of its four reconfigurable rotary-wing cockpits and one of the two Longbow Apache Virtual Workstations although all other components were played. During the DAWE, the entire system as described above will be operational. This system is designed to be operated in an independent, stand-alone mode and will not "connect" to the CBS-ATCCS architecture.

The BICEP facility is located in building T3227, diagonally across the street from the Battle Simulation Center on the corner of 65th and Warehouse. Please contact the DAWE Joint Visitors' Bureau at (254) 287-3151/3821 for further information about scheduling visits to this site. POC is Lt. Col. Russell Forshag, DOTDS, USAAVNC, (DSN) 558-1048, commercial (334) 255-1048, e-mail: russell_forshag@rucker-emh4.army.mil.

DAWE Operational Concept

Provides a virtual collective training and mission rehearsal capability linked to an independent, stand-alone suite of Army Tactical Command and Control System (ATCCS). The 4th Aviation Brigade of the 4th Infantry Division will use the BICEP to execute virtual mission rehearsals for selected missions during the military decision making process as the DAWE wargame unfolds. POC is Lt. Col. Forshag.

Material

Comanche Flight Testing

Air Vehicle #1 is continuing envelope expansion and continued flight testing at West Palm Beach, Fla. Please see PM Comanche's input elsewhere in this bulletin for additional information. POC is Lt. Col. McVeigh, (DSN) 558-2160, e-mail: joseph_mcveigh@rucker-emh4.army.mil.

Operational Requirements Document (ORD) Update

The TSM Comanche office is currently in the process of updating the requirements that drive the development of the Comanche. The last published ORD (dated 23 Mar 93) was based on past requirements and must be updated to reflect the current/planned future threat, and the new/modified missions required of the Army's future armed reconnaissance helicopter. The ORD is a living document and must be routinely updated as requirements change so that the weapon system it represents maintains its relevance on the future battlefield. We will be contacting the originators of the previous requirements to revalidate them and working with Aviation Center offices to add any new requirements. POC is Lt. Col. McVeigh.

Improved Cargo Helicopter (ICH)

ICH will extend the life of the CH-47D until the 2020-2025 time frame. Improvements include vibration reduction and the capability to operate on the digitized battlefield supporting Army XXI. TRADOC approved the ICH Operational Requirements Document on 17 Nov 96; revision of the ICH budget will result in an air cavalry attack troop (ACAT) 1C or ACAT 1D designation. Fielding is planned by the 2004 time frame. POC is Maj. Robert Brown, (DSN) 558-2704, e-mail: robert_brown@rucker-emh4.army.mil.

UH-60 Black Hawk Improvement Program

This program was initiated with the establishment of an Integrated Concept Team (ICT) on 20 May 97. The purpose of the effort is to determine modernization requirements necessary to enable the UH-60 Black Hawk helicopter to remain operationally effective well into the 21st century. The product of this 18-month study will be the UH-60 Operational Requirements Document (ORD); the last ICT meeting was 9 Oct 97 at Fort Rucker. Anticipate completion of ORD in December 1998. POC is Mr. Chuck Gant, (DSN) 558-9115, e-mail: charles_gant@rucker-emh4.army.mil.

Kiowa Warrior

The first production "TF XXI" aircraft were delivered to 1st Bn., 7th Cavalry, in August. Lt. Gen. Shinseki (DCSOPS) approved the plan to retrofit the entire fleet to one standard configuration. Once fielding of new units is completed in 1999, fielded units will begin swapping out aircraft in unit sets. Improved aircraft incorporate the R3 engine with FADEC, a dig-

ital map, improved processors, video image crosslink and several other advanced features. POC is Maj. Curt Worshek, (DSN) 558-3808, e-mail: curtis_worshek@rucker-emh4.army.mil.

UC-35A Procurement

The first UC-35A medium range jet aircraft - a commercial, off-the-shelf Cessna Citation Ultra V - was delivered in December 1996. Seven aircraft are on contract with a requirement for 35. The type's initial fielding plan includes three for Atlanta, two at Fort Hood and two for USAREUR; two of the seven aircraft have been fielded. POC is Mr. Robert Nelson, (DSN) 558-2571, e-mail: robert_nelson@rucker-emh4.army.mil.

Air Warrior (AW)

This is an integration of all aviation life-support equipment (ALSE), clothing and individual equipment (C&IE), NBC protection and mission equipment. The integration is designed to improve mission capability, comfort and endurance, aircraft and aircrew-station interface, and safety of flight. It is a modular design to permit tailoring for mission requirements, to minimize weight and bulk, and facilitate maintenance and support. The ORD was approved by TRADOC 1 Jul 96; milestone (MS) I approved 7 Apr 97 and MS II scheduled for Sep 98. POC is Capt. John McKissock, (DSN) 558-9130, e-mail: john_mckissock@rucker-emh4.army.mil.

Army Airborne Command and Control System (A2C2S)

This is a replacement system for AN/ASC-15B/C, and will provide voice, data and imagery comms on the move. It provides situational awareness and C2 on the move for corps, division, maneuver and aviation brigades, and attack battalion commanders. It displays direct-broadcast intelligence on a map background. One prototype successfully participated in the SIMEX II exercise at Fort Hood 15-24 Sep 97, and one prototype participated in the Division XXI AWE Nov 97. CSA approved Warfighting Rapid Acquisition Process (WRAP) dollars for early fielding (21 months early) of six systems for Division 2000, allowing First Unit Equipped date of 4QFY00. Milestone Decision Review set for 3QFY99 and Initial Operational Test and Evaluation currently planned for 1QFY99. POC is Capt. Bob Barnes, (DSN) 558-0166, e-mail: robert_barnes@rucker-emh4.army.mil.

GPS Navigation Systems

The ASN-128B Doppler/GPS Navigation System (DGNS) provides a combined GPS/Doppler navigation capability through the embedding of a six-channel GPS receiver into the signal data converter of the currently fielded AN/ASN-128 Doppler navigation system. The H-764G Embedded GPS/Inertial Navigation System (EGI) is a tri-service, Air Force-led effort to provide an integrated navigation solution for aircraft equipped with a MIL-STD 1553 digital data bus; it embeds a five-channel GPS receiver into a ring laser gyro inertial navigation system. POC is CWO 3 Chris Miller, (DSN) 558-2110, e-mail: christopher_miller@rucker-emh4.army.mil.

Force Design Update (FDU)

FDU is in the process of obtaining CSA approval for new force designs and changes to existing designs for which doctrinal, training, material and/or leadership solutions are insufficient. Once approved, these issues compete for resourcing in the Total Army Analysis (TAA) process. Current issues include: AH-64 in airborne/light divisions; elimination of target acquisition reconnaissance companies (TARCs) and target acquisition reconnaissance platoons (TARPs); and moving AVIM from COSCOM to ACR Support Squadron. POC is Capt. Brian Tachias, DSN 558-9509, e-mail: brian_tachias@rucker-emh4.army.mil.

Air Maneuver Battle Lab (AMBL)

Division XXI AWE

This TRADOC-sponsored evaluation focuses on Heavy Division Design, CSS Concept, Operational Concept and Battle Command Information Requirements.

Summary of initiatives:

- Tactical Airspace Integration System (TAIS). Successfully established vertical connectivity from EAC (BCD) through all echelons to the division. It was used to deconflict ATACMS missions.
- Army Airborne Command and Control System (A2C2S). Used to control forces and maintain continuous situational awareness throughout the mission.
- BICEP. Used for several rehearsals by the 4th Inf. Div.
- Comanche Troop. Demonstrated capability to put eyes out front and

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demonstrated sensor-to-shooter linkages with the field artillery and Longbow Apache.

● Longbow Battalion. The brigade commander was able to effectively task-organize, using Comanche and Longbow to create a synergy that proved itself as one of the premier attack assets available to the division and corps commander.

● AVTOC. Provided the commander the ability to see near real time targets and enemy situation through the Common Ground Station and UAV feed. The POC is Maj. Cantwell, (DSN) 558-3921, e-mail: maureen_cantwell@rucker-emh4.army.mil.

USAALS

USAALS Hosts First Integrated Combat Service Support System (ICS3) Aviation Functional Analysis Session

From 29 Sep - 3 Oct 97 aviation maintenance SMEs met with materiel and combat developers to gather requirements for the aviation maintenance module of ICS3, the Army's seamless, integrated, modular and interactive CSS information management and operations system. Representatives from DCD-AVN, USAALS, AMCOM, AATD and CASCOM have formed an informal ICT to ensure all logistics/management requirements are met. This will include, but is not limited to, maintenance, training, flight operations, safety and ALSE. The POC is CWO 3 Pillado, (DSN) 927-6709, e-mail: pilladoa@eustis-emh10.army.mil.

Home Page Moves

USAALS' home page has moved to a new server. The new Web address is <http://www.usaals.com>. There were over 2,000 visits to the site within the first month. An inquiry system is fully operational and allows questions to the USAALS department via e-mail. The POC is Ms. Sheila Visconti, (DSN) 927-4746, e-mail: webdirector@eustis-emh10.army.mil.

Soldier

OPMS XXI

All branch and functional area managers are currently recoding field grade positions into four career management fields (CMFs). The current plan is a five-year implementation beginning in FY 00. CSA decision to implement (or delay) will be made in May 98. For more detailed information on OPMS XXI, see the PERSCOM Home Page. The POC is Maj. Rapavi, (DSN) 558-3999/3499, e-mail: michael_rapavi@rucker-emh4.army.mil.

Senior Warrant Officer Proposal

The proposal to resource battalions with a CWO 4 standardization officer and a CWO 4 maintenance officer is currently in the DCSPER's office for final decision. All MACOMs and Army Staff concur. The POC is CWO 5 Gaumont, (DSN) 558-3999/3499, e-mail: william_gaumont@rucker-emh4.army.mil.

Apache Warrant Officer Retention

The Army is experiencing increased attrition in Apache warrant officers, largely due to reduced time on station in CONUS resulting from a stationing imbalance of Apache battalions that are overseas. Several initiatives have been implemented to address this issue, including a call to active duty for 112 aviators, increased accessions and training of AH-64 pilots (40 additional pilots per year), and realignment of the CONUS/OCONUS Officer Distribution Plan (ODP). Additional initiatives under consideration include Aviation Career Pay (ACP) and recoding of non-mod positions at Fort Rucker to increase total authorizations. The Army will continue to aggressively pursue all avenues available to resolve this attrition issue. The POC is CWO 5 Gaumont.

Longbow Apache

MOS 152H has been approved for use by those warrant officers qualified in the AH-64D Longbow Apache. POC is CWO 5 Gaumont.

