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on the cover

Paid Advertisement. The second Apache Longbow battalion — the 2nd Battalion, 101st Airborne Division, Air Assault — is undergoing field training at Fort Hood, Texas, under the watchful eye of the 21st Cavalry Brigade. The 2-101 is on schedule to complete its combat readiness training program and be certified combat ready in October. *Caption provided by advertiser.*



The White House announced April 21 that President Bill Clinton has nominated **Gen. Eric K. Shinseki** to be the Army's 34th chief of staff. Assuming confirmation by the Senate Armed Services Committee, Shinseki — former commander of U.S. Army, Europe, and current vice chief of staff of the Army — will assume his new post on June 21. In a related development, the president has nominated **Lt. Gen. John M. Keane**, currently the deputy commander of U.S. Atlantic Command, to succeed Shinseki as Army vice chief of staff.

Darnall Army Community Hospital (DACH) at Fort Hood, Texas, received the TRICARE Management Activity Executive Director's Award at the recent 1999 TRICARE Conference in Washington, D.C. DACH was recognized for excellence in meeting TRICARE access standards, and for innovative leadership, excellence in customer service and outstanding support of the TRICARE program.

Seattle-based Microvision Inc. has won a \$4.176 million contract from the Army's Aircrew Integrated Systems Program Office following the company's successful delivery of a helmet-mounted display (HMD) system. The new contract is intended to further advance the form and functional development of Microvision's HMD.

Canada's Wescam Inc. has won a C\$7.5 million (US\$5 million) cost-plus U.S. Army contract to develop a stabilized reconnaissance camera system for the Army's newest unmanned aerial vehicle (UAV). The system will include electro-optical and infrared cameras, extensive image processing capabilities and a control station. Up to 300 UAVs could be fitted with the Wescam system over the next decade.

A team composed of personnel from the Defense Contract Management Command, **Boeing Philadelphia** and **Boeing Helicopter Co.** has completed the refurbishment of two accident-damaged MH-47E Chinook special operations helicopters. The unique teaming effort allowed the repairs to be completed ahead of schedule and under budget, Boeing officials said.

Simula Safety Systems Inc. has won a \$7.1 million U.S. Army contract for low rate initial production and installation of a cockpit air bag system for UH-60A/L Black Hawk helicopters. The air bags are intended as a supplemental restraint system to prevent fatal and major injuries to aircrew members during survivable aircraft crashes. Simula is also under Army contract to adapt the Black Hawk air bag system for use on the OH-58D Kiowa Warrior, with production options for the Kiowa system set to begin late this year.

Both **Boeing Sikorsky RAH-66 Comanche** prototypes took to the air together for the first time during an April 23 test flight at the Comanche Team Development Flight Center in West Palm Beach, Fla. The two-ship flight was part of an aggressive flight-test schedule involving two separate flights each for Comanche prototypes 1 and 2.

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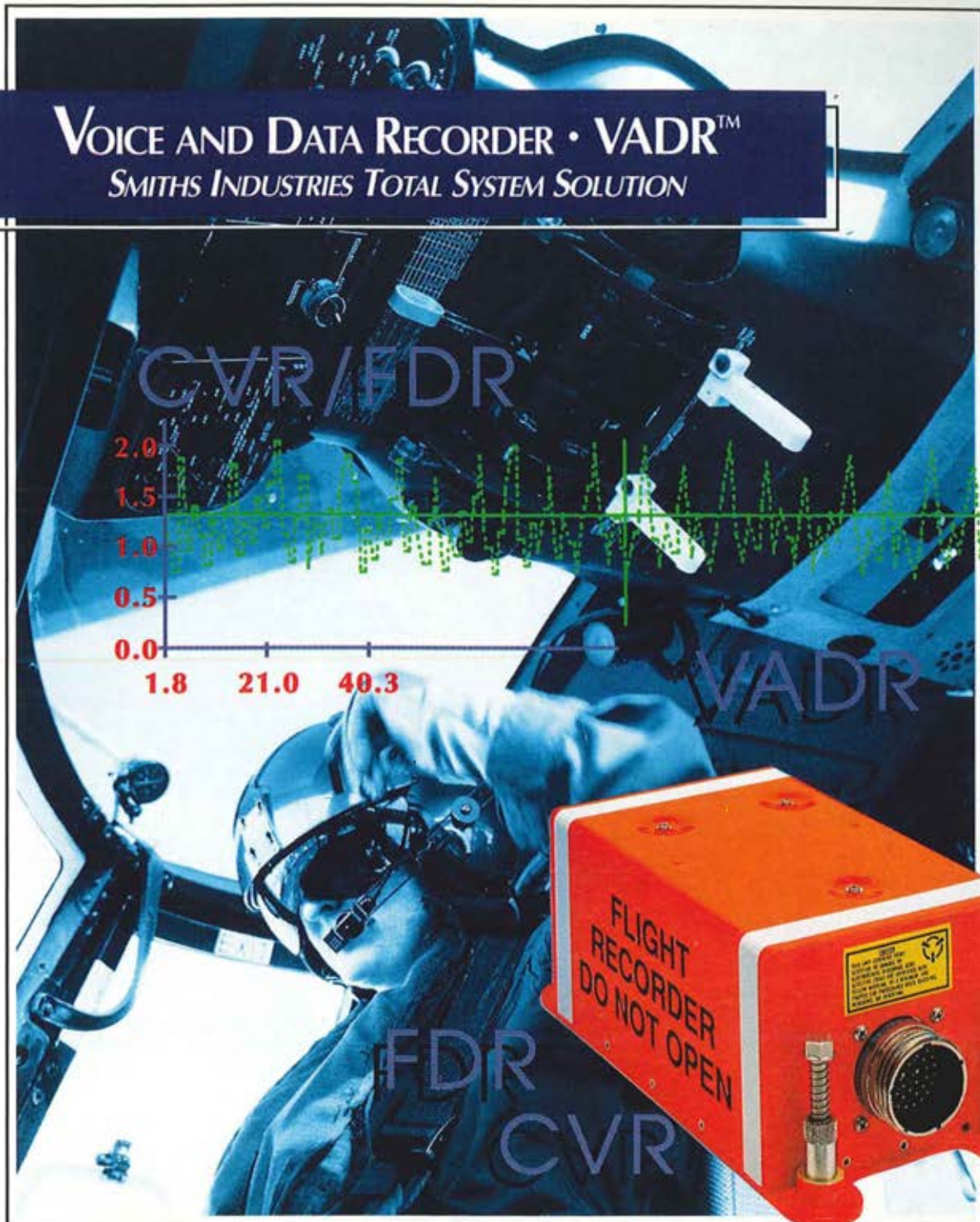
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Army Special Operations Aviation

by Maj. Gen. Anthony Jones

From 1985 to 1988 I served as a company commander and the regimental executive officer in the 160th Special Operations Aviation Regiment (SOAR). My time in the 160th solidified my confidence that this unit, and its great soldiers and families who volunteer for their demanding mission, are the finest of their kind in the world. Army special operations aviation (ARSOA) was born out of tragedy, molded through restructuring, tested by fire and enhanced through training. Its proud history includes operations all over the world, and its current operations prove to us that ARSOA remains a valuable asset to the nation. The history of ARSOA and its current operations show that it is a force needed by our nation, our Army and our Aviation Branch.

History

The history of ARSOA began in tragedy. A failed attempt to rescue the American hostages held in Tehran in April 1980 led to the loss of several personnel and aircraft. Through this, the Army realized that it lacked aviators competent to fight at night in a joint-force and joint-service environment.

In response to this, Task Force 158 was born. The original task force was comprised of volunteer soldiers from four companies in the 101st Aviation Group. As the Army realized the importance of ARSOA, the task force became the 160th Avn. Battalion, more commonly referred to as Task Force 160. The battalion evolved into the 160th Special Operations Avn. Group, which in 1990 was redesignated the 160th SOAR. Today the regiment consists of two battalions stationed at Fort Campbell, Ky., and a battalion at Hunter Army Airfield, Ga., plus their maintenance and operational support units.

Since its creation the 160th has filled its role adequately in a myriad of Army operations. The first major operation was the U.S. invasion of Grenada, where the 160th was "baptized by fire" and readily showed it was a capable fighting force. In Panama the unit was able to conduct pre-H-hour operations in order to secure the capture of a tyrannical leader. In Operation Desert Storm 160th units attacked Iraqi special operations forces deep in enemy territory. In Somalia the 160th demonstrated many examples of courage under fire (Mark Bowden recently covered the largely successful deployment in his book "Black Hawk

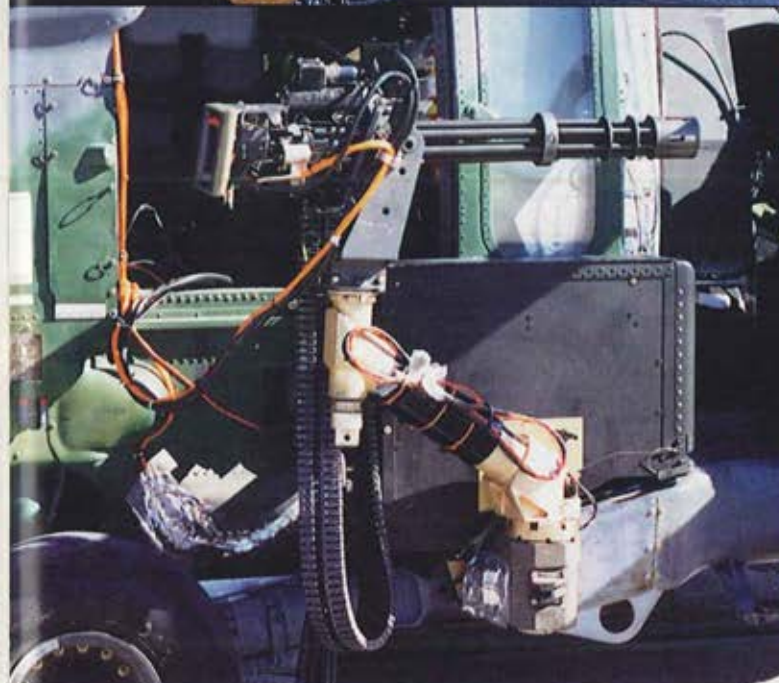
Down"). In Haiti, Army helicopters staged off of an aircraft carrier, something they'd never done before. Finally, and most recently, the 160th utilized its long-range capabilities by extracting citizens from the hostile environment of war-torn Liberia. We see that ARSOA has been a dominant influence all over the globe.

Current Operations

Any pilot would agree that the most demanding flying occurs in areas of limited visibility. ARSOA units thrive in this area. They are, without a doubt, the finest night-fighting aviators in the world. Most of their training is conducted at night. Additionally, much of their training is with other units. FM 1-108, the manual for ARSOA units, explains that these units are primarily used for joint-force and joint-service operations.

ARSOA units regularly train and conduct clandestine operations with the 75th Ranger Regiment as well as a variety of Army special operations units. Outside of the Army, they regularly train with such Air Force special operations helicopters as the MH-53J and conduct aerial refueling operations with Air Force C-130s. In addition, ARSOA units regularly utilize the Navy for transport and staging. Finally, ARSOA units operate with forces from other countries.

Because ARSOA units train to respond quickly to national emergencies, they are a swift element. For example, they recently moved a detachment from Hunter Army



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Airfield to Liberia and had MH-47 aircraft flying within 72 hours of receiving the mission. The firepower that ARSOA aircraft carry makes them a deadly element. Their ability to penetrate deep into enemy territory, undetected, strikes fear into the enemy and shows the resolve and confidence ARSOA soldiers have in their abilities.

Relevance

ARSOA is a proven necessity to our nation, our Army and our Aviation Branch. Our nation benefits by having a readily deployable force capable of carrying out operations anywhere in the world. Our Army benefits by using ARSOA as an effective platform for staging and conducting special operations. Most closely felt is the benefit that ARSOA provides to our Aviation Branch. ARSOA is comprised of the best that Army aviation has to offer. The people and technology in ARSOA units reflect that the Aviation Branch is highly competent and combat-ready. Additionally, since ARSOA units receive the most advanced helicopter technology, they are a test bed for the rest of Army aviation. They were the first to use night-vision goggles and the first to execute seaborne operations. Currently, they experiment with additional advanced technologies such as terrain-avoidance radar and advanced night-vision devices. The feedback they provide to the units on the capabilities and limitations of such technologies is beyond compare.

