

ARMY AVIATION

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Warrant ACIP Increase in Jeopardy

As this issue was going to press, we learned that the legislation (NDAA, FY 98) passed last year that authorized the raising of the peak Aviation Career Incentive Pay (ACIP) from \$650 to \$840 per month neglected to change the corresponding rate on the Warrant Officer table. The bottom line is that this would result in a giant step backward to the pre-1981 days of aviation pay inequity between Warrant Officers and Commissioned Officers.

On 18 December 1969, the AAAA National Executive Board approved a resolution that called for the equalization of flight pay and delivered it to the Office of the Secretary of Defense. Quoting from that original resolution, the rationale was: "...Warrant Officers and Commissioned Officers in aviation units fly side by side and experience the same risks and face the same flight responsibilities..." Victory was finally achieved in 1981. The same rationale applies today.

We understand that both the Department of the Army and the Department of Defense support the continued equalization of flight pay and have taken corrective actions to support this to Capitol Hill. The House Mark in section 614 now redefines "aviation service" for both ACIP and ACP sections of Title 37 and includes Warrant Officers in the increased rate change for 14 years of Aviation service. In addition, as you have doubtless heard by now, the Army plans to offer an ACP bonus for the first time. This redefinition of "aviation service" would allow the Army to fairly and equitably implement this program. The current law restricts the eligibility pool for ACP.

The Office of Management and Budget, we understand, does not concur with these changes and the Senate version does NOT include the corrective language. We must get the Senate to recede to the House language.

AAAA is doing everything it can to address this situation to include writing and visiting Senate leaders. We need all our aviators, commissioned and warrant, to come on line on this and contact your senators to support the House version of this legislation. The impact on morale and WO pilot retention cannot be overestimated. We must all work together to help our elected leaders understand the consequences of this situation.

For almost 30 years AAAA has gone on the record to support the equalization of flight pay for warrant officers. The equality achieved in 1981 must not be overturned. Any ACIP inequity is simply unacceptable.

*John D. Robinson
Major General, Retired
President, AAAA*



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Lynn Coakley

Editor-in-Chief

William R. Harris, Jr.

Editor

Stephen Harding

Contributing Editor

Lisa Eichhorn

Production Manager

Barbara Ross

Circulation Manager

Mary Ann Stirling

Circulation Assistants

Debbie Coley

Mary Ellen Kother

Deb Simons

Advertising

Peter M. Stern

Robert C. Lachowski



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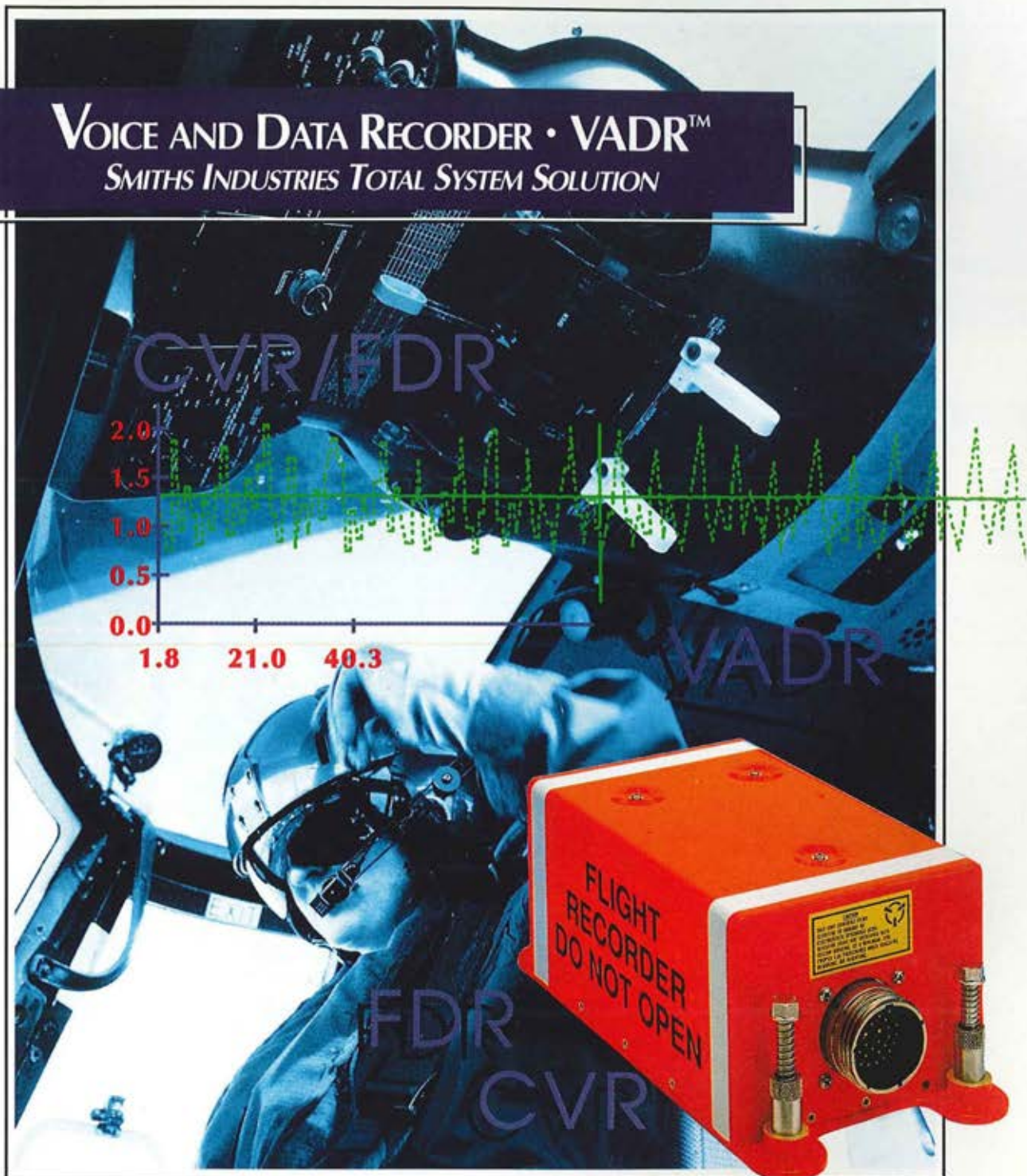
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Army Values & Army Aviation: BUILDING TODAY FOR TOMORROW

BY MAJ. GEN. DANIEL J. PETROS

THE ARMY VALUES

Loyalty

Duty

Respect

Selfless
Service

Honor

Integrity

Personal
Courage

Army Values and Army aviation are inseparable. Aviation exists today because soldiers placed a special trust in Army aviators. In Army aviation there is no substitute for trust and personal adherence to the Army values that underlie it. Every time a pilot and aircrew climb into an aircraft, they trust others with their lives. Every time an aircraft lifts off, the pilot and crew, individually and as a team, bear the responsibility for others' lives and expensive equipment. That trust sprang from long, proven adherence to a set of values that the chief of staff of the Army has recently re-emphasized. The future of Army aviation depends on how well we express and pass on those values today.

Trust and the Army are tightly bound together. Since the birth of the nation, the United States Army is the people. The peasant's cap in the center of the Army seal signifies that special bond. The cap represents the people. The cap's position atop the pike represents the relationship between the Army and the people. The Army serves the people, who put special trust in it.

The Army's faithfulness to its values underlies and sustains that bond. American citizens believe that the Army will always do its duty, be honest and courageous, and maintain loyalty to the Constitution. This belief creates public confidence in the Army. For the Army to fulfill its missions as whole, individual soldiers and civilians at all levels must uphold all of the Army values.

Our values distinguish the Army. Consistency among values, words and acts within the Army is one of the main reasons most people have consistently held soldiers in high respect. We have young people entering the Army today who are meeting some of our values for the first time. It is up to us to teach them. We do that in our courses at Fort Rucker and Fort Eustis and by living our values in our everyday lives.

The chief of staff of the Army approved the theme and design for the Army Core Values Posters campaign. There are eight posters, seven representing the core values and a consolidated poster comprising all values. The distribution is Armywide (Reserve and National Guard units) down to company level. If you haven't seen them, look for and do not change or modify them. These posters are an excellent means of reinforcing to our soldiers that the Army is a values-based institution.

Recently, as part of Gen. Reimer's emphasis on values and heritage, we selected seven Army aviation soldiers to illustrate each Army value. Aviation soldiers



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demonstrate these values everyday, which made it difficult to choose just one individual for each value. However, four of the seven chose had received the Medal of Honor and all had shown sustained adherence to the value as a deliberate choice under difficult conditions.

Three showed the kind of action that underlies the basic trust that the ground soldier has in Army aviators: Army aviators always come back.

■ Integrity

In 1964, commanding the first air ambulance unit in Vietnam, Maj. Charles L. Kelly refused to let his unit be diverted from its primary mission, personally flew every type of mission, and died in a heroic effort to rescue soldiers he had been asked to evacuate. Even after those on the ground advised him to leave the area, he replied "When I have your wounded." His call sign, "Dust Off," became the universal MEDEVAC call sign and his unswerving dedication set the standard.

■ Selfless Service

While commanding a resupply helicopter during the Tet offensive, CWO Frederick Edgar Ferguson heard an emergency call from wounded passengers and crewmen of a downed helicopter under heavy attack. He volunteered to go to their aid despite warnings from all aircraft to stay clear of the area due to heavy antiaircraft fire. Ferguson flew through intense fire, despite heavy damage to his aircraft, and saved the lives of five fellow soldiers.

■ Honor

After serving as a bomber pilot in World War II and rising to the rank of lieutenant colonel in the Air Force, CWO Michael J. Novosel resigned his commission to become an Army MEDEVAC pilot. In 1969, he deliberately flew into a heavily fortified enemy area where a large force had pinned down a group of wounded soldiers. Flying without gunship support, he located and rescued one wounded soldier and repeatedly circled the battle area, under continuous heavy fire, to attract the attention of the scattered friendly troops. This display of courage raised their morale, as they recognized this as a signal to assemble for evacuation. Novosel made 15 trips into withering fire to extract 29 soldiers.

Two of the soldiers, who received the Medal of Honor, were chosen for taking care of their fellow airmen on the ground.

■ Duty

Despite losing his left arm while trying to aid the commander of his downed aircraft, Spec. 4 Gary G. Wetzel returned to the aircraft and manned his machine gun until he destroyed the enemy. Refusing to attend his own extensive wounds, he tried to return to aid his commander but passed out from loss of blood. He regained consciousness and persisted in helping his fellow wounded crewmen despite twice losing consciousness from own wounds.

■ Personal Courage

In 1970, as the MEDEVAC aircraft that SFC Louis R. Rocco volunteered to accompany approached the landing zone, it became the target for intense enemy automatic weapons fire. Disregarding his own safety, SFC Rocco laid accurate suppressive fire on the enemy positions, but major damage from enemy fire caused the aircraft to crash and burst into flames. Though the crash broke his hip and wrist, he extracted the survivors from the burning wreckage, sustaining burns to his own body. Despite intense enemy fire, he carried each unconscious crewmember to safety. With all others safe he administered first aid to them until he collapsed unconscious from his own wounds.

Two others put the nation and the Army above their own convenience and comfort.

■ Loyalty

Maj. Gen. James F. Hamlet, a black college student, quit school to enlist and serve his country in 1942, in a segregated Army. He became one of only 7,750 blacks the Army commissioned in World War II and served in combat in Italy. He stayed with the Army though the integration of the armed forces, became a liaison pilot in 1951, and served three combat tours in Vietnam. His last tour was as a Major General commanding a division.

■ Respect

In 1973, when 2nd Lt. Sally Woolfolk arrived for flight school, many believed women had no place in aviation. Undeterred, she came the first female graduate from flight school and the first to command an Aviation battalion. Woolfolk never complained about the strong resistance she encountered. Rather, by perseverance and demonstrated competence, she quietly paved the way for those who followed her. Today the Army leads the services in the number of female pilots.

The Army has given us the tools to sustain our Army values. Every day, every aviation soldier, civilian and contractor has the chance to express these values in some way. New opportunities exist through Character Development XXI. Heritage and memorialization initiatives let us enhance soldiers' knowledge of the Aviation tradition they inherit, represent, and build for the future. It isn't enough just to put names on buildings and erect monuments. For these things to matter, people have to know something about the person, unit, or event behind the name. Even more important is knowing why. Behind every name is a story that expresses the values that make Army aviation great. It is our duty to know, convey, and build on these expressions. If we live our values, we will truly be "Above the Best."

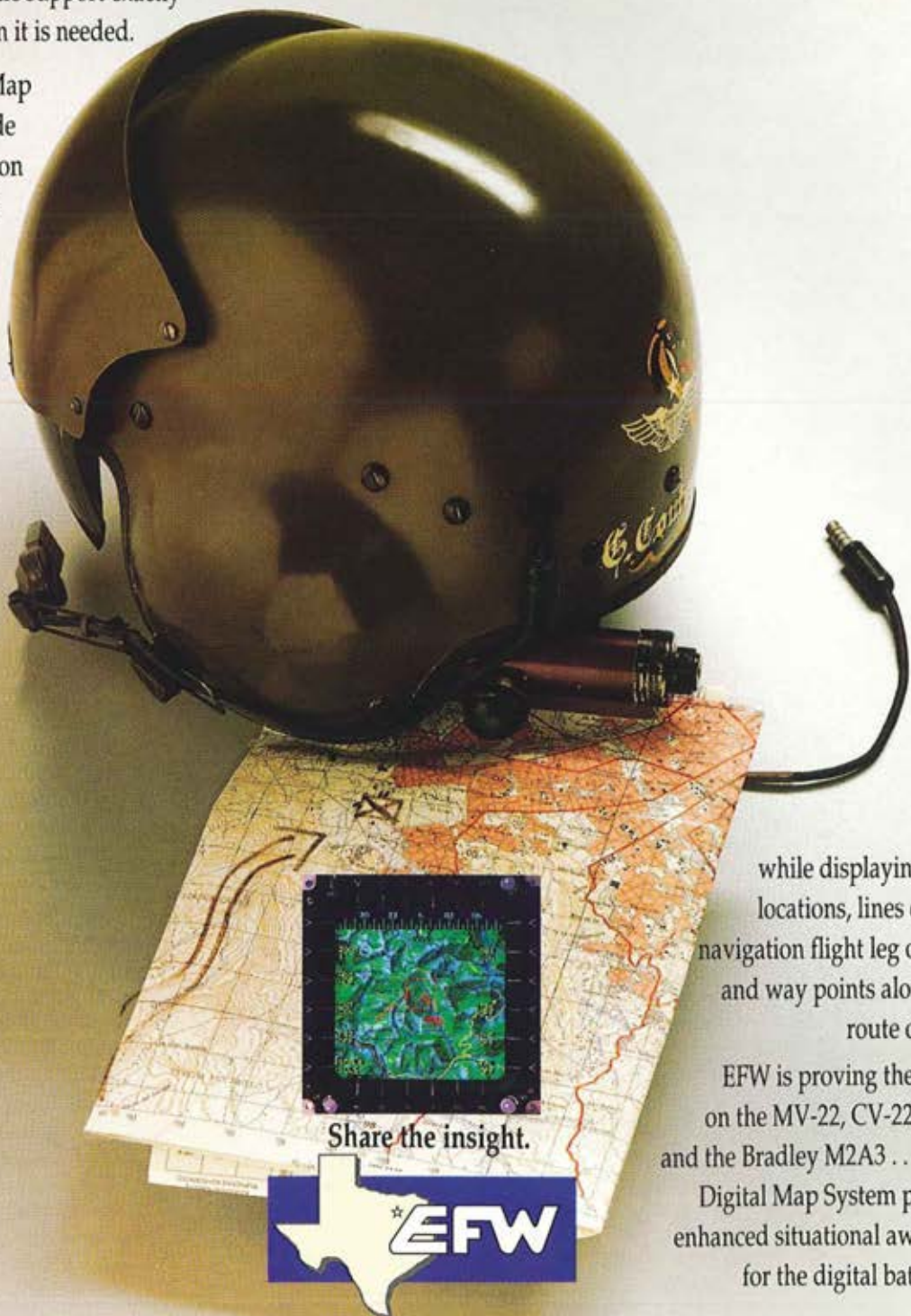


Maj. Gen. Petrosky is Aviation Branch Chief and CG, U.S. Army Aviation Center (USAAVNC) and Fort Rucker, Ala., and Commandant, U.S. Army Aviation Logistics School (USAALS), Fort Eustis, Va.

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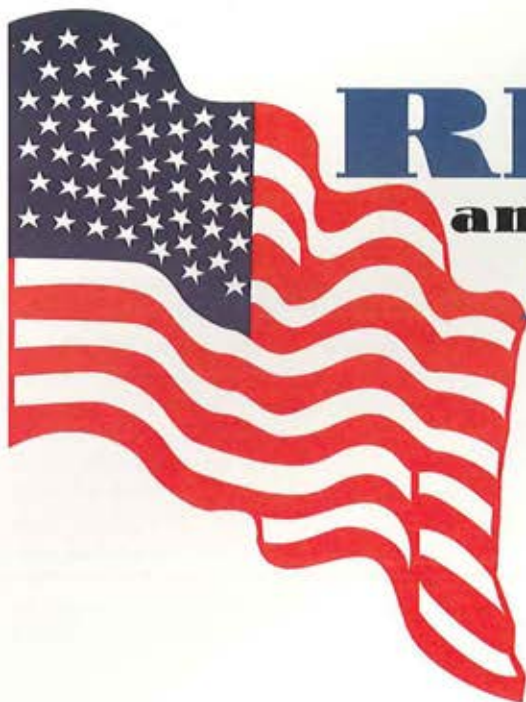
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and

America's Army

by Dr. Kenneth J. Oscar

[The following edited address was given by Dr. Kenneth J. Oscar at the Army Aviation Association of America Annual Convention in Charlotte, N.C., on April 4 - Editor]

Today's Army is a globally engaged force, handling a broad range of military missions – from our forward-presence forces in Korea and Europe to stability operations in Bosnia, Macedonia, Haiti, Ecuador, Peru and Sinai. America's Army has participated in 28 of the 32 major post-Cold War deployments by U.S. forces, providing more than 60 percent of the personnel involved in those operations. In 1997, on average, the Army had more than 31,000 active, Reserve and National Guard soldiers deployed away from their home stations and families, spread across 70 countries around the world.

Our priorities are to maintain current high levels of readiness, to resource priority modernization requirements, and to maintain a good quality of life for our men and women in uniform and their families. The greatest challenge facing today's Army is to balance today's readiness and tomorrow's modernization requirements. When supplemental funding for the Gulf War is excluded, fiscal year 1998 was the 13th consecutive year of declining Army resources. During that time, Army procurement declined nearly 73 percent.

This year's budget reverses the decline of the past. The FY 99 Army budget totals \$64.3 billion, a \$3.3 billion increase over last year's budget. As part of the overall Army budget, we are proposing an increase of \$1.3 billion in our FY 99 procurement account, with continued pro-

posed increases in the outyears.

Modern equipment provides the technological strengths that give our soldiers the decisive edge on the battlefield. Our goal is to keep that competitive edge, and Army aviation has a major role.

The AH-64D Apache Longbow is a key element of the Army's goal to maintain combat overmatch. Apache Longbow will enhance domination of the maneuver battle by giving the ground commander a versatile, rapidly deployable, long-range aerial weapon system capable of massed, rapid, fire-and-forget Hellfire engagements against a wide range of fixed and moving targets.

The RAH-66 Comanche remains Army aviation's highest priority. I had an opportunity in late February to visit, along with four members of Congress, the Comanche Test Flight Facility in Florida. I think the only

way to describe this aircraft is state-of-the-art "revolutionary." It will provide the 21st-century warfighter with superior information processing, stealth and mission flexibility. More importantly, Comanche will fill the Army's number one battlefield deficiency – armed reconnaissance – with a self-deployable, versatile, day/night, lethal and supportable weapon system. A technology carrier, this revolutionary aircraft will give our soldiers the information advantage in the Information Age. Comanche is one of the key systems of the digital battlefield.

Until the Comanche is fielded, the OH-58D Kiowa Warrior continues its role as the only armed reconnaissance aircraft in the Army inventory. The Black Hawk remains the foundation of the Army's utility helicopter force. The UH-1 contin-

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ues to fill shortages for general support, command, light utility and assault missions.

The CH-47D sustainment program includes an engine upgrade and an Improved Cargo Helicopter initiative. These efforts substantially improve CH-47D lift capabilities, insert digital capability, and extend aircraft life, thus keeping this aircraft relevant to our modernized force. The Improved Cargo Helicopter will remain the Army's primary cargo helicopter until the Joint Transport Rotorcraft can be procured in the 2020 timeframe.

The Army of the future - Army XXI and the Army After Next - must be an information-based army, with greater speed and maneuverability and with greatly reduced logistics. The explosion of information technology in the civilian sector requires that the Army maintain pace and leverage the significant investments already made by the civilian marketplace. A lesson learned in Operation Desert Storm is that we must maintain the technological edge over potential adversaries, not only in weapons, but in the way we communicate and exchange information on the battlefield in order to ensure that we decisively defeat potential adversaries in any future conflict.

Battlefield dominance is not just having better weapons and better soldiers. It also means having information dominance. Digitization and networking the force are absolutely critical to making information dominance a reality. This is the Army's top research, development and acquisition priority.

For America's Army to capitalize on information and other technologies for Army XXI and Army After Next, we must change the way we do business to gain efficiencies and savings and respond quickly enough to rapidly changing technology. The Army is aggressively pursuing efficiencies and savings by closing and realigning bases, reducing infrastructure through privatization and competitive sourcing initiatives, reducing personnel and implementing acquisition reform initiatives. We are reinvesting a large portion of

these savings into modernization.

Some of the Army acquisition team's successes include:

- Eliminating "boiler plate" in the terms and conditions of our Requests for Proposals and contracts, and retaining only those that reflect our minimum essential requirements.
- Reducing substantially our demands for contract data requirements.
- Converting to single processes in our defense manufacturing plants so that all services and contracts employ single standards, commercially-based where possible, for processes, manufacturing management and quality.
- Vastly streamlined oversight.
- Adoption of a teamwork philosophy using Integrated Product Team management.
- Continuing the shift from lowest-priced source selections to real emphasis on best-value procurements.

- Treating cost as an independent variable in conjunction with the requirements-generation process and with schedule and performance in program management.

- Emphasizing post-award debriefings and alternative dispute resolutions to avoid the costs of formal contract protests.

It is imperative that we look at innovative ways to reduce overall support costs, improve spare-parts availability, maintain weapon systems readiness rates, and provide funds for modernization. Prime Vendor Support is an initiative whereby prime contractors could assume full responsibility for total system performance, while achieving savings in operations and support costs and modernizing the weapon system through the integration of contemporary spare parts. In

the coming months, we will finalize the details for the Apache pilot program as well as the M109 fleet management pilot program and make final decisions.