Aviation Proponency Web Page

AP's Web page is expected to be on-line shortly. Initially, the site will include the following subpages: Army Aviation Personnel Plan; Aviation Unit Directory; Order of Anne Morrow Lindbergh award; and current information papers. The primary purpose of the site is to provide easy and timely access to information on branch personnel issues and to provide an interactive link with aviation units and soldiers. The site can be

accessed through the Fort Rucker homepage, www.rucker.army.mil. The POC is Capt. Provinsal, (DSN) 558-3999/3499, e-mail: mark_provinsal@rucker-emh4.army.mil.

TSM-Comanche

RAH-66 Comanche

The RAH-66 Comanche resumed flight testing on 27 Aug 97 at the Sikorsky Development Flight Test Center outside West Palm Beach, Fla. The flight included both hover and traffic pattern test points of up to 65 knots forward level flight and was preceded and followed by ground runs. With flight-testing resumed, the aircraft will initially undergo maintenance flights to wring out aircraft systems and then will complete the remaining portions of the initial envelope-expansion effort, as well as testing in the areas of structures/vibrations, powerplant integration, handling qualities, performance and acoustics. The POC is CWO 4 Ron Ferrell, (DSN) 778-8315, e-mail: ferrellr@comanche.redstone.army.mil.

Eastern ARNG Training Site

Eastern AATS Flight Simulator and Aeromedical Physiology Building

In October 1997 the Eastern ARNG Aviation Training Site broke ground for the construction of a CH-47/UH-60 Flight Simulator and Aeromedical Physiology Complex. The new 50,000 SF building will house a UH-60 and a CH-47D Flight Simulator. The complex will also have a night vision goggle (NVG) laboratory, computer laboratory, classrooms and an aeromedical physiology laboratory equipped with a hypobaric chamber.

This state-of-the-art facility will provide critically needed space for flight simulators in support of Total Army School System UH-60 and CH-47 aviator qualifications, as well as classrooms for 67T and 67U transition training. The computer lab will support computer-based instruction and a distance education training center which will be utilized to transmit training to a variety of locations throughout the world. The NVG Laboratory will significantly enhance the quality of instruction provided to aviators receiving NVG training. With the acquisition of a hypobaric chamber, the Aeromedical Service Division will be capable of conducting altitude physiology training, providing a unique service never before offered by an ARNG organization.

The construction will take approximately one year and the facility should be fully operational by the spring of 1999. The POC is Lt. Col. Pierce, (DSN) 491-8878.

Operational Support Airlift Command/Fixed-Wing Training Site

Providing "Post-Graduate" fixed-wing training to the Total Army (ATRRS School Code 960A). All Pilot Standardization Courses (NGB-OPSC) have been replaced by the Airplane Recurrent Training Course (NGB-OART). The Fixed-Wing Instrument Flight Examiner Course (NGB-OIFE) has been a big success; one hundred percent pass rate with one hundred percent of students receiving a DES evaluation. Coordinating to provide aircraft qualification training to the U.S. Navy in support of their fielding of the C-26. Fixed-Wing Instructor Pilot position available, AGR Title 32. Contact SFC Roby for a copy of the announcement (DSN) 366-6593, (304) 842-8870. The POC for FWTS is Capt. Brian Love, (DSN) 366-6593, (304) 842-8870.

TSM-Longbow

Second Generation FLIR for Apache

The Integrated Concept Team is reviewing industry trade studies to determine the "best value" approach to upgrade Apache FLIR. Options vary from complete redesign to modernization through spares. Upgrade not funded at present time but is #7 on DA Unfunded Requirements (UFR) List. Other options or funding being considered. Upgrade will provide Comanche-like targeting/pilotage FLIR plus integrated imaging infrared to the fleet with possible fielding at the start of 2002. The POC is CWO 5 Ken Donahue, (DSN) 558-2108, e-mail: kenneth_donahue@rucker-emh4.army.mil.

Longbow Hellfire (LBHF) Full-Rate Production (FRP)

LBHF is in its second year of Low Rate Initial Production and judged ready to enter FRP. All production missile testing has been completed successfully. Expect final decision for FRP NLT 28 Oct 97. Recent FY 98 funding cuts will reduce the total program quantity to 12,905. The POC is Lt. Col. Scales, (DSN) 558-2167, e-mail: richard_scales@rucker-emh4.army.mil.

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ATC Study

A FORSCOM counter proposal to the USAFISA ATC study recommendations is to be briefed to the Army vice chief of staff for a decision. The HQDA moratorium on all actions (manpower and resources) involving Army Air Traffic Services force structure has been extended from 31 Jul 97 to 28 Nov 97, to allow time for resolution of issues. Effective 1 Oct 97 the United States Army Aeronautical Services Agency (USAASA) was realigned as part of TRADOC reporting through the chief of staff. The POC is Mr. Dan Rodebaugh, (DSN) 558-3233, e-mail: daniel_rodabaug@rucker-emh4.army.mil.

Digital Voice Recording System (DVRS)

Installation continues. Sixty of the 85 Army systems have been installed. Replaces analog tape recorders at all Army air traffic control facilities. Joint DOD/FAA procurement. Total fielding planned through June 1998. The POC is Mr. Gene Redahan, (DSN) 558-2060, e-mail: eugene_redahan@rucker-emh4.army.mil.

Enhanced Terminal Voice Switch (ETVS)

This is a new communications switch for approach controls and large control towers/GCAs. First switch scheduled for Cairns AAF, Fort Rucker, Ala., in March 1998. Joint DOD/FAA procurement. Fifty systems are planned to be installed at Army facilities. The POC is Mr. Dave Fonda, (DSN) 558-2070, e-mail: david_fonda@rucker-emh4.army.mil.

Fixed Base Precision Approach Radar (FBPAR)

Will replace existing precision approach radars at 28 Army facilities. First system planned for Campbell AAF, Fort Campbell, Ky., in March 1998. POC is Mr. Gene Redahan.

USAATCA Web Page

Construction of the USAATCA homepage continues, with completion anticipated in 2nd Qtr FY98. The POC is SFC Mary Joffrion, (DSN) 558-3690.

1st Aviation Brigade

Check out this information if you are a soldier coming to Fort Rucker TDY for any advanced aircraft qualification course (AQC), instructor pilot course (IPC), maintenance test pilot course (MTP), fixed-wing training (FWMEQC), the aviation maintenance manager's course (AMMC), the rotary-wing instrument examiner course (RWIFEC) or the aviation life support equipment course (ALSE). The school information posted on ATRRS for these courses is not valid.

If you are reporting for one of these courses, go to Charlie Company, 1-13th Avn. Regt., building 6201 (next to the AAFES filling station) on the day of your report date. You will have that day to in-process post. On the class start date, which is usually the next duty day, you will report to 6201 for the class in-brief. The report time is 0830 hours, and the uniform is gray Army PT. A urinalysis collection will be administered, and height and weight will be measured.

We recommend calling ahead to the Fort Rucker BOQ to reserve lodging, commercial (334) 598-5216. If you are unable to get lodging at the BOQ, they will issue you a control number of non-availability, authorizing you to take commercial lodging off-post. The current maximum daily lodging rate at Fort Rucker is \$50. Government mess is not available for officers TDY at Fort Rucker enrolled in AQC, IPC, MTP, RWIFEC, AMMC, FWMEQC or ALSE courses. The current full per diem rate for meals and incidentals at Fort Rucker is \$30.

Government bus transportation is available from the BOQ to academics and to the flight line upon request. However, no government bus transportation is available for soldiers staying off-post, and no government bus transportation is available to transport soldiers to and from commercial dining establishments. We recommend soldiers TDY at Fort Rucker from within CONUS bring their own POVs. POV mileage to and from meals is reimbursable up to twenty miles each day. If soldiers are coming to Fort Rucker TDY from overseas, we recommend that their units authorize them a rental car on the DD Form 1610 (TDY orders). POCs are Capt. Krekelberg or 1st Sgt. Jenkins, (DSN) 558-1356/1357, e-mail: stephen_krekelberg@rucker-emh4.army.mil or byron_jenkins@rucker-emh4.army.mil.

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| Amtec Corporation..... | 546 |
| ANCHOR CONTINENTAL, INC..... | 239 |
| Armed Forces Journal International..... | 336 |
| Armed Forces Insurance..... | 231 |
| Army Aviation Museum Foundation, Inc. | 245 |
| Army Aviation Heritage Fnd. (AAHF)..... | 125 |
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| | |
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| The Boeing Company..... | 926 |
| Boeing Sikorsky CPC..... | 824 |
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| Breeze-Eastern..... | 331 |
| CANADIAN MARCONI COMPANY..... | 730 |

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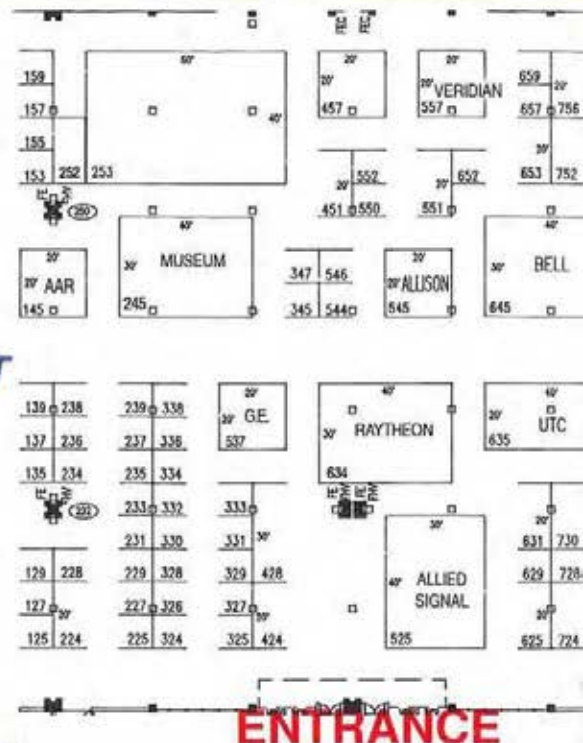
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 Army Aviation Heritage Fnd. (AAHF)125
AVION, INC.233
 Barco Display Systems334
BASIC CONCEPTS, INC.....1438
 Bell Helicopter Textron Inc.645
 BFGoodrich Aerospace550
 The Boeing Company926
 Boeing Sikorsky CPC824
 Bose Corporation1029
 Breeze-Eastern331
CANADIAN MARCONI COMPANY.....730
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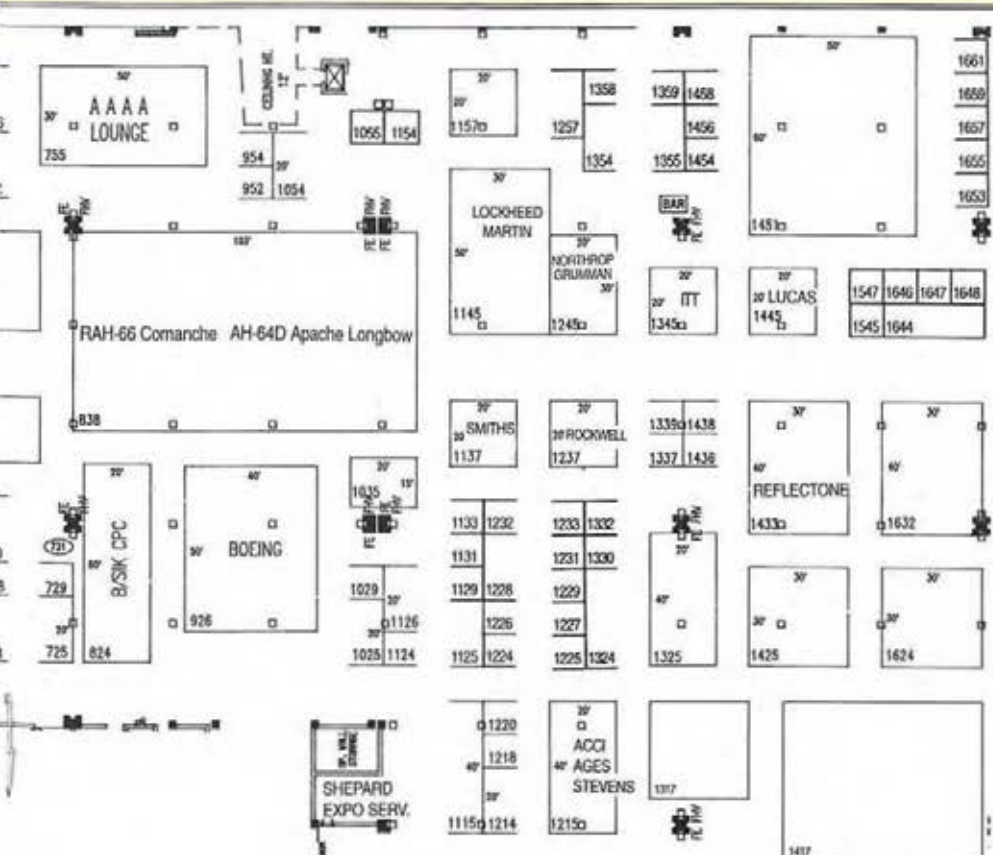
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 Evans & Sutherland Computer Corp.....333
 EZ INFO, INC.....1332
FABRICO DRY STORAGE SYSTEMS ...129
FANA SHRINK WRAP DIVISION
 Fairchild Defense, Orbital.....326
 FlightSafety International552
 FLIR Systems, Inc.....729
GE AIRCRAFT ENGINES537