My time with the 160th SOAR was a valuable experience in my career. While there, I realized the capabilities of ARSOA and, subsequently, its value to our nation, our Army and our branch. The history surrounding ARSOA shows us that it is a force unparalleled in the world. Its current operations show us that at the tip of the spear, we are strong and ready. The mission often changes, so we must be adaptive, innovative and ready to fight our nation's wars. Special operations aviation has continually met the challenges of the most difficult missions. The experiences gained and lessons learned are constantly shared throughout our Army to make our total force more capable. One team, one fight. Above the Best!



Maj. Gen. Anthony Jones is commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala., and chief of the aviation branch.

MAJ. GEN. CARL H. McNAIR JR., USA, (RET.) NAMED AAAA PRESIDENT

Maj. Gen. Carl H. McNair Jr., U.S. Army, (Ret), was named president of the Army Aviation Association of America (AAAA) at the AAAA Annual Membership Luncheon during the AAAA Convention in Nashville, Tenn., May 10, 1999.

During his more than 32 years of active Army service, McNair served in a variety of command and staff positions. Following military retirement, McNair was employed as vice president, Army programs, for Burdeshaw Associates, Ltd., a senior executive services firm in the Washington, D.C., area from January 1988 to June 1990. On June 5, 1990, McNair was named president, Support Services Division, Government Services Group of DynCorp, a Reston, Va., based services company.

In July 1994 he was elevated to corporate vice president and on Jan. 1995, became president, Enterprise Management, responsible for contract operations in the areas of Range Support, Base Operations, Administrative and Security Services, Marine Operations, and Biotechnology and Health Services with over 5,000 personnel and annual revenues exceeding \$400 million. After nine years with DynCorp, McNair retired from this position on April 1, 1999, and now serves as a special assistant for Government Affairs to the DynCorp president and CEO.

A native of Pensacola, Fla., McNair graduated from the U.S. Military Academy at West Point in June 1955, receiving his commission in the infantry. A member of an early Army aviation class from the military academy, his initial military assignment following graduation was flight training at Gary Air Force Base, Texas, and Fort Rucker, Ala., with subsequent airborne training and duty with the 82nd Airborne Division.

Combat assignments in the Republic of Vietnam spanned three years (1967-69), and six campaigns, including command of the 121st Assault Helicopter Company (Soc Trang Tigers) 1967-68; S3, 164th Combat Aviation Group; and commander, 145th Combat Aviation Battalion, 1968-69. After various assignments at the U.S. Military Academy, Fort Hood, Fort Rucker and ODCSOPS in Washington, he returned to Fort Rucker in 1979 as the deputy commanding general of the Army Aviation Center. On July 28, 1980, McNair was named commanding general of the Center and chief of Army Aviation. In December 1980, he was selected for the rank of major general.

In June 1983, McNair was reassigned to Headquarters, U.S. Army Training and Doctrine Command, Fort Monroe, Va., as the deputy chief of staff for combat developments. On July 8, 1985, he became chief of staff of TRADOC and held that position until retirement on Sept 30, 1987.

A master Army aviator, rated since 1956, he is fixed wing, rotary wing, and multi-engine qualified, with more than 4,000 flying hours, of which 1,500 were accrued in combat in Vietnam. Airborne and ranger qualified, his decorations include two awards of the Distinguished Service Medal, three awards of the Legion of Merit, four awards of the Distinguished Flying Cross, the Bronze Star Medal with "V" Device and Oak Leaf Cluster, the Air Medal with "V" Device and 51 clusters.

General and Mrs. McNair, the former Jo Ann Wilson of Columbus, Ga., currently reside in Alexandria, Va., and have three children: Cynthia L. Wood of Spartanburg, S.C., Carl III of Uniontown, Pa., and Courtney Ann Bulger of Herndon, Va.



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Purple Dragon:

a Platoon Leader's Perspective

by Capt. Jeff Riedel and 1st Lt. Ken Cole

[Editor's note: The following is an abbreviated version of the roles special operations aircraft played in Exercise Purple Dragon, as reported by two key participants.]

Joint Task Force Exercise (JTFEX) Purple Dragon 98-01 - executed between Jan. 9 and Feb. 5, 1998 — provided the opportunity to deploy elements of 3rd Battalion, 160th Special Operations Aviation Regiment (160th SOAR), in support of several different special operations units participating in the exercise. Capt. Riedel deployed with two MH-60L Black Hawks and 1st Lt. Cole deployed with two MH-47D Chinooks; these were augmented by two MH-47Es from 2nd Bn., 160th SOAR.

Immediately after being notified that our respective elements would deploy in support of JTFEX 98-01, we went into pre-deployment planning to ensure we brought all of the equipment necessary to support operations for one month. We also ensured that we chose the best support package to assist our elements in accomplishing our mission-execution standard of on-time, on-target, +/- 30 seconds. This was accomplished through several in-progress reviews (IPR) conducted by the officer in charge of our element, Company B commander Maj. Mark Drabik.

Once the support package was determined, all we had to do was get down to Camp Blanding, Fla., and begin operations — at least we thought it would be that easy. Instead, we were tasked to execute a "flight lead" ride for one of the CH-47D pilots. He was given the mission of planning the deployment for both the MH-47s and MH-60s, which would include an aerial refueling from a Marine Corps KC-130, the establishment of an MH-47D Forward Arming and Refueling Point (FARP) for the Black Hawks, the conduct of an aerial gunnery, and an "attack" on a target en route to the final destination, Camp Blanding. All of this would be conducted with minimal navigation systems, 50 miles off the Atlantic coast and, of course, at night.

Upon arrival at Camp Blanding we fell under the control of the Joint Special Operations Air Component Command (JSOACC). The JSOACC was staffed by members of 160th SOAR and controlled more than just the six rotary-wing aircraft from the regiment. Two Air Force MC-130s, an AC-130 and an EC-130 and the elements forming the Joint Search and Rescue Center (JSRC) were all controlled by the JSOAC commander.

Rehearsals began immediately with all of the supported units. The rehearsed events included day and night live fires with special forces troops, fast-rope approaches to both buildings and land with Navy SEALs and Air Force Special Tactics Squadron (STS) personnel, and amphibious operations with all of the aforementioned units. Additionally, our Combat Search and Rescue (CSAR) package was exercised in a rapid-response scenario. This train-up period benefited both the



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ground and aviation forces by allowing the units to work together, perhaps for the first time. During this five day train-up, our units refined and verified our respective standard operating procedures (SOPs) and tactics, techniques and procedures (TTPs) with the supported elements. This train-up period is essential for units who do not continuously work together.

Finally, it was time for mission execution. The first Air Support Request we received was for a Navy SEAL insertion to an underway submarine, not something we habitually practice. It seemed a simple mission — put a SEAL team and its equipment aboard a fast-attack submarine twenty miles offshore using a helicopter; involve the Air Force, Navy and Army; arrive at the submarine +/- 30 seconds; and get the SEALs and their gear safely onto the sub without exceeding any aircraft limitations or injuring anyone.

Executing the mission turned out to be much more difficult. Mission requirements made choosing the aircraft for inserting the SEAL team relatively simple: since we had to transport a 12-man team and more than 1,800 pounds of gear, the MH-47D was the best choice for the job. Unit SOPs and JTFEX rules added a couple more stipulations: long over-water flights required a minimum of two aircraft, the second of which had to be able to carry members from an Air Force Special Tactics Squadron in case of any problems. An MH-60L got that job.

The mission had become multiship (one MH-47D and one MH-60L), but the distance of the sub from our staging base slightly exceeded the range of the Black Hawk. Add one more task: the Chinook would need to FARP the

Hawk. Fuel requirements for both aircraft then added another requirement: aerial refueling for the Chinook.

The plan started coming together. Both aircraft would fly over-water with the MH-60L leading, avoiding templated threat air defense artillery radars. While over water the flight would conduct a lead change, climb to altitude, link up with an Air Force KC-130 tanker from which the MH-47D would refuel, descend back to tactical altitude, and conduct another lead change. The two aircraft then would move inland for the Chinook to FARP the Black Hawk. After the FARP, the aircraft would fly back over the water, link up with the submarine (+/- 30 seconds, at a designated latitude/longitude), insert the SEAL team and its gear, and then reverse the entire process.

MH-60 and MH-47 aviators from the 160th's 3rd Bn. collaborated to create the kneeboard packet and chart-briefing materials. We finished the planning process, which included time-distance-heading cards, objective diagrams, crew-frequency cards, actions on the objective (how exactly do you insert a SEAL team onto the deck of a submarine?), and all of the associated coordination and rehearsals (static and actual flying) with the SEALs and Air Force. We rehearsed the SEALs descending from the hovering aircraft via caving ladder, followed by lowering a cargo net full of gear with a simple rope and D-ring.

Planning and rehearsals went off without a hitch, and all lead to the next major event: the mission brief, which followed a standard OPORD format. With planning, rehearsals and OPORD out of the way, we soon were refueling from the Air Force KC-130 tanker. Once complete, we set up a FARP at a secure site for the Black Hawks. In no time, we were hovering over the gray hull of the submarine with 3 to 5 knots of forward and rightward airspeed. The SEALs lowered their caving ladder and began descending one at a time. All of them were on the deck within minutes. One SEAL remained on board the aircraft to assist with lowering the gear.

As the SEAL and the crew chiefs in the back began loading up the billy pew net with gasoline, food, radios, NVGs, weapons and other miscellaneous items, we realized that getting the team and all of this gear onto the submarine was going to take much longer than the 20 minutes we'd originally allotted; the first of six loads took more than ten minutes. This was no big problem, except the engines were beginning to heat up from salt-spray ingestion. As the second, third and fourth loads lowered, we were well into time-limited operation. By the sixth load, the pilot in the right seat had hovered for more than forty five minutes non-stop, the engines were extremely hot and we needed fuel.

With the mission complete we headed home, looking for our Air Force tanker on the way. We caught glimpses of him on our TACAN, but he was more than forty miles away, and not getting any closer. We queried him on the radio, and he mentioned that he was right where his aerial refueling brief sheet told him to be. He then caught us, we went through aerial refueling again, and the flight continued. Thanks to Air Force flexibility, we were able to keep going. We FARPed the Black Hawk once more and returned safely to the forward operating base (FOB) as the SEALs went on to successfully hit their follow-on target and were later extracted by MH-60s.