The acting secretary of the Army has identified the following six measures that will be used in making final decisions on Prime Vendor Support proposals.

- First, we must ensure that any new approach results in no degradation of readiness.
- Second, that it works in both peace and war.
- Third, that it meets applicable statutory requirements.
- Fourth, that it truly provides significant cost savings.
- Fifth, that it guarantees a competitive industrial base and vendor base will remain for the future.
- Sixth, and perhaps most important, that any new approach is politically sustainable.

"Let's continue to work hard, work smart, and work together for our soldiers and Army aviation."

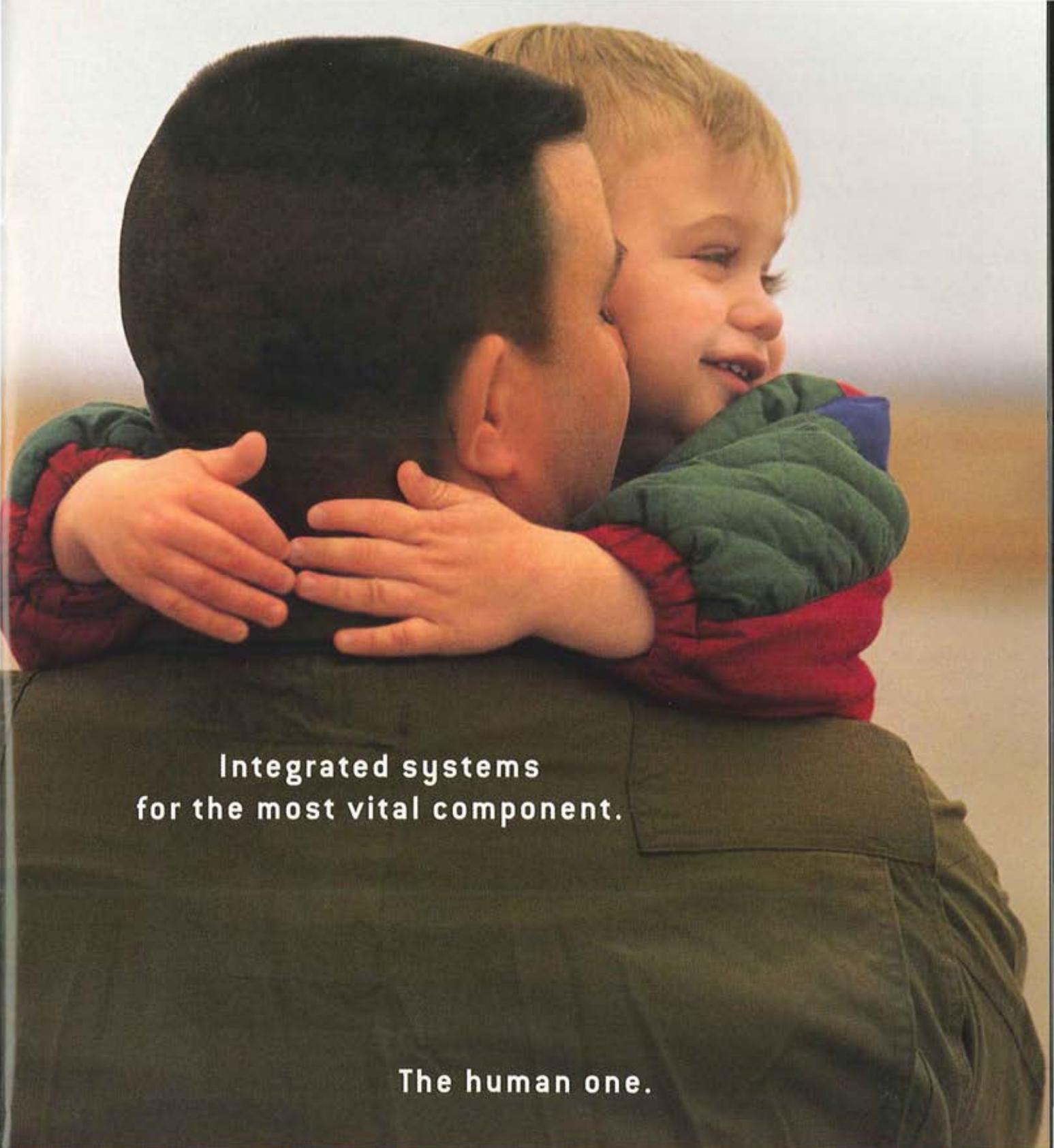
Acquisition reform is a continuing priority for America's Army. Industry has been a tremendous partner with the Army in this endeavor.

Keep up the good work.

In all that we do, we remain committed to one enduring principle: the Army's ultimate purpose is to fight and win our nation's wars. Aviation has played a critical role in our military success during this century. It will have an even larger role in the 21st century. Let's continue to work hard, work smart, and work together for our soldiers and Army aviation.



Kenneth J. Oscar is the acting assistant secretary of the Army for research, development and acquisition.

A photograph of a man in a dark green military uniform hugging a young child from behind. The child is wearing a green and red quilted jacket and has their arms around the man's neck. The man's face is partially visible in profile, and the child is smiling.

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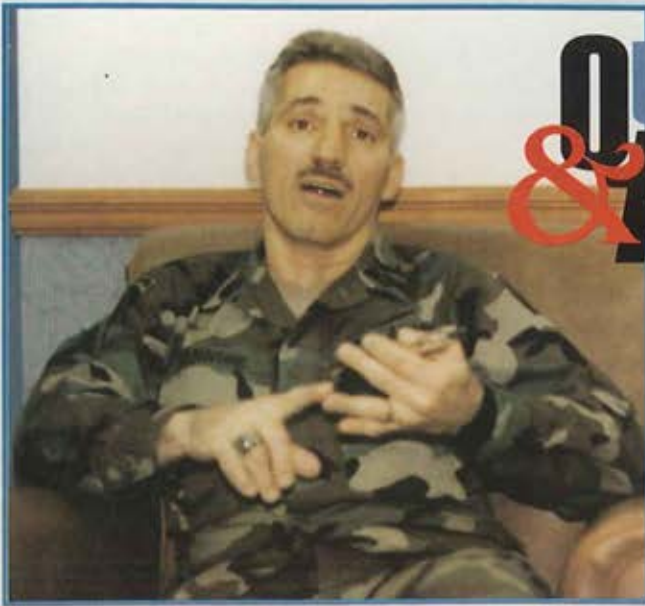
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Question & Answer

The View From the Top

By Lisa Eichhorn

[The following is an interview with CSM Edward P. Iannone, Jr., who became the Aviation Branch command sergeant major in March. He is the 22nd USAAVNC sergeant major and has served the Army for more than 22 years. During his Army career he has served in every aviation leadership position and has served tours in the United States, Korea and Saudi Arabia. He sat down to talk to Army Aviation magazine about the current state of Army aviation's NCOs and soldiers. Here are his comments.]

Army Aviation: CSM Iannone, what would you say are the biggest challenges facing the Army's young aviation soldiers today?

Iannone: I would say the most challenging thing facing NCOs and soldiers are deployments. Our force today is smaller, which means we have to do more. We send our soldiers all over the world and they have to be ready to go on short notice. This can be very stressful for our soldiers and their families. Along with that, we also are asking our soldiers to move often, again making it stressful for families. But our soldiers handle the daily stresses well. They prove that to aviation leadership time and again. I'm very proud of them.

Army Aviation: Do you see a difference in today's NCOs and soldiers compared to 20 years ago?

Iannone: Yes, I sure do. I mainly see it in the area of technology. Aviation soldiers are asked to do many highly technical tasks. They are very receptive to the changing Army as it pertains to technology and take a lot of pride in what they do.

Our soldiers are also very educated. Many have at least some college and quite a few have either a two or four year degree. That is a big change.

There is more emphasis on education for all soldiers in the Army and enlisted soldiers are taking advantage of it.

I also see many innovative company and battalion-level programs that try to accommodate enlisted soldiers who are pursuing a degree. As the Army becomes more technologically advanced, this is going to become more important. I encourage soldiers who desire an education to go for it, but they can't forget that the mission is the top priority.

Army Aviation: What is the role of the NCO in today's Army?

Iannone: Today's NCO not only needs to be a leader, he or she also must be technically proficient. NCOs should be educated, which in turn helps them stay current with what the younger soldiers are expected to do. NCOs also must be supportive, so that their soldiers can accomplish the mission. Consideration of others is also important; NCOs should treat their soldiers as the NCOs themselves would want to be treated. NCOs should also be concerned with their soldiers' overall well-being, not just in the work place. For example, if an NCO knows that someone has worked long hours and is going on leave and will be on the road, that

NCO needs to talk to the soldier about the risks. It may make the soldier think twice about safety, and it could save someone's life.

Army Aviation: What advice would you give to young aviation soldiers and NCOs regarding professional advancement?

Iannone: First of all, get as much college as you can. Second, keep your military records updated. Soldiers need to be involved in their NCOER/EER. It is their report card and they must make sure that the information is current and accurate. Also, they should seek out the hard jobs and make themselves invaluable to their units by seeking out leadership positions. Sometimes that may mean they have to PCS, but it can be worth it to be able to move ahead in their careers. For the NCOs my advice would be to take care of their soldiers. I know in my career I have worked hard to make sure I treated soldiers with consideration and respect so they wanted to come to work each day. In turn, they helped me accomplish the mission. You know, after 22 years in the Army I still look forward to coming to work. That's how I want all the soldiers to feel - and we can do it.

Army Aviation: What enlisted personnel issues should the Army's senior leaders address?

Ianonne: I guess if I were king for a day I would like to see all aviation soldiers, including the maintainers, receive flight crew pay. Some do receive it now, but you have to actually fly in the airplane to get it. Maintainers work very hard to keep the airplanes flying, and for now the satisfaction they get is not monetary, it is in watching the aircraft fly off. I know I was always completely fulfilled by that, knowing I did my job, it made me very proud. I would just like to see the Army be able to compensate all the aviation soldiers with crew pay.

Army Aviation: How can professional associations best assist NCOs in meeting their individual and collective goals?

Ianonne: Being involved in any professional organization is very important in today's Army. Although I never pressure anyone to join, I do feel all soldiers can benefit. Joining an organization like AAAA helps all of us. A misconception is that these organizations are only for officers; they're not. By joining we have a voice. They also have many good programs, ranging from free memberships to college scholarships for soldiers and their family members. I encourage soldiers to get involved.

Army Aviation: What would you like soldiers to know about you?

Ianonne: Well, I guess the most important thing is to let them know I didn't get here alone. I had a lot of help from the soldiers I worked with through the years. I still want to hear from soldiers. I ask for changes based on what they tell me is needed. If anyone wants to talk to me, I have a section on Fort Rucker's web page. They can e-mail me their questions or concerns. I encourage them to let me know what's on their minds.

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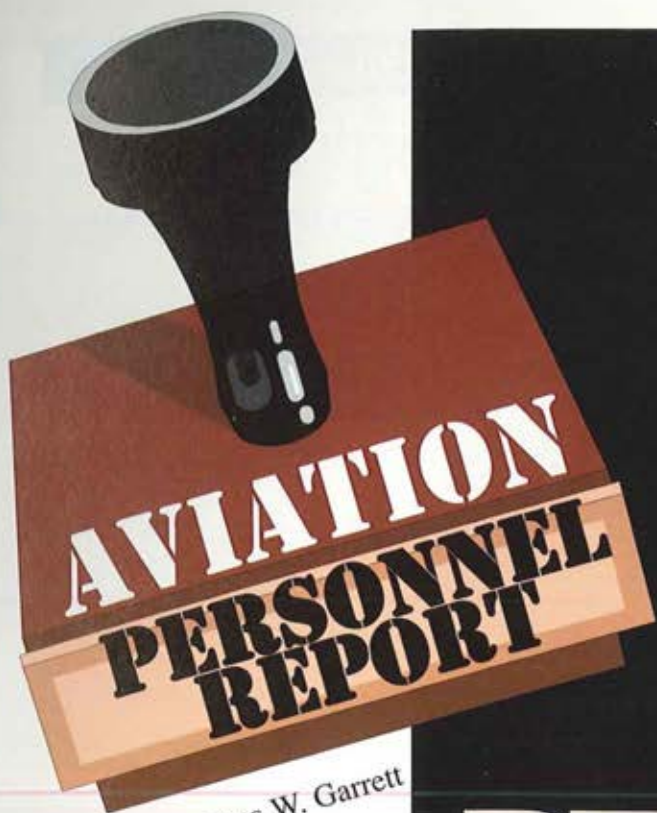
things like compact disks that help train soldiers on maintaining aircraft. All the soldiers will have to do is pop a CD into a computer and they can train on-site.

I find this an exciting time to be in the Army, because every day we're improving on how to get the mission done. We are smaller and better trained now and very involved in the

"Army After Next." We are also working very hard on quality-of-life issues for both married and single soldiers. I hope soldiers out there know that I want to hear from them, because their input can only make us better.



Lisa Eichhorn, a special correspondent for Army Aviation magazine, is based in Fort Rucker, Ala.



By Maj. Gen. Thomas W. Garrett

PERSCOM

The aviation force, like the rest of the nation's military forces, faces many personnel and force modernization changes as the 21st century approaches. To meet these challenges, we must leverage the best capabilities and potential of our aviation warriors. In that regard, being informed on relevant aviation issues is not only smart – it is essential!

This article marks the beginning of a regular PERSCOM page in Army Aviation magazine. As a fellow aviator and commanding general of U.S. Total Army Personnel Command (PERSCOM), I plan to address important personnel issues concerning our enlisted soldiers, warrant officers and commissioned officers – issues that can affect you and the entire aviation team.



Enlisted Aviation Personnel Issues

I'd like to begin with an overview of the personnel aspects of Army aviation personnel, beginning with the foundation of our team – enlisted aviation.

Enlisted aviation is a healthy career-management field. We project its operational strength to be 96 percent by the end of fiscal year 1998. This will assist us as we near completion of our Aviation Restructuring Initiative modernization process. Almost every military occupation specialty (MOS) is exceeding its accession goal, with new soldiers entering Army aviation and soldiers seeking new MOSs. We have already achieved 79 percent of this year's aviation accession goal – 2 percent higher than the Army as a whole. This success is indicative of the strong drawing capability of Army aviation among America's youth.

Initial-term re-enlistment is doing well, but we need to improve our mid-term retention. Aviation first-term soldiers are re-enlisting at a rate of 63 percent – 10 percent higher than the Army average, but our mid-term retention rate is about 10 percent below the Army average.

Many aviation soldiers and NCOs are taking advantage of the outstanding financial incentives offered at re-enlistment. Currently, eight of our 19 specialties offer a selective re-enlistment bonus. We review these incentives and change them, as needed, throughout the year. Thus, the window of opportunity for SRBs is not always open; re-enlistment decisions must be made in a timely manner

to maximize the financial benefits of re-enlistment.

This continues to be a dynamic time for enlisted aviation. As we approach the summer, we find members of the first Apache Longbow battalion – 1st Battalion, 229th Aviation Regiment, at Fort Hood, Texas – attending transition training for the AH-64D at Mesa, Ariz. Members of the 3rd Armored Cavalry Regt. at Fort Carson, Colo., and the 25th Infantry Division in Hawaii are continuing force modernization with Kiowa Warrior fielding.

Some aviation soldiers are deployed worldwide with selected units in Southwest Asia and in Bosnia. Still others are further from the flight line, meeting the diversified challenges of duty in recruiting, as drill instructors and in active component/reserve component billets. All are critical to our Army's success.



Warrant Officer Personnel Issues

The aviation warrant officer will always be an integral member of our aviation team. The hottest topic in the warrant officer personnel business remains the AH-64 pilot population. Without a doubt, the AH-64 Apache is the Army's premier weapon system. As a combat multiplier, the Apache has no equal.

But without trained and experienced pilots the weapon system's potential cannot be fully realized. It is true that the warrant officer Apache population has experienced some unplanned turbulence over the past few years. This

was caused, to a large extent, by an increase in the number of "short-tour" units, along with a concurrent reduction in the number of "long-tour" units.

Fortunately, the Army leadership recognized the problem and quickly developed several initiatives to resolve the situation. Among these initiatives is the aviation continuation pay program. This is the first time the Army has considered giving pilots a bonus. The secretary of the Army has approved the program; we expect final Defense Department approval soon.

Other initiatives address current inventory shortages and CONUS time-on-station between PCS moves. The Army leadership remains committed to resolving these problems, both in the short term and long term. Many of these initiatives already are having a positive impact on the force, and the long-term prognosis is very good. We have the leadership's attention, several initiatives working, and many options for a long-term fix to the problem.



Officer Issues

The increasing sophistication of aircraft, such as the Longbow Apache, and the complexities of the future battlefield charge us to improve the method by which we select our battalion commanders. The next battalion command selection board will select aviation officers for specific-type battalions by their manner of performance and previous mission experience.

We define "unit mission experience" as assignments as a company commander or battalion executive officer and/or operations officer in a specific mission category. The mission categories recently approved by Army Chief of Staff Gen. Dennis J. Reimer are attack/cavalry, assault/general support, medium lift, fixed wing and maintenance. All officers will be eligible for selection to training and air traffic service battalions.

For example, to be eligible for command of an Apache battalion an officer must have previous attack/cavalry mission experience in duty positions as a company/troop commander or attack/cavalry battalion executive officer and/or operations officer. This selection process will greatly enhance the overall combat readiness and safety of these battalions and allow the new battalion commanders to "hit the ground running."

In the coming months the aviation proponent at Fort Rucker, Ala., will, with our support, bring you a variety of aviation personnel "hot topics." One final thought: A well-informed soldier is a better soldier. In that regard, take the time to surf the Internet and connect with PERSCOM Online. You'll find relevant, topical information on a broad spectrum of issues that can affect you and your fellow soldiers.

As we move into the 21st century, we are evolving to meet future personnel challenges and sustain the excellent credibility we enjoy today. The future is bright for Army aviation; continue to serve with distinction. Above the Best!



Maj. Gen. Thomas W. Garrett is commander of the U.S. Total Army Personnel Command in Alexandria, Va.

A Message on the New Officer Evaluation Reporting System

By Maj. Gen. Thomas W. Garrett

The new OERS is off to a good start and is going as planned. With more than 10,000 reports received at PERSCOM, the percentage of "above center of mass" ratings is about 23 percent across the Army.

Furthermore, there have been no "misfires" thus far (i.e., top block checks which become a "center of mass" label due to the senior rater's inflated profile). The bottom line is that senior raters are doing a great job and being diligent in maintaining a "top 1/3" goal for "above center of mass" ratings.

Comments from the field have been extremely positive, and the officer corps continues to demonstrate its faith in the new system. No one is saying that our new OERS is broken. Most are saying that it's good and will work. That "can do" attitude is a real credit to the professionalism of the officer corps.

Understandably, senior raters have some concerns about adjusting to new rating techniques, the "start-up costs" (i.e., establishing a credible profile), and the limited flexibility with small populations. Some junior officers, who have served their entire careers under an inflated system, are concerned about receiving "center of mass" ratings. These concerns are normal, but transient. Department of the Army selection boards will prove that "center of mass" is a viable rating for successful officers.

A fair number of new OERs (DA Form 67-9) have appeared before selection boards. We brief selection board members on the transition to the new system; they expect "center of mass" as the norm. Board members now rely heavily on the narrative when they review personnel files and assess an evaluation report. They also understand the associated start-up costs of the new OERS and the limited flexibility of a small profile (defined to be three or less for a grade in the senior rater's population).

It's still a little early to tell, but the feedback we have received thus far from selection boards indicates that the new OERS looks like a winner and that senior rater accountability has been restored.

One area in which we need rating officials' help is reducing some minor errors occasionally found on evaluation reports.

- First, there is a little confusion as to who is being evaluated in part IVd (junior officer development). Evaluate the rated officer who is responsible for developing subordinate junior officers. That is, did the rated officer comply with the requirements of the Junior Officer Developmental Support Form for developing subordinate lieutenants or warrant officers one?

- Additionally, required comments on potential are sometimes missing in part Vb. Instead, some raters are incorrectly placing the potential comments in part Vc, which should be limited to unique skills/areas of expertise.

- Next, senior raters are occasionally leaving out the required three recommended duty assignments in part VIId.

- Lastly, some senior raters believe there is a link between the blocks in parts VIIa and VIIc. That is not the case. Senior raters should appreciate that it is possible, even probable, that an officer receiving a "center of mass" rating in part VIIc would also receive a "best qualified" rating in part VIIa.

Overall, the new OERS is on track and unfolding as anticipated. Your help in reducing some of these minor errors will ensure the continued success of this critical system. Keep up the great work, and know that we'll keep you posted on future trends.

[EDITOR'S NOTE: For more information on personnel-related issues, visit PERSCOM On-line at: <http://www-perscom.army.mil/>. This message can be found at: www-perscom.army.mil/cmdr/dacentr.htm]



Aviation Branch Career News

The condensed lists presented below were extracted from PERSCOM's Web site. For up-to-the-minute news and the full text of the items extracted here, please refer to the PERSCOM Aviation Branch online newsletter at www-perscom.army.mil/opmd/avnews.htm and PERSCOM's "What's New" section at www-perscom.army.mil.