GE ENGINE SERVICES
 GEC-Marconi North America1233
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| Northrop Grumman Corporation | 1245 |
| Opryland Hotel | 229 |
| Parker Aerospace | 631 |
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| Collins Avionics & Communications Div. | |
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| SENIOR FLEXONICS, INC., SSP DIV..... | 235 |
| The Shephard Press | 954 |
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|-------------------------------|-------------|
| TEAC America, Inc..... | 1035 |
|-------------------------------|-------------|

| | |
|---|------------|
| Telephonics Corporation | 657 |
| Communication Systems Division | |
| TESLA INDUSTRIES, INC | 227 |
| Times Microwave Systems..... | 1131 |
| Tracor Aerospace..... | 1228 |
| Tracor Flight Systems | |
| Trimble Navigation Ltd. | 1436 |
| United Technologies Corporation | 635 |
| Pratt & Whitney Canada | |
| Sikorsky Aircraft | |
| Unitron Incorporated..... | 1133 |
| USAA | 324 |
| Veridian | 557 |
| Vietnam Helicopter Pilots' Association..... | 1218 |
| Vietnam Helicopter Crew Members Asso. (VHCMA) | 1220 |
| VITRONICS, INC | 338 |

"A Leader in R&D and IT Services Visit our booth to see how we can solve your cosite interference problems.

| | |
|----------------------------|------------|
| Vitronics Inc. | 338 |
|----------------------------|------------|

| | |
|------------------------------|------|
| Wing Enterprises, Inc. | 1545 |
| Wyle Laboratories, Inc. | 237 |

GOVERNMENT EXHIBITORS

| | |
|--|------|
| ARNG Aviation & Safety | 1317 |
| ATIRCM/CMWS JPO, PEO-AVN | 1257 |
| Aviation Applied Technology Dir., AVRDEC | 253 |
| Apache Aircraft | |
| Aviation RDE Ctr. (AVRDEC), USAAMCOM | 252 |
| Aviation Systems Division, USA Yuma | 1157 |
| Proving Ground (USA YPG) | |
| CECOM C2SID | 1354 |
| CECOM Software Engineering Directorate | 1355 |
| Corpus Christi Army Depot (CCAD)..... | 1646 |
| Defense Supply Ctr Columbus (DSCC) | 1458 |
| GSA/FSS/TAC | 1454 |
| PERSCOM | 1324 |
| Officer Personnel Management Dir. | |
| Avn Branch & Warrant Officer Div - AVN | |
| Enlisted Personnel Management Dir. | |
| PM AEC - Aviation Electronic Combat..... | 1451 |
| Tobyhanna Army Depot..... | 1359 |
| US Army Aeromedical Research Lab | 1648 |
| U.S. Army Aviation & Missile Command (AMCOM) | 1214 |
| U.S. Army Aviation Center | 1624 |
| U.S. Army Aviation Center | 1425 |
| Dir. of Training, Doctrine & Simulation | |
| USA Aviation Technical Test Center | 457 |
| USA Operational Support Airlift Agency | 1456 |
| (OSAA) | |
| USA Redstone Technical Test Center..... | 1647 |
| US Army Vehicle Technology Center | 1547 |
| Army Research Lab | |
| NASA Langley Research Center | |
| US Army Space & Missile Defense Cmd | 1115 |
| U.S. Army Simulation, Training and | 1325 |
| Instrumentation Command (STRICOM) | |
| U.S. Army Simulation, Training and | 1417 |
| Instrumentation Command (STRICOM) | |
| 160th Special Opns. Avn. Regt. (ABN)..... | 159 |
| Recruiting | |
| 160th Special Opns. Avn. Regt. (ABN)..... | 157 |
| Aviation Life Support Element (ALSE) | |
| 160th Special Opns. Avn. Regt (ABN)..... | 155 |
| MPS - Mission Planning Station | |
| ELAS-Electronic Logbook Automated System | |
| 160th Special Opns. Avn. Regt. (ABN)..... | 153 |
| TOPSCENE "Tactical Operational Scene" | |
| MANCS-1 Mobile Air/Nitrogen Charging Stn | |
| 21st Cavalry Brigade (AC) | 1632 |

Advertisers Index

| | |
|--|-------|
| AAR Tactical Systems | 56 |
| Acme Electric Aerospace Division | 21 |
| Boeing Aircraft & Missiles Division | Cov 1 |
| Boeing Sikorsky Aircraft Support | 3 |
| Canadian Marconi Company | 29 |
| Contract Fabrication & Design, Inc. | 41 |
| Corrosion Technologies Corporation..... | 56 |
| DynCorp..... | 5 |
| EFW, Inc. | 51 |
| Embry-Riddle Aeronautical University | 52 |
| GE Aircraft Engines | 19 |
| Gulfstream Aerospace Corporation | 33 |
| Israel Aircraft Industries | 49 |
| ITT Avionics Division | 13 |
| ITT Night Vision | 15 |

| | |
|--|----|
| H. Koch & Sons Co. | 58 |
| Litton Applied Technology | 65 |
| Lockheed Martin | 9 |
| MBNA | 4 |
| Membership Services | 55 |
| Merrill Lynch..... | 54 |
| Monsanto/Sky Kleen | 59 |
| Parker Bertea Aerospace | 31 |
| Raytheon Aerospace, Contract Field Teams | 25 |
| Raytheon Optical Systems | 43 |
| Reflectone, Inc. | 45 |
| Robertson Aviation, Inc. | 17 |
| Rockwell Collins, Inc. | 67 |
| Sabreliner Corporation | 47 |
| SEI Industries | 16 |

| | |
|--|-------|
| Short Brothers (USA), Inc. | 68 |
| Sierra Technologies, Inc. | 37 |
| Sikorsky Aircraft | Cov 2 |
| Simula Safety Systems, Inc. | 39 |
| SkyHook Technologies | 20 |
| Smiths Industries | 6 |
| Stanley Manufacturing..... | 24 |
| Stanley Storage Systems..... | 32 |
| Stevens Aviation, Inc. | 27 |
| St. Louis University..... | 57 |
| TEAC America, Inc. | 11 |
| USAA Corporate Marketing..... | 53 |
| USAA Investment Management Company | 61 |

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On March 1, 1998, membership in AAAA's 63 Chapters totalled 11,513 members, or 85% of the Association's 13,464 members. The 63 Chapters are divided into three categories based on their 1 January memberships.

* The Master Chapter category includes the 17 largest Chapters with 170 or more members and covers 8,216 members or 61% of the total membership.

** The Senior Chapter category of 15 Chapters with 80-169 members, equalling 1,763 members or 13% of the total membership.

*** The AAAA Chapter category of 31 Chapters having 25-79 members, comprising 1,534 members or 11% of the total membership.

1,951 members, or 15% of the total membership reside in areas where there are no AAAA Chapters.

AAAA NATIONAL AWARD WINNERS



Aviator of the Year

Sponsored by Sikorsky Aircraft, Division of UTC

CW4 Michael E. Sheldon

D Troop, 1st Squadron, 10th Cavalry, Aviation Brigade, 4th Infantry Division

CW4 Michael Sheldon is the OH-58D (R)'s expert for the improved Kiowa Warrior being fielded today.

During 1997, CW4 Sheldon was directly responsible for the success of the Air Cavalry Troop at the Task Force XXI Army Warfighting Experiment (AWE) in March 1997.

As the troop SIP, CW4 Sheldon had the responsibility to develop a training program for the aviators within the troop and conduct the training on the new systems in the aircraft. The ground training program CW4 Sheldon developed saved numerous blade hours and provided a focused training program that was adopted by Fort Rucker as the standard for instructing Kiowa Warrior pilots on the newest aircraft systems. Even more difficult was the actual training on the aircraft because software changes on the systems were arriving every two weeks. Every training exercise the troop went on in preparation for the AWE, the software was different, requiring pilots to learn something new every exercise as well as focus on the mission. In the final analysis, the NTC Observer Controllers stated this was the finest troop they had ever seen.

CW4 Sheldon not only has completed all these tasks for the AWE and the current production Kiowa Warriors, he did them while performing his duties as the troop SIP. He flew over 200 hours in the last year, over 50% with NVGs which brought him to almost 5,000 total flight hours in his short career.

Because of his dedication, technical and tactical knowledge, the Kiowa Warrior is progressing into the future as an even better airframe than it was just a year ago and his troop has some of the best pilots in the Army today.