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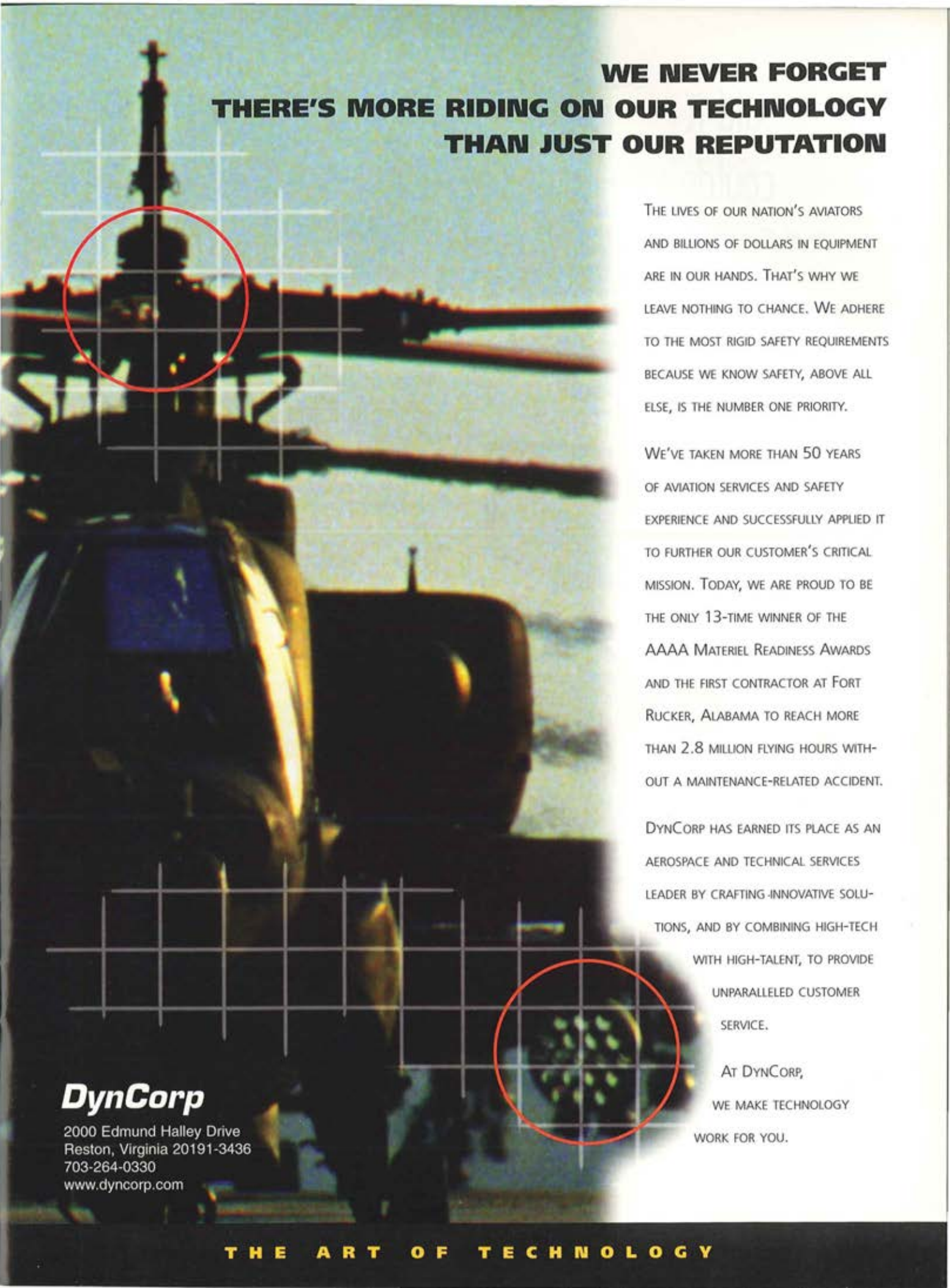
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The SEAL team extraction mission was equally arduous: rendezvous with and extract the SEAL team inserted by the CH-47s. The mission called for nearly a three-hour ingress over water to the rendezvous point where the Chinooks would link up with two SEAL elements in Combat Rubber Raiding Craft (CRRC) about 15 miles off the Florida coast. Once the element was located, our MH-60s would extract them with caving ladders, then return to the Forward Operating Base (FOB).

In order to conduct this mission, we would need to be refueled prior to reaching the rendezvous point. This would allow us more station time if things did not go as planned, which they usually don't. The platform used to refuel us would be an MH-47E from the 160th SOAR's 2nd Bn. We worked with their planners to ensure we selected the best location that supported the operation and safe infiltration. Their mission was to secure and establish a FARP so the two MH-60s could quickly refuel and continue with the mission.

After leaving the FARP and going feet-wet, our flight of two MH-60s dropped down to their tactical altitude of 50 feet and continued to the rendezvous site. About five miles away we began to see the faint glow of an infrared strobe, our far recognition signal. As we flew closer, we were able to identify our near recognition signal, a swinging chem-lite. The flight lead approached the first CRRC while my aircraft picked up about a half mile orbit to provide suppressing fires if required.

Once all the SEALs were on the first aircraft, I approached the second CRRC while my flight lead established an orbit around me. If you haven't done it yet, I highly recommend hovering at about 10 feet over a CRRC, 15 miles out to sea, with SEALs climbing up a 6-inch wide steel ladder. Once everyone was secured, our flight headed back to Camp Blanding. The mission was a success, but that wasn't the end of our day. Instead, as soon as we arrived we were handed another mission to be flown in 48 hours and the planning process began all over again.

In conclusion, JTFEX was an excellent exercise in flexibility. Special operations missions can be joint efforts among all the services. Such missions demand flexible, "out of the box" thinking. Each mission gave operators from each service the chance to test that flexibility and accomplish missions. We were able to train on METL tasks and hone the skills of both the ground elements we supported and the crewmembers who flew the missions. After all was said and done our six aircraft had flown nearly 200 night vision goggle hours and over 300 total flight hours, always to the standard of on-time, on-target, +/- 30 seconds. Night Stalkers Don't Quit!



Capt. Jeff Riedel (MH-60L) and 1st Lt. Ken Cole (MH-47D) are currently platoon leaders in 3rd Battalion, 160th SOAR, at Hunter Army Airfield, Ga.

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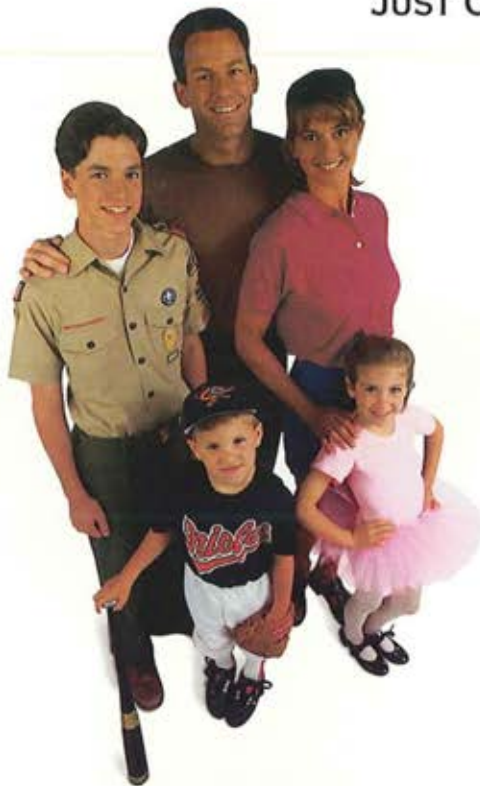
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LEARNING TO LOVE the APR-39

By CWO 2 Michael D. Kelley

Let's face it: the APR-39 has limitations. But until we get a better system we must constantly change our tactics techniques and procedures (TTP) and learn to complete the mission within the system's current capabilities.

How do we know when to accept what the APR-39 is telling us? How do we know when to ignore it? How do we know where the threat really is? The answer is: you may never know. You may never know if the indication on the screen is a real threat or stray RF (radio frequency) energy. You won't know if you're being tracked from two miles away or 20 miles. So what do you do? You have two choices. One, turn the system off to eliminate the seemingly erratic indications and their accompanying anxiety or, two, learn the system's limitations and make educated decisions to trust or ignore the various indications.

Assuming you decide to choose the latter, just how do you complete the mission utilizing the APR-39 in its current configuration? The answer lies in diligent and determined pre-mission planning. With the lives of you and your crew in the balance, determination and diligence should not be in short supply.

Pre-mission planning is a necessity for situational awareness (SA) on the battlefield. You should insist on current and accurate threat data from your S-2. Know the capabilities and limitations of the threats on the battlefield, and know their likely courses of action.

With a properly prepared map you can begin to correlate the indications on the APR-39 with known threat systems. On your map, depict known threat systems with their attendant lethality rings. This provides an overall view of the enemy situation and how it relates to your route. This also gives you better SA when, while penetrating deep, 50 miles from the nearest threat system, your APR-39 gives you an SA-8 acquisition indication for two seconds. You now have better information to decide whether or not to launch chaff, knowing that doing so may compromise your existence. You must decide if the SA-8 has moved 50 miles or whether your system picked up stray RF energy from a microwave tower or another RF source. Your first question may be "How do I know the threat has not moved?" Well, you don't, and that is where your knowledge of the likely enemy courses of action pays dividends. If, however, you are 10 miles from a known SA-8 and you get an SA-

8 acquisition indication, then you can be relatively sure it is the real thing.

Until Army aviation completes testing and fielding of the Suite of Integrated Radio Frequency Countermeasures (SIRFC), the Suite of Integrated Infrared Countermeasures (SIIRCM), the AN/ALQ-136 pulse radar jammer, the AN/ALQ-162 continuous-wave radar jammer and other ASE equipment, the APR-39A(V)1 may be all you have for threat SA. Depending on the maturity of theater combat operations, you just might have more tools available in your kit bag.

THE KIT BAG

SOF aviation habitually operates in an environment with joint and national-level air assets. Conventional aviation units will often find themselves operating in this same arena. When you find yourself in a developed theater of operations, you may have some additional tools at your disposal to help you with enemy SA. These tools may include the Airborne Warning And Control System (AWACS), RC-135 Rivet Joint, the Joint Surveillance Target Attack Radar System (JSTARS), A-10s, F-16CJs and live Tactical Information Broadcast System (TIBS) information.

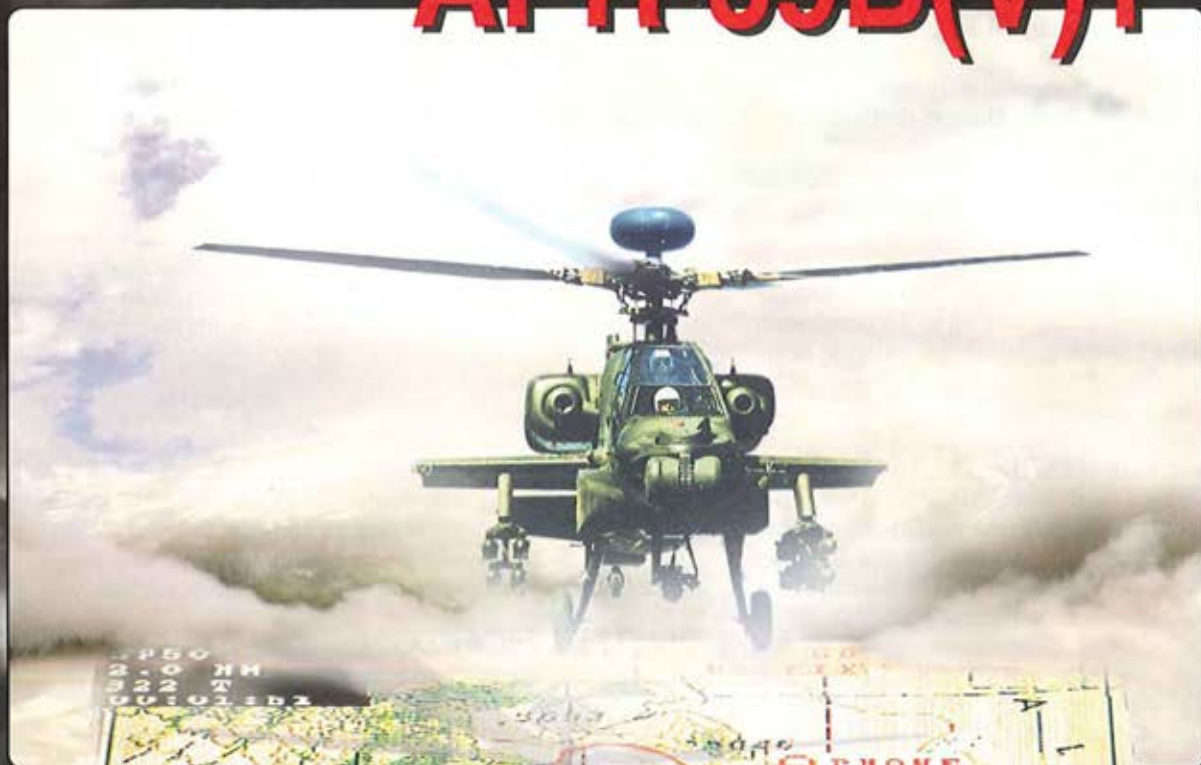
If you have some or all of these as dedicated assets, or if they just happen to be in-theater, you should become familiar with the services they can provide. Knowing their capabilities will go a long way to providing you better battlefield SA.