Calendar Year 1998 Master Sergeant Selection Board Results

Aircraft Maintenance (6725)

NAME	SEQ#
Acosta, Jose I.	96
Acostaluciano, Jorg	14
Acuna, Oscar A.	10
Adams, Donald L.	5
Alvey, John L.	54
Babb, Scott D.*	59
Best, Robert R.	1
Boger, Mark A.	67
Bretzke, Ronald J.*	73
Brown, Donald W.	3
Buchanan, Milton G.	6
Campolo, Robert J.	86
Chaffee, Bradley J.	82
Christopher, Dean*	88
Clark, Kenneth O.	53
Condeberrios, Carlo	25
Cooper, Rickey L.*	52
Cote, Joel E.	15
Crocker, James E.*	42
Cunan, Patrick G.*	24
Davis, Richard L.*	57
Dawson, Jesse B.	36
Deveaux, Trevor S.	56
Driggs, Julio C.	55
Dunnigan, Donald D.	38
Edwards, Mary M.*	33
Elder, Richard L.	95
Elliott, Ernest P.	84
Espilito, Ceasar P.	4
Fisher, Jon D.	51
Flemming, Leroy W.	44
Forsyth, Robert A.	74

Frady, John D.	58
Friesz, Harry L.	23
Gates, Clarence L.*	90
Gomez, Anthony J.	45
Gonzales, Marcelino	13
Gordon, Donald L.	18
Hall, Charles H.	20
Hernandez, Daniel*	35
Herndon, Mark F.*	37
Hudspeth, Robert A.*	41
Humphrey, Melvin L.	49
Hunter, Otis J.*	62
Izozzy, Richard	81
Jarell, Billy F.	31
Jones, William R.*	9
Kelley, Douglas H.*	68
Key, Paul W.	63
Langerwaller, Kent*	39
Litteral, George R.	50
Little, Dennis L.*	79
Little, Keith C.	72
Long, Bradley A.	78
Luzier, Alvin G.*	28
Malland, Jay W.*	70
Manning, David E.	61
Marlin, Craig E.	2
Martinez, Robert	46
Mastranton, Chad A.	19
McCanne, James S.	34
McMillin, Mark E.	75
Meehan, Charles V.	32
Miller, Michael A.	60
Moore, John J.	76
Morgan, Travis C.	16
Morris, John W.	11
Murphy, Paul J.	83
Ortiz, Miguel A.	43
Pannell, Dwain E.	91
Patterson, Artis L.*	26
Petch, Douglas M.*	92
Ramirez, Felipe O.	80
Reid, Vennis A.	29
Reynolds, Clarence	87
Rice, Michael E.*	77
Robertson, Charles	27
Rowe, John H.	69
Russell, Grant W.*	22
Shepherd, Terry L.	89
Stephens, Kenneth E.	93
Stone, David*	47
Strowbridge, Charle	48
Sullivan, Timothy M.	7
Szoke, John F.	65
Thompson, Charles A.	40
Ullagarcia, Miguel	64
Vigus, Frank	66
Vogt, Steven R.*	8
Weidhas, Paul N.	17
Welcome, George J.*	21
Wells, Dana E.	30
Wells, Kenneth J.*	71
White, Isaac B.	94
Witick, Ernest J.*	85
Young, Jonathan P.	12

Aviation Operations (93P5)

NAME	SEQ#
Alvarado, Ted	4
Bates, Teri L.*	8
Castro, Joaquin F.	3
Davis, Archie L.	13
Diaz, Manuel I.	1
Ginas, James M.	12
Herrmann, William M.	11
Johnson, Montez L.	5
King, David A.	2
Lietz, John C.	10
Patton, Sonia R.	9
Santiago, Jose N.	6
Walker, Kevin M.	7

Lieutenant Colonel Command Selection List Aviation Battalion Command:

Name	Rank	Br	FA
Barton, Theresa Louise*	MAJ(P)	AV	41

Brown, Gary Bradshaw*	MAJ(P)	AV	41
Brown, Kevin Walter*	LTC	AV	54
Cofer, Robin Darrell*	MAJ(P)	AV	54
Curry, Peter Edward*	MAJ(P)	AV	54
Disney, Paul Robert Jr.*	MAJ(P)	AV	54
Foreman, Peter Wayne*	MAJ(P)	AV	54
Harrison, William Terry*	MAJ(P)	AV	54
Hayes, Mark William*	MAJ(P)	AV	54
Hess, Robert Thomas*	MAJ(P)	AV	54
Ippolito, Frank Paul*	MAJ(P)	AV	54
Johnson, Robert Lamar Jr.*	MAJ(P)	AV	54
Kappenman, Jeffrey T.*	MAJ(P)	AV	54
Kline, Robert William*	LTC	AV	90
MacWillie, Donald M.*	MAJ(P)	AV	54
Mangum, Kevin Wayne*	MAJ(P)	AV	54
McKearn, Mark John*	MAJ(P)	AV	54
Molinelli, David Lambert*	MAJ(P)	AV	54
Mudd, Joseph Patrick	MAJ(P)	AV	54
Murray, Barry Gene*	MAJ(P)	AV	46
Norris, Glenwood Jr.*	LTC	AV	90
Perry, Cindy Lea*	MAJ(P)	AV	90
Phipps, Warren Edward Jr.*	MAJ(P)	AV	49
Sassenrath, Timothy A.*	LTC	AV	90
Scott, Michael Roll	LTC	AV	48
Servold, Gary Michael*	LTC	AV	54
Simmons, James Michae*	MAJ(P)	AV	54
Stephenson, Edward Ron	LTC	AV	54
Thome, Joseph E. Jr.*	MAJ(P)	AV	54
Tuggle, Ronald David*	MAJ(P)	AV	54
Wiggins, Perry Louis*	MAJ(P)	AV	41

Aerial Exploitation Battalion:

Chandler, Jimmy Jerome	LTC	AV	35
Massino, Anton Eugene	LTC	AV	35
Mehle, Charles Ramsey II	LTC	AV	35
Volk, Christopher Thomas	LTC	AV	35

Aviation Maintenance Units:

Tallento, Michael J. Jr.*	MAJ(P)	AV	90
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Multifunctional Support Battalion:

Killian, Howard John III*	MAJ(P)	AV	90
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Product Manager/Contracting Command:

Gavota, William Martin*	LTC	AV	51
Mahanna, Cory Wade*	MAJ(P)	AV	51
Wolfe, Daniel Glenn*	MAJ(P)	AV	51

FY 99 Colonel Command Principal List

Aviation Brigade Command

Forshag, Russell S.*	COL	AV	15A	54A
Landlith, Mark Steven*	LTC	AV	15A	54A
Merkt, Carl Randall*	LTC	AV	15A	54A
Mundt, Stephen Dale*	LTC	AV	15A	49C
Page, James Allan*	LTC	AV	15A	54A
Peck, Terry Michael*	COL	AV	15A	54A
Rife, Rickey Lynn*	LTC	AV	15A	54A
Roberson, Melvin Alan*	LTC	AV	15A	41A
Smith, Joseph Andrew*	LTC	AV	15A	54A
Walker, Gregory Dwight*	COL	AV	15A	54A

Aviation Garrison Command

Tindoll, Davis Doyle Jr.*	COL	AV	15A	54A
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Military Intelligence TSM

Peterson, Kevin Charles*	COL	AV	15A	35C
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Aircraft Maintenance Depots

Dockens, Thomas M.*	LTC	AV	15D	90A
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Project Manager

Bramblett, Howard Travis*	LTC	AC	AV	51A
Burke, Donald S. Jr.*	COL	AC	AV	51A
Phillips, William N.*	LTC	AC	AV	97A

Army War College Corresponding Studies

Course Selection List for Class 2000

Barreto, Daniel*	LTC	AV	15/48
Habitzeuther, Laren L.	LTC	AV	15/53
Jerauld, Gary D.*	LTC(P)	AC	15/51
Muse, Gayland D.*	LTC(P)	AV	15/48
Panzarella, Roy J.*	LTC	AV	15/48

* Indicates AAAA Members

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The Army's ANVIS NVG Trade-In Program

by Jennifer C. McCormick

The Aviator's Night Vision Imaging System (ANVIS), AN/AVS-6, is the primary night vision goggle (NVG) used in Army aviation, and is also utilized by the Air Force, Navy, Marine Corps and Coast Guard. This third generation image-intensification device was first fielded in fiscal year 1986, and was intended to provide superior night-vision capability to enable our aviators to truly "own the night." Many real-world missions conducted since then - such as those in Panama and during Operation Desert Storm - have demonstrated the effectiveness of this technology in allowing U.S. forces to operate on even the darkest nights while performing in a variety of terrain modes, including nap-of-the-earth (NOE).

Nearly 18,000 ANVIS systems were fielded to Army aviation units between FY 86 and FY 94, satisfying the Army's total requirement for this device. Since then, substantial improvements in third generation image-intensification technology have provided 36 percent greater high- and low-light-level range and resolution performance, as well as 25 percent greater reliability. Despite the availability of this technology improvement, as well as strong user interest in obtaining better-performing devices, there has not been a formal program to upgrade previously fielded NVGs - until now. A pilot

program to upgrade 500 older ANVIS systems is currently underway.

The Army procures its image-intensification devices for both aviation and ground use under "omnibus" contracts - under which several related systems are purchased under one contract in order to get the best price - managed by the office of the Project Manager, Night Vision/Reconnaissance, Surveillance and Target Acquisition (PM NV/RSTA) at Fort Belvoir, Va. Four image-intensification Omnibus efforts have been undertaken thus

far. Of the 18,000 ANVIS systems fielded, only 1,000 were purchased under the FY 93-95 Omnibus III contracts, which means that the majority of fielded aviation NVGs represent technology which averages 10 years old!

The Army's current image-intensification contract, Omnibus IV, was awarded in FY 96 to ITT Night Vision of Roanoke, Va., primarily to address requirements for ground-use NVGs. Given that Army ANVIS fieldings were completed in 1994, no additional AN/AVS-6 systems were purchased at that time.

However, the contract allowed for the option to buy these NVGs should a requirement from Army or any other customer surface. Though a few hundred systems were subsequently purchased by Army special operations units, the Navy and the Air Force, there still was no plan to initiate an upgrade of previously fielded Army ANVIS systems - until ITT Night Vision submitted an FY 97 proposal for a pilot program to allow for the trade-in of up to 500 Omnibus I & II AN/AVS-6 NVGs in exchange for a credit toward the purchase of new Omnibus IV

sold commercially. This enables ITT to market night-vision equipment at a lower price to a customer base that could not otherwise afford such devices. The primary types of systems now being manufactured by ITT as a result of the reutilization of the Omnibus I/II ANVIS components are monocular night-vision devices for law enforcement and recreational applications.

In accordance with direction from DA's Office of the Deputy Chief of Staff for Operations, the 500 Omnibus IV ANVIS binocu-

full 40-degree field of view, independent interpupillary adjustment to allow for more accurate location of each individual monocular, increased fore/aft adjustment range, and smoother eyepiece and objective lens focus mechanisms.

The U.S. Army Aviation Center is in the process of establishing an official request for Armywide NVG improvement to at least the Omni IV performance level. PM NV/RSTA is working with the center and DA to identify funds to support this effort, and further upgrades are anticipated. Initial response to the pilot program has been extremely positive, and has generated much discussion regarding the necessity for our aviators to have the best technology available to enable them to continue to "Own the Night."

"... the majority of fielded aviation NVGs represent technology which averages 10 years old!"

AN/AVS-6(V)1A NVGs. This proposal received wide support at all levels from the user community up through the Department of Army staff, and was formally accepted during the summer of 1997.

Under ITT's proposal, the Army receives a credit of approximately \$600 for each Omnibus I or II AN/AVS-6 binocular which is turned-in to ITT. The credit is applied toward the purchase of a new Omnibus IV AN/AVS-6(V)1A binocular. This amounts to a total savings of \$0.3 million over purchasing 500 Omnibus IV ANVIS systems at full price, or, put another way, the credit allows the Army to upgrade 51 more systems than would have been possible without the benefit of the trade-in program.

The binocular is the only component of the originally fielded ANVIS system which is required to be turned-in under this program; the cases, mount and battery pack are retained by the unit. The older binoculars ITT receives from the field are repackaged by ITT and

lars are being distributed among the 82nd Airborne Division at Fort Bragg, N.C.; the 101st Abn. Div. at Fort Campbell, Ky., and the 1st Cavalry Div. at Fort Hood, Texas. Fielding began in November 1997 and is scheduled to be completed in July of this year.

In addition to the substantial improvement in image-tube performance provided as a result of the trade-in, many human factors improvements are also provided when an Omnibus I or II goggle is traded for an Omnibus IV version. The primary difference between the Omnibus III AN/AVS-6(V)1 and the Omnibus IV AN/AVS-6(V)1A is the improvement in image-tube performance, hence the change in nomenclature from (V)1 to (V)1A. However, Omnibus III NVGs were the first to incorporate a number of very important human-factors enhancements, which were carried forward to the Omnibus IV contract. These improvements include 25mm eye-relief eyepieces which allow more aviators to be able to obtain the

The increased-range performance resulting from utilization of the Omnibus IV image tube enhances safety of flight and expands the conditions under which night operations can be conducted effectively. Although future aviation night-vision systems are being developed, they will not reach production for many years. Given that the majority of currently fielded aviation NVGs are utilizing decade-old technology, and that a replacement for the AN/AVS-6 is not around the corner, it is imperative that we continue to press forward and encourage any creative means available to upgrade existing systems in the most economical way possible - such as the current ANVIS Trade-In Pilot Program.



Jennifer C. McCormick is chief of the Image Intensification Branch in the Office of the Program Manager for Night Vision/Reconnaissance, Surveillance and Target Acquisition at Fort Belvoir, Va.

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Maintaining **Relevance** in an **Uncertain** **Future**

by Col. Howard W. Yellen



SOAR (A)

The Army SOA (ARSOA) vision for 2010 is the azimuth and power setting for the size, structure, organization and equipment of the 160th Special Operations Aviation Regiment (SOAR); as well as establishment of the future doctrine and tactics, techniques and procedures for ARSOA to conduct full-spectrum operations in support of Joint Vision 2010.

This vision statement incorporates two of our most fundamental strengths - quality air warriors and technically superior aviation systems. It also provides a conceptual template to harness the diversity of ideas that will incorporate structure, battle tasks and technological advances. The overarching intent is to ensure the 160th SOAR remains a relevant and combat-effective member of the nation's special operations forces (SOF) and the joint warfighting team as we move into the next millennium.

The mission of the 160th is to equip, train, validate, employ and fight special operations aviation (SOA) forces worldwide in support of contingency missions, the joint task force (JTF) commanders and the warfighting commanders in chief. This global commitment requires all Night Stalkers to be ready to execute the national mission in any environment at any time. To posture the 160th SOAR for its greatest potential for success we rely upon three keys: personnel, training and equipment.

Personnel

People make the critical difference in special operations because humans are more important than hardware. The right people, highly trained and working as a team, will accomplish the mission with the resources available. We recruit, select, assess and train the best volunteers in the Army. SOF would rather be undermanned than assign people to keep the unit at 100 percent.

Today the available rated and non-rated SOA

As the roles and functions of Army aviation change, so do those of special operations aviation (SOA). We are preparing now for an uncertain future. But, at the same time, we are addressing today's problems and attempting to shape the environment from which potential challenges will emerge.

crewmember population and its corresponding experience level are diminishing. The days of recruiting potential Night Stalkers with 2,500 total flight hours and 200 NVG hours are behind us. We continue to seek potential special operations aviators with experience and to determine their trainability, but we examine more closely their moral and professional values, dedication and potential for selfless service. Despite the uncertainty, another SOF truth remains enduring: Quality is better than quantity.

Training

To accommodate both the diminished personnel experience levels throughout Army aviation and our increasingly complex aircraft, SOA has modified its initial training program, "Green Platoon." All ranks go through a four-week combat skills course (weapons, basic combat lifesaving, close-quarters countermeasures, swim test, PT, etc.). All officers and selected enlisted personnel go through survival, escape, resistance and escape (SERE) and dunker training.

All aviators also participate in a 15-training day Basic Skills Intensive Navigation phase. Line aviators continue Green Platoon with training oriented toward their specific aircraft. This aircraft-specific training consists of aircraft qualification (AQC), basic mission training (BMT) and advanced mission training (AMT). The MH/AH-6, MH-60L and MH-47D programs range from 50 to 70 training days. BMT accomplishes all tactical SOP train-



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ing as well as mastering basic mission flight tasks. AMT qualifies the aircrews in three of our five most demanding environments – overwater (including deck-landing qualification), desert and mountain. Subsequent unit training accomplishes urban and jungle qualification.

The MH-60K and MH-47E programs have been expanded into a 112-day training regimen. AQC, BMT and AMT now front-load simulator experience, increasing the syllabus from 35 to 78 hours. Flight-training hours increase by almost 60 percent. In addition to the environmental training, AMT integrates aerial-refuel qualification and multimode-radar qualification.

It takes years to train operational units to the level of proficiency needed to accomplish demanding and specialized SOF missions. Intense training, both in SOF schools and in the unit, is required to integrate competent individuals into fully capable units. Special operations forces cannot be mass produced.

ARSOA continues to leverage simulation technologies. Night Stalkers are using these technologies to develop and maintain their proficiency in individual and collective skills, hone mission planning techniques and conduct operational mission contingency rehearsals with unprecedented realism. Component systems such as the MH-60K and MH-47E Combat Mission Simulators (CMSs) also serve as proving grounds and testbeds for current and future combat mission equipment and SOA tactics, techniques and procedures. This September we will witness a seminal event in the evolution and integration of these technologies: STOW-A (Synthetic Theater of War – Architecture).

Equipment

Technology will have a prominent role in ARSOA's support to such SOF core missions as direct action, special reconnaissance, counterproliferation and combating terrorism. In concert with operational units our "skunk works" – the Systems Integration and Management Office (SIMO) – continues to refine the "cradle-to-grave" concept of procurement and acquisition. The 160th SOAR is leveraging new technologies and coupling them to a responsive and streamlined acquisition process that permits us to rapidly acquire, test and integrate them into our aircraft. The regiment will continue to be a test bed for new technologies and "lead-the-fleet" programs such as Air Warrior and Advanced Threat Infrared Counter Measures (ATIRCM).

We will continue to identify and pursue critical leap-ahead technology in such areas as secure multifunctional communications, digitization, precision navigation, sensor fusion, advanced long-range weapons, signature

reduction, survivability equipment, man-machine interfaces, lightweight materials, miniaturization, microelectronics and virtual reality long-haul distributed simulation and mission rehearsal.

We will take today's aircraft with us into the new millennium. New or replacement aircraft are not on the horizon. Our emphasis on sound, safe, and reliable maintenance must therefore never diminish. Our aircraft maintainers undergo a demanding three-week course to train them on unique aircraft systems. Crew chiefs participate in rigorous flight-training programs that consistently stress aviation maintenance and take up to 16 months to achieve full mission qualification. Selected Night Stalker maintainers travel to the equipment manufacturer for additional training on their non-standard equipment. Finally, the high level of maintenance neces-



sary to keep the fleet ready for any national contingency would not be possible without the dedicated efforts of our Life Cycle Contractor Support and Contractor Field Teams.

The future is unpredictable. Stiff challenges lie ahead in our path. However, the 160th SOAR will stay relevant for the future geopolitical environment by remaining focused upon people and technology to sustain SOA uniqueness. We will endeavor to remain a force of the future by staying highly trained, rapidly deployable and possessing a global capability. All this is possible because "Night Stalkers Don't Quit!"



Col. Howard W. Yellen is commander of the 160th SOAR at Fort Campbell, Ky.

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SYNTHETIC THEATRE OF WAR ARCHITECTURE

by CWO 4 Michael J. Durant

In October 1998 the 160th SOAR will execute the first in a series of simulation-based exercises designed to address some of the most significant training challenges facing special operations forces (SOF) today.

Though the 160th has primary responsibility for exercise management and support, the concept is the result of a coordinated effort among a number of Department of Defense agencies, including the U.S. Army Special Operations Command (USASOC), the Army Modeling and Simulation Office (AMSO), the STOW-A program, the Simulation Training and Instrumentation Command (STRICOM), the 75th Ranger Regiment, the U.S. Air Force's 19th Special Operations Squadron and the National Simulation Center. By leveraging existing technologies and proven training techniques this integrated team of soldiers, program managers and technicians will provide the commander with a very powerful set of training tools. Using this state-of-the-art system, SOF trainees will develop and maintain proficiency in their individual and collective skills, hone mission planning techniques and conduct mission rehearsals.

The primary training objectives of the exercise are focused on two key areas. The first objective is to establish a simulation capability that will support air mission commander (AMC), ground force commander (GFC), battle staff synchronization training and mission rehearsal. The second objective is to establish a training systems architecture that will provide the 160th SOAR with a simulation capability to refine and validate tactics for multi-aircraft, all-weather operations.

AMCs can play pivotal roles in a mission's outcome. Although few would argue this, these individuals receive very little formal training. AMC and command-and-control (C2) console training usually take place in flight with a large number of aircraft during an actual tactical mission. Certain C2 console configurations are quite complicated and a good portion of the AMC's time can be consumed just learning to operate the equipment. For both the AMC and GFC, this task becomes more difficult when trying to operate a strange piece of equipment during night operations in a noisy, dark moving environment.

SOAR(A)

However, by integrating the C2 platform into the systems architecture the STOW-A series of exercises will incorporate AMC and GFC training with unprecedented realism. Through a mentoring process, junior officers will be selected to fill these key positions and interact with other role players and entities in the scenario with nothing more than what they will have in combat. This level of realism is possible because these individuals will be controlling the battle from the actual C2 aircraft.

Because virtual and constructive simulations are generating all other entities in the scenario, this mentor/coach concept allows the trainers to expose inexperienced individuals to highly complex tasks in a completely controlled and safe environment. For ongoing operational mission rehearsal requirements, AMCs can exercise contingency plans and evaluate flight lead and aircrew response to a variety of dynamic situations.

The flight lead crew is a significant part of the primary training audience. In this first STOW-A exercise, the crew will face adverse weather conditions and a dynamic tactical scenario during the planning and execution phases of the mission. The flight will be forced to conduct a terrain-following (TF) radar breakup, fly the en-route phase to the target in deteriorating weather and then reassemble the force prior to the actual assault on the target. During the execution phase the flight lead crew will occupy the MH-60K Combat Mission Simulator (CMS) and fly in a geo-specific virtual database produced at the USSOCOM database-generation facility. All other helicopter entities will be computer generated (see figure 1 below).

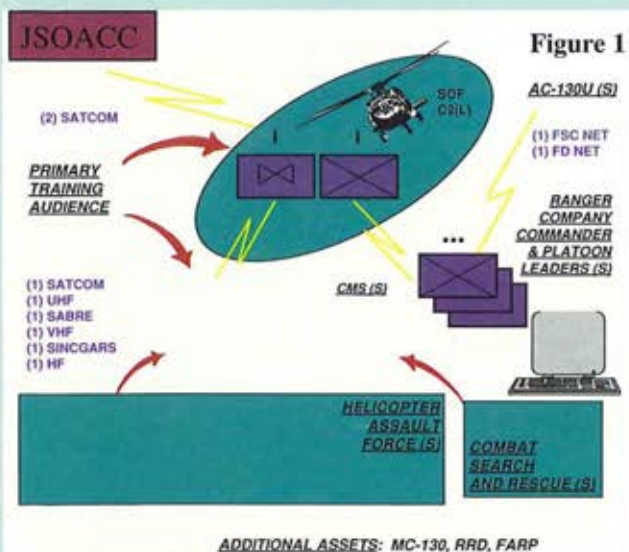


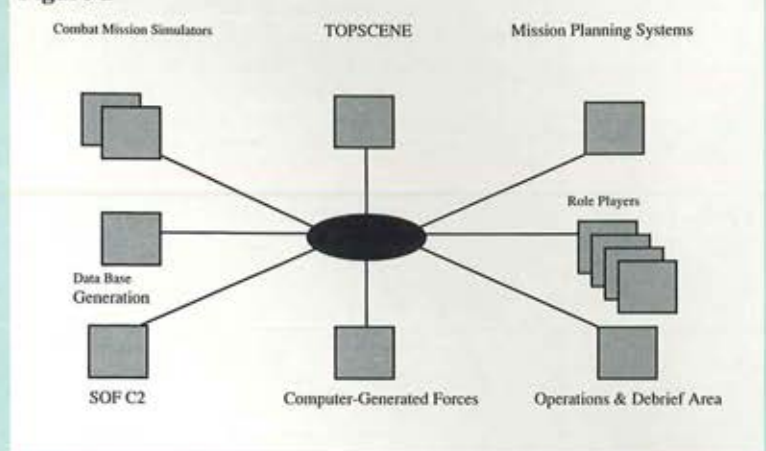
Figure 1

The tactical scenario will create a situation where the GFC will execute a helicopter combat assault in support of a light infantry company raid and extraction.