Aviation Soldier of the Year, Sponsored by Bell Helicopter Textron

SPC Michael R. Swingle

D Company (AMC), 82nd Aviation Brigade

SPC Michael R. Swingle is the 1997 AAAA Soldier of the Year because his hard work, initiative, and pursuit of excellence as a 77F in the 82D Aviation Brigade make him stand out amongst his peers.

During 1997, SPC Swingle participated in eight aerial gunneries, two JRTC rotations, three JRTC train-ups, ten WETHAWK operations, three Deck Landing Qualifications, and numerous refuel operations throughout the brigade for a total of over 200 days in the field.

On a recent JRTC rotation, SPC Swingle received the "Hero of the Battle" award from the JRTC staff for his actions involving the establishment, setup, and security of an airborne FARP. On another exercise during the same deployment, SPC Swingle was refueling an OH-58D when the Closed Circuit Refuel (CCR) nozzle catastrophically failed. The failure caused a large amount of fuel to spray, uncontrollably, towards the aircraft. SPC Swingle immediately shut off the fuel flow, placed the nozzle against his body and dropped to the ground. He maneuvered the hose to a safe area away from the running aircraft. Soaked in fuel, SPC Swingle's actions were both fearless and instinctive and prevented a potentially deadly aircraft accident.

His support to the unit and aviation is the result of dedication, initiative, and selfless sacrifice.

SPC Swingle's work ethic and support of Army Aviation is second to none.



Joseph P. Cribbins Department of the Army Civilian Award

Sponsored by The Boeing Company

Diane Ottolini

formerly Chief of Civilian Personnel Office, U.S. Army Aviation and Troop Command

Mrs. Diane Ottolini is recognized for unrivaled efforts in planning, developing and executing the thousands of personnel actions necessary for BRAC transfer of over 1,900 civilians from the U.S. Army Aviation and Troop Command (ATCOM) in St. Louis, Missouri to the newly activated U.S. Army Aviation and Missile Command (AMCOM) in Huntsville, Alabama. While completing this mission in the shortest timeline in the history of BRAC actions, she also concurrently executed the tasks associated with retiring, placement, and other disposition of the Aviation personnel not making the transfer. Her efforts resulted in the continued availability of civilian skills and experience extremely critical to the continued development, fielding and support of Army Aircraft during this very turbulent period.

Mrs. Ottolini's extreme dedication to a successful transfer of all these valuable personnel assets was recognized by ATCOM, the U.S. Army Materiel Command (AMC) and the Department of Army when, in December of 1997, she became the first civilian in the 44 year history of ATCOM and its predecessor organizations to be awarded The Exceptional Civilian Service Award, the highest performance award a Department of Army Civilian can receive.

Mrs. Ottolini's retirement and the "turning out of the ATCOM lights" occurred concurrently on 3 January 1998 when she was one of the very last to leave, assuring no loose ends had been left, and everything had been completed.



James H. McClellan Aviation Safety Award, Sponsored by GE Aircraft Engines

CW4(P) John H. Aberg

160th Special Operations Aviation Regiment (Airborne)

During 1997, CW4(P) John H. Aberg's tireless efforts to infuse "Force Protection" as the non-negotiable precursor to all mission planning and training events for the 160th Special Operation Aviation Regiment, (Airborne) netted more than a 70% reduction in aviation accidents. This achievement is even more remarkable when it is considered that his unit has a 35,000 plus annual flying hours program spread across 137 aircraft and four separate battalions, two separate companies, three installations, and five theaters of operation. Through 12 JRTC rotations, three warfighting CINC joint service exercises, Emergency Deployment Readiness Exercises and classified deployments, CW4(P) Aberg's sage counsel has permeated the special Operations continuum from philosophy to application.

CW4(P) Aberg's safety program is the model for the Army. His painstaking statistical analysis of 18 years of SOA incidents is formulating the software data basis for state-of-the-art digital integration with automated mission planning that will eventually be the Army's "Force Protection" application concept to achieve Vision 2010.

Uncompromising work ethic, dogged pursuance of exacting answers to unresolved issues, and adherence to the special operations soldier standards have thrust CW4(P) Aberg to the pinnacle of highest respect, not only in his MACOM, but to the forefront of all Army Aviation Safety Officers.



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AAAA NATIONAL AWARD WINNERS



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Outstanding Aviation Unit (ARMY), Sponsored by The Boeing Company 1st Battalion, 1st Aviation Regiment, Aviation Brigade, 1st Infantry Division

1st Battalion, 1st Aviation Regiment, spent seven and a half months deployed to Bosnia as the Theater's 1st Stabilization Force's (SFOR) Operational Reserve. The Task Force consisted of 18 Apaches, 10 UH-60s, four OH-58Ds (for 2 months), 188 pieces of rolling stock, and 301 personnel. The Task Force safely conducted reconnaissance, surveillance, security, air assault and attack operations as part of the SFOR Operational Reserve to enforce the military provisions of the Dayton General Framework Agreement for Peace.

The deployment was a tremendous success ranging from attack assets providing essential surveillance and security during the simultaneous seizure of six civil police stations in Banja Luka, recovering 12 tons of illegal weapons, to providing crucial intelligence for SFOR ground forces as they halted 54 buses loaded with hard liners intent on inciting violence and destabilizing the legitimate government of the Republic of Serbia. The Gunfighters also conducted sensitive reconnaissance operations in Multinational Division Southeast, and provided critical transport for the U.S. Ambassador to the United Nations, and the Secretary of State Madeleine Albright during their visits to Bosnia.

In 1997, the 1st Battalion, 1st Aviation Regiment helped to deter resumption of hostilities of the Entity Armed Forces in all three Multinational Division sectors in the Bosnian Theater of operations. Consequently, they were on the leading edge of multinational peace operations doctrine, and maintained the highest standards in gunnery, force protection, and maintenance.

Outstanding Aviation Unit (USAR) Sponsored by AlliedSignal Engines B Company, 6-52nd Aviation (TA)

The members of Company B, 6-52nd Aviation, have distinguished themselves through superior service in fixed wing aviation support from the headquarters at Dobbins ARB, Georgia to a Platoon at Fort Rucker, Alabama. During 1997, they operated C-12F and R, and were the first U.S. Army Reserve Unit to operate the UC-35 Cessna Citation Ultra, which marked the first time jet aircraft were assigned to a Combat Unit in U.S. Army Reserve. Also during 1997, the unit participated in BLUE FLAG 97, supported 3rd U.S. Army, ROVING SANDS 97, and deployed two C-12 aircraft and six aircrews for three weeks to Fort Bliss, Texas. In addition, the unit deployed eight individual Pilots on 179 day tours to OPERATION JOINT ENDEAVOR, received a FORSCOM Aviation Safety Award, and was selected as the FORSCOM UC-35 Training Detachment host facility, and support unit. The unit completed 101% of Flight Hour Allocation with no accidents, and achieved C-2 rating on readiness, and completed 99% of all assigned Joint Airlift Missions.

Successfully operating a model "Total Force" concept daily by integrating TPU, AGR, Mil-Tech and Active Duty (RA) personnel, the unit is currently 50% USAR and 50% RA and enjoys a seamless working relationship with superior rapport. The unit overcame hundreds of problems to meet every standard and assignment while coping with significant personnel shortages, established the two new Flight operations in record time, developed all new SOPs, and passed FORSCOM and USARC ARMS Inspections with commendable results.



1LT Michael J.
Livatino



SPC Zachary K.
Taylor

Outstanding Aviation Unit (ARNG) Sponsored by AlliedSignal Engines 126th Medical Company (AA)

In 1997, the 126th Medical Company (AA) was the first Army National Guard Air Ambulance unit to field the UH-60A Black Hawk Helicopter. Throughout this demanding transition, the unit trained, maintained, and conducted real world missions in response to natural disasters including: Flood Relief mission support, Search and Rescue of civilians, Unit Level Logistics System-Aviation fielding, Aviation Resource Management Survey, JTX (Navy/Marine/Army) Annual Training Kemal Blitz 97, and Wildfire Suppression.

During flood relief operations, the unit members remained activated for 39 days and flew 125 hours. During the year, the unit conducted 25 search and rescues missions of civilians, eleven of which were conducted at elevations above 12,000 feet on Mounts Shasta and Whitney and required the use of the high performance rescue hoists while the patients required urgent to critical emergency medical care.

This unit is comprised of citizen soldiers who possess a strong desire to serve their nation, state and communities and are committed to excellence in training and readiness.



MAJ Manuel
Anthony Lascano



1SG Eugene Joe
Baker

Robert M. Leich Award Sponsored by the Northrop-Grumman Corporation Directorate of Combat Developments, U.S. Army Aviation Center

The Directorate of Combat Developments (DCD), United States Army Aviation Center, Fort Rucker, Alabama, is recognized for over four decades of sustained, diligent contributions to Army Aviation.

The Directorate excelled in the development of warfighting requirements that contributed immeasurably to the service of Army Aviation and our nation's defense. Throughout this sustained period, the Directorate helped lay the foundation for the expansion of Army Aviation during the Vietnam era, ultimately leading to the establishment of today's modernized fleet of Black Hawks, Apaches, Chinooks, and Kiowa Warriors. DCD's diligent work assures that our aviation forces are the finest in the world.

As a critical member of the Army Aviation team since 1956, no other organization has contributed more to Army aviation and answered the modernization needs of our warfighting aviation soldiers and units in the field, than the Directorate of Combat Developments.



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1998 AAAA HALL OF FAME INDUCTEES

Col. Robert F. Cassidy (Ret.)



Col. Robert F. Cassidy's long and distinguished career spanned the entire early history of U.S. Army aviation, from the establishment of the first liaison squadrons through the Vietnam era. Following his World War II service as an instructor in liaison aviation and as an artillery observer in the Pacific, Cassidy played a major role in the development of post-war pilot-training programs, was a key player in the transfer of logistic support for Army aircraft from the Air Force, oversaw the procurement of H-21 and H-34 helicopters, and guided the pre-Vietnam development of such key aircraft as the H-37, UH-1 and OV-1. In his final assignment - as assistant commandant of the U.S. Army Aviation School - Cassidy directed the rapid expansion of war-

rant officer training and of the aircraft maintenance program that were so vital to Army aviation during the growing conflict in Vietnam.

CWO 4 William T. Hargrove Sr. (Ret.)

CWO 4 William T. Hargrove Sr. began his 30-year Army career as an enlisted combat engineer in the Korean War. Following graduation from one of the first WOC classes, he went on to play a major role in the flight testing of the several prototype aircraft, including the one that ultimately became the UH-1 Iroquois. Hargrove's service as a CH-34 pilot in southern Europe was followed by tours of duty in Vietnam, where he served as both a UH-1 pilot and a unit maintenance officer. By the time of his 1981 retirement from active duty Hargrove had amassed an enviable record of professional achievement, including 7,200 accident-free flight hours, 1,200 combat flight hours and 22 aircraft type qualifications.