WHAT THESE TOOLS CAN DO FOR YOU

Let's look at AWACS. AWACS provides all-weather surveillance and the command, control and communications needed in a non-permissive environment. It is a modified Boeing 707/320 commercial airframe with a rotating radar dome. AWACS radar can range out to more than 200 miles for low-flying targets and even further for targets at medium to high altitudes. The radar, combined with an IFF (Identify Friend or Foe) subsystem, can look down to detect, identify and track low-flying enemy aircraft. AWACS constantly tracks the position and movement of enemy aircraft and ships as well as the location and status of friendly aircraft and naval vessels.

AWACS is also the focal point for other assets. In addition to providing early warning of enemy aircraft closing on your position, it will relay surface-to-air mis-

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WE MUST BECOME AS SMART AS WE CAN ON OUR EXISTING EQUIPMENT AND ON THE SERVICES OTHER ASSETS CAN PROVIDE.

sile threat information from such other airborne assets as Rivet Joint or F-16CJs.

Plan to contact AWACS immediately upon takeoff. Their frequencies and call signs change daily and can be obtained through your S-3 channels.

One of the links to AWACS is the RC-135 Rivet Joint. The Rivet Joint is a worldwide signals intelligence platform with extended reach and long-dwell capabilities. It has an operating altitude of up to 35,000 ft. and speeds of up to 450 knots. It can remain airborne and on station for up to 10 hours without refueling and up to 18 hours with refueling. Rivet Joint has the capability to provide near-real time indications and warning, targeting and battlefield intelligence support to tactical users. It has a wide array of data transmission capabilities including Tactical Data Information Link (TADIL-A), TIBS, Secure voice/data, and HF/UHF/SHF and SATCOM. Rivet Joint will be the most accurate source for confirming enemy threat system indications. It also provides the location and status of active threat emitters. This is essential for those instances of unknown threat indications.

Another link to AWACS is JSTARS, an airborne platform equipped with a long range, air-to-ground surveillance system designed to locate, classify and track ground targets in all weather conditions. JSTARS looks deep behind hostile borders to detect and track ground movements in both forward and rear areas. It has a range of more than 120 miles. Through advanced signal processing, JSTARS can differentiate between wheeled and tracked vehicles. This capability makes JSTARS effective for dealing with any contingency or mobile SAM system. If your mission requires you to pass a line of communication (LOC), JSTARS can warn you of enemy activity on the LOC and the direction of movement. So when you thought you were 15 miles outside of that SA-8's range but you are getting an SA-8 acquisition indication, you may not be safe. It would be a good idea to get real-time and accurate information on the movement of that SA-8.

All these assets can aid you in getting real time air and ground threat information. So what do you do if those assets are not available? If you are on a flight route 100 miles across the border and pick up an acquisition or track indication on your APR-39, how can you verify those indications? One way is to react to the indications and attempt to work yourself outside the threat envelope. Another method is to look for someone to verify the indications for you.

If available, escort aircraft provide another set of "eyes" in your immediate area. One of the better escort aircraft is the A-10 Thunderbolt II. The A-10 is maneuverable at low airspeeds and altitudes, capable of operating at under 1,000 foot ceilings and in low visibility. It is a highly accurate weapons delivery platform, as effective during the night as it is in the day. If an A-10 is escorting you to your target area and you get an acquisition indication, query the A-10. He can confirm the threat with his

on-board ECM electronic countermeasure systems and provide you the information.

Without A-10 escort, you still want to confirm threat indications with another source. AWACS can tell you if there are any F-16CJs in your area and can push you to their frequency. The F-16CJs have the capability to detect active radars and suppress them with High-Speed Anti-Radiation Missiles (HARM). The HARM is an air-to-surface tactical missile designed to seek out and destroy radar-equipped air-defense systems. The HARM can detect, attack and destroy a target with minimum aircrew input and has a range of more than 80 miles and a speed of more than 760 mph. A typical HARM load for the F-16CJs is two missiles.

If available, TIBS is a useful asset to identify threat along your route of flight. If your S-2 has access to TIBS and an over-the-horizon radio (SATCOM/HF), he can alert you to active threat radars, in addition to enemy aircraft. Your S-2 can pass you changes in threat circumstances in real time, enabling you to deviate accordingly.

ON THE HORIZON

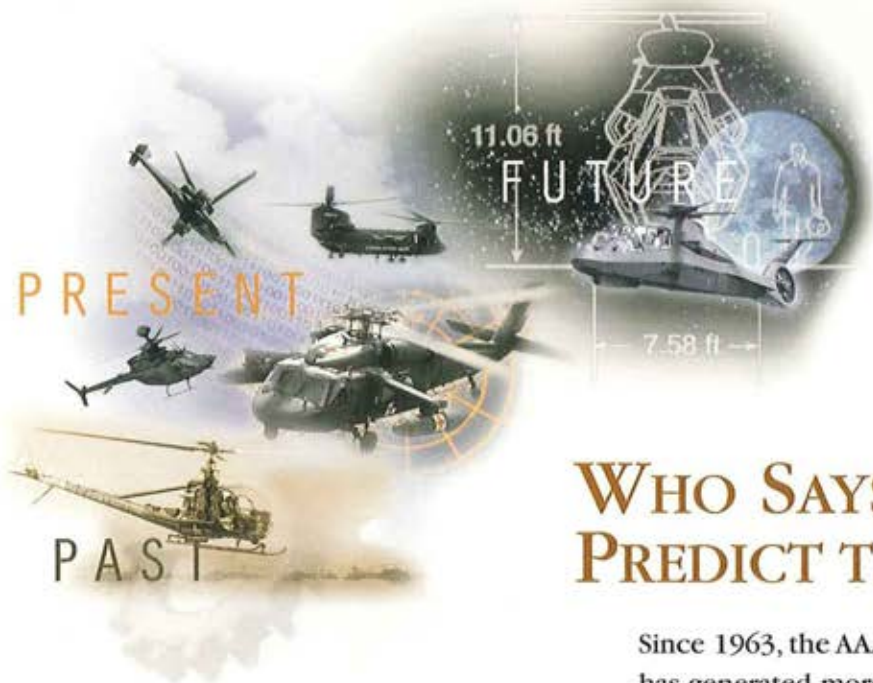
Some Army aircraft are beginning the fielding process for threat jamming systems. Two of these are the AN/ALQ-136 (Pulse wave) and AN/ALQ-162 (continuous wave) jammers. These systems become active when your aircraft is within, or just beyond, the lethality range of an enemy weapon system, thus providing the situational awareness and capability needed to penetrate, deviate or defeat a SAM system. The APR-39 alerts you to RF energy painting your aircraft. You cannot tell if the RF energy is truly a threat at that instant. If the jammers become active, you will then know that the RF energy is a threat. This is the situational awareness we need to complete the threat picture around us, enabling us to make informed decisions to defeat the threat.

FOR THE TIME BEING

We should always be pushing for updated equipment, but the research and development process is lengthy. We must become as smart as we can on our existing equipment and on the services other assets can provide. You should also have a good understanding of threat systems. Knowing minimum engagement altitude and maximum ranges will aid you in deciding to deviate or disregard. A threat matrix kneeboard card is a handy tool. It should list the threat systems you are likely to encounter, their minimum engagement altitudes, maximum ranges, APR-39 indications and whether or not other ASE systems will detect the threat or aid in countering it. In the future, we will have a system capable of detecting, locating and defeating threat systems. Until then, we should become adept at deciphering what the APR-39 is telling us, and in conjunction with our other tools, what to do about it.



CWO 2 Michael D. Kelley is a battalion electronic warfare officer in the 160th SOAR at Fort Campbell, Ky.



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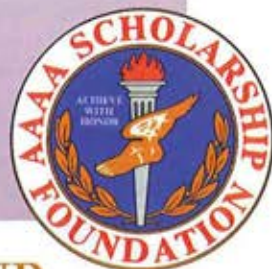
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EDUCATION. YOUR FUTURE DEPENDS ON IT.

SOA and the 96-Hour Plan

by Maj. Mark C. Patterson

History has taught us valuable tactical and strategic lessons over the course of various military campaigns. One common truth is that detailed planning results in a very high probability of success.

In special operations, as in conventional operations, doctrine provides the framework for all military missions. The purpose of this article is to outline how special operations aviation (SOA) mission planning is integrated into the 96-hour planning process of joint doctrinal publications and to familiarize readers with the checklists used by the aircrews of special operations aviation.

Joint publications 3-05 ("Doctrine for Joint Special Operations") and 3-05.5 ("Joint Special Operations Targeting and Mission Planning Procedures") provide the guiding principles for planning time-sensitive and deliberate special operations missions.

The 96 Hour Mission Planning Process

The 96-hour mission planning process, as illustrated in Joint Pub. 3-05.5, focuses staff and operator personnel on a timeline for successful execution. The 96-hour process is a structured, message-intensive system taking a mission from inception to launch. The timeline for mission requests, concepts and confirmation is critical to the successful planning and coordination for SOA support. The planning process enables SOA to support special operations forces (SOF) without face-to-face contact; all coordination is conducted via message traffic. Regardless of whether SOA is co-located with the

supported unit, the planning sequence and message traffic are still required to effect approval by higher headquarters. The following milestones occur during the 96-hour mission planning process:

● 96 Hours

— Joint Force Special Operations Component Commander (JFSOCC) issues a mission tasking order (TASKORD) to the Mission Planning Agent/Special Forces Operating Base (MPA/SFOB) and the SOA unit.

— MPA develops mission concept.
— SOA conducts initial planning for support.

● 72 Hours

— MPA submits Operations Plan (OPLAN) to JFSOCC. The OPLAN details how the MPA intends to execute the mission tasked in the TASKORD.

— MPA sends an Airlift Request (AIRLIFTREQ) to SOA to support

the OPLAN. An information copy of the AIRLIFTREQ is submitted to JFSOCC.

— MPA and SOA liaison officers (LNOs) coordinate details of infiltration/exfiltration (E&R) checklist.

— MPA and SOA LNOs develop E&R plan.

— SOA has 24 hours to finalize mission-support concept.

— SOA submits ATO information to Joint Forces Air Component Commander (JFACC) if established in mature theater.

● 64 Hours (or eight hours after OPLAN submission)

— JFSOCC issues Mission Concept Approval (MCA) to MPA and SOA.

● 48 Hours

— SOA submits Airlift Request Confirmation (REQCONF) to MPA, info copy to JFSOCC. The REQCONF details how the SOA unit intends to support the MPA's OPLAN and confirms all the information contained in the AIRLIFTREQ.

— MPA and SOA submit Evasion Plans of Action to JFSOCC.

● 24 Hours

— JFSOCC issues Execution Order to MPA and SOA.

— SOA receives Airspace Control Order (ACO)/Special Instructions (SPINS) from JFACC in a mature theater.

● NLT 12 Hours Prior to Takeoff

— SOA submits Time, Distance, and Heading (TDH) route cards to the



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Joint Airspace Coordination Center (JACC).

Infiltration/Exfiltration Planning Guide

The linchpin in the 96-hour planning process is the exchange of LNOs. Detailed face-to-face mission planning, coupled with a thorough rehearsal of critical events (both ground and air), are vital parts of the planning process.

Additionally, for special operations the mission is normally not over after the infiltration is complete. Re-supply and exfiltration missions are planned as well. Therefore, the entire mission must be planned prior to infiltration. To do this, an LNO handbook was developed to assist the planning process.

The checklist assists the ground force commander/supported unit in identifying all aviation specific tasks relevant to the ground tactical plan. The aviation liaison officer/aircrew develop the air mission concept based on the checklists and METT-T. This checklist is retained by air mission

planners and is updated to reflect any mission changes. When face-to-face mission planning is complete, the ground and air elements move to the next vital step in the mission planning process: rehearsals.

Rehearsals

Too often unit-level rehearsals focus solely on actions on the objective. Units must rehearse all critical events, including aircraft specific events. Rehearsals are extremely important in validating a detailed plan and in uncovering aspects of the plan that need adjustment.