The force package provided to the mission planners includes an AC-130U gunship and an MC-130 tanker in addition to the rotary-wing assault force. These assets will provide direct support to the 75th Ranger Regt. ground element. All forces involved in the mission will be under the operational command and control of a joint staff. During follow-on exercises, historical situations will be programmed into the scenario and "played-out," requiring the trainees to interact by making tactical decisions and choosing a variety of courses-of-action.

In order to accomplish all of these goals, a federation of constructive, live and virtual simulations will be integrated to support this and future training exercises (see figure 2 below). Using proven technology, the simulation systems network will be linked to actual tactical C4ISR systems. The SOF Command and Control

Figure 2



Console (SOF C2) is the primary system that will interface with the simulation network. To prepare for the first exercise, a series of tests and evaluations will ensure simulations interoperability. Initial testing is already underway. Technical network integration tests, dry runs of the training exercise and a full rehearsal will be completed by August.

Today's rapidly changing global landscape requires that America's special operations forces be superbly trained and prepared to react to any contingency, any time, anywhere. This capability will provide the 160th SOAR's commander with a set of tools to conduct multi-echelon training exercises through a mix of simulation and live components to prepare those forces. It is the foundation for all future simulation and mission rehearsal exercises at the regiment.

CWO 4 Michael J. Durant is the 160th SOAR's project officer for simulation and mission rehearsal, as well as the officer in charge of the MH-47E and MH-60K Combat Mission Simulator Facility, at Fort Campbell, Ky.

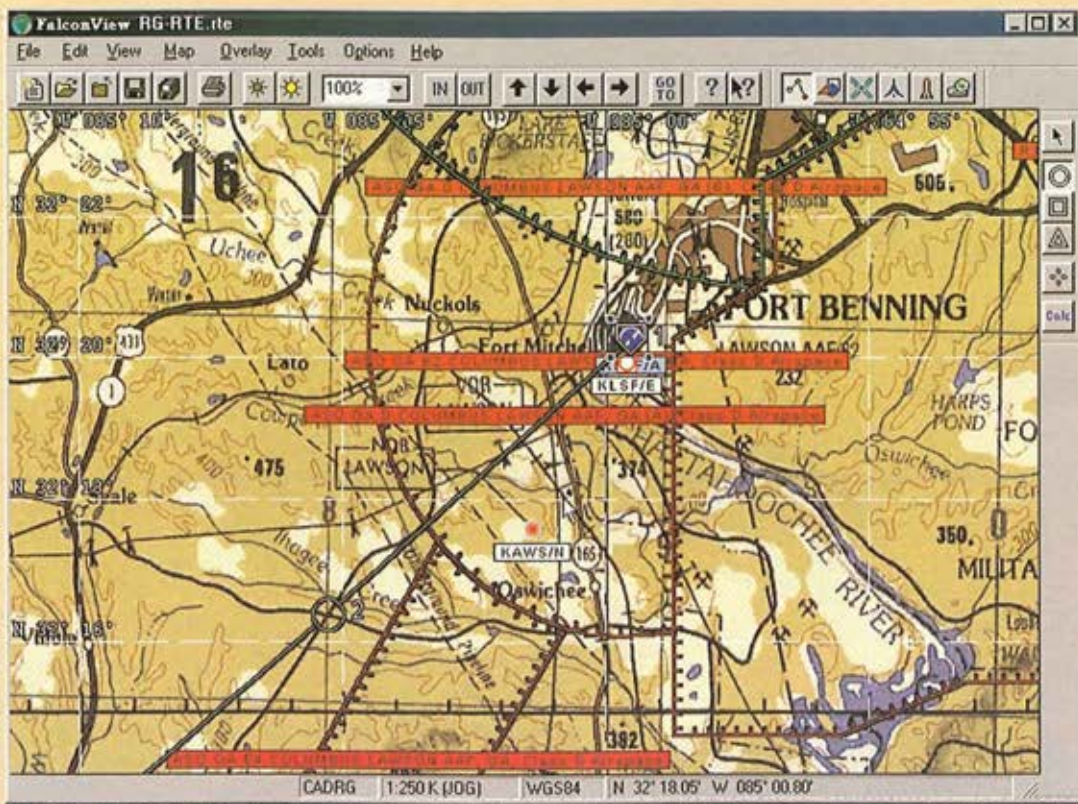
Mission Planning Systems

By CWO 3 Larry E. Grice

Members of the 160th SOAR have been using various automation tools in the conduct of their mission planning for over a decade. In the mid 1980s, planners used Hewlett Packard HP-41 handheld scientific calculators with custom loaded Erasable/Programmable Random Access Memory (EPROM) modules. Even more prevalent were various personally procured and configured calculators and computers in use by those motivated to find the most efficient way to do route planning. Several "home-

grown" programs sprang up, with names like MaxNav and TavNav. These tools were used for calculating the basic aspects of mission planning (time, distance and heading), but the time-consuming tasks were still done manually.

As the commercial demand for portable personal computers increased and newer, more powerful models started to hit the market, many of the 160th's aviators followed the upgrade path with their own funds. The old programs were improved to take advantage of the power of the new laptops and Microsoft Windows 3.0. Lotus 123 and Microsoft Excel were both used for weight and balance and many planners started using a product built by some Air Force aviators called FPLAN.



In the late 1980s U.S. Special Operations Command (USSOCOM) documented requirements for the Special Operation Forces Planning and Rehearsal System (SOPFARS). USSOCOM designated the Air Force's Electronic Systems Command (ESC) to lead the way in satisfying the requirements for aviation, ground and maritime mission planning. The Air Force Mission Support System (AFMSS) was subsequently provided to USSOCOM aviation forces.

Although the AFMSS program successfully fielded systems that provide some of the required capabilities, the large, UNIX-based Mission Planning System (MPS) was never fully accepted as

a user-friendly, daily-use system. The cost of additional software development to make the MPS meet the SOF requirements was well beyond what was programmed.

The SOFPARS program now includes two distinctly different hardware and software systems: The MPS is still in the field, and the Portable Flight-Planning Software (PFPS), Version 3.0, is currently being fielded throughout USSOCOM aviation. PFPS 3.0 is made up of core components that run on Microsoft Windows 95 and Windows NT 4.0. In addition to the functional capabilities of these two configurations, they now meet two of our highest priority requirements: 160th aviators no longer have to buy and

use airspace (SUAS) from Digital Aeronautical Flight Information Files (DAFIF) can be displayed as overlays on all of the map and imagery backgrounds.

As the cursor is moved over the map background the coordinates are displayed in the tray at the bottom of the window. Route selection is as easy as point and click. When adding a route point, the distance and heading from the last plotted point is displayed in the tray. As the planner selects the route to be flown, FalconView interfaces with the route server to share the route information.

CFPS is the tabular view of the active route. It can be used with FalconView or by itself as the primary planning tool. CFPS provides planners with an interface for entering such specific route data as aircraft selection and configuration, atmospheric conditions, takeoff and target times, delays, speeds and altitudes. Time, distance and heading calculations are displayed and can be printed to user-defined forms. When the active route is calculated, CFPS interfaces with the Flight Performance Module (FPM) for the selected aircraft and returns any alerts to signify conditions that would prevent the aircraft from completing the planned route. The FPM represents a software version of the Operators Manual Performance Charts.

Aircraft Weapons and Electronics (AWE) modules handle the unique requirements of the individual aircraft. Functions handled within AWEs include weight and balance, communications planning, Performance Planning

The screenshot shows the 'RG-RTE - Combat Flight Planning Software' window. The title bar includes 'File', 'Permission', 'Edit', 'Search', 'Turnpoint', 'Route', 'View', and 'Help'. Below the title bar is a toolbar with various icons. The main window displays a table titled 'GENERIC_AIRCRAFT' with the following columns: TP, Typ, Fix/Point (D/TD), Description, Latitude, Longitude, Elev, Var, A/S, Bank, Alt, Wind, * Temp, FF, HD, HC, Time, Dist, Fuel, and Fuel. The table contains 12 rows of data, with the first row highlighted in blue. The status bar at the bottom shows 'Ready' and 'PLAN ALT | NUM'.

TP	Typ	Fix/Point (D/TD)	Description	Latitude	Longitude	Elev	Var	A/S	Bank	Alt	Wind	* Temp	FF	HD	HC	Time	Dist	Fuel	Fuel
1	ST	KUSFA		N 32 20 16		232				232M	H	+15C	046	00+00+00		0.0	200		
50		LAWSON AAF		N 084 59 31		26W					F	0	046	00:00:00		0.0	4200		
2				N 32 16 24		unk		00T		1000H	H	+13C	234	00+04+40		6.2	109		
1				W085 05 16		2.5W							1400	234	00:04:40		6.2	4091	
3				N 31 51 50		unk		110T		1000H	H	+13C	235	00+22+05		40.5	515		
2				W085 43 14		1.9W							1400	235	00:26:45		46.7	3576	
4				N 31 40 08		unk		110T		1000H	H	+13C	245	00+13+52		25.4	324		
3				W086 09 48		1.6W							1400	245	00:40:37		72.1	3252	
5				N 31 27 14		unk		110T		1000H	H	+13C	244	00+15+19		28.1	357		
4				W086 39 04		1.2W							1400	244	00:55:56		100.2	2895	
6				N 31 10 04		unk		110T		1000H	H	+13C	246	00+21+43		39.8	507		
5				W087 21 07		0.6W							1400	246	01:17:39		140.0	2388	
7				N 30 52 38		unk		110T		1000H	H	+13C	245	00+21+38		39.6	505		
6				W088 02 41		0.1W							1400	245	01:39:17		179.7	1883	
8				N 30 42 25		unk		90T		1000H	H	+13C	202	00+07+19		11.0	171		
7				W088 07 21		0							1400	202	01:46:36		190.7	1712	
9				N 30 38 55		unk		90T		1000H	H	+13C	206	00+02+36		3.9	61		
8				W088 09 21		0							1400	206	01:49:12		194.6	1651	
10				N 30 33 35		unk		90T		1000H	H	+13C	204	00+03+54		5.9	91		
9				W088 12 10		0.1E							1400	204	01:53:06		200.4	1560	
11				N 30 32 06		unk		110T		1000H	H	+13C	258	00+03+57		7.2	92		
10				W088 20 23		0.2E							1400	258	01:57:03		207.6	1468	
12				N 30 36 42		unk		110T		1000H	H	+13C	286	00+00+50		16.2	206		
11				W088 38 26		0.4E							1400	286	02:05:53		223.9	1262	

maintain their own computers to plan their missions, and we are all standardizing with one set of applications.

The PFPS core is made up of FalconView, Combat Flight Planning Software (CFPS), Calculated Airdrop Planning Software (CAPS) and Combat Weapon Delivery Software (CWDS). All of these components share common data through a route server software module that synchronizes the inputs and calculations from the separate applications. The 160th is currently using only FalconView, CFPS and the route server.

FalconView provides mission planners with the interface to maps and imagery. FalconView works with National Imagery and Mapping Agency (NIMA) GNC 1:5M, JNC 1:2M, ONC 1:1M, TPC 1:500K, JOG 1:250K, TLM 1:50K Compressed ADRG, 5 meter and 10 meter Controlled Imagery Base (CIB) and Digital Terrain Elevation Data (DTED). Planners can create operational, threat and hazard overlays. Threats can be displayed with lethality and acquisition range rings and multiple inter-visibility masking plots. Airports, nav aids, airspace boundaries, and special

Card (PPC) printing and aircraft data loading.

The MPS currently has capabilities that have not been added to the PFPS software. It is being used for deconfliction of routes, detailed threat and terrain analysis, perspective scene generation, and, when connected to a network with PFPS systems, can be used as a map server.

The tools that are used by 160th aviators have evolved drastically over the last decade. As the digitization of the battlespace continues, these tools will also evolve. Links to Global Command and Control Systems (GCCS) will become increasingly available in forward planning areas. The information that will be provided via these links will enable our aviators to continue providing the best aviation support available.



CWO 3 Larry E. Grice is the Project Officer for Mission Planning, 160th SOAR, Fort Campbell, Ky.

Enhanced Logbook Automated System

DEVELOPING A USER - ORIENTED SYSTEM



by MSgt. Charles R. Mahoney

The Enhanced Logbook Automation System (ELAS) is a paperless aircraft logbook system developed and used by the 160th SOAR. It is a direct descendent of the Logbook Automated System (LAS), a DOS-based program first used by our Special Operations Aviation Training Company (SOATC) in 1992. By the fall of 1993 we realized the requirement for a more user-friendly Windows-based system. ELAS was first developed for our new MH-60K and MH-47E helicopters and has been continuously refined since then to our current twelfth software release. It now covers our entire aircraft fleet and has grown into a networked system of workstations with varying functionality for different levels of maintenance and command.

ELAS currently consists of six Computer Software Configuration Items (CSCI): Logbook, Production Control (PC), Quality Control (QC), Flight Platoon Sergeant, Regiment Maintenance Office and Requirements defined by DA Pamphlets and Army Regulations. The Logbook is a laptop used by the pilots and crew chiefs and contains all maintenance faults, inspections and records data from each flight. It is the only point of entry for this information.

The PC and QC sections have desktop computers for entering data and generating reports applicable to those sections. The Flight Platoon Sergeant's desktop is the primary point of data transfer from the logbook into the local area network (LAN). With this desktop computer in the platoon area, the platoon sergeant can view records from QC or PC, or look at any report generated by ELAS.

The Regimental Aviation Maintenance Office (RAMO) is the prime controller for all actions that require global changes to the system. The RAMO also controls how data is entered on any workstation by providing appropriate menus and error-checking of acceptable entries for any given field. The final CSCI contains all appropriate Army and MACOM regulations defining reporting requirements.

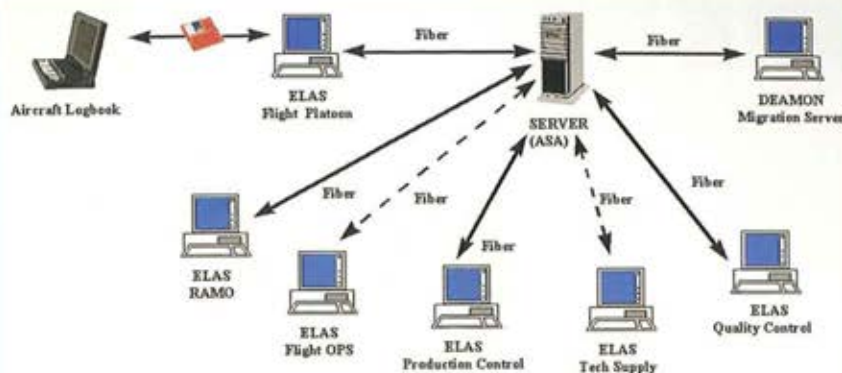
ELAS is hosted in a familiar Windows environment,

greatly simplifying initial training. More importantly, it allows personnel to move from module to module or work area to work area without additional training. This actually eases personnel movements within the regiment. As a soldier moves from QC to PC, for example, he only has to learn the job itself. In many units, reassignment requires extensive training on "the tools of the trade" as well as the new job.

ELAS has numerous pull-down menus and unit-requested functions that increase the user's productivity while decreasing time required on the laptop to enter data. The pull-down menu is controlled by the regiment and all changes are sent out to all users. DA Form 2408-5 Modification Work Orders (MWO) are entered at regimental level and all workstations use a pull-down list to enter the MWO applied to any airframe within the regiment. ELAS provides standard templates for equipment removal without making the user manually enter the repetitive data. The DA Form 2408-18 master inspection checklist is used for all logbook inspection listings. ELAS automatically checks data entries for validity before allowing any form to be saved.

Once data is entered it must be migrated to other work-

ELAS Architecture



stations to be truly useful and prevent needless duplication of effort. Data transfer can happen at any ELAS workstation but it is generally convenient to use the platoon sergeant's desktop computer due to the ease of access and location.

After data entry into the logbook, QC workstation, or PC workstation, the data transfers to the LAN in one of three possible methods. Disk data transfer normally occurs between logbook laptops and any desktop within the regimental LAN, usually the flight platoon sergeant for the appropriate unit. Modem data transfer is possible from remote locations using a toll-free number to the server. Satellite data transfer is also possible but the cost and procedural requirements are usually prohibitive.

We are currently testing a wireless LAN using skip-frequency radio transmission. The data transfer server does data verification, sequencing, replication and transmission to all appropriate workstations. The server places data in in boxes, allowing workstations to log in and request data transfer from the LAN server. When a user enters into the program, the workstation automatically checks its inbox and downloads current data before any editing function is allowed. When the user exits the program it will automatically build a data-transfer file and send it back to the server for processing.

PC and QC personnel deploy to remote locations using the Deployable Enhanced Logbook Automated System (DELAS) workstation. DELAS is a laptop computer that performs PC and QC operations for a select set of deployed aircraft and transfers data back to home station. Multiple Unit Identification Codes (UICs) are possible with the DELAS to allow for task-organized units. Once data transfer has occurred, the server separates it by aircraft type and unit for all reporting.

ELAS is still being improved and expanded. DA Form 759 (Flight Hour Data Reporting) will someday automatically pull appropriate data from the DA Form 2408-12, allowing DA Form 759 reporting. Flight-hour reports to the MACOM and personnel-status reporting could also be built from the 759 module. Structural Usage Monitoring System (SUMS) is being tested and data collected for possible use by the ELAS. SUMS will create a data base formulating flexible TBOs for aircraft components based on the type of flying. When the Integrated Maintenance Phase

System (IMPS) is completed it will send a status update to the platoon sergeant's desktop displaying a detailed status of aircraft in phase maintenance. IMPS is in parallel testing and scheduled for completion in September 1998 on the MH-60K. The other aircraft will be incorporated soon thereafter. Unit supply is a major area for improvement and many different systems are being considered as possible solutions, including our own stand-alone commercial parts system Inventory Management Module (IMM).

To ensure progress, controls are required. The programmer requires a positive and well-defined business process to code a useable system. DA Pam 738-751 defines form and data requirements and information-management collection. The DA Pam also helps the programmers standardize data collection and math or business processes required to complete any maintenance action. Using DA PAM 738-751 standards has helped streamline the training of soldiers already familiar with The Army Maintenance Management System - Aviation (TAMMS-A). This familiar layout between any given aircraft Mission Design Series (MDS) promotes ease of soldier movement from logbook operation to PC or QC and lowers training requirements.

The real key to ELAS' success, however, has been constant user involvement. User input at every stage of development is the key to providing a program that soldiers use and provides the unit managers accurate reporting. The endstate of ELAS is to shorten meetings and put soldiers and supervisors back in the maintaining business.

This was true with the initial development, and is still true for additions and upgrades. Mechanics are meant to turn wrenches while platoon sergeants mentor their soldiers, and technical inspectors do research, inspections and provide a safe maintenance environment. Anything that detracts from these functions requires careful consideration - we must always remember that the purpose of automation is to actually decrease administrative requirements. Programmers need to understand the user's frustration when systems do not work as advertised, even if the system does work as designed. On the other hand, they also need to hear a positive response directly from soldiers when they meet or exceed expectations. In other words, the programmer must talk to the users on a regular basis.

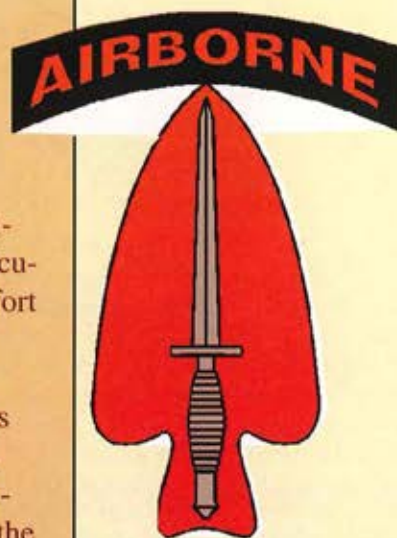
In closing, ELAS was designed by the users for 160th maintenance management. Additional modules in the works for ELAS provide steady, flexible growth that will be tested, then fielded to units. ELAS greatly reduces paperwork and reporting requirements. It allows the maintainers to keep pace with the OPTEMPO in today's aviation unit, and to train younger soldiers with experience, not experimentation.



MSgt. Charles R. Mahoney is the 160th SOAR's regiment aviation maintenance office NCOIC at Fort Campbell, Ky.

Recruitment

People are special operations aviation's most important resource. Due to the increased scope of SOA support throughout the spectrum of conflict, the 160th SOAR has seen some dramatic changes. With the fielding of more advanced airframes, it has become apparent that we needed to refine our recruiting and assessment criteria to meet the needs of the organization. This evaluation of SOA in general, and the 160th in particular, resulted in the expansion of the recruiting and assessment effort and the need to devote full attention to this purpose. A separate office was created to insure that the best-qualified personnel are assigned to the units. The 160th recruiting and assessment offices were created in 1988 to recruit and assess the best in Army aviation. This section consists of a senior warrant officer (a fully mission-qualified aviator) and a GS-5 administration clerk. In 1993 the U.S. Army Recruiting Command attached four senior NCO recruiters to the 160th to assist in the regiment's world-wide recruiting mission.



The 160th SOAR recruitment and assessment programs are successful for three reasons. First, the chain of command is involved in the selection process of assessing the right officers for assignment to the unit. Second, the regiment receives tremendous support from the U.S. Total Army Personnel Command's Special Management Division (SMD), which was formed to assist the 160th SOAR in maintaining manning levels at 100 percent strength. Third, a formal memorandum of understanding (MOU) generated between the U.S. Army Special Operations Command and PERSCOM. The MOU helps the unit identify, recruit, assess and assign soldiers as dictated by mission and operational-security requirements. The MOU also addresses the need to protect soldiers' careers while they are assigned to sensitive, non-traditional duties.

The Recruiting Process

The 160th's recruiting and assessment team visits approximately 15 stateside and six overseas locations annually to conduct unclassified SOA information briefings. Additionally, quarterly visits are made to various U.S. Army Training and Doctrine Command schools to locate soldiers who may be interested in joining the 160th.