CWO 5 Randolph W. Jones

During his 30 years of service to the Army and the nation CWO 5 Randolph W. Jones has played a key role in the development of tactics and techniques for special operations aviation, and has been a true pioneer in the use of night vision goggles (NVGs). A veteran of combat in Vietnam, Panama, Saudi Arabia and Somalia, Jones is currently a joint mission planner, senior flight lead, instrument flight examiner and standardization instructor pilot. He has 9,120 hours of accident-free military flight time, 1,100 hours of which were in combat and over 3,000 of which have been with NVGs. Jones was promoted to CWO 5 below the zone by the Army's first CWO 5 promotion board, and was AAAA "Aviator of the Year" in 1992.



PFC Garfield M. Langhorn (Deceased)

While assigned to the 1st Aviation Brigade's C Troop, 7th Squadron, 17th Cavalry, PFC Garfield M. Langhorn was awarded the Medal of Honor for conspicuous gallantry and intrepidity in action above and beyond the call of duty during combat action in Vietnam on Jan. 15, 1969. The radio operator for a platoon attempting to rescue the crew of a downed AH-1 Cobra, Langhorn distinguished himself by coordinating the efforts of orbiting aircraft after his platoon was ambushed by enemy forces. He protected wounded comrades from intense fire and ultimately threw himself upon an enemy hand grenade thrown into the survivors' midst, sacrificing himself so that others might live.



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1998 AAAA HALL OF FAME INDUCTEES

Spec. 4 Joseph G. LaPointe Jr. (Deceased)

A medical aidman with the 2nd Squadron, 17th Cavalry, 101st Airborne Division, Spec. 4 Joseph G. LaPointe Jr. was awarded the Medal of Honor for his actions during ground combat in Vietnam on June 2, 1969. During a combat helicopter assault mission LaPointe's unit encountered entrenched enemy forces soon after leaving the landing zone. He braved heavy enemy fire to render aid to several severely wounded comrades, and was himself repeatedly hit. He continued to shield the wounded with his own body until mortally wounded by an enemy hand grenade.



Lt. Col. Donald F. Luce (Deceased)

A supporter of Army aviation both in and out of uniform, Lt. Col. Donald F. Luce began his long and distinguished career during World War II. Recalled to active duty in 1948, he served in Europe until 1954, during which time he established Heidelberg Army Airfield, Germany. Luce went on to play a key role in the Army's development of its own aircraft maintenance infrastructure and, as the first director of maintenance at Corpus Christi Army Depot, Texas, pioneered many innovative support programs. Following his 1969 retirement Luce spent many years representing AVCO Lycoming in St. Louis, Mo., and remained a staunch supporter of Army aviation and of AAAA until his death.

SFC Louis R. Rocco, Ret.

While assigned to U.S. Military Assistance Command, Vietnam, SFC Louis R. Rocco was awarded the Medal of Honor for conspicuous gallantry and intrepidity in action above and beyond the call of duty on May 24, 1970. On that date the helicopter carrying Rocco and the medical evacuation team he'd volunteered to accompany was downed by intense enemy fire. Despite his own grave injuries Rocco rescued the helicopter's crew from the burning wreckage and carried them to safety at nearby friendly positions, and continued to care for his wounded comrades until he himself lost consciousness.



Brig. Gen. Joseph B. Starker (Deceased)

A true visionary, Brig. Gen. Joseph B. Starker played a vital role in the development of modern Army aviation. A member of the trend-setting Howze Board, Starker put the board's innovative concepts to the test in Vietnam as commander of the 11th Combat Aviation Battalion. He was then a key player in the development of the Army's Advanced Aerial Fire Support System - which ultimately led to the creation of the AH-64 Apache - and returned to Vietnam to command the 17th Aviation Group. His post-Vietnam assignments included command of the Combat Developments Experimentation Command and time as the 1st Cavalry Division's assistant division commander, a post he held until he was killed at age 46 by a drunk driver. It was a tragic and untimely end for one of the giants of Army aviation.

CWO 5 Benjamin A. Van Etten Jr., Ret.

Few Army aviators have had careers as varied and remarkable as that of CWO 5 Benjamin A. Van Etten Jr. Beginning his service as an enlisted crew chief, he went on to flight school and ultimately flew in Germany and Vietnam. Following service as a civilian flight instructor at Fort Wolters, Texas, Van Etten spent five eventful years in Southeast Asia as a flight captain for Air America. He remained active in both civilian and Army Reserve aviation following his return to the United States, and returned to active duty in 1981. He went on to serve with the U.S. Army Helicopter Team, saw duty in Grenada, Saudi Arabia and Somalia, and was until recently chief of the Aviation Logistics Management Division in support of the XVIII Airborne Corps.





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**AAAA ANNUAL CONVENTION
Tuesday, March 31, 1998**

12:00 Noon - 5:00 PM CCC Room 217D
Registration and Ticket Sales

**AAAA ANNUAL CONVENTION
Wednesday, April 1, 1998**

8:00 AM - 8:00 PM CCC Room 217D
Registration and Ticket Sales

8:00 AM - 6:00 PM Charlotte Golf Links
Iron Mike Chapter Golf Tournament

8:00 AM - 6:00 PM Adam's Mark Hotel
Tennessee Valley Chapter Racquetball Tournament

12:30 PM - 1:30 PM CCC Room 217A-B
National Executive Board Luncheon

1:30 PM - 4:15 PM CCC Room 213D
National Executive Board Meeting

4:15 PM - 5:00 PM CCC Room 219B
Awardee Briefing

5:00 PM - 6:00 PM CCC Ballroom Terrace
**Exhibit Managers Briefing & Reception
(By Invitation Only)**

6:00 PM - 8:00 PM CCC Halls B-C
**Exhibit Hall Grand Opening
& Early Birds Reception**

**AAAA ANNUAL CONVENTION
Thursday, April 2, 1998**

7:00 AM - 5:00 PM CCC Room 217D
Registration and Ticket Sales

7:45 AM - 8:45 AM CCC Room 219B
Speakers & Awardees Breakfast

7:45 AM - 8:45 AM CCC Ballroom A-B
Eye Opener Coffee Break

8:00 AM - 5:00 PM CCC Room 211B
**Press Room Open
(Sponsored by GE Aircraft Engines)**

8:45 AM - 12:00 Noon CCC Ballroom
**ARMY AVIATION:
FORCE OF CHANGE...FORCE OF DOMINANCE
OPENING PROFESSIONAL SESSION &
AAAA ANNUAL MEMBERSHIP MEETING**

8:45 AM - 9:15 AM
**Welcome & AAAA Annual Report
Membership Awards & National Elections**
MG JOHN D. ROBINSON, RET.
President, AAAA

**AAAA ANNUAL CONVENTION
Thursday, April 2, 1998**

9:15 AM - 9:45 AM
Keynote Address
GEN Henry H. Shelton
Chairman, Joint Chiefs of Staff

9:45 AM - 10:30 AM
**Presentation of AAAA National
Unit & Individual Awards**

10:30 AM - 11:00 AM
Refreshment Break

11:00 AM - 11:30 AM
AMCOM Commander's Address
MG Emmitt E. Gibson
Commanding General, USAAMCOM

11:30 AM - 12:00 NOON
PEO Aviation's Address
MG James R. Snider
PEO Aviation

12:00 Noon - 4:30 PM CCC Bus Stop
SPOUSE PROGRAM
"Boutiques & Antiques" Tour
Buses will depart PROMPTLY at 12:00 noon from the Charlotte
Convention Center and return to all AAAA Hotels.

12:00 Noon - 5:00 PM CCC Halls B-C
Army Aviation Technology Exhibition Open

12:00 Noon - 5:00 PM CCC Halls B-C, Booth #1324
PERSCOM Career Guidance

12:00 Noon - 2:00 PM CCC Halls B&C Food Area
Exhibit Hall "Little Italy" Buffet Luncheon

2:00 PM - 5:00 PM CCC Room 213D
Scholarship Board of Governors Meeting

6:00 PM - 7:00 PM Adam's Mark Carolina Foyer
Hall of Fame Ticket Pickup & Sales

6:30 PM - 9:00 PM Adam's Mark Carolina Ballroom
Hall of Fame Dinner

9:00 PM - 1:00 AM Adam's Mark Hotel
AAAA Chapter Receptions
Bus Service to and from AAAA Hotels.

"At the Races"
Symphony Ballroom IV
Air Assault Chapter, Fort Campbell, KY
Central Florida Chapter, Orlando, FL
Flying Tigers Chapter, Fort Knox, KY
Greater Atlanta Chapter, Atlanta, GA
Iron Mike Chapter, Fort Bragg, NC
Monmouth Chapter, Fort Monmouth, NJ
Savannah Chapter, Savannah, GA

"A Little Bit of Texas"
Symphony Ballroom I-II-III
Corpus Christi Chapter, Corpus Christi, TX
North Texas Chapter, Dallas-Ft. Worth, TX
Phantom Corps Chapter, Fort Hood, TX

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- Very fast installation
- Backpack accommodation
- Maximized mission utilization
- Light weight

MATA's Crashworthy Troop Seats have been approved and are being installed on the U.S. Marine Corps Osprey (V-22), the MD-Explorer and the U.S. Navy CH-53. The seats can be adapted for other military helicopters including the UH-1; H-3; CH-46 and CH-47.

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The U.S. Navy has recently selected MATA's Crashworthy Troop Seats for installation on its CH-53 helicopter fleet

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Europe Tel: (353)1-46-40-47-47. Fax: (353)1-47-45-73-22.

MATA's CH-53
Crashworthy
Troop Seats

**AAAA ANNUAL CONVENTION
Friday, April 3, 1998**

8:00 AM - 5:00 PM CCC Room 217D
Registration and Ticket Sales

8:00 AM - 9:00 AM CCC Room 219B
Speakers & Awardees Breakfast

8:00 AM - 9:00 AM CCC Ballroom
Eye-Opener Coffee Break

8:00 AM - 5:00 PM CCC Room 211B
Press Room Open
(Sponsored by GE Aircraft Engines)

9:00 AM - 3:00 PM CCC Bus Stop
Spouse Program
"Around the Town" City Highlights Tour
Buses will depart PROMPTLY at 9:00 a.m. from the Charlotte Convention Center and return to all AAAA Hotels.