Rehearsals are pre-combat checks and can be accomplished in varying ways, including rock drills, aircraft static loading and so on. A by-product of such rehearsals is that the operational element absorbs alternative courses of action and is better able to adapt to changed circumstances during the mission. Units are often unable to perform their mission to standard because they considered on/off loading aircraft, communications checks, and so on as "simple

things." These are simple things that may cause major problems when the team cannot accomplish its mission.

Summary

Special operations forces are uniquely trained to conduct crisis action or "in-extremis" planning. However, the success of any special operation is largely dependent on the quality of mission preparation.

Detailed special operations planning reduces risk to an acceptable degree. By having a solid understanding of the 96-hour Joint Special Operations Mission Planning Process, ground and air elements are better prepared to execute reconnaissance missions or other principal special operations missions, as directed by the national command authorities, in a time constrained environment.



Maj. Mark C. Patterson is a former commanding officer of Company B, 2nd Battalion, 160th SOAR, at Fort Campbell, Ky.

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The 101st Airborne and *Hurricane Mitch*

by Maj. John I. Woodberry

The humanitarian work that many soldiers recently performed in Central America is a departure from the typical 101st Airborne Division combat missions, which units regularly train to execute at Fort Campbell, Ky. Humanitarian missions are, however, an important aspect of Army operations today and in the foreseeable future.

Hurricane Mitch ripped through Central America in late October 1998. The media captured much of the initial excitement in the news as more than 10,000 lives were lost and many areas in El Salvador, Guatemala and Nicaragua were devastated by the storm directly, or indirectly by severe flooding and mudslides. The international community responded with relief efforts and aid packages. The United States pledged to help our neighbors as forward-deployed units, such as Joint Task Bravo, and specifically the 228th Aviation Regiment from Howard Air Force Base, Panama, reacted immediately by sending helicopters to affected areas to ferry food and medicine to the isolated villages in need.

On November 6, 1998, the 101st Abn. Div. was alerted to begin deployment planning for an aviation task force for possible employment in humanitarian-relief missions in Central America. Instructions were to have a battalion task force (later named Task Force Eagle Lift) ready to deploy to various potential sites in Central America on order within 36 hours of notification. The 7th Battalion, 101st Aviation Regiment, was chosen to deploy 10 CH-47 aircraft with six UH-60 aircraft from 4th Bn. TF Eagle Lift was rounded out with various 101st "slice" elements, including pathfinders, infantry security forces, logisticians, medical personnel and tactical air traffic controllers.

Without initially knowing the modes of transportation that would be utilized for deployment, TF Eagle Lift prepared for possible airlift, sealift and self-deployment simultaneously. On Nov. 21, 1998, 10 Chinooks self-



humanitarian mission, and to support Joint Task Force Build Hope's main engineer effort in Nicaragua. Both CH-47 and UH-60 aircraft from TF Eagle Lift supported the engineer task force in Nicaragua.

Villagers along the Rio Coco in Northern Nicaragua greeting a CH-47D.

deployed to El Salvador while the rest of TF Eagle Lift deployed via a combination of strategic airlift and sealift. A significant effort was made to process diplomatic clearances to cross the three international boundaries along the route of flight.

While the CH-47s were self-deploying, an advance party prepared an area to receive the aircraft at the Comalapa military airfield near San Salvador, El Salvador. The grass in the aircraft parking area needed to be cut and the grounds swept for land mines. The advance party met with local officials and began building tentative local flight routes, a night-vision goggle training area and commercial refuel procedures. A procedure guide for Army aviators and local nationals was drafted before any TF Eagle Lift aircraft arrived.

From the time of their arrival, the TF Eagle Lift headquarters and maintenance section remained in Comalapa and conducted missions in El Salvador and Guatemala. An element of aircraft, flight crews and operations personnel deployed to Managua, Nicaragua, to relieve the 228th Avn. Regt. from its

The UH-60s were primarily used to transport disaster-assessment mission personnel. In addition to personnel transport, the CH-47s flew two other basic types of missions; direct support to foreign governments, non-government organizations (NGOs) and private organizations (PVOs) in the delivery of relief supplies, and aerial movement of engineering equipment and building supplies. In the direct-support role, the Chinooks typically flew food and medicine missions 180 nautical miles into the Nicaraguan interior to hurricane-damaged villages. TF Eagle Lift moved more than 1.2 million pounds of supplies and 2,839 personnel, and flew 973.2 hours (584.1 CH-47 and 389.1 UH-60) in direct support of the humanitarian-relief effort between November 1998 and February 1999.

TF Eagle Lift worked with the International Red Cross, Doctors Without Borders, Allistar, World Relief and other humanitarian organizations. Some of the humanitarian organizations learned to use global positioning system grid coordinates for landing zones and they learned to

configure 463L pallets for loading into the CH-47.

The Joint Task Force Build Hope engineer-support mission involved the initial aerial movement of supplies and construction equipment into remote areas and the subsequent resupply of these sites. TF Eagle Lift CH-47s moved required personnel and material to build a clinic in the remote flood-damaged village of Wiwili, Nicaragua.

The unique flight environment in Central America posed new challenges for aviators. There was no radar coverage in El Salvador or Nicaragua, so flight following was accomplished by flying multiship missions or by requesting block times from forward-deployed Army air traffic controllers who deployed as part of the task force. Many missions required flight near saltwater and volcanic ash, so maintenance inspections were increased to identify and curb corrosion. The anti-fungal fuel additive PRIST was unavailable for the first month of the deployment, requiring commercial fuel to be checked more frequently than normal, and fuel was never left in the HEMMTs any longer than necessary.

were restricted from deployment, giving the deploying fleet roughly 1,200 bank hours to operate with until mission completion.

Maintenance support in El Salvador was performed in an austere environment. Without hanger space, unit maintenance personnel worked outside in the elements with only the equipment deployed from home station. A SCAMP sent by strategic airlift proved especially valuable for work on CH-47 engines and transmissions.

One logistics aviation representative, Junior Walker, supported the fleet of CH-47 and UH-60 aircraft largely through his connection to Soto Cano Air Base in Honduras and Howard AFB, Panama. Oil-sample results were returned from Howard AFB within 14 days. Although one technical inspector and one test pilot typically remained forward in Nicaragua, all aircraft washes, inspections and major-component repair was performed at Comalapa when possible.

By the end of January 1999 TF Eagle Lift's CH-47 OR rate was 87 percent mission capable. All 10 Chinooks and several Black Hawks flew from Soto Cano, Honduras, to Puerto Cortez, Honduras, and were received by 8th Bn., 101st Avn. The team from 8th Bn. did an outstanding job removing blades and preparing the aircraft for sealift to Wilmington, N.C.

After three days of reassembly in Wilmington, all 10 Chinooks made an uneventful flight home to Fort Campbell. By the end of February, the OR rate was 69 percent with 1,352 bank hours. Twelve out of 16 of Company B's Chinooks had fewer than 90 hours until their next phase inspections. However, the leadership at Fort Campbell anticipated the deficit prior to the deployment during the planning phase of the operation and countered the depletion in bank hours with a progressive phase program and the procurement of an additional contract phase-maintenance team. The CH-47 fleet currently enjoys a near-normal bank hour balance, all within a few months after mission completion.



Austere landing zones in flood-stricken Nicaraguan interior.

*TF Eagle Lift Soldiers
Replace A CH-47D
Transmission in Wiwili,
Nicaragua.*



Although challenges in many areas were overcome, nothing would have been achieved without proactive maintenance involvement from the earliest stages of the operation. There was, however, no challenge as great as sustaining the fleet.

At the time TF Eagle Lift formed, the CH-47 helicopters were at a 78 percent operational readiness (OR) rate with 1,819 bank hours. Aircraft with fewer than 100 hours remaining until the next scheduled phase

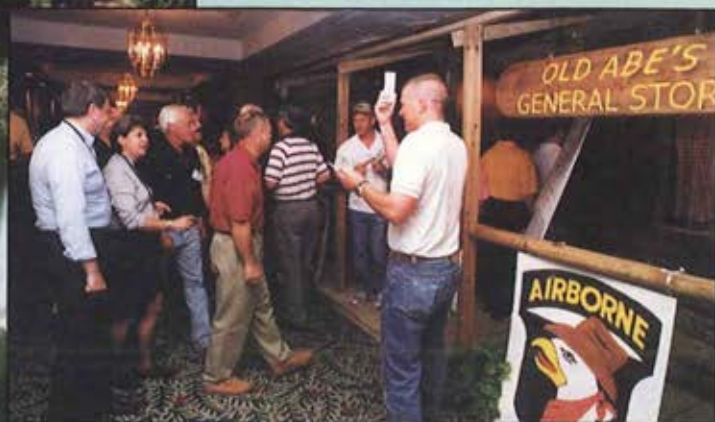
The maintenance crews of TF Eagle Lift proved that no task was too tough when they replaced a CH-47 transmission in the remote village of Wiwili. This was an excellent training event as it provided a perfect aircraft-recovery operation in an isolated area of Nicaragua.

When a unit deploys in reaction to an international disaster such as Hurricane Mitch, it presents a major shift from normal training and maintenance routines, but offers a superb opportunity to expand the unit's operational capabilities. Leaders must overcome the shift in focus by training as much as possible while deployed. Throughout the entire operation, it is critical for leaders to maintain a high degree of enthusiasm and resourcefulness, thus enabling the unit to overcome the many challenges associated with such an operation. We cannot make missions any easier or less diverse. We can however, adapt, overcome and press on. Air Assault!



Maj. Woodberry is a company commander in the 7th Bn., 101st Avn. Bde. at Fort Campbell, Ky.

1999 AAAA CONVENTION Highlights





The 1999 AAAA Annual Convention May 9-12 at the Opryland Hotel in Nashville, Tenn., set recent records in attendance, number of exhibits, and good times.

The Mother's Day Family Weekend activities ranged from sight-seeing historical landmarks to the Grand Ole Opry and a Mother's Day Brunch on the riverboat General Jackson. The professional program opened with AAAA President, Maj. Gen. Dave Robinson (*above left*) welcoming the crowd and Army Aviation Branch Chief and AAAA Professional Program Chairman, Maj. Gen. Tony Jones (*above*) focusing on the theme "Heroes, Heritage and Hardware." Next, our host, Maj. Gen. Robert T. Clark, (*above right*) CG, 101st Airborne Division, made an outstanding presentation on the capabilities of his division and the challenges his troops are facing in the near term especially from enemy air defense systems. His remarks were followed by the keynote delivered for the chief of staff U.S. Army by Gen. John G. Coburn, CG, U.S. Army Materiel Command (*right*).

A number of panel presentations highlighted the next few days. Among them were "Commander's Perspective on Army Aviation in Combined/Joint Operations", (*right*) featuring (*from left to right*) Maj. Gen. John M. Riggs, CG 7th Infantry Division; the newly designated Vice Chief of Staff, Lt. Gen. John M. Keane; Maj. Gen. Anthony Jones; and Brig. Gen. Victor Renuart, USAF, commander, 347th Wing, Air Combat Command. This panel in particular stirred a good deal of controversy as Lt. Gen. Keane proposed that Apaches be controlled through Air Tasking Orders with all other air assets. Video tape of this session is available from the AAAA National Office.

The "Army Aviation Legacies" panel (*right*) was chaired by Maj. Gen. Thomas W. Garrett, CG, PERSCOM, and included (*left to right*) Army aviation legends, Maj. Gen. Ben Harrison, Lt. Gen. Robert R. Williams and Maj. Gen. George W. Putnam Jr., who set the record straight on where we came from and lessons learned.



All three days featured programmed lunches. Tuesday's lunch featured CSM Benjamin C. Palacios, CSM, U.S. Army Forces Command (*below left*) as the speaker.

One of the outstanding moments of the entire convention was the Army Aviation Hall of Fame induction ceremony for posthumous Medal of Honor recipient, PFC Garfield M. Langhorn. On the facing page top, from left to right, Hall of Fame Chairman Maj. Gen. Putnam poses with Langhorn's sister April, mother Mary, father Garfield and sister Ivonne, after the unveiling of Langhorn's portrait by Chairman of the Joint Chiefs, Gen. Henry H. Shelton during the AAAA Annual Banquet on Wednesday evening.