The information briefing - a Power Point presentation followed by two videos - provides pertinent information

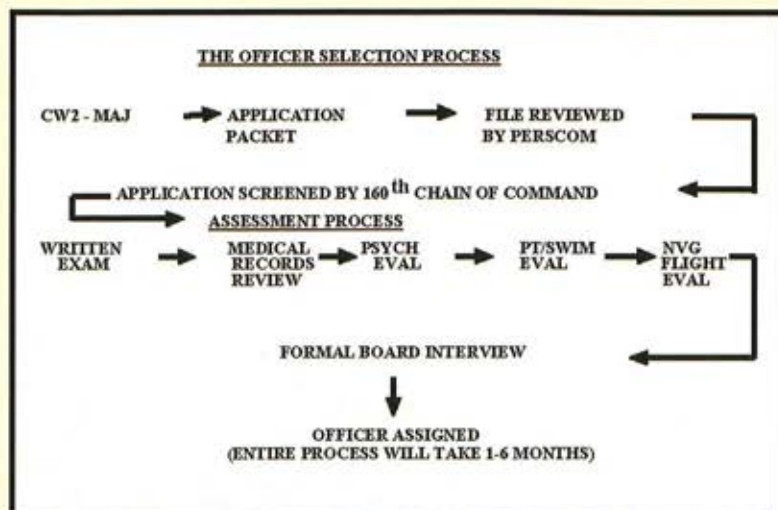
about the 160th's mission, history, equipment, personnel assessment and assignment, and training. The entire presentation lasts approximately 90 minutes and is followed by a question-and answer period. Following the briefing, personnel are encouraged to attend a one-on-one question-and-answer session conducted by the recruiters and the subject matter experts (SMEs). SMEs are fully mission-qualified pilots and senior officers who can answer specific mission and organizational questions.

Officer Qualification

The most important requirement is that all officers are volunteers. The officers must have completed at least one operational flying assignment. Flight time should be primarily in tactical night vision goggle (NVG) environments. Additionally, officers must possess a "Secret" or higher clearance and must be in excellent physical condition. It is preferred that officers be in a career status and possess a civilian education level appropriate for their time in service prior to assignment to the 160th.

Officer Selection Process

Officers desiring assignment to the 160th SOAR may obtain applications in several ways. They may call or write the recruiting office to request an application packet or attend one of the many information briefings. The



officer application requires that several supporting documents be forwarded with the completed application.

Once received, the officer application packet begins a very detailed screening process. Character reference questionnaires provided to the applicant's chain of command, standardization instructor pilots and peers provide an honest assessment of the applicant's past performance. Additionally, a manner of performance (MOP) is requested through SMD. This initiates a thorough file evaluation at PERSCOM to determine the officer's current assignment status and promotion potential. Upon receipt of the MOP and the reference questionnaires, the application packet is reviewed by the battalion and regimental chain of command. If selected for assessment, the officer is contacted and an assessment date is scheduled.

Officer Assessment

The assessments are conducted only for officers and occur monthly. The assessment process is structured in the following pattern:

DAY 1: The first day starts at 0530 with a standard Army APFT, immediately followed by a Navy Class II swim test. Following the swim test, the candidates complete their in-processing and turn in their flight and medical records for review. At 1030 candidates are briefed by the regimental psychologist and begin a series of psychological tests. At 1500 the candidates are introduced to either their instructor pilot (IP) or the SME for their particular MOS. The IP or SME will issue a mission for which candidates will be required to write a five paragraph operations order and brief selected personnel within 24 hours.

DAY 2: Scheduled interviews will be held with the regimental psychologist. This is an in-depth interview which helps define individual strengths and weaknesses. At 1300 candidates report to ALSE for flight gear issue and at 1400 interviews with the assessment officer are conducted to review the candidates' personnel records. Officers being assessed for either the MH-47E or MH-60K simulator period will be scheduled for cockpit orientation.

DAY 3: All interviews are completed, assessment flights are scheduled, and board presentation topics will be issued depending on scheduled board times. The pre-

sentation materials needed for a professional brief are provided by the assessment officer.

DAY 4: The boards begin on this day. Boards are tailored for each individual and the amount of time allotted varies per individuals and their qualifications. It is recommended that candidates arrive for their scheduled board 30 minutes early in Class A uniform and be prepared to brief. The formal board, chaired by the regimental commander or deputy commander, considers the whole-man concept and makes the final decision on whether to accept the officer. Once the board has taken place candidates leave knowing the results and the reasons for selection or non-selection.

DAY 4: The last day for boards, if the candidate's board took place on Thursday they can depart Fort Campbell. This concludes the assessment week.

Officer Assignment

Following successful assessment, the responsibility for assignment shifts to the regimental adjutant and coordination is made with SMD-specific branch managers at PERSCOM for the officer's earliest possible assignment to the regiment.

Enlisted Assignment Process

Enlisted soldiers are assigned directly to the 160th. They may volunteer for the assignment and must possess specified military occupational specialties. They must be in excellent physical condition and be eligible for a "Secret" or higher clearance. Soldiers who possess one of the appropriate MOSs and desire assignment should contact the regiment's recruiting officer to request an enlisted application packet.

For more information on joining the 160th SOAR contact the Recruiting Section at (DSN) 635-9819 or (502) 798-9819, or the Assessment Section at (DSN) 635-5689 or (502) 798-5689.

Military Occupational Specialities Required by the 160th SOAR (A)

25Q	44B	67T	68J	71M	88N
29E	44E	67U	68K	73C	91B
29S	52C	67V	68L	73D	92A
29W	52D	67Y	68N	73Z	92Y
31C	54B	68B	68P	74F	93P
31U	55B	68D	68Q	75B	96B
31Z	63B	68F	68R	75Z	96D
39D	63J	68G	71D	77F	97B
43E	63S	68H	71L	88M	98J

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CWO 3 David Miller is the 160th SOAR's regimental assessment officer at Fort Campbell, Ky.

BRIEFINGS

The Army's 1997 Medical Service Corps Award of Excellence has been awarded to Capt. Shaun Bailey, a pilot and evacuation platoon leader with the Katterbach, Germany-based 45th Medical Company. Since joining the air ambulance unit in September 1995 Bailey has been deployed to Albania and did a six-month stint in Bosnia, and learned of his achievement while on a three-month deployment to Egypt in support of Exercise Bright Star. Bailey was chosen from a field of some 40 officers and was presented with the award during a recent ceremony at Fort Myer, Va.

The Army has awarded **Sabreliner Corp.** a contract worth up to \$37 million for the inspection and repair of up to 462 engines currently used in UH-60A and -L Black Hawks. The one-year contract carries four one-year extension options and calls for Sabreliner to make substantial investments in facilities and equipment at its Neosho, Mo., plant to accomplish "cold section" inspections and necessary repairs on General Electric T700-GE-700 and -701 engines.

Retired Col. **Claude L. Shepard Jr.**, a Pearl Harbor survivor and one of the Army's pioneer aviators, died February 15 in Greenfield, Mass.

Born in Murray, Iowa, Col. Shepard was a 1939 graduate of the U.S. Military Academy at West Point, N.Y. He commanded a battery in the 25th Infantry Division's 15th Field Artillery Regiment at the time of the Pearl Harbor attack, after which he went on to qualify as an Army aviator. Col. Shepard flew liaison aircraft in North Africa and Europe, and was Seventh Army aviation officer under Gen. George S. Patton Jr.

After World War II Col. Shepard saw service in Korea, Europe and the United States before his retirement in 1969. In civilian life he earned a master's degree in urban and regional management from the University of Massachusetts at Amherst, where he later joined the Department of Legal Studies.

Col. Shepard was a leader in the early development of Army aviation, and in later life was elected to the Army Aviation Hall of Fame. Memorial contributions may be sent to: First Parish Church of Northfield, P.O. Box 158, Northfield, MA 01360.

Dayton-Granger Inc. and **Bristol Aerospace Ltd.** have announced their joint development of a device which incorporates antenna functions into the deflector component of Wire Strike Protection System (WSPS) cutter assemblies. The UF10-704 WSPS Antenna prototype was developed for use on the UH-60 Black Hawk, and flight test and evaluation of the system by the Army is expected to begin in the first half of this year.

The Army, Raytheon Systems Co. and **DOD's Joint Dual Use Program Office (JDUPO)** have embarked on a three-year, \$24 million joint effort to develop uncooled infrared (IR) night-vision technology. The partnership is expected to produce a new generation of low-cost IR sensors, significantly lowering costs to accelerate the sensors' widespread military and commercial use. The effort is administered through the U.S. Army Communications-Electronics Command (CECOM) as a dual-use science and technology program which meets JDUPO guidelines for a Dual-Use Applications Program.

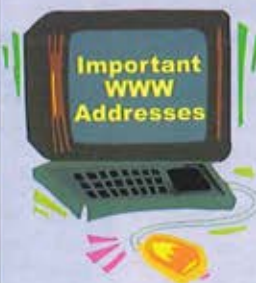
AVIATION EDUTAINMENT

What's New on the Web, the TV, and for the PC

Must see TV: Wingspan: Air & Space Channel, premiered April 2, is a new cable and satellite channel devoted exclusively to air and space subjects. Wingspan provides news, documentaries and educational programs on past, present and future aerospace related topics. If you like "Wings" on the Discovery Channel, you'll go full throttle for Wingspan! Contact your local cable company to add Wingspan. Visit their website at: www.wingspantv.com.

Web Surfing: Black Hawk Down: An American War Story provides a firsthand in-depth account of the Oct. 3-4, '93 Battle of Mogadishu in Somalia. Mark Bowden, Philadelphia Inquirer staff writer, tells the riveting story of the soldiers and crewmen who took part in the historic raid which wounded 73 soldiers and left 18 dead. Website offers video, audio, photographs, maps, and graphics. Web address: www3.phillynews.com/packages/somalia/nov16/default16.asp.

Killer PC Software: Longbow 2: Next Generation Air Combat is the latest in AH-64D Longbow Apache based flight simulation software. Produced by Jane's (Defence) Combat Simulations, Longbow 2 is the cutting-edge sequel to AH-64D Longbow, the 1996 Flight Sim of the Year winner. An all new graphics engine produces superior terrain and object detail and 3D effects. Improvements include spectacular audio/visual effects, multiplayers, interactive training and dynamic campaigns. Hot Stuff! MSR Price: \$39.99 Visit Jane's website at: www.janes.com.



The Bill of Rights

<http://pacific.discover.net/~dansyr/billrigh.html>

U.S. Army National Guard

<http://www.dtic.mil/defense/deflink/guardlink>

U.S. Army Reserve <http://www.army.mil/usar>

1998 Military Pay Chart

<http://www.dfas.mil/money/milpay/98pay/index.htm>

Armored Vehicle Identification Tutorial: <http://members.aol.com/aircav01/threat.html>

ANCOC: <http://bliss-usasma.army.mil/website/dot/ancoc/ancoc.htm>

BNCO: <http://bliss-usasma.army.mil/website/dot/bncoc/bncoc.htm>

Fort Eustis NCO Academy: <http://atscweb.atsc-army.org/tcncoa/ncoahome.htm>

Tri-Care Support Office: <http://www.ochampus.mil>

**Write or call the AAAA National Office
and let us know if you know of any great websites!!!**

people on the
move



Editor's Note: Army Aviation is seeking news announcements of aviation-related professionals who are on the move. If you or your organization have an upcoming change of leadership (at the battalion or squadron level, or higher for MTOE and TDA units), please forward the information to Barbara Ross, care of the AAAA National Office.

CSM Jack M. Johnson, garrison CSM of the U.S. Army Aviation Center and Fort Rucker, Ala., retired May 29 after 27 years of service. MSgt. Printis Modisett Jr. has temporarily assumed the duties of garrison CSM. No permanent CSM has been announced yet to replace Modisett. Johnson plans to seek civilian employment after enjoying some time off.

Col. Gary N. Matteson assumed command of the U.S. Army Aeromedical Center at Fort Rucker from Col. Craig L. Urbauer on June 11. Matteson previously served as command surgeon of the Third U.S. Army at Fort McPherson, Ga. Urbauer, who commanded the USAAMC for two years, has been assigned as surgeon for the U.S. Army Reserve Command at Fort McPherson.

CSM Robert F. Eckrich Jr. passed responsibility as the commandant of the Aviation Center NCO Academy at Fort Rucker to CSM Sanford C. Tanna on June 18. Tanna previously served as the CSM of the 1st Aviation Brigade at Fort Rucker. Eckrich, who served as commandant since July 1996, retires after 30 years of service. He and his family will make their retirement home in Winter Park, Fla.

Lt. Col. John S. Arnold, former executive officer of the Air Maneuver Battle Lab at Fort Rucker, will assume command of the 1st Battalion, 13th Avn Regiment, at Fort Rucker from Lt. Col. Jeffrey S. White on July 2. White will become the executive officer of the U.S. Army Safety Center at Fort Rucker.

Lt. Col. Reginald R. Gillis assumes command of the 1st Bn., 11th Avn. Regt., from Lt. Col. Mark A. Grablin at Fort Rucker on July 10. Before command Gillis was an assistant force planner (Army) on the staff of the secretary of defense at the Pentagon. Grablin will then be assigned to the Army's DCSOP staff (DAMO-SSW: War Plans) at the Pentagon.

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ATTENTION Army Aviation Commanders

The 1998 Blue Book
Data Request Forms

have been mailed to all Army aviation battalion and above commanders for updates to be published in the August/September "BlueBook" issue of Army Aviation Magazine. Suspense is 15 July 1998.

All activities that appeared in the 1997 Blue Book have been sent these requests. If your unit/activity stood up in the last 12 months please fax (203-222-9863) or E-Mail (aaa@quad-a.org) ARMY AVIATION Magazine and make sure that your organization is included in this year's Blue Book.

Data requested is: Organization name, mailing address, phone (DSN & Com), E-Mail, and office symbol for Cdr, Senior NCO, SIP, MTFE, ASO. Current photos of Cdr. and NCO are optional and may be sent to the AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880 NLT 15 July 1998.



- ☛ **July 1-5.** Vietnam Helicopter Pilots Association (VHPA) 15th Annual National Reunion, Fort Worth, Texas. For details call Don Joyce, "Shrimpboat W4", (407) 870-5367.
- ☛ **July 23.** Monmouth Chapter Membership Appreciation Riverboat Cruise.
- ☛ **July 24-25.** AAAA Scholarship Foundation, Inc. Scholarship Selection Meeting, Arlington, Va.
- ☛ **July 24-25.** AAAA Scholarship Foundation, Inc. Executive Committee Meeting, Arlington, Va.
- ☛ **Aug 13.** Monmouth Chapter Sports Day and Clambake (Tennis, Golf, Clambake and Introduction of Monmouth Chapter Scholarship Winners).
- ☛ **Aug 18.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Fort Rucker O'Club. Contact CWO 2 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, FL. 33742. Tel: (800) 626-8194.
- ☛ **Sept 18.** Army Aviation Center Chapter Fall Golf Classic Tournament, Fort Rucker. Call CWO 2 Jim Kennedy, (334) 255-3411.
- ☛ **Oct 12.** AAAA National Executive Board Meeting, Washington, D.C.
- ☛ **Oct 12-14.** 1998 AUSA Annual Meeting, Sheraton Washington Hotel & Omni Shoreham Hotel, Washington, D.C.
- ☛ **Oct 24.** Army Aviation Center Chapter 7th Annual Chili 5K Race and Cook-Off, Fort Rucker. Call Capt. Rich Carroll, (334) 255-3395.
- ☛ **Nov 17.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Fort Rucker, O'Club. Contact CWO2 Jim Kennedy, (334) 255-3411.
- ☛ **Nov 17, 18 & 19.** PM AEC and Monmouth Chapter Electronics Symposium, Ocean Place Hilton, Long Branch, New Jersey.
- ☛ **Jan. 11-13, 1999.** AUSA/AAA Aviation Symposium, Fairview Park Marriott, Falls Church, VA.

arrivals/departures

COLONELS

Brooke, J. Lynton, 511 Forbes Avenue, Carlisle, PA 17013.

MAJORS

Aid, Michael C., 9803A Nancy Dr, Box 29, Fort Drum, NY 13603.

Hansen, John T., 94-532 Lumiauu, Apt E-102, Waipahu, HI 96797.

Lauer, James J., 701 Pembroke Place, Clarksville, TN 37042.

CAPTAINS

Achenbach, Eric R., 308 E. Emerald Drive, Enterprise, AL 36330.

Gignilliat, Andrew D., 211 Cedar Drive, Enterprise, AL 36330.

Harris, Marilyn R., 1809 W. St. Andrews, Santa Ana, CA 92704.

Mettling, Daniel S., 3133 Achey Drive, Enterprise, AL 36330.

Murray, Dawn M., 246 Edith Way, Daleville, AL 36322.

Tussing, Jon M., 207 Spring House Drive, Savannah, GA 31419.

Walach, Christopher, P.O. Box 5264, Temple, TX 76505.

Walthouse, Robert J., 59-058 Huelo Street, Haleiwa, HI 96712.

1ST LIEUTENANTS

Gregory, Eugene J., 13130 NW 1st Avenue, Miami, FL 33168. EM: ycg7361@apsu01.apsu.edu

Tway, Marshall P., 810 A Hamilton Street, Wahiawa, HI 96786.

Wilson, Gail E., 5754 Cottonbelt Way, Fayetteville, NC 28314.

Zumwalt, Shawn C., 650 Logan Lane, Dundee, OR 97115.

2ND LIEUTENANTS

Burns, Robert E., 124 Patricia Lane, Daleville, AL 36322.

Cohoon, Bryan K., 223 Weeks Drive, Apt. 3, Enterprise, AL 36330.

Ledford, Kristine A., 71 Am Windham Drive, No. 107, Daleville, AL 36322.

Lincicum, Adam R., P.O. Box 620101, Fort Rucker, AL 36362.

Miller, Nick J., 68 Woodfield Place, Enterprise, AL 36330.

Schaefer, Rona L., Route 2, Box 229, Enterprise, AL 36330.

Tucker, Tim D., P.O. Box 620384, Fort Rucker, AL 36362.

CW3S

Khelemsky, Vitaly, Route 1, Box 48D, Enterprise, AL 36330.

CW2S

Lemons, Kelly J., 1208 Timber Creek Road, Fort Worth, TX 76126.

WO1S

Bumgarner, William S., 101 Livingston Street, Apt. 702, Daleville, AL 36322.

Kirkland, Mark T., 20 Boyce Place, Fort Rucker, AL 36362.
Osterhoudt, Keith E., 1-13 Avn Regt, CMR 3, Box 7036, Fort Rucker, AL 36362.

Ward, Matthew B., 1500 Shellfield Road, No. 521, Enterprise, AL 36330.

ENLISTED SOLDIERS

Bailey, Scott A. SFC, 109A Republic Lane, Newport News, VA 23603.

Bullard, James H. SFC, 304 Split Rail Circle, Apt. 101, Newport News, VA 23602.

Gates, Clarence L. SFC(P), 449 Ashton Green Blvd., Newport News, VA 23608.

Harris, Willie SFC, 902 Doewood Lane, Newport News, VA 23608.

Langenwalter, Kent W. SFC(P), 321 Bridgewater Drive, Lee Hall, VA 23603.

LeRoy, Kenneth B. SFC, 2514A Van Vorhis Street, Fort Eustis, VA 23604.

Louis, Julian E. SSG, P.O. Box 4798, Fort Eustis, VA 23604.

Mack, Richard L. SSG, 210 Mill Run Court, Newport News, VA 23603.

Martin, Christopher SSG, 12917 Jefferson Avenue, H-286, Newport News, VA 23608.

Rodriguez, Roberto A. SFC, 6110 Hedingham Drive, Hope Mills, NC 28348.

Skinner, David L. SFC, 433 Cherrywood Court, Newport News, VA 23608.

Smith, John L. SSG, 7 Heritage Way, Newport News, VA 23602.

Tyler, Kevin K. SSG, 2354 E 11th Street, Fort Eustis, VA 23604.

Vanatta, Jon M. SGM, 929 Jouett Drive, Newport News, VA 23608.

Wright, Jeffery Lo SFC, 1120-D Thompson Circle, Fort Eustis, VA 23604.

DACS

Anderson, Mary E. Ms., 106 Burton Street, Huntsville, AL 35811.

CIVILIAN

Harrington, Scott M., P.O. Box 90, West Point, NY 10997.
Zellers, Robert H., 100 Brisham Road, Eliot, ME 03903.

AVIATION SOLDIERS

The Backbone of Army Aviation

Directory Sample

Last Name, First Name, M.I. (Rank) (Initial Membership Year) (Nickname) Mailing Address. Dy: Duty Phone. Res: Residence Phone. S: Spouse's Name. Dy: Duty Assignment. MOS. AAAA Offices Held.

**A professional-personal roster of Enlisted AAAA members. Data sheets were sent to all AAAA enlisted members, requesting information for the following directory. Only those members who responded by 29 April 1998 are listed.*

Aarons, Clifton G., (1SG) (M95) E Co, 5-158th Avn Regt, CMR 467, Box 3794, APO AE 09096. S: Sharon. Dy: E Co, 5-158th Avn Regt, Wiesbaden, Germany. MOS: 67Z5M.

Adams, Ian G., (SSG) (M91) 45th Medical Co (AA), CMR 454, Box 2176, APO AE 09250. Dy: Blackhawk T.I. MOS: 67T30.

Adrales, Loreto R., (SGT) (M99) (Lito) 1633 Martin Luther King, Copperas Cove, TX 76522. Res: (817) 547-8925. S: Noemi. Dy: A Co, 615th DASB, 1 Cav, Fort Hood, TX. MOS: 68J. Life Member.

Agena, James E., (SSG) (M96) 1015 King George Blvd., Apt. 618, Savannah, GA 31419-8939. Res: (912) 927-0969. S: Marcia.

Aila, Antoinette, (MSG) (M98) (La'i) Northern Lights VP Memb., 3010 Montgomery Rd, Bx220, Fort Wainwright, AK 99703. Dy: (907) 353-9125. Res: (907) 455-9301. Dy: HHC, 4-123rd Avn VP, Membership Enrollment, Northern Lights Chapter.

Albee, Harold E., (SGT) (M98) (Gene) Avn, 1SB, Unit 31520, APO AE 09832. S: Patrice. Dy: UH-1 Crewchief MFO. MOS: 67N20.

Amin, Mohammad S., (SGT) (M98) 9425 B Dickinson Loop, Fort Drum, NY 12603. Dy: (315) 772-4007. Res: (315) 773-2196. EM: menotear@giscos.net. S: Sheela. Dy: UH-60 Crew Chief, A Co, 2-10 Avn Regt. MOS: 67T2F.

Angr, Victor S., (SFC) (M95) 139 Carlyle E., Belleville, IL 62221-4518. Dy: (618) 256-6954. Res: (618) 256-6461. EM: angrvys@transcomsaft.af.mil. S: Michelle. Dy: JOSAC USTRANSCOM. MOS: 93P40.