9:00 AM - 11:30 AM CCC Ballroom
FRIDAY MORNING PROFESSIONAL SESSION

9:00 AM - 9:30 AM
Aviation Branch Chief's Address
MG Daniel J. Petrosky
Aviation Branch Chief and Commanding General
U.S. Army Aviation Center & Fort Rucker, AL

9:30 AM - 10:00 AM
"Mechanized Warfare in the 21st Century"
MG George H. Harmeyer
Commanding General
U.S. Army Armor Center

10:00 AM - 10:30 AM
Refreshment Break

10:30 AM - 11:00 AM
Artillery Branch Chief's Address
MG Leo J. Baxter
Commanding General,
U.S. Army Field Artillery Center

11:00 AM - 11:30 AM
USAOPTEC CG's Address
MG Larry G. Lehowicz
Commanding General
U.S. Army Operational Test & Evaluation Command

11:30 AM - 5:00 PM CCC Halls B-C
Army Aviation Technology Exhibition Open

11:30 AM - 5:00 PM CCC Halls B-C, Booth #1324
PERSCOM Career Guidance

11:30 AM - 1:30 PM CCC Halls B-C Food Area
Exhibit Hall "Country BBQ" Buffet Luncheon

1:00 PM - 3:00 PM CCC 213A
"Marketing Yourself for a Second Career"
COL Jerry Crews, Ret.
Deputy Director, TOPS
The Retired Officers Association (TROA)

**AAAA ANNUAL CONVENTION
Friday, April 3, 1998**

9:00 PM - 1:00 AM Adam's Mark Hotel
AAAA Chapter Receptions
Bus Service to and from AAAA Hotels.

"Southern Comfort"
Mecklenburg Ballroom
Aviation Center Chapter, Fort Rucker, AL
Arizona Chapter, Mesa, AZ
Morning Calm Chapter, Seoul, Korea
Southern California Chapter, Los Angeles, CA
The USAREUR Region, Europe

"Blues Brothers 2000"
Carolina Ballroom
Colonial Virginia Chapter, Fort Eustis, VA
Connecticut Chapter, Stratford, CT
Lindbergh Chapter, St. Louis, MO
Tennessee Valley Chapter, Huntsville, AL
Washington-Potomac Chapter, Washington, DC

**AAAA ANNUAL CONVENTION
Saturday, April 4, 1998**

7:30 AM - 4:00 PM CCC Room 217D
Registration and Ticket Sales

7:30 AM - 9:00 AM CCC Ballroom
Eye-Opener Coffee Break

7:45 AM - 9:00 AM CCC Room 217A-B
First Light Breakfast
(By Invitation Only)
LTG Paul J. Kern
Military Deputy to the ASARDA

9:00 AM - 12:15 PM CCC Ballroom
SATURDAY PROFESSIONAL SESSION
9:00 AM - 10:30 AM

Operations, Training and Logistics Panel
MG Daniel J. Petrosky (Moderator)
Aviation Branch Chief
& CG, USAAVNC & Ft. Rucker, AL

Panelists:
BG (P) Bryan D. Brown, Director, Requirements & Assessments, J-7, USSOCOM, BG Charles M. Burke, Deputy Commanding General & Assistant Commandant, USAAVNC, MG Robert T. Clark, Commanding General, 101st Airborne Division, BG John M. Curran, Assistant Division Commander (Support), 11D, MG Emmitt E. Gibson, Commanding General, USAAMCOM, & BG Alfred A. Valenzuela, Assistant Division Commander (Support), 31D (MECH).

10:30 - 10:45 AM - Refreshment Break

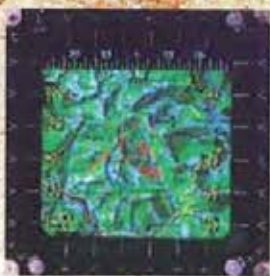
10:45 AM - 12:15 PM
Acquisition & Sustainment Panel
MG James R. Snider (Moderator)
PEO, Aviation

Panelists:
BG Robert E. Armbruster, Jr., Deputy for Systems Acquisition, USAAMCOM, BG Joseph L. Bergantz, PM Comanche, PEO, Aviation, Mr. James T. Caudle, PM Improved Cargo Helicopter, PEO Aviation, LTC Joseph A. Durso, PM Air Traffic Control, USAAMCOM, COL Thomas M. Harrison, Utility Helicopter PM, USAAMCOM, COL Stephen G. Kee, PM Apache, PEO Aviation & LTC James E. Weger, Kiowa Warrior PM, USAAMCOM.

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...schedule of events...

**AAAA ANNUAL CONVENTION
Saturday, April 4, 1998**

9:45 AM - 1:00 PM CCC Bus Stop
Spouse Program
**Brunch/Cruise of Lake Norman in Honor
of AAAA's Awardee Spouses**
Buses will depart PROMPTLY at 9:45 a.m. from the Charlotte
Convention Center and return to all AAAA Hotels.

12:15 PM - 4:00 PM CCC Halls B-C
Army Aviation Technology Exhibition Open

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12:15 PM - 4:00 PM CCC Halls B-C, Booth #1324
PERSCOM Career Guidance

12:15 PM - 2:00 PM CCC Halls B-C Food Area
Exhibit Hall "Taco Bar" Buffet Luncheon

12:15 PM - 2:00 PM CCC Room 217A-B
**AAAA National Executive Group/
Chapter Officer Working Luncheon**

12:15 PM - 2:00 PM CCC Ballroom Terrace
**AAAA 40 Year Member & Cub Club
Reunion & Luncheon**

3:45 PM CCC Halls B-C
AAAA Exhibitor Bingo Drawing!
You must be present to win!

5:30 PM - 7:00 PM Adam's Mark Symphony
Ballroom Foyer
AAAA Banquet Ticket Pickup & Sales

6:00 PM - 6:45 PM Adam's Mark
Symphony Ballroom
AAAA Banquet Reception

6:45 PM - 9:30 PM Adam's Mark
Symphony Ballroom
AAAA Banquet
Guest Speaker
Dr. Kenneth J. Oscar
Assistant Secretary of the Army
for Research, Development & Acquisition
Musical Performance
**82d Airborne Division Band
Woodwind Quintet**

9:00 PM - 1:00 AM Adam's Mark
Mecklenburg Ballroom
AAAA Farewell Dance
Bus Service to and from AAAA Hotels.



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Rotary-wing aviation pioneer **Charles H. Kaman**, chairman and chief executive officer of **Kaman Corp.**, has received the **National Aeronautics Association's Wright Brothers Memorial Trophy**. The award, established in 1948 to honor the memory of Orville and Wilbur Wright, is given annually to an individual for "significant public service of enduring value to aviation in the United States." Previous recipients of the award include Charles Lindbergh, Gen. James

Doolittle, Donald Douglas and William Allen.

The **Sensor and Guidance Products division of Honeywell, Inc.**, has successfully completed in-flight evaluations and demonstrations of the firm's **Advanced Metal Tolerant Tracker (AMTT)** on the AH-64A helicopter. Operating in the high metal content atmosphere of the Apache's rear cockpit, the AMTT demonstrated better sensor tracking accuracies and performance than the current electro-

optical system. The evaluations ended a two-phase Army and Honeywell-funded program to demonstrate a performance enhancement over the current EO system and to explore the potential of the technology in other aircraft requiring a head-tracking function.

The **Longbow Limited Liability Company (LLC)**, a **Lockheed Martin/Northrop Grumman** joint venture, has been awarded a contract for full-rate production of 1,100 radar-guided Longbow anti-armor missiles and associated equipment. The initial U.S. Army Aviation and Missile Command payment was \$106.5 million, with a not-to-exceed final contract value of \$213 million. The LLC already has received orders for 1,396 missiles under two previous Low Rate Initial Production contracts. Longbow - an integrated fire-control radar and missile system developed and built by LLC for the Army - has also been ordered by the British Army.

GEC-Marconi Ltd. - the **General Electric Company's Electronic Systems and Defense Group** - has announced that **Mark H. Ronald**, president and chief executive officer of GEC-Marconi North America Group, will assume increased responsibilities for its **Flight Systems, Aerospace Products and GEC-Marconi Avionics** businesses in the United States. This new \$1 billion aerospace and defense group, headquartered in Wayne, N.J., is comprised of 10 companies and has some 700 employees in the United States, Canada and the United Kingdom.

Raytheon Company has completed its merger with the former **Hughes Aircraft**, resulting in the formation of the **Raytheon Systems Company (RSC)**. The \$9.5 billion transaction combines Hughes' defense operations with those operations formerly part of Raytheon Electronic Systems, Raytheon TI Systems and Raytheon E-Systems. RSC will be headquartered in Washington, D.C., and will focus on five major business segments: defense systems; sensors and electronic systems; command, control and communications (C3I) systems; intelligence, information and aircraft integration systems; and training and services.

The **United Kingdom's Ministry of Defence** has selected the **AN/AAR-57(V) Common Missile Warning System (CMWS)** built by the **Sanders Division of Lockheed Martin** for use in the British Army's **WAH-64 Longbow Apache** attack helicopters. The CMWS will be part of a defensive aids suite intended to protect the British Apaches against radio frequency (RF) and infrared frequency (IR) missiles. Sanders is developing the AN/AAR-57 CMWS under the U.S. tri-Service **Advanced Threat Infrared Countermeasures (ATIRCM)/CMWS** program. ATIRCM and CMWS will be installed on U.S. Army, Navy and Air Force aircraft - including AH-64D Longbow Apaches - in addition to the British Army aircraft.

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DATES: Saturdays, April 18th or July 18th, 1998
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As reported in the July 1997 issue of *Army Aviation Magazine*, a CPC (Corrosion Prevention Compound) used in the Somalia Aircraft Refurbishment Program (SARP), saved \$152K per aircraft for refurbishment of UH-60's and \$192K per AH-1 aircraft. Although not mentioned by name, the CPC used was CorrosionX and it has been substantiated that the total savings to the Army was more than \$4 million. Also, in February 1997, an independent research company recommended that CorrosionX be used by the US Army to protect all its aircraft.