The AAAA Annual Banquet concluded the three and a half day event and featured the presentations of the AAAA National Unit and Individual awards as well as the aforementioned unveiling of Langhorn's portrait and a presentation of the Gold Order of Saint Michael to Shelton (*above right*).

The four individual awards included: (*above left*) The Joseph P. Cribbins DAC of the Year, Mr. Thomas L. House, pictured at center, with (*left to right*) Branch Chief Maj. Gen. Jones, Cribbins, Shelton and AAAA President Maj. Gen. Dave Robinson; (*left*) James H. McClellan Aviation Safety Award — CWO 3 Paul D. Clark posing with his parents; Soldier of the Year — SFC Michel Pigford (*below left*) pictured with his wife, Patty, and Robinson; and (*below right*) 1998 Aviator of the Year — Lt. Col. Richard E. MacNealy, his wife, Ginger, and daughter Rachel.





The four unit awards were presented to: *(above)* Robert M. Leich Award — 160th Special Operations Aviation Regiment, Fort Campbell, Ky., *(above)* represented by the commander Col. Howard W. Yellen, and senior NCO, CSM Donnie D. Calvery, who are pictured with their wives Susan and Beth; *(above right)* USAR Unit of the Year — 7th Squadron, 6th Cavalry Regiment, Conroe, Texas, accepted by the commander Lt. Col. James E. Fletcher *(center right)* and senior NCO CSM James J. Schiffman *(center left)* and posing with other members of the unit;



(right, above) ARNG Unit of the Year — 130th Aviation Regt., North Carolina ARNG, Morrisville, N.C., represented by the commander Lt. Col. Irvin R. Blackmon *(center left)* and senior NCO, CSM John T. Gattis *(center right)* joined by members of the unit and spouses; and *(below left)* the Active Component Unit of the Year — 1st Battalion, 3rd Avn. Regt., 3rd Infantry Division, Aviation Brigade, Hunter Army Airfield, Savannah, Ga., represented by the commander Lt. Col. Thomas J. DeVine, *(center right behind trophy)* and senior NCO CSM Terrel R. Barlow *(far right)* and other members of the unit.

Finally, the 1999 AAAA Annual Convention drew to a close with the passing of the gavel to the new AAAA president, Maj. Gen. Carl H. McNair Jr. *(right)* who will guide AAAA for the next two years.

With more than 4,500 attendees, almost 200 exhibits, and 16 aircraft on static display, there was no doubt that 1999 was a real winner.



McConnell, Steven L., (M94) (M94) Box 195, CMR 401, APO AE 09076-0195. EM: sands@pop3.main.kinzig.net. S: Susan. Dy: HHT, 1-1 Cav, Buedingen, Germany. Rtg: IFE SIP. RW Qual. Time: 3,000 Hrs. Life Member.

McElmurry, Todd A., (CW2) (M91) B Co, 7-101st Avn, Fort Campbell, KY 42223. S: Cali. Dy: CH47D Pilot. Rtg: ASO. RW Qual. Time: 1,500 Hrs.

McElroy, Matthew P., (WO1) (M98) 52 East Harris Drive, Fort Rucker, AL 36362. Dy: (334) 255-9730. Res: (334) 598-1787. EM: mcmat67@hotmail.com. S: Lisa. Dy: B Troop, 3-6th Cav, Camp Humphreys, Korea. RW Qual. Time: 200 Hrs.

McManus, William J., (CW3) (M91) (Joe) 520 Barney Lane, Clarksville, TN 37042. Dy: (502) 798-1852. EM: mcmanusw@soar.army.mil. S: Jeri Lynn. Dy: D 4160, Fort Campbell, KY. RW Qual. Time: 2,000 Hrs.

McNeal, Robert A., (CW5) (M84) (loeman) 421 Wyatt Ave., Las Vegas, NV 89106. Dy: (760) 770-6803. Res: (760) 252-4671. EM: eagle07m@irwin.army.mil. Dy: Attack Avn Tn Master Gunner, Fort Irwin, CA (NTC), RW Qual. Time: 7,200.

Meeker, Jillian J., (WO1) (M99) (Jill) 799 Donnell Boulevard, Apt. 35, Daleville, AL 36322. Res: (334) 598-3832. RW Qual. FW Qual. Time: 217 Hrs.

Meely, Michael J., (CW4) (M92) (Mike) 208 South Washington St., Tullahoma, TN 37388. Res: (931) 455-1178. EM: mmeely@aol.com. S: DeAnn. Dy: University of Tennessee Space Institute. Rtg: IFE SIP. RW Qual. Time: 3,300 Hrs./Cbt 50 AM/2, IV.

Meierle, Jeffrey F., (WO1) (M97) 1813 Mears Ave Apt 14, Cincinnati, OH 45230-1940. EM: jmeierle@hotmail.com. S: Sheri. Dy: A Co, 1/2 Attack Bn C, Camp Page, Korea. Rtg: AA. RW Qual. Time: 220 Hrs.

Mercado, David, (CW3) (M89) (Merc) 1146-A Godwin Street, Fort Campbell, KY 42223. Dy: (502) 798-1167. Res: (931) 431-4761. EM: mercadodavid@yahoo.com. S: Tina. Dy: C Co, 1-160th SOAR, Fort Campbell, KY. Rtg: SAA IP IFE. RW Qual. FW Qual. Time: 2,500 Hrs./Cbt 150 AM/1. Life Member.

Meyer, Andrew B., (CW5) (M89) (Andy) 121 East Luzon Drive, Fort Bragg, NC 28307-6011. Dy: (910) 396-6707. Res: (910) 497-8628. EM: meyerand@bragg.army.mil. S: Nancy. Dy: Production Control Officer, I Co, 4/159 Avn Regt. Rtg: MAA MTP. RW Qual. Time: 3,050 Hrs./Cbt 40 AM/1.

Meyer, James R., (CW3) (M97) (Jim) CMR 461, Box 2969, APO AE 09703. EM: meyerj2@yahoo.com. Dy: AH-64 Main Test Pilot, Netherlands. Rtg: MTP. RW Qual. FW Qual.

Nielsen, E.J., Jr., (CW4) (M89) (E-Go) 16011 Mickey Drive, Austin, TX 78717. Dy: (254) 288-1414. Res: (512) 750-6762. EM: ejnielsenka@cs.com. S: Karen. Dy: Production Control Officer, D Co, 1-227 Aik, Fort Hood, TX. Rtg: MAA IP MTP. RW Qual. Time: 2,600 Hrs.

Miller, David C., (CW3) (M98) 1915 Secretariat Court, Clarksville, TN 37042. Dy: (502) 798-5699. Res: (431) 645-9874. EM: tpilot@aol.com. S: Melissa. Dy: 2/160th SOAR (A), Fort Campbell, KY. Rtg: ME. RW Qual. Time: 1,450 Hrs./Cbt 121 AM/1.

Moczynski, Dale P., (CW3) (M92) (Skiman) D Troop, 1-4 Cav, CMR 464, Box 536, APO AE 09226. EM: d.moczynski@online.de. S: Renate. Dy: 1-4 Cav, Schweinfurt, Germany. Rtg: SAA IP IFE. RW Qual. Time: 3,400 Hrs./Cbt 40 AM/1.

Mohler, Kelly D., (CW3) (M99) 100 Valley View Drive, Enterprise, AL 36330. Dy: (334) 255-9375. Res: (334) 308-9223. EM: mohler@alana.net. S: Leanne. Dy: CH-47D SIP HHC, ATB. Rtg: IFE SIP. RW Qual. Time: 3,200 Hrs.

Moltenberg, John S., (CW5) (M83) (John) 2515 Taylor's Ridge Road, Temple, TX 76502. Dy: (254) 288-1041. Res: (254) 778-8368. EM: moltenbergjohn@texascom-mail.army.mil. S: Teri. Dy: Test Officer, Aviation Test Directorate, US Army TEXCOM. Rtg: MAA MTP IP. RW Qual. Time: 7,675 Hrs. 91 Trainer O Year.

Montoya, Michael J., (WO1) (M94) (Monty) 92 Woodfield Place, Enterprise, AL 36330. Res: (334) 308-9262. EM: rotorbid@snowhill.com or rotorbid98@hotmail.com. S: Kelly. Dy: 10th

Mtn Div, Fort Drum, NY. Rtg: AA. RW Qual. Time: 200 Hrs.

Moody, Ronald K., (CW5) (M85) (Bigfoot) HHC Avn Bde, Unit 15435, Box 51, APO AP 96257-0481. Res: (760) 386-2739. EM: eagle51@irwin.mil. S: Dona. Dy: Tactical Operations Officer, 2nd Avn Bde, 210, Camp Stanley, Korea. Rtg: IFE SIP. RW Qual. Time: 6,800 Hrs./Cbt 150 AM/1.

Moon, James M., (WO1) (M98) 4400 Rucker Blvd., Apt. 108, Enterprise, AL 36330. Dy: (334) 255-9941. Res: (334) 347-1593. EM: lunanumber5@hotmail.com. S: Hyun Joo. Dy: B Co, 1/145th Avn Regt, Fort Rucker, AL. RW Qual.

Morgan, James D., (CW5) (M86) (Jim) 6186 Edsall Road, Apt. 147, Alexandria, VA 22304. Dy: (703) 325-5255. Res: (703) 370-4986. EM: morganj@hoffman.army.mil. S: Debbie. Dy: Deputy Chief Warrant Officer Div, PERSCOM. Rtg: MAA IFE SIP. RW Qual. Time: 4,900 Hrs./Cbt 80 AM/1.

Morrill, Robert L., (CW3) (M91) (Mr. Bob) CMR 477, Box 1417, APO AE 09165. EM: morrill@cmty.104asg.army.mil. Dy: Production Control Officer, D Co, 2-501st Avn Regt. Rtg: MCM.

Morris, Jeff L., (CW3) (M96) (Mo) 1220-A Massachusetts Ave., Fort Campbell, KY 42223. Dy: (502) 798-3115. Res: (931) 431-9748. EM: apachemp@yahoo.com. S: Karen. Dy: Production Control Officer, C Co, 8-101 Avn Regt. Rtg: MTP. RW Qual. Time: 1,500 Hrs./Cbt 150 AM/2.

Morris, Steven A., (CW4) (M99) CMR 477, Box 2074, APO AE 09165. EM: 127asbaso@esb127hq.1ad.army.mil. S: Elizabeth. Dy: Safety Officer, 127th ASB, Hanau, Germany. RW Qual. Time: 1,500 Hrs./Cbt 35 AM/1.

Moseley, James M., (CW3) (M99) (Bill) 2303 Little Barn Drive, Clarksville, TN 37043. Dy: (502) 798-2176. Res: (931) 648-1866. EM: moseleyj@emh2.campbell.army.mil. S: Cindy. Dy: AH-64 Pilot.

Mozen, David A., (CW2) (M96) (Dave) 506 Suffolk Court, Fayetteville, NC 28311. Res: (910) 822-3710. EM: blackhawkmtp@printmail.com. S: Naomi. Dy: 57th Medical Co, Fort Bragg, NC. RW Qual.

Muckleroy, James L., (CW3) (M93) (Muck) 4 Avocat Way, Savannah, GA 31419-9388. Res: (912) 925-3038. S: Theresa. Dy: AH-64 IP/IFE, Camp Humphreys, ROK. C Trp, 3/6 Cav. Rtg: IP IFE. RW Qual. Time: 1,750 Hrs./Cbt 40 AM/1.

Mull, Jr., Lawrence A., (CW4) (M84) (Larry) B Co, 7-159th Avn Regt., CMR 408, Box 962, APO AE 09182. EM: larry_mull@hotmail.com. S: Yongi. Dy: Production Control/Tech Supply, Giebelstadt, Germany. Time: 2,100 Hrs. Life Member.