Aperans, James A., (SFC) (M96) (Jim) 625 Helton Dr., Clarksville, TN 37042. Dy: (502) 798-1922. EM: aperansj@soar.net. S: Pam. Dy: AD, B Co, 4th Bn, 160th SOAR (A). MOS: 35W4P.

Applebeck, Neal L., (SFC) (M97) 104 McNair Circle, Fort Bragg, NC 28307. Dy: (910) 396-1957. Res: (910) 436-7872. EM: applebeckn@mindspring.com. S: Cami. Dy: B Co, 1/58th Avn Regt, Fort Bragg, NC. MOS: 35D.

Arnold, Gary L., (SSG) (M96) 108 Chewalla, Enterprise, AL 36330. Dy: (334) 255-1256. Res: (334) 393-0641. S: Deborah.

Baker, William J., (1SG) (M94) (Bill) Iron Mike Chap VP Enl Afr, 47 Lakeridge Dr., Cameron, NC 28326. Dy: (910) 396-8644. Res: (919) 498-2016. EM: wbaker2016@aol.com. S: Lori. Dy: HHC, 3-229th Avn Regt. MOS: 93P5P. VP, Enlisted Affairs, Iron Mike Chapter.

Barnhart, Edward S., (SFC) (M98) (Barney) 111 Bridle Lane, Newport News, VA 23608. Dy: (757) 872-9767. Res: (757) 878-4075. EM: drllsgt63@aol.com. S: Gisela. Dy: B Co, 1/222d Aviation Regiment, Fort Eustis, VA. MOS: 67R4X.

Bates, Terri L., (SFC) (M96) 95-030 Hokuwa St., Apt. 61, Milliani, HI 96789. Dy: (808) 656-3350. Res: (808) 656-3050.

Dy: HHC, 2-25 Aviation Regiment, Wheeler Army Airfield. MOS: 93P40. Bronze OSM.

Blath, David T., (SPC) (M96) 5133 Tern Place, Fayetteville, NC 28311. Dy: (910) 396-9703. Res: (910) 823-9361. S: Melissa Ann. Dy: 18th Avn Bde, C Co, 159th Avn Regt, Fort Bragg, NC. MOS: 67U.

Bayard, Roderick M., (MSG) (M97) HHD, 164th ATS Group, Unit 15276, APO AP 96205-0049. EM: bayardr7@usfk.korea.army.mil. MOS: 31U5P.

Beraneck, Jade L., (SFC) (M96) 17th ASG CM, Unit 45013, Box 2524, APO AP 96338-5013. S: Diana.

Berndt, Daniel P., (SSG) (M92) (Dan) 7145 Grand Valley Dr., Colorado Springs, CO 80911. Dy: (719) 526-5463. Res: (719) 391-7433. S: Marion. Dy: T Trip 4/3 ACR, Fort Carson, CO. MOS: 67T30. Bronze OSM.

Bickford, Chris K., (CPL) (M97) Avn Co/1SB, Unit 31520, APO AE 09832. Dy: AD Flight Medic. MOS: 91B2F.

Blair, Richard H., (SSG) (M96) (Rickste) 400 Burgundy St., Apt. 125, Leesville, LA 71446. Dy: (318) 531-0203. Res: (318) 535-9675. EM: rickster@worldnetia.net. S: Angelika. Dy: JRTC Ops Group, Avn Div. MOS: 68J30.

Blum, Michael D., (SSG) (M93) 6814 Sebree Dr., Apt. 7, Florence, KY 41042. Dy: (606) 371-1412. Res: (606) 525-2194. EM: ssg_blum@aol.com. Dy: Florence Army Recruiting Office, Florence, KY. MOS: 68J3W.

Blyden, Alphonso V., (MSG) (M90) (Al) 4617 Devonshire Dr., Fayetteville, NC 28304. Dy: (910) 396-1092. Res: (910) 426-5277. Dy: 2d Support Center, Fort Bragg, NC. MOS: 67Z50.

Bowers, Timothy O., (CSM) (M97) 77002 Rusk Circle, W. Fort Hood, TX 76544. Dy: 254-287-6441. Res: 254-539-5469. S: Melinda.

Bretzke, Ronald J., (SFC) (M94) 330 Warwick Landing Pkwy., Newport News, VA 23608. Dy: (757) 878-5801. Res: (757) 888-6731. EM: rbretzke@juno.com. Dy: 3rd Staff & Faculty. MOS: 68X4P.

Brey, Larry D., (SGM) (M97) 3 Tiara Park, Fort Rucker, AL 36362. Dy: (334) 255-8444. Res: (334) 598-3530. EM: larry_brey@rucker-emh4.army.mil. S: Dagmar. Dy: HHC, 1-223d Avn Bn, Bn SGM, Fort Rucker, AL.

Briggs, Terry L., (SFC) (M98) 1257 Sutton Loop, Fairbanks, AK 99701. Dy: (907) 353-6949. Res: (907) 479-2168. EM: briggs@polarnet.com. S: Kristine. Dy: Flight Platoon Sergeant, D Co, 4/123 Avn Regt. MOS: 67T4F.

Bruce, Lawrence T., (SFC) (M93) (Larry) 6305 N. London Ave., Apt. 1, Kansas City, MO 64151. Dy: (816) 426-5576. Res: (816) 746-1967. Dy: Dept. of Army Regional Representative, DARR to FAA Cntrl/Gt Lakes Rg. MOS: 93C40.

Busk, Gregory K., (SFC) (M97) (Greg) 107 Patrice Terrace, Williamsville, NY 14221. Dy: (716) 783-5415. Res: (716) 632-2708. EM: gregok38564@aol.com. S: Marilyn.

Dy: Co B, 1/142 Avn Bn, Rochester, NY. MOS: 67Y40.

Caffey, Roy O., III, (SSG) (M90) (Roy-O) 4159-1 6th St., Fort Wainwright, AK 99703. Dy: (907) 353-7308. Res: (907) 356-2716. S: In Suk. Dy: CH-47D Tech. Inspector, B Co, 4/123rd Avn Regt. MOS: 67U.

Calvery, Donnie D., (CSM) (M90) (Don) 2197 Stateline Road, Allensville, KY 42204. Dy: (502) 798-1307. Res: (502) 265-4626. S: Beth. Dy: CSM HQ's, 1-160th SOAR (A). MOS: 00Z5P.

Chang, In Duk, (SFC) (M97) 834-B Tamarack Dr., West Carthage, NY 13619. Dy: (315) 772-3701. Res: (315) 493-2172. S: Nan. Dy: HHC 10th Aviation Brigade, Fort Drum, NY 13602. MOS: 77F40.

Choi, Joosik, (SGT) (M97) HHC, 17th Avn Bde, Unit 15270, APO AP 96205-0043. EM: jsamuelc@chollan.net. S: Mi Young. Dy: HHC, 17th Avn Bde. MOS: 91B.

Christopher, Dean, (SFC) (M91) 4105 Seville Dr. S.E., Lacey, WA 98503. Dy: (253) 967-1877. Res: (360) 491-5890. EM: christod@sarmy.jewis.army.mil. S: Anna. Dy: A Co, TSBn (Avn)-Riley, 5th Army (W), Fort Lewis, WA. MOS: 67U40.

Christman, Jason E., (SGT) (M98) 1363 M.L. King Jr. Dr., Copperas Cove, TX 76522. Dy: (254) 288-1151. Res: (254) 542-7955. S: Jennifer. Dy: D Troop, 1-7 Cav. MOS: 67S20.

Churchill, John C., (SSG) (M97) (Church) D Co (AMC), 82nd Avn Bde, Box 76, Fort Bragg, NC 28307. Dy: (910) 396-4083. Res: (910) 493-3378. EM: jchurchill@sprintmail.com. Dy: Technical Inspector, D (AMC), 82nd Avn Bde.

Clayton, Hiram L., (CSM) (M91) (Len) HQs 12th Avn Bde, CMR 467, Box 4731, APO AE 09096. EM: csm@12avn.wiesbaden.army.mil. S: Sandra. Dy: Bde CSM, 12th Aviation Brigade. MOS: 00Z50. Bronze OSM.

Clayton, William A., (SGT) (M97) 118 LeHardy Dr., Savannah, GA 31405. Dy: C 3/160 SOAR (A), HAAAF, GA. MOS: 68D2P.

Collier, Lori D., (PFC) (M97) HHT, 1-6th Cav, Unit 15567, Box 355, APO AP 96297-0626. EM: loricollier@hotmail.com. Dy: HHT, 1-6 Cavalry. MOS: 98B10.

Colonolivas, Victor R., (SFC) (M97) 3203 Honeysuckle Dr., Killeen, TX 76542. Dy: F-1-58 Avn, Fort Hood, TX.

Constantino, Frederick J., (SFC) (M96) (Fred) A Co, 3/58th Avn, Unit 20199, Box 443, APO AE 09165. S: Gina. Dy: Ptl Sgt, Air Traffic Controller. MOS: 93C.

Cooper, Rickey L., (SFC) (M89) 307 Bernstein St., Fort Bragg, NC 28307. Dy: (910) 396-9377. Res: (910) 436-4114. EM: rcml06@aol.com. S: Mary. Dy: D Co, 2-82 Avn. MOS: 67T.

Couturier, Andrew S., (SFC) (M97) (Andy) 510 Antler Dr., Enterprise, AL 36330. Dy: (334) 255-9116. Res: (334) 393-8273. EM: sargeac@aol.com. S: Shari. Dy: USAAVNCOA Small Group Instructor, US Army Avn NCO Academy. Past Chapter Officer.

APO AP 96257. EM: creedd@usfk.korea.army.mil. S: Margaret. Dy: 2-2 Avn Rgt CSM, 2 ID. MOS: 00Z50. Bronze OSM.

Dahlin, Richard L., (1SG) (M93) (Top) HHC, 11th Avn Regt, CMR 416, Box 511, APO AE 09140. S: Sue. Dy: HHC, 11th Aviation Regiment, S-3. MOS: 67Z5M.

David, James, (SGT) (M96) 5411 Bucknell Road, Baltimore, MD 21206-3853. Dy: (910) 432-7101. Res: (410) 488-3650. Dy: A Co, 37th Eng, Fort Bragg, NC.

Desmarais, Maurice A., (SSG) (M98) 17th ASG CM, Unit 45013, Box 3454, APO AP 96338-5013. EM: desmaram@zama-emh2.army.mil. Dy: 78th Avn Bn (P), Camp Zama, Japan. MOS: 35D. VP, Membership Enrollment, Rising Sun Chapter.

Douglas, Larry D., (SSG) (M95) (Dee) 814-B Johanne Place, Colorado Springs, CO 80906. Dy: (719) 526-0230. Res: (719) 576-5461. Dy: 571st Medical Company (AA), Fort Carson, CO.

Duncan, Todd E., (SGM) (M90) 9550 Dyer St., Apt. 1058, El Paso, TX 79924. Res: (915) 751-6023. S: Regina. Dy: U.S. Army Sergeants Major Academy. MOS: 67Z.

Eagle III, Wallace R., (SGT) (M97) (Rob) CMR 477, Box 1261, APO AE 09165. EM: w_eagle_iii@yahoo.com. S: Christine. Dy: Aircraft Structural Repairer, D Co, 2/501st Avn Regt, 4 Bde, 1AD. MOS: 68G20.

Eckrich, Robert F., (CSM) (M94) (Bob) Army Avn Cn Chap VP Enl, 19 Nininger St., Fort Rucker, AL 36362. Dy: (334) 255-1307. Res: (334) 598-6296. EM: robert_eckrich@rucker-emh4.army.mil. S: Ann. Dy: Comman-dant, USAAVNCO Academy. MOS: 00Z50. VP, Enlisted Affairs, Aviation Center Chapter. Past Chapter Officer.

Empelt, Harold L., (1SG) (M97) 902 Fisher Court, Granite City, IL 62040-1862. Dy: (618) 452-4273. Res: (618) 451-0730. S: Kristi. Dy: HHC, CMPSC, Granite City, IL. MOS: 67Z5M.

Everett, Ralph A., (1SG) (M93) (Tony) 801 S. Liberty Church Rd., Clarksville, TN 37042. Dy: (502) 798-1429. Res: (931) 645-4582. S: Maria. Dy: 1SG, C Co, 1/160th SOAR (A), Fort Campbell, KY. MOS: 67Z5P.

Finerson, James B., (PVT) (M97) HHC, Avn Bde, Box 5148, Wheeler AAF, HI 96854. Dy: (808) 656-2761. Res: (808) 624-7734. Dy: Avn Bde, S-3 Trng. MOS: 93P.

Fenley, Thomas G., (SSG) (M98) 4801 Arbor Road, Fayetteville, NC 28311. Dy: (910) 396-5992. Res: (910) 630-6406. Dy: Technical Inspector, D Co (AMC), 82nd Avn Bde.

Ford, Jason B., (SPC) (M98) (Brodie) 3010 Montgomery Rd, Box 117, Fort Wainwright, AK 99703. Dy: (907) 353-7080. Res: (907) 356-1728. EM: brodieford@hotmail.com. Dy: B Co, 4/123rd Avn, ALSE Technician. MOS: 67N.

Fuller, Michael E., (SPC) (M97) (Mike) D Co, 2/3 GSAB, APO AE 09855-8342. Dy: (912) 352-5611. Res: (912) 920-1544. S: Deborah. Dy: D Co, 2/3 Avn, Hunter Army Airfield, GA.

Furrey, Dana T., (MSG) (M93) CMR 467, Box 3052, APO AE 09096. EM: 19ambrocoic@19crrmc.wiesbaden.army.mil. S: Heike. Dy: Aviation Maintenance Manager, 19th Corps Materiel Mgmt Ctr. MOS: 6725F.

Garcia, Frank, (SFC) (M98) Iron Mike Chap VP Ent Afr, 5734 McDougal Dr., Fayetteville, NC 28304. Dy: (910) 907-2217. Res: (910) 425-1767. S: Rosa. Dy: D Co (AMC) 82d Aviation Brigade, 82d Airborne Division, Fort Bragg. MOS: 67T4P. Other: Iron Mike Chapter.

Geddes, Patrick L., (SFC) (M94) (Pat) 9103 Shenandoah Road, Fort Belvoir, VA 22060-2422. Dy: (703) 681-9162. Res: (703) 780-4840. EM: geddespatrick@hq.opotec.army.mil. S: Mary. Dy: OPTEC, Alexandria, VA. MOS: 67R4H.

Gray, Loren G., (SSG) (M94) 441 Devonwood Court, Taylors, SC 29687. Dy: (864) 232-7121. Res: (864) 322-0272. EM: lgray26964@aol.com. S: Heidi. Dy: US Army Recruiting Battalion, Columbia, SC. MOS: 93P34.

Gulserian, John H., (SFC) (M91) 60 Rivers Bend Dr., Savannah, GA 31406. Dy: (912) 352-5065. Res: (912) 353-9339. S: Lynne. Dy: C Co, 1st Bn, 3rd Avn Regt, HAAF, GA. MOS: 67R.

Hanson, David J., (PFC) (M97) (Ace) 3rd Squadron, 6th Cav Bde, Unit 15712, APO AP 96271-0712. MOS: 71FH7.

Harris, Eric J., (1SG) (M87) (Big 6) 940 Layette Court, Fort Wainwright, AK 99703. Dy: (907) 353-9652. Res: (907) 356-2774. EM: eharris@polarnet.com. S: Cammy. Dy: First Sergeant, B Co., 4-123 Avn. MOS: 67Z. 98 Soldier Of Year.

Hawkins, Herman L., (SGM) (M92) (Hawk) 1179 "C" St., Suffolk, VA 23434. Dy: (804) 878-3604. Res: (804) 538-1145. EM: hawkinsh@eustis.army.mil. S: Joyce. Dy: Division Chief, Scout Helicopter Division, DAHT, USAALS, Fort Eustis. MOS: 67Z5M.

Helm, Richard A., (SGT) (M93) (Rick) 1345 Forestwood Circle, Leesville, LA 71446-9444. S: Lesa. Dy: S Troop, 4/2 ACR, Fort Polk, LA. MOS: 68B.

Hernon, Mark F., (1SG) (M93) 2919 Charlie Sleigh Road, Woodlawn, TN 37191. Dy: (502) 798-1229. Res: (931) 906-7835. EM: contree@aol.com. S: Teresa. Dy: 1SG, C Co, 6-101 Avn Regt. MOS: 67T4F.

Hodge, James A., (SSG) (M97) 827 Deer Path Trail, Newport News, VA 23608. Dy: (757) 878-4433. Res: (757) 874-0343. S: Mary. Dy: 3rd S & F, Fort Eustis.

Holder, Al R., (SFC) (M97) Apache TAFT Unit 64901, Box 18, APO AE 09839-4901. S: Beverly. MOS: 68X40

Holcomb, Ronald D., (SFC) (M98) 541B Hooper Dr., Fort Campbell, KY 42223. Dy: (502) 798-9819.

Iannone, Jr., Edward P., (CSM) (M91) (Ed) USAVNC, Bldg 114, Fort Rucker, AL 36362. Dy: (334) 255-9329. EM: edward_iannone@rucker-emh4.army.mil. S: Tricia. Dy: CSM, USAVNC. MOS: 00Z5. NEB. Past Chapter Officer.

Jenkins, Kermit A., (SGT) (M97) 1-52nd Aviation Regiment, Unit 15266, APO AP 96205-0039. EM: kermitajenkins@hotmail.com. S: Simone. Dy: D Company, 1-52nd Avn Regt. MOS: 68N20.

Johnson, Emanuel, (SSG) (M97) E Co, 5/158 Avn Regt, CMR 467, APO AE 09096. Dy: Maintenance Section Sgt, E Co, 5/158th Avn. MOS: 67T.

Jordan, Charles H., (SSG) (M98) (Charley) P.O. Box 620783, Fort Rucker, AL 36362. Dy: (334) 255-3215. Res: (334) 503-1260. EM: birdlegs@snowhill.com. S: Melinda. Dy: Military Police Plt Sgt, Station Cdr, A Co Military Police Activity. MOS: 95B30.

Jordan, Russell W., (SGM) (M93) (Russ)

2775 Tracy Place, Fort Eustis, VA 23604-5000. Dy: (804) 878-4564. Res: (804) 887-0669. EM: jordanr@eustis.army.mil. S: Elaine. Dy: Attack Helicopter Department, DAHT. MOS: 67Z50.

Kather, Earlene, (SFC) (M94) (EK) 104 Eagle Circle, Enterprise, AL 36330. Dy: (334) 255-4050. Res: (334) 247-2707. EM: putt@snowhill.com. S: Mark. Dy: HHC, 1-212th Avn Regt, S-3 NCOIC, Fort Rucker, AL. MOS: 93P4A.

Kiggen, Gerd A.P., (1SG) (M90) (Jerry) 105 Virginia Dr., Clarksville, TN 37040-4344. Dy: (502) 798-1851. Res: (931) 648-0452. S: Shirlene. Dy: D Co, 1st Bn, 160th SOAR. MOS: 67Z5P.

Kingston, Roger, (1SG) (M98) 708 Larkspur Dr., Fayetteville, NC 28311. Dy: (910) 432-7770. Res: (910) 482-8030. S: Tammy. Dy: HHC, 1-82nd Avn, Fort Bragg.

Kirk, Jeffery L., (CSM) (M87) (Jeff) 146 Howard Road, West Point, NY 10996. Dy: (914) 938-3716. Res: (914) 446-3590. EM: yj3419@exmail.usma.army.mil. S: Judith. Dy: CSM, United States Military Academy. MOS: 00Z.

Klaehn, Keith C., (CSM) (M97) P.O. Box 510, Oak Grove, KY 42262. Dy: (502) 956-3808. Res: (502) 640-8276. MOS: 00Z.

Kroner, Mario A., (1SG) (M91) (Mario) F Troop, 1-4 Cav, CMR 464, Box 345, APO AE 09226. S: Sandy. Dy: F Troop, 1-4 Cav. MOS: 67Z.

Kyser, Kevin D., (SPC) (M97) HHT, 6th Cavalry Bde, Unit 15711, Box 46, APO AP 96271-0711. Dy: (333) 690-6668. Dy: HHT, 6th Cavalry Brigade. MOS: 67T10.

Laidlaw, Patrick J., (SGM) (M94) 95-988 Wikao St., M204, Milliani, HI 96789. Dy: (808) 656-2748. Res: (808) 625-3705. EM: laidlaw1@pixi.com. S: Alexandra. Dy: 25th Avn Bde, S3 Force Integration. MOS: 67Z5M.

Lawrence, John E., (CSM) (M93) Aviation Cir Chap VP ATB, Rte 3, Box 276B, Enterprise, AL 36330-9638. Dy: (334) 255-3954. Res: (334) 347-9663. S: Dorothea. Dy: CSM Avn Training Bde, Fort Rucker. MOS: 00Z50. Other: Aviation Center Chapter.

Lawrence, Tamara M., (SPC) (M97) (Tammy) HHT, 6th Cavalry Brigade, Unit 15711, APO AP 96271-0711. Dy: HHT 6th Cav Bde, Unit 15711. MOS: 77F.

Lizardo, Richard G., (SGT) (M93) 4362 Balsam St., Apt. 1, Fort Wainwright, AK 99703. Dy: (907) 353-9025. Res: (907) 352-5479. S: Mildred. Dy: B Co, 4/123 Avn. MOS: 67U30.

Lowman, Steve E., (SPC) (M97) (Junior) C Co, 2nd Avn (AMC), Unit 15426, APO AP 96257-0456. EM: stavelowman@hotmail.com. MOS: 68G1P.

Lusk, Daryl R., (1SG) (M98) 8226 #A South Lewis Ave., Fort Drum, NY 13603. Dy: (315) 772-9539. Res: (315) 773-4951. EM: tsglusk@gised.net. S: Carmen. Dy: B Co, 2-10 Avn. MOS: 67Z5M.

Mabrey, Robert O. Jr., (SFC) (M92) ("Mabes") 4803-B Mc Nerney St., Fort Carson, CO 80913. Dy: (719) 526-4471. Res: (719) 527-1136. EM: mabrey127@aol.com. S: Janene. Dy: K Company, 158th Avn Spt Sqn 3 ACR. MOS: 68K4H.

Mahone, Charlie L., (SGM) (M91) (SirChas) HHC, 11th Avn Regt, CMR 416, Box 1317, APO AE 09140. MOS: 93P50.

Maitland, Jay W., (SFC) (M96) 17th ASG CM, Unit 45013, Box 2996, APO AP 96338-5013. S: Annette. MOS: 67T. VP, Enlisted Affairs, Rising Sun Chapter.

Manion, Randall J., (SSG) (M97) 2543 Van Voorhis St., Apt. E, Fort Eustis, VA 23604. Dy: (757) 878-4075. Res: (757) 888-9955. S: Chang Suk.