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calendar

- ☞ **Apr 7-9.** Navy League Sea-Air-Space Expo, Washington, D.C.
- ☞ **Apr 7-11.** Naval Helicopter Association Symposium, Jacksonville, Fla.
- ☞ **Apr 9.** 12th Annual Mid-Atlantic Helicopter Safety Seminar, Andrews Air Force Base Officer's Club. Sponsored by Federal Aviation Administration Flight Standards District Office 27. Contact First Helo Squadron (301) 981-2014.
- ☞ **April 16-17.** Fifth East Coast ILPA Gathering, St. Augustine, Fla. For details contact Hamilton D. Upchurch, 700 Wildwood Dr., St. Augustine, Fla., (904) 829-9066 or (904) 797-7557.
- ☞ **Apr 24.** Army Aviation Center Chapter Spring Golf Classic, Silver Wings Golf Course, Fort Rucker, Ala. Contact CWO2 Jim Kennedy, (334) 255-3411.
- ☞ **May 5-8.** Fort Rucker Industry Days, Fort Rucker, Ala. Contact Elton Gordon (334) 503-9540.
- ☞ **May 12-14.** Cargo Helicopter Users Conference, Holiday Inn Research Park, Huntsville, Ala. Contact Patty Barron, (205) 464-9191, e-mail: barronp@aepco.com.
- ☞ **May 18-24.** International Aerospace Exhibition, Berlin-Brandenburg, Germany.
- ☞ **May 27.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Fort Rucker O'Club. Contact CWO2 Jim Kennedy, (334) 255-3411.
- ☞ **July 1-5.** Vietnam Helicopter Pilots Association (VHPA) 15th Annual National Reunion, Fort Worth, Texas. For details call Don Joyce, "Shrimpsboat W4", (407) 870-5367.
- ☞ **July 17-18.** AAAA Scholarship Foundation, Inc. Scholarship Selection Meeting, Arlington, Va.
- ☞ **Aug 18.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Ft. Rucker O'Club. Contact CWO2 Jim Kennedy, (334) 255-3411.
- ☞ **Aug 19-23.** The Army Otter-Caribou Association 13th Annual Reunion. Contact Bruce Silvey, P.O. Box 20471, St. Petersburg, Fla. 33742. Tel: (800) 626-8194.
- ☞ **Sept 18.** Army Aviation Center Chapter Fall Golf Classic Tournament, Ft. Rucker. Contact CWO2 Jim Kennedy, (334) 255-3411.
- ☞ **Oct 24.** Army Aviation Center Chapter 7th Annual Chili 5K Race and Cook-Off, Fort Rucker. Contact Capt. Rich Carroll, (334) 255-3395.

arrivals/departures

CAPTAINS

Farrall, Adrian R., P.O. Box 620204, Fort Rucker, AL 36362.

Loggins, Sidney A., 328 C Quaker Avenue, Philadelphia, NY 13673.

Mabel, Scott E., 307 Candlebrook Drive, Enterprise, AL 36330.EM: smabel555@aol.com

Wilson, Richard D., 383 A Buna Road, Fort Lee, VA 23801.

CW5s/MW4s

Ganphell, David A., 6186 Edsall Road, #152, Alexandria, VA 22304.

CW2s

Pais, Rodney L., 5561 Lockridge Road, Fayetteville, NC 28311.EM: rpais@usa.net

ENLISTED SOLDIERS

Newell, Craig W. SGT, P.O. Box 33241, Fort Lewis, WA 98433.

RETIRED/OTHER

Richardson, Herman R. CW5, 200 Plymouth Road, Wilmington, DE 19803.

CareerTrack

Fixed-Wing Pilots Needed

The Rapid Prototyping Division of the U.S. Army Communications-Electronics Command's Night Vision and Electronic Sensors Directorate laboratory at Davison Army Airfield (DAAF) near Fort Belvoir, Va., needs fixed-wing aviators to pilot De Havilland UV-18 Twin Otter aircraft. This is a three-year need on a five-year contract.

The requirements for qualified Army aviator candidates include: a BA/BS degree (though an MA/MS is a plus), 1,500 hours of fixed wing flight time (with test experience and R&D support a plus), a "Secret" clearance and C-12 experience (with maintenance officer - AMOC - experience a plus). FAA Class II and an Army Class II medical certifications are also required. Candidates must be willing to relocate to within approximately one hour of Fort Belvoir and must agree to attend the two-week-long De Havilland-Flight Safety International Course in Toronto, Canada, upon start.

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locator



The AAAA offers its members the opportunity to contact the National Office for addresses and phone numbers of other members with whom they have lost touch over the years.

In addition, as a service to our members, a brief announcement may be placed in these pages to help locate those who are not AAAA members.

Dear Sirs:

Trying to locate Mica Chandler, Served with 161AHC, Vietnam 1965-66. SSGT. Platoon Sgt. Contact Jason A. Kaatz, 80-11 246th Street, Bellerose, NY 11426-1821.

161ASLT HEL Co. has its own Website that leads to all other Companies and BNs that served in Vietnam. Unit was located 15 miles West of Quinhon. Provide UH-1B&D support to the South Korean Tiger Division, South Korean ROK Marines. Army Special Forces Teams operating throughout Vietnam. Began operations in November 1965 through December 1967. Looking for former members of the unit.

Can also be contacted as follows:
J.Kaatz@worldnet.att.net and
jkaatz@yahoo.com.

Also...does anyone know what happened to the 400 lbs. bell that was in the Chapel on the top of the hill at our base of operations. Need some intell. We would like to bring the bell back from Vietnam and return it to the people of Wyoming Valley who donated it and where our CO resides.

Regards,
Jason A. Kaatz

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Parks College of Saint Louis University invites applicants for the Cobro Maintenance Science Scholarship to be awarded after May 1, 1998 for the semester beginning August 1998. The award will be for a minimum of \$19,000, renewable for up to three academic years.

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Dear Editor:

I just received your latest edition of the Army Aviation magazine. It is a great improvement of the original in which Art Kesten ran off on a mimeograph machine in his basement. But he was a pioneer in the field for which we are grateful.

The primary reason for writing is about the article on Hover Dance. It brought back many memories.

I attended fixed wing training in Waco, Texas at Connally AFB completed in 1949 as a Liaison pilot Air Force rating, graduated from Fort Sill as an Army Aviator in Dec 1949 and as a helicopter pilot June 1951. I think that date places me in the EARLY group of Army helicopter pilots.

As I recall the Helicopter Square Dance team got its start during the time I was at Ft Sill in 1949. I remember it for several reasons. One of our flight instructors was the original Bozo the Clown, he later flunked me on a check ride. He was sent to Korea soon after and served with the 8076 M*A*S*H where I just missed him when I was transferred into the same unit. As it turned out I later served with him in the Seventh Army Flight Detachment, in Stuttgart Germany. His name was Bill Wiltse, he has since passed away in San Antonio TX, lung cancer.

During that same time frame Sep-Dec 1949 I also knew a man named Charlie Martin, who was also a flight instructor at Sill as a civilian. One night he drew my name to be checked out in an L-5, prior to our cross country night flight. When I met Charlie I had survived eight and one half months of flight training. I don't recall if it was the L-5 with the big wheels or the small wheels but one of them was more difficult to handle with wheel landings, than the other. The point is I had a hell of a time getting the airplane to stay under control. The major reason for this problem was that not one of my flight instructors had never taught me to do wheel landings. Soon after that ride Charlie went to the Col Hutton the Commandant of the school and recommended that I be held over for two weeks additional training This was not possible because I was a reservist on active duty for the prescribed length of the school, 9 months, then back to civilian life. I explained to Charlie and Col Hutton that in five years no one would be able to remember who was the best pilot and who was the worst pilot and that rated or not as an Army Aviator, after nine months of training ... I was back to civilian life. They reconsidered their decision and let me graduate. In my career that followed (24 1/2 yrs) I had been the personal pilot for ten General officers, and during my tour with the MASH I had evacuated hundreds of wounded soldiers, I always wanted Charlie to know these facts but never knew where to find him.

Sincerely

H. Edward Ziegler, Major, USA, Retired

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AAAA NEWS

Cool weather didn't stop 69 enthusiastic shooters from competing in the Army Aviation Center chapter's AAAA Shotgun Spectacular held Friday, Feb. 6th, at Fort Rucker's Skeet and Trap range.

"Not to sound corny, but it was a blast!" said Col. Lee Gore, president of the local Army Aviation Association of America chapter. "I had a great time and the tournament was a terrific success!" Many of the other shooters echoed the same favorable comments about the tournament. "It was a lot of fun and I would like to do it again," said Capt. Ed Rhinier, a competitor.

The Shotgun Spectacular was a shooting tournament in which each shooter shot a round of skeet and then a round of trap. Points were awarded for each clay target a shooter hit. The total scores of all shooters were rank ordered to determine the winners. In the team competition, the scores from the 5 members were added together for the team total.

According to Maj. Turner "Tee" Thackston,



Maj. Doug Lilly takes aim as team mates Capt. Ed Rhinier (c) and Staff Sgt. Danny Scarborough (r) watch during skeet portion of the event.

event coordinator, there were 69 competitors, with 50 of the shooters competing on 10 teams. "We had a good cross section of people shooting," said Thackston, "made up of military and civilians of all ages—the youngest being 14 years old." Thackston also said one person drove down from Fort Benning to compete.

The first place team was "The Wrecking Crew" and consisted of Maj. Gen. Daniel J. Petrosky, Fort Rucker's Commanding General; Col. Neal Sealock, 1st Aviation Brigade

ARMY AVIATION CENTER CHAPTER'S AAAA SHOTGUN SPECTACULAR



Happy with their medals, is "The Wrecking Crew" team of: (l to r) Maj. Gen. Daniel J. Petrosky, Col. Neal Sealock, Maj. Gen. Palmer J. Penny, Maj. Gen. Ralph P. Aaron, (not pictured is Col. Neal Sealock). Photo/James Bullinger

Commander; retired Army Cols. Palmer J. Penny and Ralph Aaron of Enterprise, and Bryon Stinson of New Brockton. They each won a gold medallion, a free round of skeet and a box of shells.

The second place team, "The Crows" from the 1st Battalion, 223rd Aviation Regiment, was made up of Capt. David Salter, Chief Warrant Officers Mike Gainey, Tom Johnson and Dave Messerla, and Sgt. First Class Dave Diecico. Each received a silver medallion and a round of skeet.

The third place team "ATC Warriors", representing the 1st Bn, 11th Avn Regt, was comprised of Maj. Jim Bullinger and Doug Lilly, Capt. Ed Rhinier, Chaplain (Capt.) Steve Simpson, and Staff Sgt. Danny Scarborough. All received a bronze medallion and a round of skeet.

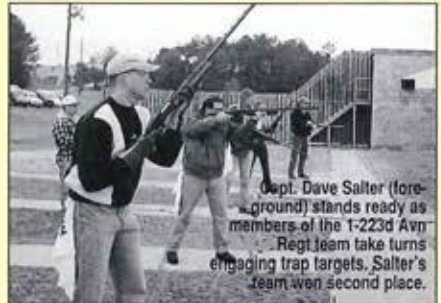
According to Maj. Lilly, captain of the "ATC Warriors", he was surprised at how well his team performed. "When we signed up I had a bunch of rookies," explained Lilly, "They only got one chance before the tournament to shoot a practice round and they all shared the same shotgun. I was blown away when we finished in 3rd place!"

The contest also allowed individual competitors to win prizes. The first, second, and third place shooters were Ralph Aaron of Enterprise, former Marine David Cassens of Ozark, and Bryon Stinson of New Brockton. Aaron won the "Top Gun" plaque, Cassens received the silver

medallion, and Stinson received a bronze medallion. Each of the winners also won a free round of skeet and a box of shells.

Sponsors of the Shotgun Spectacular included: Army Aviation Center Federal Credit Union, Boeing, Fort Rucker Officers' Club, Fort Rucker Skeet and Trap Club, Game Winner Sales, Harden's Gun Shop, Howell Shooting Supplies, Larry's Bar-B-Q, Longhorn Steakhouse, MAC's Gun Shop, Ordnance Depot, Po Boys Guns, Roger's Taxidermy and Supply, Southern Outdoor Sports, and Waylon Jones RV Center.