Muller, Matthew R., (WO1) (M99) 150 Woodfield Place, Enterprise, AL 36330. Dy: (334) 255-9944. Res: (334) 393-2768. Dy: B Co, 145th Avn.

Muller, William C., (CW5) (Bill) 1209 Marta Drive, Clarksville, TN 37042. Rtg: SIP. RW Qual. Time: 4,100 Hrs.

Murdock, Mark M., (CW3) (M85) CMR 454, Box 2540, APO AE 09250. S: Cathy. Dy: 45th Med Co (AA), Arnsbach, Germany. Rtg: SIP IP IFE. RW Qual. Time: 2,800 Hrs.

Myers, Christopher, (WO1) (M99) CMR 3, Box 7321, Fort Rucker, AL 36362. Res: (334) 598-1771. Dy: B Co, 1/145th Avn Regt.

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Napoli, Stephen S., (CW2) (M96) 404 S Fryers Creek Circle, No. 602, Temple, TX 76504. Dy: (254) 288-9733. Res: (254) 899-2071. EM: ssnapoli@aol.com. Dy: C Co, 1-227 Avn Regt, 1 Cav Div, AH64D Longbow Pilot. RW Qual. Time: 400 Hrs.

Neal, Glenn R., (CW5) (M97) 17 Malibby Street, Branford, CT 06405. Dy: (203) 386-7295. Res: (203) 315-4959. EM: bus2041@dcmdce.dia.com. S: Erika. Dy: Program Integrator, DCMC-Sikorsky. Rtg: SIP MTP. RW Qual. Time: 6,800 Hrs./Cbt 850 AM/13.

Nelson, Michael E., (CW4) (M96) (Mike) 2812 Rocky Branch Road, Enterprise, AL 36330. Dy: (334) 255-5803. Res: (334) 393-0538. EM: menelson@snowhill.com. S: Marion. Dy: C Co, 1-14th Avn Regt Operations Officer, Fort Rucker, AL. Rtg: SIP IP MTP. RW Qual. Time: 4,250 Hrs./Cbt 75 AM/1.

Nicholson, Robert J., (WO1) (M98) P.O. Box 52873, Knoxville, TN 37950. Res: (334) 393-2432. S: Cheryl. Dy: Ch-47 Pilot, 17th Avn Bde, Korea. RW Qual. Time: 229 Hrs.

Nickles, Ernest J., (CW3) (M98) (Nick) 3433 B Thompson Circle, Wahiawa, HI 96786. Dy: (808) 656-2453. Res: (808) 624-7775. EM: corvet1980@yahoo.com. S: Deborah. Rtg: IFE IP. RW Qual. Time: 2,500 Hrs.

Nielsen, Cynthia L., (CW2) (M94) (Cindy) A Co, 601st ASB, CMR 454, Box 3038, APO AE 09250. EM: nielsenc@cmy.198ag.army.mil. Dy: Armament Officer, Katterbach, Germany.

Niles, Ronald E., (CW2) (Ronbo) 713 Pal Ave, Hopkinsville, KY 42240. EM: ronbo64@aol.com. S: Shay. Dy: B Co, 2-101 Avn Regt, Fort Campbell. RW Qual. Time: 850 Hrs.

Noble, Norman R., (CW4) (M89) (Randy) 606 Henderson Street, Enterprise, AL 36330-1353. Dy: (334) 255-2532. Res: (334) 393-1505. EM: noble@snowhill.com. Dy: DES, Fort Rucker, AL. Rtg: MAA IP MTP ME. RW Qual.

Noble, Zachary C., (CW3) (M94) 2375 Riverchase Place, Fayetteville, NC 28306. EM: attackip@aol.com. S: Gae. Dy: A1-229 Avn Regt, Fort Bragg, NC. Rtg: IP. RW Qual. Time: 2,000 Hrs.

Norell, James P., (CW3) (M98) 1014 Dogwood Street, No. 4, Fort Wainwright, AK 99703-1354. Dy: (907) 353-7003. Res: (907) 356-1374. S: Sun. Dy: Battalion Standards, 4-123rd Avn Regt. Rtg: SIP. RW Qual. Time: 3,420 Hrs.

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O'Connell, Brian P., (CW2) (M98) (O'C) 95-106 Welsona Place, Mililani, HI 96789. Dy: (808) 656-2556. Res: (808) 371-2394. EM: oc4444@aol.com. Dy: UH-60 Pilot, Wheeler AAF, HI. Rtg: AA. RW Qual. Time: 1,300 Hrs.

Oliver, Jesse E., (WO1) (M99) (Jethro) 4 Forest Hills Drive, Daleville, AL 36322. Dy: (334) 255-2815. Res: (334) 503-9681. EM: joliver@alawes.com. S: Candis. Dy: IERW Student, B Co, 1/145th Aviation. Time: 59 Hrs.

Oliver, Samuel G., (CW5) (M94) (Sam) HHT, 6th Cav Bde, Unit 15711, APO AP 96271. EM: acro2@hotmail.com. S: Ann. Dy: Tactical Operations Officer, 6th Cav Bde, Camp Humphreys, Korea. Rtg: MAA IFE. RW Qual. Time: 5,000 Hrs. AM/1.

Oppaard, Reidar, (CW5) (M85) CMR 461 Box 3136, APO AE 09703. EM: rg.opgaard@wxs.nl. S: M. Gayle. Dy: Exchange, Gilze-Rijen AB, The Netherlands. Rtg: SIP. RW Qual. Time: 4,500 Hrs.

Osterlund, Richard B., (CW5) (Rick) HHC 4th Aviation Brigade, CMR 477, Box 437, APO AE 09165. EM: 4dbetacops@4thdehq.1ad.army.mil. S: Sue. Dy: 4th Aviation Brigade 1AD, Tactical Operations Officer. Rtg: MAA SIP IFE. RW Qual. Time: 7,500 Hrs.

Owens, Stacy L., (CW2) (M94) A 2-52 Avn Regt, Unit 15210, APO AP 96271-0146. EM: owens_stacy@hotmail.com. S: Jennifer. Dy: A 2-52 Avn Regt, Camp Humphreys, Korea. Rtg: AA IP ASO. RW Qual. Time: 2,000 Hrs.

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Panza, Thomas, (CW4) (M99) 9805 Bearly Loop #12, Fort Drum, NY 13603. Dy: (315) 772-3226. EM: tpanza@northweb.com. S: Melinda. Dy: HQ 10th Aviation Bde, 10th Mtn Div (LI), AMO, Fort Drum, NY. Rtg: MTP. RW Qual. Time: 2,530 Hrs.

Parkins, Randall R., (CW5) (M79) (Randy) 119 Wyckfield Road, Savannah, GA 31410. Dy: (912) 767-0961. Res: (912) 899-0756. EM: owsparkins@aol.com. Dy: AH-64 SP, 4th Avn Bn. Rtg: MAA. RW Qual. Time: 4,300 Hrs./Cbt 100 AM/1. Past Chapter Officer.

Pascalar, Michael C., (CW4) (Mike) 214th Aviation Battalion, Unit 29231, Box 193, APO AE 09102. EM: pascalar@compuserve.com. S: Susan. Dy: UC35 SP, Heidelberg AAF. Rtg: MAA IFE SP. RW Qual. FW Qual. Time: 8,300 Hrs. AM/1. Life Member. Past Chapter Officer.

Piowski, Robert A., (CW4) (Bob) 2127 97th St. E., Tacoma, WA 98445. EM: piowski@yahoo.com. S: Sherry. Dy: Operations Officer, 1-52nd Avn, K16 Air Base, Korea. RW Qual. Time: 3,000 Hrs. Bronze OSM.

Porter, Timothy A., (CW4) (M87) HHC 100th ASG, CMR 415, Box 4342, APO AE 09114. S: Christine. Dy: Commander, 7th ATC, Ft DelGrafenwoehr AAFGE. Rtg: MAA IFE SIP. RW Qual. FW Qual. Time: 4,300 Hrs. AM/1.

Powell, Bradford A., (CW5) (M99) (Boog) 1685 Deepwood Drive, Clarksville, TN 37042-6935. Dy: (502) 798-1837. Res: (931) 647-7688. EM: Pearson, David L., (CW2) (M95) (Dave) C Co, 7-158th Avn, CMR 408, Box 1491, APO AE 09182. S: Terri. Dy: C Co, 7-158th Avn, Giebelstadt, Germany. RW Qual. Time: 525 Hrs.

Peary, Earl G., (CW5) (M92) (Gena) 3001 Park Center Drive, Apt. 1605, Alexandria, VA 22302-1437. Dy: (703) 325-5186. Res: (703) 379-2863. EM: peaye@hoffman.army.mil. S: Sandy. Dy: PERSCOM, Account Manager. Rtg: MAA IP. RW Qual. Time: 4,500 Hrs./Cbt 850 DFC/1, AM/20.

Pebsworth, Stanley D., (WO1) (M95) 328 Candletbrook Drive, Enterprise, AL 36330. Res: (334) 308-8067. EM: av845332@aol.com. Dy: Student Pilot, Fort Rucker, AL. RW Qual. FW Qual. Time: 650 Hrs.

Peckham, Stephen W., (CW4) (M86) (Steve) 16057 Hayes Lane, Woodbridge, VA 22191. Res: (703) 590-1024. Rtg: MAA MTP IP. RW Qual. FW Qual. Time: 2,768 Hrs. Life Member.

Penick, Edward S., (CW4) (M83) (Ed) E Troop, 1/1 Cavalry, CMR 401, Box 795, APO AE 09076. EM: epenick@mkn.net. Dy: Troop SP, Buedingen, Germany. Rtg: MAA SIP. RW Qual. Time: 7,000 Hrs.

Penrose, Tommy T., (CW5) (M80) (Tom) 17th ASG CM, Unit 45013, Box 2029, APO AP 96338-5013. Dy: (317) 264-4591. EM: penroseat2ma.atmil.net. S: Ki Suk. Dy: Pilot, Atsugi, Japan. Rtg: MAA SIP. RW Qual. FW Qual. Time: 3,000 Hrs. AM/1. Past Chapter Officer.

Peterson, Arthur F., (CW3) (M89) 23 S. Broad Street, West Carthage, NY 13619. Dy: (315) 772-6619. Res: (315) 493-8984. EM: atp@comnet.net. Dy: B 2/10 Avn, Fort Drum, NY. Rtg: MTP. RW Qual. Time: 1,500 Hrs./Cbt 220 AM/2.

Pettigrew, Gregory A., (CW4) (M95) 71 Pleasant View Terrace, New Cumberland, PA 17070. Dy: (717) 861-8551. EM: pettigrewg@pa-angb.army.mil. S: Cynthia. Dy: Cargo/Attack Co, ASB, EAATS, FTIG, Anville, PA. Rtg: IP. RW Qual. Time: 2,500 Hrs.

Pfau, William E., (CW5) (M85) (Bill) 2482 Celtic Drive, Fayetteville, NC 28306. Dy: (910) 432-5174. Res: (910) 860-0667. EM: wpfau@aol.com. S: Lynda. Dy: HHC, 82d Avn Bde (Bde Safety Officer), Fort Bragg, NC. Rtg: MAA IP ASO. RW Qual. Life Member. Past Chapter Officer.

Phares, William F., (CW2) (M95) (Bill) 510 Tobacco Road, Lot 97, Clarksville, TN 37042-4917. Dy: (502) 798-5831. Res: (931) 645-9850. EM: pharoe@compu.net. S: Kelly. Dy: 50th Medical Company (Air Ambulance), Fort Campbell, KY. RW Qual. Time: 750 Hrs.

Phillips, Joseph W., (CW2) (M94) (Joe) 1336 W. Mulberry Street, Coal Township, PA 17866. EM: av80r@iname.com. S: Lisa. Dy: B Co, 2-10 Avn Regt, Fort Drum, NY. Rtg: AA IP. RW Qual. Time: 700 Hrs.

Phillips, Michael K., (CW2) (M90) 1323 Carole Court, Fayetteville, NC 28314-6062. Dy: (910) 396-0028. EM: longwood89@aol.com. S: Regina. Dy: ASO, 57th Medical Co., Fort Bragg, NC. Rtg: ASO. RW Qual. Time: 1,100 Hrs. Life Member.