Manuel, Andrew, (SSG) (M96) B Co., 7/159th Avn Regt, CMR 408, Box 688,

APO AE 09182. S: Haroldine. Marshall, James A., (CSM) (M96) 16 Cedarwood Way, Apt. K, Newport News, VA 23608-4522. Dy: (757) 878-3320. Res: (757) 886-7449. EM: marshaj@eustis.army.mil. S: Meta. Dy: Bn CSM, 1-222 Av Regt.

Maust, Daniel R., (MSG) (M96) P.O. Box 390, APO AP 96555. Dy: (805) 355-3452. EM: maustd@smcd.army.mil. S: Sue. Dy: US Army Kwajalein Atoll. MOS: 67Z50.

McCann, Gregory L., (CSM) (M81) (Greg) P.O. Box 285, Fort Campbell, KY 42223. Dy: (502) 956-4039. Res: (931) 980-8693. EM: mccann@campbell-emh5.army.mil. S: Tae. Dy: CSM, 4-101st Avn, 101st Avn Div (AASLT) "Wings 69". MOS: 00Z50. Bronze OSM.

McCoy, Esquire, (SGM) (M92) 7062 N. Erie Ave., Fresno, CA 93722. Dy: (209) 253-7020. Dy: FTG-40th ID (M) Avn Bde. MOS: 67Z5M.

McCoy, Herbert W., (1SG) (M92) (Mac) P.O. Box 42041, Savannah, GA 31409-2041. Dy: (912) 352-6281. Res: (912) 920-1434. S: Tangerine. Dy: B Co, 3/160th SOAR (A). MOS: 67Z5S.

McDonald, David M., (SFC) (M98) (Mad Mac) 1113 Thompson Circle, Apt. G, Fort Eustis, VA 23604-5577. Dy: (757) 878-4238. Res: (757) 888-6772. EM: dmcdonald@eustis-aatds1.army.mil. S: Candace. Dy: Aircraft Maintenance Sergeant, AATD.

McGlocklin, James A., (CSM) (M93) (Andy) SMC Class 48, USASMA, P.O. Box 984, Fort Bliss, TX 79918-8002. EM: mcglockinj@compuserve.com. S: Gerda. Dy: CSM APO AE, 2-1 Avn Regt. MOS: 00Z. Past Chapter Officer. Bronze OSM.

Messervy, Edward B., (SPC) (M98) (Ward) 3010 Montgomery Road, No. 153, Fort Wainwright, AK 99703-8400. Dy: (907) 353-9645. Res: (907) 356-1573. EM: preston@ptialaska.net. Dy: B Co, 4-123d Aviation, Fort Wainwright, AK. MOS: 67U.

Mikkelsen, Anthony J., (SPC) (M95) A Co., 601st ASB, CMR 454, Box 1716, APO AE 09250. S: Lisa. Dy: Power Plant Repair Specialist.

Mitchell, Michael W., (1SG) (M93) (Mitch) 1376-E Will Will CR, Wahiawa, HI 96786. Dy: (808) 656-2799. EM: mwmsm@aol.com. S: Sun'i. Dy: D Co, 1-25 Avn Regt (Attack), WAAF, HI. MOS: 67Z5M.

Moody, Karl M., (CSM) (M93) 1106 Magnolia, Copperas Cove, TX 76522. Dy: (254) 267-2426. Res: (254) 547-3829. S: Soon. Dy: Battalion CSM, 1-4 Avn Regt, Fort Hood, TX.

Moore, Jim P., (SFC) (M98) (Jim) 5400 York Road, Fort Belvoir, VA 22060. Dy: (703) 607-7718. Res: (703) 781-1819. S: Lisa.

Morgan, Lisa R., (SFC) (M98) 4016 #A Moyer St., Wahiawa, HI 96786. Dy: (808) 655-6338. Res: (808) 624-5637. EM: pboncoic@schofield-emh1.army.mil. S: Eugene. Dy: Senior Reports Supervisor, HHC DISCOM, Schofield Barracks. MOS: 92Y40.

Morris, Kraig M., (SPC) (M96) (Mo) S & T, 1SB, Unit 31530, APO AE 09833. Dy: MFO S & T, 7SB, Sinai, Egypt. MOS: 77F10.

Munoz, Pedro N., (SGT) (M97) (Petie) 5595 B. Wilson Road, Elizabethtown, KY 42701. Dy: (502) 624-1717. Res: (502) 763-1713. EM: petie_2@hotmail.com. Dy: B Co., USAARMK-Law Enforcement Command, Fort Knox, KY. MOS: 93C.

Newell, Craig W., (SGT) (M93) P.O. Box 33241, Fort Lewis, WA 98433-0241. Res: (253) 983-1562. EM: newell@usa.net. S: Pamela. Dy: Technical Inspector, 54th Med Co (AA). MOS: 67T2F.

Neysmith, Dierdre R., (SSG) (M94) (Dee Dee) 4309 Cambridge Court, Newport News, VA 23602. Dy: (804) 878-1637. Res: (804) 877-8266. S: Errington. Dy: USAALS 3rd S & F.

Nguyen, Kathy, (PFC) (M96) Fort Carson Refl. Det., Fort Carson, CO 80913. Dy: (719) 526-1603. Res: (719) 579-4402. Dy: HHT, 4-3 ACR, Box 80, Fort Carson, CO. MOS: 93P.

Nichols, Nicole, (PFC) (M98) (Nikki) D Co, AMC, 82d Avn Bde, Fort Bragg, NC 28307. Dy: (910) 396-3658. Res: (910) 493-6314. EM: darlgnikki@aol.com. MOS: 68B.

Noehl, Michael F., (CSM) (M96) (Mike) HHT, 2-6 Cav, CMR 416, Box 80, APO AE 09140. S: Hyon. Dy: HHT, 2-6 Cav, Illshheim, Germany. MOS: 67Y. Past Chapter Officer.

O'Brien, Clifton P., (CSM) (M92) (Clif) 1519 S. Freestone Dr., Clarksville, TN 37042-5372. Dy: (502) 798-1616. Res: (931) 552-7143. EM: obriencl@soar.net. S: Carol. Dy: HHC, 160th SOAR (A), Fort Campbell, KY. MOS: 00Z5P. Bronze OSM.

O'Connor, Jonathan C., (SSG) (M95) 705 3rd Ave. E., Kalsipet, MT 59901. Dy: (406) 257-1177. Res: (406) 257-5754. S: Cecilia. Dy: Salt Lake Recruiting Bn, SLC UT. MOS: 67U34.

Orden, Jr., Demetrio V., (CSM) (M98) (Roger) 105 Parker Court, Fort Bragg, NC 28307. Dy: (910) 432-6098. Res: (910) 864-5526. S: Debra. Dy: 1-82nd Avn.

Orloff, Mary A., (SGT) (M97) C Co, 158 Avn, Box 793, CMR 408, APO AE 09182. S: Christopher. Dy: UH-60 Crewchief, C/158 Avn.

Oubre, John D., (SPC) (M96) 110 Foxchase Road, Savannah, GA 31406. Res: (912) 351-9678. Dy: UH-60 Helicopter Repairer, D Co, 2-3rd Avn Regt.

Owen, Raymond E., (1SG) (M93) (Ray) 160th SOAR (A), 309 Ridgeland Dr., Clarksville, TN 37043. Dy: (502) 798-4384. S: Kathy. Dy: B Co, 4/160th SOAR(A), Fort Campbell, KY. MOS: 67Z5M.

Owens, Lawrence J., (CSM) (M85) (Larry) 9746 Harington Dr., Fort Belvoir, VA 22060. Dy: (703) 806-7311. Res: (703) 781-0820. S: Teresa. Dy: HHC, 12th Avn Davison AAF, Fort Belvoir, VA. MOS: 00Z5M. Past Chapter Officer. Bronze OSM.

Paige, James M., (SGM) (M95) (JP) CMR 467, Box 4467, APO AE 09096. EM: s3sgm@12avn.wiesbaden.army.mil. S: Lee. Dy: S3 Sergeant Major, 12th Aviation Brigade. MOS: 93P. Bronze OSM.

Pearson, Dennis R., (SFC) (M94) 5022 Sycamore Dr., Hope Mills, NC 28348. Dy: (910) 396-3268. Res: (910) 423-2599. S: Gladysin. MOS: 91B4P.

Pedersen, Ross M., (SSG) (M96) (Pete) HHC Rgt 160th SOAR, ATTN: SIMO, Fort Campbell, KY 42223-5000. Dy: (502) 798-1956. EM: pedersenr@soar.net. Dy: MH-47 Project NCOIC. MOS: 67U35.

Peeples, Lawrence, (CSM) (M95) 111 Jenkins Dr., Savannah, GA 31405-6620. Dy: (912) 352-5849. Res: (912) 351-9557. EM: em5.stewart.army.mil. S: Tammy. Dy: CSM, 2nd Bn, 3rd Avn, HAAF, GA. MOS: 00Z50.

Pepper, Kelley R., (PFC) (M97) D Troop, 1-6th Cav, Unit 15567, APO AP 96297. MOS: 68X.

Petch, Douglas M., (1SG) (M87) (Doug) 559 Christel Springs Road, Clarksville, TN 37043. EM: petchd@soar.net. S: Mary Beth. Dy: D/2-160th SOAR (A), Fort Campbell, KY. MOS: 67U.

Plummer, Norman M., (PFC) (M97) 1-52nd Aviation Rgt, Unit 15266, APO AP 96205-0039. Dy: Crew Chief Act O48 VIP Support, B Co, 1-52nd Avn Regt K16.

Pollino, Frederic P., (SPC) (M98) B Co, 58th Avn Regt, Unit 15348, APO AP 96258-0197. Res: (904) 322-8700. EM: pollinof@hotmail.com. Dy: 17th Aviation Brigade, 164th ATSG, Uijongbu, South Korea. MOS: 93C.

Proctor, Derrick L., (SGT) (M96) 7354 B

Hines Ave., Fort Campbell, KY 42223-3202. Dy: (502) 798-6385. Res: (931) 431-4566. EM: schuakia@prodigy.net. S: Heidi. Dy: A Co, 7/101 Avn. MOS: 67U20.

Rabon, David B., (CSM) (M95) HHC 4th Bde, CMR 454, Box 2342, APO AE 09250. EM: csmcab@email.ansbach.army.mil. S: Barbara. Dy: HHC 4th Bde. MOS: 00Z50.

Reed, Elizabeth A., (PV2) (M97) HHC, 17th Avn Bde, H-208, Unit 15270, APO AP 96205-0043. EM: reedliz@hotmail.com. MOS: 93P.

Riggan, Phillip M., (PVT) (M98) CMR 416, Box 743, APO AE 09140. Dy: D Trp, 6-6 Cav Sqdn, 11th Avn. MOS: 68B10.

Robinson, Matthew W., (SGT) (M93) (Matt) 4204 600th St., No. 1, Fort Wainwright, AK 99703-1036. EM: shadow@mosquionet.com. S: Annette. Dy: D Co, 4-123rd Aviation. MOS: 67T.

Rodriguez, Roberto A., (SFC) (M97) (Chico) 6110 Hedingham Dr., Hope Mills, NC 28348. Dy: (910) 396-7480. Res: (910) 423-1655. S: Conchita. Dy: HHC, 1/229th Avn Regt, Fort Bragg, NC. MOS: 67R4A.

Rodriguez, Simon P., (SGT) (M97) 1-52nd Aviation Regt, Unit 15266, APO AP 96205-0039. EM: simonsayssso@hotmail.com. MOS: 31C.

Rose, Jed K., (CPL) (M97) (Joker) C Co, 2 AMC, Box 191, Unit 15426, APO AP 96257-0456. EM: jokeros@hotmail.com. Dy: Helicopter Powerplant Repairer. MOS: 68B10.

Ruiz, Jimmy G., (CSM) (M91) 16818 Bailey Jean Dr., Round Rock, TX 78681. Dy: (254) 288-1009. Res: (512) 310-1769. EM: ruizj@hood-emh3.army.mil. S: Emilia. Dy: Battalion CSM, 2-227th Avn Regt, Fort Hood, TX. MOS: 00Z50. Past Chapter Officer.

Sanchez, Luis F., (1SG) (M97) (Chez) D Co, 2-501 Avn, CMR 477, Box 1641, APO AE 09165. EM: 2501avd1sg@avn25of1hq.1ad.army.mil. S: Elisa. MOS: 67Z5.

Scheffling II, Richard W., (SGT) (M95) (Rick) 9323 Garst Dr., Manassas, VA 20110. Dy: (703) 810-4230. Res: (703) 331-0298. EM: shefr@erols.com. S: Jennifer. Dy: Open Skies Division/On-Site Inspection Agency, Linguist/Sensor Oper.

Scott, Aaron M., (SGT) (M97) (Scooter) C Co, 2nd AMC, Box 3, Unit 15426, APO AP 96257-0456. S: Rochelle. Dy: Helicopter Powerplant Repairer. MOS: 68B20.

Scott, Eric T., (SGM) (M86) 258 Castlekeep Court, Newport News, VA 23608. Dy: (757) 874-8066. S: Claudia. Dy: USAALS, DATT/EED, 3rd S & F Co. MOS: 67Z5M.

Seabolt, Rodford P., (SGT) (M97) (Rod) PSC 01, Box 636, APO AA 34001. EM: rseabolt@panama.c.com.net. S: Beth. Dy: HHC, 1/228th Avn. MOS: 77F20.

Simmons, Billy L., (SGM) (M98) 209 Seminole Dr., Enterprise, AL 36330. Dy: (334) 255-4116. Res: (334) 347-6924. EM: billysimmons@rucker-ms49.army.mil. S: Jerre. Dy: Bn SGM, 1-212th Avn Regt. MOS: 93P.

Sinopoli, Michael J., (PFC) (M97) HHT, 6th Cavalry Brigade, Unit 15711, APO AP 96271-0711. Dy: DSN 753-7617. Res: DSN 753-8233. MOS 91B10

Smith, Everett, (SFC) (M93) (Frank) 5911 E Inglewood St., Mesa, AZ 85205. Dy: (602) 891-7863. Res: (602) 807-9431. EM: esmith@msgate.mdhc.mdc.com. S: Laurie. Dy: Training Developer, MDHS. MOS: 67R4C. 91 Soldier Of Year.

Smith, Gary L., (PFC) (M97) 4408C McCormack Road, Wahiawa, HI 96786. Dy: (808) 656-1223. Res: (808) 624-5143. S: Claudia. Dy: UH60 Crew Chief, 2-25 Avn Regt, B Co. MOS: 67T.

Stafford, Robert F., (SGT) (M93) (Guido)

3406 Mallard Dr., Clarksville, TN 37042. Res: (931) 431-5539. S: Lani. Dy: A Co, 2/160th SOAR (A), Fort Campbell, KY. MOS: 67U20.

Starcher, Mark A., (SGM) (M97) 1603 E. Andrews Ave., Apt. 13B, Ozark, AL 36360. Dy: (334) 255-2653. Res: (334) 774-7228. Dy: SGM Aviation Propnency. MOS: 67Z50.

Stearnes, Michael G., (SSG) (M87) (Spanky) D Co, 1/501st Avn Regt, CMR 477, Box 1014, APO AE 09165. EM: gmony80@hotmail.com. Dy: Platoon Sergeant, D Co, 1/501st Avn, Operation Joint Guard. MOS: 67R34.

Stevens, Timothy L., (1SG) (M89) (Tim) 3416 Mallard Dr., Clarksville, TN 37042-5832. Dy: (502) 956-3724. Res: (931) 431-4315. EM: stevenst@soar.net. S: Rhonda. Dy: A Co, 4-160th SOAR, Ft. Campbell, KY. MOS: 93P.

Stewart, Michael J., (MSG) (M96) 351 Osprey Dr., Richmond Hill, GA 31324. Dy: (912) 352-6669. Res: (912) 756-6687. S: Gina. Dy: Hunter Army Airfield, GA, A Co, 603 Aviation Support Bn. MOS: 67Z50.

Stout, Kenneth L., (SSG) (M96) (Ken) 6742-1 McClellan Loop, Fort Riley, KS 66442. Dy: (913) 239-8013. Res: (913) 784-6508. S: Sukhui. Dy: NCOIC Quality Control Officer.

Sunday, Benjamin F., (CSM) (M97) (Ben) Tennessee Valley VP Enl, 1019 Buffington Road, Redstone Arsenal, AL 35808. Dy: (256) 876-1874. Res: (256) 830-1054. S: Karen. Dy: US AMCOM, VP, Enlisted Affairs, Tennessee Valley Chapter.

Tanna, Sanford C., (CSM) (M89) (Stan) 111 Stratford Lane, Enterprise, AL 36330-8136. Dy: (334) 255-1998. Res: (334) 393-7360. EM: stanford_tanna@rucker-emh4.army.mil. S: Song. Dy: CSM, 1st Aviation Brigade. MOS: 00Z50. Past Chapter Officer. 95 Leich, bronze OSM.

Thomas, Earl W., (SSG) (M97) 8511-D McHenry Loop, Fort Drum, NY 13603. Dy: (315) 772-3558. Res: (315) 773-7630. Dy: Act Strctr Repairer Supervisor, C Co, 10th Avn Regt, 10th Mtn Div. MOS: 68G30.

Thompson, Robert G., (SGT(P)) (M96) (Reds) 8024 Dodd Court, Apt. E, Fort Meade, MD 20755. Dy: (301) 948-1992. Res: (410) 674-3006. EM: redsarmy@aol.com. S: Ginger. Dy: Baltimore Recruiting Battalion, Gaithersburg Recruiting Station. MOS: 91B10. Past Chapter Officer.

Tomaziefski, Steven A., (1SG) (M97) 142 Harrington Road, Newport News, VA 23602. Dy: (757) 878-4958. Res: (757) 874-6416. S: Un Hee. Dy: USATC NCO Academy, Fort Eustis, VA.

Torresvillegas, Luis M., (CSM) (M95) HHC, 3-229th AHB, Fort Bragg, NC 28307. Dy: (910) 396-5260. Res: (910) 487-1089. Dy: HHC, 3-229th AHB. MOS 00Z5P

Vandenheede, Michael Roy, (SFC) (M84) (Mike) 4320 Lacy Cove Lane, Newport News, VA 23602. Dy: (757) 878-3945. EM: vandenheede@eustis.army.mil. S: Eileen. Dy: RCE B (TRADOC). MOS: 67T.

Versey, Fleny R., (CSM) (M82) (Daddy V) 1049 Mower Court, Fort Wainwright, AK 99703. Dy: (907) 353-9790. Res: (907) 356-2729. S: Robbl. Dy: 4-123rd Avn Regt. MOS: 00Z50.

Villavicencio, Angelo B., (SGT) (M97) (Vee) 2172-C Oxford Rd, Andrews AFB, MD 20762-5561. Dy: (301) 981-7885. Res: (301) 599-1290. EM: angelo.villavicencio@andrews.af.mil. S: Gale. Dy: Flight Engineer, C-20 Jet Det. MOS: 67N2F. Past Chapter Officer.

Walsh, Brian J., (SPC) (M97) P.O. Box 217, Calcium, NY 13616. Dy: (315) 772-3747. Res: (315) 775-7375. Dy: Schools NCO S3, 1-10 Atk.

Walters, Robert P., (SGT) (M97) 247th

Medical Detachment, P.O. box 105002, Ft. Irwin, CA 92310. Dy: (760) 380-5610. Dy: Flight Paramedic, 247th Medical Detachment. MOS 91B2F

Wayne, Tracy L., (SGT) (M97) 6842 Hawthorne Lane, Fort Lewis, WA 98433. Dy: (253) 967-1722. Res: (253) 964-0145. S: Rolanda. Dy: C Co, 25 FSB, Fort Lewis, WA. MOS: 91B20.

Weaver, Richard A., (1SG) (M96) (Rick) PSC 1, Box 1189, APO AA 34001. Dy: (507) 284-4705. Res: (507) 284-6175. EM: rweaver@usarso-lan1.army.mil. S: Betty. Dy: A Co, 1st Bn, 228th Avn Regt. MOS: 67Z5M.

Weber, John H., (SGM) (M95) Colonial Virginia VP Enl., 2771 Fergusson Circle, Fort Eustis, VA 23604. Dy: (757) 878-4469. Res: (757) 888-6371. EM: weberj@eustis-emh10.army.mil. S: Helen. Dy: Sergeant Major, DAST, USAALS. MOS: 67Z. VP, Enlisted Affairs, Colonial Virginia Chapter.

Weber, Randy A., (1SG) (M96) 713 W. Spruce St., Junction City, KS 66441. Dy: (785) 239-6628. Res: (785) 223-6645. EM: rkweber@midusa.net. S: Karla. Dy: Command Avn Flight Det/First Sergeant. MOS: 68K40.

Whitman, Erik M., (SPC) (M98) CMR 416, Box 1861, APO AE 09140. Dy: DSN 467-4694. Res. 098-418-0359. S: Tiffany. Dy: AH-64 Mechanic, A Co., 7/157 Avn Regt. MOS: 67R.

Wilkinson, Christian R., (SGT) (M97) 1-52nd Aviation Regt, Unit 15266, APO AP 96205-0039. Dy: B Co, 1/52nd Avn. MOS: 67T.

Williams, Charles J., (SFC) (M97) (Chuck) 8327 Milwaukee St., Fort Lewis, WA 98433-1322. Dy: (253) 967-5525. Res: (253) 912-1716. EM: *dptms(atc-tower)@lewis.army.mil. S: Joanne. Dy:

HHC USAG, Fort Lewis, WA. MOS: 93C.

Williams, Diane E., (CSM) (M91) (Shy Di) HHD, 164th ATS Group, Unit 15276, APO AP 96205. Res: (757) 833-7815. S: Winston. MOS: 00Z. Past Chapter Officer.

Williams, Joshua J., (PV2) (M97) HHT, 1-6th Cav, Unit 15567, APO AP 96297. EM: joshwilliam@aol.com. Dy: D Trp, 1/6 Cav, Box 611, Maint Shop.

Williams, Willie F., (CSM) (M94) HHC 5-158th Avn Regt, CMR 408 Box 1275, APO AE 09182. EM: csm158@email.wuevzburg.army.mil. S: Anna. MOS: 00Z50. VP, Membership Enrollment, Mission Ready Chapter.

Willis, Cyleste M., (PFC) (M96) 19th QM Box 124, Fort Story, VA 23459. Dy: (757) 422-7900. Res: (757) 432-6942. MOS: 63J1P.

Wilson, Scott R. (SGT) (M96) 110011 Park Ave. S., #C-112, Tacoma, WA 98444. Dy: (253) 967-2367. Res: (253) 539-8542. EM: sbwilson@mindless.com. S: Bonnie. Dy: HHC 1-33, Ft. Lewis, WA.