After the event Gore gave thanks to the volunteers who helped to host the AAAA Shotgun Spectacular. "I would like to thank Lt. Col. Gasper Gulotta, Maj. "Tee" Thackston, the staff of the 1st Bn, 223rd Avn Regt, and the members of the Fort Rucker Skeet and Trap Club for all their hard work in setting up and running this tournament," said Gore. "They've done an outstanding job in hosting



Capt. Dave Salter (foreground) stands ready as members of the 1-223d Avn Regt team take turns engaging trap targets. Salter's team won second place.

the day's activities."

"From the enthusiastic feedback I've received," said Gulotta, "we may try to host another tournament for AAAA this summer."

AAAA is a non-profit, professional and social organization which helps to promote good fellowship and general knowledge among military and civilian persons. The Army Aviation Center chapter is the oldest and largest AAAA chapter with just over 1,700 members in the Wiregrass area.

New Chapter Officers

Aloha:

MAJ Edward F. Kleinschmidt, V.P. Programs

Jimmy Doolittle:

CW5 Lemuell E. Grant, President

North Texas:

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Northern Lights:

MSG Antoinette K. Aila, V.P. Membership

Tennessee Valley:

Mrs. Christine L. Henderson, Secy.

Washington/Potomac:

LTC Arthur J. Sosa, III, Senior V.P.; CPT(P) Curt S. Cooper, Secy; CW5 Guy R. Charlton, V.P. Chapter Affairs

AAAA Soldiers of the Month

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

SGT Brian S. McMurry

November 1997 (Savannah Chapter)

SSG Matthew J. Martin

January 1998 (Savannah Chapter)

PFC Robert A. Kohler, Jr.

February 1998 (Narragansett Bay Chapter)

SPC Joseias N. Sanchez

February 1998 (Iron Mike Chapter)

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Aces

The following members have been recognized as Aces for their signing up five new members each.

Mr. William J. Cannon

In Memoriam

Millie Leich

COL Michael J. Strok, Ret.
COL Edward McMaken, Ret.

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| USAA Florida Tax-Free Income Fund** | ★★★★★ | 5★ | | |
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| <i>Total number of funds rated in the municipal bond funds category:</i> | 1497 | 1497 | 770 | 342 |
| USAA Short-Term Bond | ★★★★ | 4★ | | |
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| USAA Income | ★★★★ | 3★ | 3★ | 4★ |
| <i>Total number of funds rated in the taxable bond funds category:</i> | 1390 | 1390 | 816 | 325 |
| USAA Growth & Income | ★★★★ | 4★ | | |
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| <i>Total number of funds rated in the domestic equity funds category:</i> | 2383 | 2383 | 1344 | 887 |
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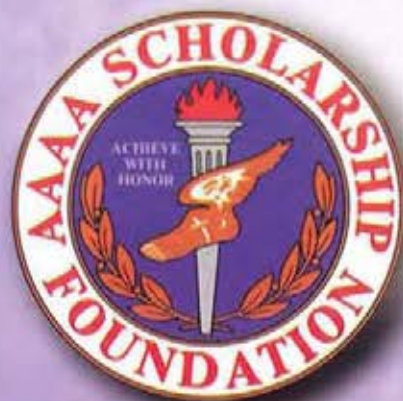


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CW3 Michael L. Zanghi

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1LT Joel F. McGuire

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Mr. Leonard Griffin
Mr. David E. Guild
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Mr. David Ludwigsen
Ms. Linda K. Ross
CW4 Bill L. Walton, Ret.
Mr. Jeffrey R. Wolf

Rucker NCO Wins AAA National Award



Sgt. Ramin H. Panahi received the **AAA Air Traffic Controller of the Year** award at a dinner held on Feb. 5 in Ft. Rucker, Ala.

Assigned to A Company, 1st Battalion, 11th Aviation Regiment, he works as a controller in charge at Cairns Army Airfield.

This award is presented to the air traffic controller who has demonstrated superior performance by selflessly giving of himself to air traffic control above that which is required, according to the citation.

Areas of consideration include performance in unusually adverse emergency situations, development of procedures which have improved safety or efficiency and continuous duty which commands respect of others in the air traffic control field.

Other awards presented during Ft. Rucker Awards Banquet

The Combat Support Air Traffic Control Unit of the Year,
A Company, 3rd Battalion, 58th Aviation Regiment (ATS),
Wiesbaden, Germany



Air Traffic Control Facility of the Year – Theater Army Flight Following Service (Skywatch AFFS), Howard Air Force Base, Panama.



Air Traffic Control Maintenance Technician of the Year, Sgt. 1st Class John Eimer of A Company, 3-58th Avn. Regt.



Air Traffic Control Manager of the Year, Sgt. 1st Class Kenneth E. Russell of C Company, 1st Battalion, 58th Aviation Regiment, Fort Campbell, Ky.



Army Aviation Air/Sea Rescue Award, 68th Medical Detachment (Air Ambulance), Wheeler Army Airfield, Hawaii



AAA Trainer of the Year Award to Chief Warrant Officer 2 Jeffery A. Moss of B Company, 2nd Battalion, 501st Aviation Regiment, Hanau, Germany.

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- **.15 cu. ft.** Δ to the current APR-39A(V)1 system volume
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- **FULL INTEGRATION** with laser and missile warning systems

CREW BENEFITS

- More **POSITIVE IDENTIFICATION** of threats
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AAAA NEWS

AAAA Aviation Center Chapter Awards included:



USAAVNC Robert M. Leich
Award to the Directorate of
Combat Developments



**USAAVNC Army Aviator
of the Year Award to
Chief Warrant Officer 3
Andrew B. Darcangelo,
C Company, 1-2234d
Avn. Regt**



**USAAVNC Army Aviation
Unit of the Year Award,
1st Battalion,
14th Aviation Regiment.**



**USAAVNC James H.
McClellan Aviation
Safety Award, Chief
Warrant Officer 4
Richard L. Hults, HHC,
2st Battalion, 223rd
Aviation Regiment**



**USAAVNC Joseph P. Cribbins Outstanding
Department of the Army Civillian Award, Stephen P.
Rohr, C Company, 1-223rd Avn. Regt.**

AAAA National Awards included:

**AAAA ROTC
Cadet of the
Year Award,
2nd Lt. John
B. Broom**



**The AAAA
Military
Academy
Cadet of the
Year Award,
2nd Lt. Ryan
G. Leonard**



Jerry R. Riley

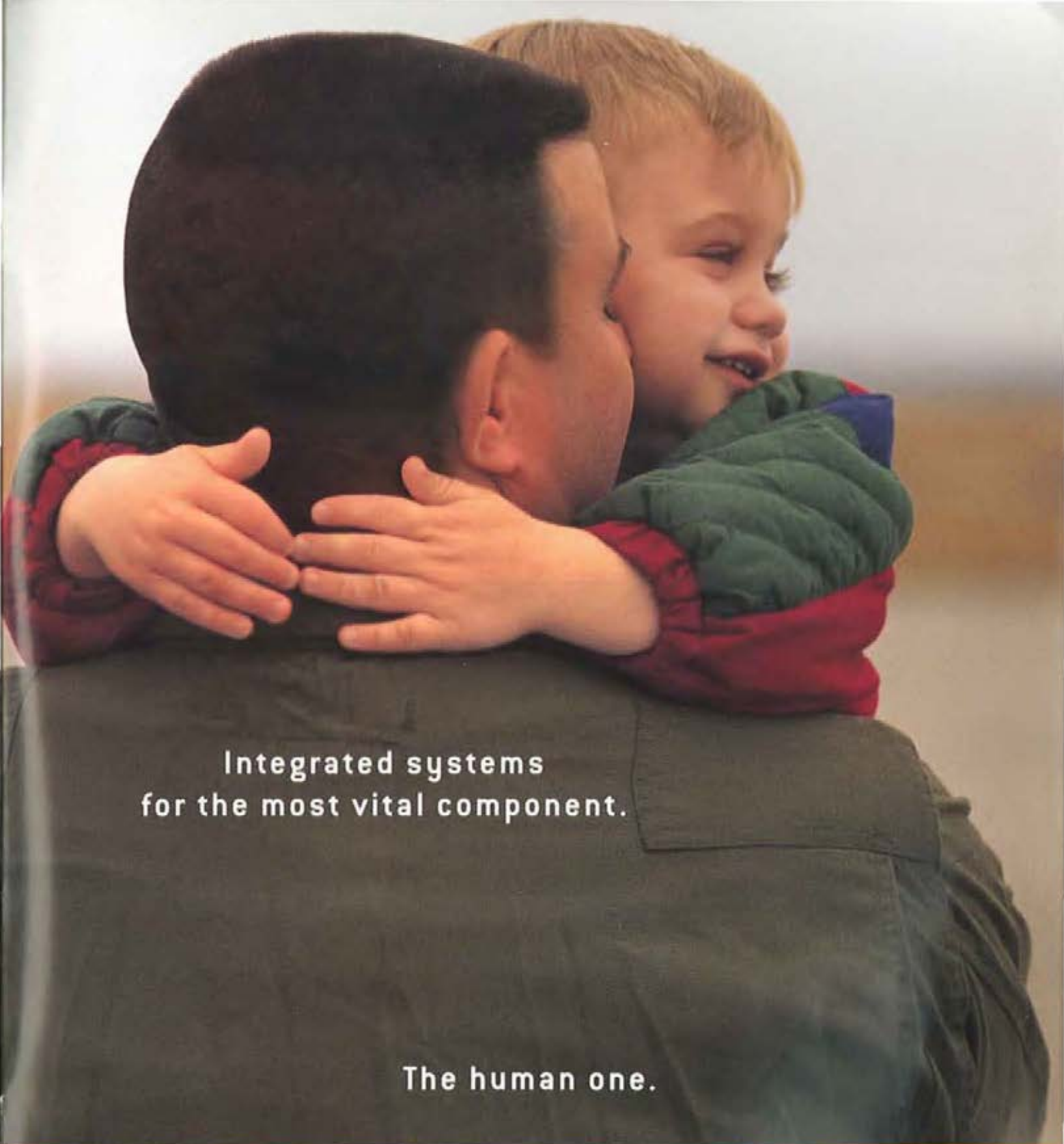


Donald R. Roberts



William Cannon

The Order of Saint Michael Award was also presented to three individuals during the ceremonies. Jerry R. Riley, Donald R. Roberts and William Cannon of Fort Rucker were recognized for their contributions to the promotion of aviation in ways that stand out in the eyes of their seniors, subordinates and peers. Recipients of the award demonstrate the highest standard of integrity and moral character, display an outstanding degree of professional competence, and serve the United States Army Aviation or the civilian community with distinction.



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