Wirick, Ernest J Jr., (SFC(P)) (M87) (Ernie) 95-227 Kehepe Loop, Milliani, HI 96789-1240. Dy: (808) 656-4341. Res: (808) 627-1130. EM: cobrpsg@juno.com. S: Christianne. Dy: C Co, 1-25 Avn Regt, Wheeler AAF, HI, GUNZ PSG. MOS: 67Y44.

Wolfe, Philip W., (SGM) (M97) HHC, Avn Bde, Unit 15435, Box 9, APO AP 96257-0481. Res: (334) 774-8512. EM: pwwolfe@aol.com. S: Mavis. Dy: S-3, Avn Bde, 2ID, HHC, Avn Bde.

Worthen, David B., (SSG) (M89) 901 Haynes Dr., Killeen, TX 76543. Res: (254) 699-5908. S: Marsha. Dy: Delta Company, 2nd Bn, 4th Avn Regt, Platoon Sergeant/OC Supervisor. MOS: 67T30. Life Member.

AAAA BALANCE SHEET AS OF DECEMBER 31, 1997

ASSETS		
Cash		56,224
Cash Equivalents		433,874
Investments		246,898
Inventory of Pins		9,112
Prepaid Administrative Fees		191,735
Prepaid Expense		2,474
	TOTAL ASSETS	890,317
LIABILITIES		
Accrued Expenses and Allocations Payable		573,403
Deferred membership Dues		176,729
Deferred Convention Revenues		137,275
	TOTAL LIABILITIES	387,407
FUND BALANCES		
Undesignated Fund		\$34,505
Designated Emergency Fund		305,444
Hall of Fame Escrow Fund		16,820
Order of St. Michael		21,141
Reserve for Executive VP Expenses		100,000
Reserve for Convention Contingency		25,000
	TOTAL FUND BALANCES	502,910
TOTAL LIABILITIES AND FUND BALANCES		890,317
STATEMENT OF REVENUE, EXPENSES AND CHANGES IN FUND BALANCES AS OF DECEMBER 31, 1997		
REVENUES		
Membership Dues		273,530
Annual Convention		706,423
AEC Symposium		49,530
Simulation Symposium		40,745
Souvenirs		1,076
Interest		52,813
Unrealized Loss of Sale of Available-for Sale Securities		(15,546)
Order of St. Michael		11,159
Miscellaneous		0
	TOTAL REVENUES	1,119,730
EXPENSES		
General and Administrative		315,915
National Programs		85,710
Chapter Programs		35,341
Annual Convention		445,443
AEC Symposium		38,967
Simulation Symposium		41,398
AAAA Scholarship Foundation Donation		35,422
Army Aviation Museum Donation		13,677
	TOTAL EXPENSES	1,070,517
Change in Net Assets		49,213
Net Assets - Beginning		453,697
Net Assets - Ending		502,910

AAAA NEWS

New Chapter Officers

Aloha:

Capt. Curtis W. Ohland, Treasurer; Maj. John C. Sauer, V.P. Membership; SGM Jerry D. Seimer, V.P. Enlisted Affairs.

Flying Tigers:

Maj. Scott W. Hollingsworth, Secretary.

High Desert:

Capt. William A. Funderburk, Secretary; Capt. Terry J. Jaimson, Treasurer; Capt. Paul E. Stote, V.P. Membership; 2nd Lt. Dean L. Martin, V.P. Publicity.

Indiantown Gap:

MSgt. Timothy R. Bentz, Treasurer.

Narragansett Bay:

Col. William H. Pond, President; Maj. Christopher P. Callahan, Sr. Vice President; Maj. Charles E. Petrarca, Jr., Secretary; Ssg. John M. Walsh, Treasurer; Capt. Andrew J. Chevalier, V.P. Membership; Capt. Gene K. Lambrecht, V.P. Programs; CWO 3 Christian J. Chandler, V.P. WO Affairs; SFC Kevin W. Payne, V.P. Enlisted Affairs.

Nile Delta:

CWO 4 Jeffrey L. Jacoby, President; Mr. Bruce F. Nelson, Sr. Vice President; CWO 4 William S. Goforth, Jr., Secretary; Mr. Angelo V. Garcia, Treasurer; Mr. James G. Aderholdt, V.P. Membership; Mr. Roger P. Williams, V.P. Programs.

Northern Lights:

CWO 2 Mike Botkin, Treasurer.

Phantom Corps:

Col. Robert T. Harmon, President; Col. Michael W. Hackerson, Sr. Vice President; Lt. Col. Daniel J. Shanahan, Secretary;

Lt. Col. Christine B. Knighton, Treasurer; CWO 5 Douglas W. Gjerston, V. P. Membership; Ms. Gerri Shelp, V. P. Programs; CWO 4 Wayne K. Walker, V.P. Publicity; CSM Earnest Watkins, V.P. Enlisted Affairs; Maj. Michael A. DiGennaro, V.P. Civilian Affairs; Mr. David E. Boyken, V.P. Special Operations.

Tennessee Valley:

Brig. Gen. Joseph L. Bergantz, President; Col. Michael F. Boyd, Ret., Sr. Vice President; Mrs. Christine L. Henderson, Secretary; Maj. Albert Carreon, Jr., Ret., Treasurer; Mr. John W. Finafrock, V. P. Membership; Lt. Col. Michael F. McClellan, Ret., V.P. Programs; CSM Benjamin F. Sunde, V. P. Enlisted Affairs; Col. N.I. Patla, Ret., V.P. Enlisted Affairs; Col. John N. Bertelkamp, Ret., V. P. Scholarship; Lt. Col. Garnett E. Crask, Ret., Member-At-Large; Mr. John R. Chapman, Tennessee Valley Government Affairs.

AAAA Soldiers of the Month

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

Spec. Julie A. Carignan
January 1998
(Talon Chapter)

Spec. Christopher J. Staud
March 1998
(Pikes Peak Chapter)

Cpl. Jose L. Garcia, Jr.
March 1998
(Iron Mike Chapter)

Sgt. Brian William Gordon
March 1998
(Narragansett Bay Chapter)

Spec. Kimberly M. Eakins
March 1998
(North Country Chapter)

SSgt. Earnest G. Knight
April 1998
(Iron Mike Chapter)

Sgt. Stephen Chase Smith
April 1998
(Narragansett Bay Chapter)

Spec. Matthew T. McLeod
April 1998
(North Country Chapter)

AAAA NCO of the Quarter

A Chapter Program to Recognize Outstanding NCO Soldiers on a Quarterly Basis

Sgt. Andre F. James
2nd Quarter 1998
(Aviation Center Chapter)

Spec. Andrian C. Ramon
2nd Quarter 1998
(Aviation Center Chapter)

Honorary AAAA Members

Spec. Christopher J. Staud
Randall K. Acord
G. Patrick Ritter

New AAAA Industry Members

Times Microwave Systems
Wallingford, CT

Aces

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

Maj. Michael E. Bobeck
CWO 5 Jodie R. Glover
Capt. Osterman

Army Aviation Center Chapter

For one team from Ozark, Ala.; (from left) Norman Shlam, Bob Hatton, David Jones and Gerald Pride; being the top team in the Army Aviation Center Chapter's AAAA spring golf Classic meant walking away with a \$400 cash prize. A record 39 teams (156 golfers) competed for over \$2,000 in cash and prizes in the AAC chapter's annual tournament held April 24. An event highlight was the separate 165 yard hole-in-one contest with a \$10,000 prize. 114 people took a shot at the big money, but no one made the required hole in one. Cash prizes of \$400, \$280, \$180, \$140, and \$100 went to the top five teams. The tournament also featured a longest-drive and a closest-to-the-pin contests, with a \$50 prize for each. Lt. Col. Thomas Young, at right, chapter VP for Membership, presented the prize money to the winners. Proceeds from the tournament will help to benefit the AAC chapter's local awards programs.





Legislative Report

Col. Sylvester C. Berdux, Jr., Retired

AAAA Representative to The Military Coalition (TMC)



FEDERAL EMPLOYEES HEALTH BENEFIT-65 TEST PASSES THE HOUSE

Congratulations are in order for all of you who participated in The Military Coalition's FEHBP-65 campaign.

I'm sure by now most of you realize that the Watts-Moran-Thornberry FEHBP-65 amendment passed the House of Representatives by an overwhelming vote of 420 FOR, 1 AGAINST, 1 Voted PRESENT and 12 did not vote. The significant victory is a tribute to the phenomenal teamwork and powerful grassroots support that AAAA and TMC members were able to muster over the 28 months that The Military Coalition has pursued FEHBP. The eleventh hour victory over the opposition of the Chairman of the House Ways and Means Committee, Subcommittee on Health, is a textbook example of how the legislative process can work if the desire is there. Further proof of the strength of our crusade is that despite his powerful position, Mr. Thomas (R-CA) could not persuade even one of his colleagues to speak against the amendment.

The amendment would authorize a three-year test of enrolling Medicare-eligible uniformed services beneficiaries in the Federal Employees Health Benefits Program. It would cover 6 to 10 sites, to be determined jointly by the Defense Department and the Office of Personnel Management. Under the amendment, the cost of the demonstration is completely offset by asset sales.

It is important to remember that this amendment only applies to Medicare-eligible service retirees. These are people who pay into Medicare and people who use Medicare right now. According to the CBO, none of these retirees use military Medical Treatment Facilities (MTF's) exclusively. They use Medicare everyday for their health care needs. Only a small fraction use the military MTF's exclusively.

As you are so acutely aware, the implementation of DOD's Tricare Prime program and the downsizing and closure of more than 39 military hospitals have created major problems in providing health care to military retirees over 65, and it has been necessary to look for other options to create access and choice for health care for these beneficiaries. Even with full implementation of Medicare Subvention, only 33-40% of the Medicare-eligible military retiree population will benefit by this option. Enrollment in FEHBP

helps fill this gap by providing an alternative for those that cannot access military healthcare through their years of patriotic and dedicated careers of service in uniform!

The notion that the demonstration will cost Medicare upwards of \$70 million per year is based on the assumption that the only people who take the FEHBP option will be those who currently have no Medigap coverage. This is incorrect. Roughly 30 percent of all Medicare-eligible military retirees have Medigap coverage right now. These are the people that will switch to the FEHBP because the FEHBP provides better coverage, at a lower cost, than Medigap.

In addition, 40 percent of Medicare-eligible service retirees have some other form of private health insurance - either through their spouse or another private insurance. These people already use Medicare and already have coverage similar to a Medigap plan.

The remaining 30 percent of Medicare-eligible military retirees only have Medicare. The FEHBP option for this people may impact Medicare spending because it will make it cheaper for them to buy FEHBP as a Medigap supplemental insurance policy.

On the Senate side, the Senate Armed Services Committee has already proposed testing FEHBP-65 at two sites, and additional options for Medicare-eligible at four other sites. Next, Sen. Bond (R-MO) is working with the Committee to increase the number of FEHBP-65 test sites in the Senate bill.

Finally, the greatest thanks are due to all of you who wrote the letters, sent the mailgrams, faxes, and e-mails and made the phone calls to your legislators. It was this terrific grassroots effort that created the victory. Just remember that this is just one more step, albeit a giant one, on the road to health care equity. The thing we should take from this victory is that we can, indeed, get Congress to do the right thing, but it takes continuing and powerful grassroots action to educate legislators on the problem and the solutions.

PROPOSED CHANGES TO HAZARDOUS DUTY PAY

Senator McCain has introduced a bill to make Hazardous Duty Pay more flexible and more equitable. Modifying the award Criteria to permit the Secretary of Defense to designate certain "duties" as a hardship, rather than just "location" only, will permit appropriate recognition of individuals

exposed to extremely arduous conditions in remote and isolated areas.

His amendment is particularly important because it would allow for personnel assigned to certain missions, like the Joint Task Force-Full Accounting and the Central Identification Lab, to receive hardship duty pay while deployed to isolated areas of Laos, Cambodia, Vietnam, North Korea, and China to conduct evacuations of crash sites and identification of remains of U.S. service members. Additionally, his amendment eliminates the current restrictions on members receiving sea pay and hardship duty pay simultaneously. Collectively, these initiatives will more adequately compensate our service members and help improve the Service's sagging retention rates.

POW/MIA FLAG TO BE FLOWN NATIONWIDE

A recently enacted federal law requires that the POW/MIA flag be flown at installations and on specified days across the country. The flag, as cited in this law, is the National League of Families POW/MIA flag.

Armed Forces Day was the first specified day on which the flag was to be flown. Other specified days include, Memorial Day; Flag Day; Independence Day; National POW/MIA Day (Sep 18, 1998) and Veterans Day.

The flag is to be flown at the Capitol; the White House; the Korean War Veterans Memorial; the Vietnam Veterans Memorial; each National Cemetery, each of the buildings containing the official offices of the Secretary of Defense, the Secretary of State, the Secretary of Veterans Affairs and the director of the Selective Service System; every major military installation; every VA medical center; and every U.S. Post Office. In addition to the specified days, the flag is to be flown at VA medical facilities any day the U.S. flag is displayed. At Post Offices, it is to be flown on the last business day before a specified day.

FORGET NEW BASE CLOSURES, FOR NOW

The House and Senate have brushed aside a Pentagon request for a new round of military base closures. The Defense Department had pushed hard for it, but Congress denied its bid. Congress wants to wait until current closure actions have been completed and the results are more fully known.

NEW MEMBERS

**AIR ASSAULT CHAPTER
FORT CAMPBELL, KY**
CPT Kevin J. Fowler

**AIR ASSAULT CHAPTER
FORT CAMPBELL, KY**
CPT Michael S. Kellogg
CW3 Bradley E. Rassega

**ALOHA CHAPTER
HONOLULU, HI**

CPT Scott T. Crino
MAJ Greg A. Fawcett
CW2 Michael D. Groome
MAJ Joseph J. McClung
CW3 Ernest J. Nickles
CPT Robert J. Walthouse

**ARIZONA CHAPTER
MESA, AZ**

1SG Dennis P. Hoffmann
Mr. David Murray

**AVIATION CENTER CHAPTER
FORT RUCKER, AL**

WO1 William J. Andrews
WO1 Joseph A. Beebe
WO1 Kevin M. Belanger
Mr. Thomas E. Bennett
WO1 Jeffrey M. Beseau
WO1 Don C. Bradford III
WO1 William S. Bumgarner
2LT Robert E. Burns
WO1 Gene H. Bussell
WO1 Paul S. Button
WO1 George E. Caddel, Jr.
WO1 Charles L. Campbell
2LT Scott C. Capehart
WO1 Paul E. Carpenter
WO1 Curtis W. Clark
CPT Michael B. Coachys
2LT Bryan K. Cohoon
WO1 Gerald K. Colson
1LT Charles C. Cook
1LT Josephine E. Creel
2LT Joshua E. Cross
WO1 Robert D. Culbertson
WO1 Jonathan H. Daniels
Mr. Sean C.O. Davis
CPT C. Russell DeMartino
WO1 Kenneth J. Duenzl
WO1 Albert L. Dupre
CW4 Leonard Eichhorn
2LT Mark A. Fulk
WO1 Edwin E. Gennette
2LT John D. Goette
WO1 Scotty W. Groves
WO1 Dean P. Guenther II
WO1 Bruno W. Guzman
CPT Ronald R. Harness
2LT William T. Hill
WO1 Matthew P. Hobbs
2LT Michael F. Hutson
WO1 Kirk A. Irvine
1LT William K. Jakola
SGT Andre F. James
WO1 Mark T. Kirkland
1LT Rob L. Lathrop
2LT Kristine A. Ledford
2LT Billy L. LeJeune
WO1 Roland G. Lewis
2LT Adam R. Lincicum
WO1 Sean P. Lynch
2LT Michael J. Mannion
WO1 Clarence A. Matthews
1LT Patrick W. McCabe

CAPT Michael G. McCoy
WO1 Matthew D. Mendenhall
2LT Nick J. Miller
WO1 Daniel L. Milsten
WO1 Travis J. Montgomery
1LT Dennis R. Moulder
WO1 Jeffrey A. Mouses
WO1 Robert L. Murphy
WO1 Michael C. Niemi
2LT Richard B. Onderko
WO1 Keith E. Osterhoudt
WO1 Matthew E. Page
WO1 Willis D. Page
WO1 Louis A. Park
2LT Mark E. Pickett
CPT William G. Portwood, Jr.
SPC Adrian C. Ramon
WO1 Eric E. Ray
WO1 Jason K. Rayburn
CW3 Alfred L. Rice
CW4 Charles R. Ridenour, Ret.
2LT Patrick S. Saxman
WO1 Christopher L. Schaefer
2LT Rona L. Schaefer
WO1 Robby L. Schoerner
LTC Gene Shewbert
WO1 Shane A. Shifflet
WO1 Bryan T. Sills
2LT Kenric M. Smith
WO1 Michael J. Stanger
WO1 Derek M. Swickard
WO1 Nicholas O. Tomson
WO1 James H. Tucker
WO1 Matthew B. Ward
WO1 Randy L. Welcher
WO1 Christopher M. Wiley
1LT Anthony D. Wolf
CPT Christopher J. Yuskaitis

**BIG RED ONE CHAPTER
ANSBACH, GERMANY**

CPT Charles A. Attales
CW4 Edwin E. Heidtke
CW2 William P. Miller
CW2 James E. O'Gorman

**BLACK KNIGHTS CHAPTER
WEST POINT, NY**

CDT Scott M. Harrington
CDT Jeremy S. Scholtes

**CENTRAL FLORIDA CHAPTER
ORLANDO, FL**

CW4 James F. Hawkins
Mr. Anthony F. Ryan

**COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA**

Ms. Laverne G. Adams
SSG Larry R. Akins
SFC Scott A. Bailey
SFC Merritt C. Bartlett
SSG Edward W. Beckley
SGM Henson Bedeau
SFC Richard P. Berg
Ms. Deborah J. Beshel
SSG Erik D. Brotherton
SFC James H. Bullard
Mr. Ernest E. Burcher
SPC Pablo A. Cifuentes
SSG Brett Clingan
Ms. Debra P. Conyers
SFC Jorge L. DeJesus
Mr. Buddy Dingle
MSG Alonzo Dodson
SSG James O. Dunlop

SSG Paul P. Endes
SFC Ruben E. Figueroa
CPT James H. Fitzgerald III
SSG Gaspar Garrido
SFC(P) Clarence L. Gates, Jr.
1SG William E. Gibson
SFC Barbara A. Gines
Ms. Alma L. Griffin
Ms. Morrene M. Grina
Ms. Carol L. Grygier
SFC Willie Harris
CW3 John S. Hayden
SSG David J. Heeter
Ms. J. Irene Hill
SFC David A. Hitt
Ms. Sandra M. Hoff
Ms. Elaine H. Irwin
SPC Harold Jones, Jr., Ret.
Mr. Robert J. Kraft
Mr. Michael Lail
SSG Randy J. Lange
SFC(P) Kent W. Langenwaller
SFC Kenneth B. LeRoy
PVT William E. Levi
SSG Jerry W. Logan
SSG Julian E. Louis
Ms. Christine B. Mack
SSG Richard L. Mack
SFC Andre Macklin
SPC James E. Manning
SSG Christopher G. Martin
Mr. Walter J. Mileham
SSG Cynthia M. Nava-Winnett
SFC Kirk E. Nelson
MSG Jose R. Ortiz
Ms. Anne Pasduddi
SFC Daryl E. Perry
SFC Edward G. Power
PV1 Joey R. Quillen
Ms. Sheila L. Robinson
1SG Carlos J. Roman
SSG Norman R. Savage, Jr.
Ms. Phyllis Schultz
SFC Aziz Sefiane
SGM Alvaro V. Serna
MSG Hans J. Siebert
SFC David L. Skinner
SSG John L. Smith
Mr. William T. Smith
SSG Estevan Sotorosado
SFC Richard N. Stallworth
SFC Bradley L. Statz
SFC Carl Stover
SFC Rodney H. St.Peter, Jr.
SGM Jimmie L. Taylor
MSG Thomas M. Terry
MSG William D. Thornton
SSG Kevin K. Tyler
SGM Jon M. Vanatta
SSG Arthur D.J. Vandervelde
SSG James E. Van Houten
SSG Francisco R. Vargas
SGM Justino Vega, Jr.
CPT David E. Webber
SFC George J. Welcome
SFC William B. Wilson, Jr.
SFC Jeffery Lo Wright
SSG Roland E. Xavier
Mr. Mitchell L. Ybarra
Mr. Richard L. Zick

**CONNECTICUT CHAPTER
STRATFORD, CT**

Mr. Dennis Dubuc
Mr. Robert Krimmier
Mr. Ted Prema

Mr. John Riter

**DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA**

Mr. Joe G. Brigante
Mr. Roger W. Lacy
Ms. Susan P. Pape

**EDWIN A LINK MEMORIAL CHAP
BINGHAMTON NY AREA**

Mr. Chris Bodenhorn

**FLYING TIGERS CHAPTER
FORT KNOX, KY**

CW3 Neil W. Johnson, Ret.

**INDIANTOWN GAP CHAPTER
INDIANTOWN GAP, PA**

LTC James G. Pierce

**IRON MIKE CHAPTER
FORT BRAGG, NC**

CPT Joseph G. Ayers
SPC Ryan C. Baker
SPC James E. Blanding
LTC William G. Braun, III
CPT Michael F. Burns III
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SSG Jose L. Casado
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SPC Grochelle C. Dela Pena
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Mr. Jack O. Boyle
Mr. Clifford N. Cox
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CW2 Lawrence P. Hall
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CPT Carl M. Kress
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Mr. Charles C. Warren
MAJ Michael W. Whitten, Ret.

AAAA 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.



Cyril G. Manning, RA 38704800 who was promoted to Sergeant Major (E-9) on 9 August, 1966, while with the 1st Aviation Brigade in Vietnam. It is believed that he moved to California after retirement.

Anyone knowing his whereabouts is requested to contact Dwight Lorenz, PO Box 270, Bennington, Vermont 05201 or call/fax: (802) 442-3280.

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Colonial Virginia Chapter

During the May change of command at Fort Eustis, Va., Lt. Col. Janice F. McHale was presented with the Order of St. Michael. Among her many accomplishments, McHale was the first female Commander in the 30 year history of the 1st Bn., 222nd Avn. Regt.



Army Aviation Center Chapter

Lt. Col. Mark A. Grablin, Commander of the 1st Bn., 11th Avn. Regt., recently presented the Bronze Order of St. Michael award to retired MSgt. Bobby W. Eades (pictured) in a ceremony at Ft. Rucker. Eades was recognized with the Order of St. Michael for his many significant contributions to Army aviation throughout his 20 year career. His work in the areas of air traffic control services and Army airspace management helped to shape current and future aviation doctrine and training. Grablin also presented Eades with a meritorious service medal for his service as the Bn S3 operations NCOIC. The Eades family now resides in Huntsville, where Bobby works with the AMCOM Program Manager for Air Traffic Control. Eades is a member of the Tennessee Valley AAAA Chapter.



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