Pieper, Frederick W., (CW3) (M92) 2412 Lion Drive, Clarksville, TN 37042. Dy: (502) 798-2781. Res: (931) 906-2644. S: Jeannie. Dy: AH-64 Test Pilot, B Co, 1-101 Avn, Fort Campbell, KY. Rtg: SAA MTP. RW Qual. FW Qual. Time: 1,500 Hrs./Cbt 48 AM/2. Past Chapter Officer.

Pillado, Andrew S., (CW3) (M92) (Andy) 154 Rustling Oak Ridge, Yorktown, VA 23692. Dy: (757) 878-6265. Res: (757) 875-0971. EM: pilladoa@eustis.army.mil. S: Christine. Dy: USAALS Safety Officer. Rtg: SAA MTP ME. RW Qual. Time: 2,700 Hrs./Cbt 524 AM/1, V. Past Chapter Officer.

Piomski, Robert A., (CW4) (M98) (Bob) 2127 97th St. E., Tacoma, WA 98445. EM: piowski@yahoo.com. S: Sherry. Dy: Operations Officer, 1-52nd Avn, K16 Air Base, Korea. RW Qual. Time: 3,000 Hrs. Bronze OSM.

Porter, Timothy A., (CW4) (M87) HHC 100th ASG, CMR 415, Box 4342, APO AE 09114. S: Christine. Dy: Commander, 7th ATC, Ft DelGrafenwoehr AAFGE. Rtg: MAA IFE SIP. RW Qual. FW Qual. Time: 4,300 Hrs. AM/1.

Powell, Bradford A., (CW5) (M99) (Boog) 1685 Deepwood Drive, Clarksville, TN 37042-6935. Dy: (502) 798-1837. Res: (931) 647-7688. EM:

powell@soar.army.mil. S: Kathleen. Dy: 160th Spec Ops Avn Regt, Syst Integ Ofc, Fort Campbell, KY. Rig: MAA IP RW Qual. Time: 4,000 Hrs. Life Member. 93 Aaaa Ase Award.

Pulnam, Jeffery L., (CW4) (M94) (Jeff) 1195 B. Ferguson Street, Fort Campbell, KY 42223-3406. Dy: (502) 798-3657. Res: (931) 431-4724. EM: jeffp58@aol.com. S: Bonnie. Dy: Production Control Officer, E Trp, 2-17 Cav. Rig: IP MTP. RW Qual. Time: 2,500 Hrs./Cbt 65
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Quinones, Raymond A., (CW3) (M86) (Tony) Aviation Center VP WO Air, 9 Stratford Lane, Enterprise, AL 36330. Dy: (334) 255-4122. Res: (334) 347-3210. EM: arcia26@snowhill.com. S: Linda. Dy: ASO, Spanish Helicopter School Bn, Fort Rucker, AL. Rig: SAA IP ASO. RW Qual. Time: 1,700 Hrs./Cbt 3 AM/1. Life Member. Vp, Wo Affairs, Aviation Center Chapter.

R R R R R R R R R R R R R R R R

Rachuba, Joel K., (CW2) (M94) 1458 Wildrose Way, Min. View, CA 94043. EM: jrachuba@hotmail.com. S: Lissi. Dy: Korea. RW Qual.

Ramiccio, John G., (CW3) (M97) (Meech) 210 Richland Drive, Enterprise, AL 36330. Dy: (334) 255-4020. Res: (334) 393-6137. EM: ramiccio@snowhill.com. S: Cathie. Dy: UH60 Blackhawk Instructor Pilot, Fort Rucker, AL. Rig: SAA IP ASO. RW Qual. Time: 1,600 Hrs.

Ramon, Sergio, (CW2) (M97) (Serg) C Co. 158 Avn, CMR 408, Box 822, APO AE 09182. EM: ramon@hrb.de. S: Mary. Dy: UH-60 Instructor Pilot/Instrument Examiner, Giebelstadt, Germany. Rig: IP IFE. RW Qual. Time: 1,000 Hrs.

Ramos, José Alexis, (WO1) (M97) (Alexis) CMR 3, Box 7333, Fort Rucker, AL 36362. Dy: (334) 255-9941. Res: (334) 598-2437. EM: ramosalaxis@hotmail.com. RW Qual.

Rämser, David R., (CW3) (M97) (Russ) 32 Boyce Lane, Fort Rucker, AL 36362-2425. Dy: (334) 255-4035. Res: (334) 598-5505. EM: ramserd@snowhill.com. S: Nadia. Dy: UH-60 Instructor Pilot, Fort Rucker, AL. Rig: IP ASO. RW Qual. Time: 2,000 Hrs.

Rasagea, Bradley E., (CW3) (M98) (Brad) 1386 Willam Sutters Ln, Clarksville, TN 37042. EM: xthug20@aol.com. Dy: USA Student Detachment, Fort Campbell, KY. Rig: SAA IP MTP MTFE. FW Qual. Time: 2,200 Hrs./Cbt 20 AM/1.

Reardon, James C., (CW4) (M92) (Jim) 7718 Martin Allen Court, Alexandria, VA 22315-6060. Dy: (703) 325-5284. EM: reardoj@hoffman.army.mil. Dy: PERSCOM Assignments Officer for 155/154C/151A, Alexandria, VA. Rig: MAA IFE SIP IP RW Qual. FW Qual. Time: 4,750 Hrs.

Reece, Michael E., (CW2) (M96) (Gabby) 5642 Dobson Drive, Fayetteville, NC 28311. Dy: (910) 396-8189. Res: (910) 630-1468. EM: ah64reece@aol.com. S: Ami. Dy: B/1-229, Fort Bragg, NC. RW Qual. Time: 1,000 Hrs./Cbt 75

Reese, Michael L., (CW3) (M89) 808 Barber, Copperas Cove, TX 78522. S: Melinda. Dy: AH-64 Instructor Pilot, Fort Hood, TX. Rig: IP IFE. RW Qual. Time: 2,200 Hrs. AM/1.

Reich, Clark E., (CW2) (M94) 2011A Shannahan Dr, Fort Campbell, KY 42223-1197. Dy: (502) 798-2056. EM: cereich@midssouth.net. RW Qual. Time: 1,500 Hrs./Cbt 150 AM/1.

Rexing, Hank, (CW3) (M97) (Hank) CMR 408, Box 708, APO AE 09182. S: Teresa. Dy: B Co, 7-159th Avn, Giebelstadt, GE.

Reynolds, Brent A., (WO1) (M98) 1500 Shellfield Road, No. 222, Enterprise, AL 36330. Res: (334) 393-2783.

Rice, Alfred L., (CW4) (M98) (Al) 117 Marlingate Drive, Peachtree City, GA 30269. Dy: (404) 464-4748. EM: nicea@ninetwon.net. S: Mavi. Dy: HHC, 3 Army, Fort McPherson, GA. Rig: IP ASO. RW Qual. FW Qual. Time: 3,500 Hrs.

Richards, Brett A., (CW2) (M94) 113 Edinburg Drive, Enterprise, AL 36330. Dy: (334) 255-4768. Res: (334) 347-3550. EM: buford@snowhill.com. Dy: A Co, 1-212 Avn Regt, Fort Rucker, AL. Rig: IP RW Qual. FW Qual.

Riddle, Mark A., (CW3(P)) (M87) 205 Susana Drive, Georgetown, TX 78628. Dy: (254) 287-8356. Res: (512) 863-3150. EM: mnriddle@gtwn.net. S: Nancy. Dy: TAC Ops - 14 Avn Regt. Rig: SIP. RW Qual. Time: 1,900 Hrs./Cbt 30 AM/1.

Riggs, Gregory L., (WO1) (M97) 3210 Melba

Dr. Fayetteville, NC 28301-3389. EM: rignsovo@msn.com. S: Angel. Dy: Fort Bragg, NC.

Rivers, Patrick L., (CW4) (M87) (Pat) 124 Blackhawk Drive, Daleville, AL 36322. Dy: (334) 255-2755. Res: (334) 598-1248. EM: riversp@rucker.army.mil. S: Deborah. Dy: Directorate of Training, Doctrine and Simulation, Fort Rucker, AL. Rig: MAA. RW Qual. Time: 2,060 Hrs.

Roberts, Floyd W., (CW5) (M76) 2-502 Avn Regt, Unit 29719, Box 169, APO AE 09028. EM: robertsw@2-502avn.21taacom.army.mil. S: Irene. Dy: Production Control Officer, Germany. Rig: MAA MTP. RW Qual. FW Qual. Time: 6,025 Hrs./Cbt 950 AM/18.

Roberts, Joseph C., (CW6) (M93) (Joe) 238 Edith Way, Daleville, AL 36322. Dy: (334) 255-3720. Res: (334) 598-6145. S: Joy. Dy: Chief Night Vision Devices Branch, Aviation Training Brigade. Rig: SIP. RW Qual. Time: 4,600 Hrs. Bronze OSM.

Robert, Villarreal, (WO1) (M97) (Bob) C/Co 158 Avn Regt, CMR 408, Box 500, APO AE 09182. EM: villareal@warzбург.cybersurf.de. S: Susie. Dy: Giebelstadt, Germany. RW Qual. FW Qual.

Rogers, Kris A., (CW2) (M99) 506 W Roxbury Road, Dothan, AL 36305. Dy: (334) 255-3411. Res: (334) 671-9132. EM: rogersk@rucker.army.mil. S: Laurie. Dy: Student Management Officer, Aviation Training Brigade. Rig: IP RW Qual. FW Qual.

Rogers, Neil J., (WO1) (M97) (Liney) 280 Cranklin Circle, Clarksville, TN 37042. Dy: (502) 798-2887. S: Christy. Dy: B Co, 5-101st Avn, Fort Campbell, KY. RW Qual. Time: 170 Hrs.

Rose, David J., (CW5) (M85) Taunus Chapter VP Memb., CMR 430 Box 1352, APO AE 09096. S: Freida. Dy: 1st MI Bn, Wiesbaden, Germany. Rig: MAA ASO. RW Qual. FW Qual. Life Member. Vp, Membership Enrollment, Taunus Chapter, Past Chapter Officer.

Ross, Delors, (CW5) (M93) ("D") 98-712 Ewelani Street, Aiea, HI 96701. Dy: (808) 656-2769. Res: (808) 486-7557. EM: rosspwr2@aol.com. S: Patricia. Dy: HHC, Avn Bde 25th ID(L), Bde Tactical Ops Ofc/S-3 Air. Rig: MAA IFE SIP IP EWO. RW Qual. Time: 5,100 Hrs./Cbt 800 AM/3. Life Member.

Runyon, Daniel J., (CW4) (M86) 1463B 5th Avenue, Fort Knox, KY 40121. Dy: (502) 624-7309. EM: drunyon@mindspring.com. Dy: Ofc, C Company, 6th Aviation Bn, 4th Cavalry Bde. Rig: MAA IP RW Qual. Time: 3,700 Hrs./Cbt 48 AM/3.

Russell, Steven N., (WO1) (M97) 108 Martin Drive, Fort Bragg, NC 28307-2510. Dy: (910) 396-2876. Res: (910) 860-7355. EM: stevru-sl@aol.com. S: Kimberley. Dy: C/159th Aviation, 18th Avn Bde, Fort Bragg, NC.

Rutledge, Kim D., (CW2) (M91) 226 Skyline Drive, Daleville, AL 36322. Res: (334) 598-1274. S: Renee. Dy: USASD, Fort Jackson, SC. Degree Compl @ Ft. Rucker-Embry Riddle. Rig: SIP. RW Qual. Time: 2,350 Hrs.

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Saenz, David S., (CW4) (M97) 2008 Woodson Way, Fountain, CO 80617-1661. Dy: (719) 526-4320. Res: (719) 382-3063. EM: saenzd@cav3.army.mil. S: Maria. Dy: T Trp, 4/3 ACR, Fort Carson. Rig: MTP. RW Qual. FW Qual. Time: 2,300 Hrs.

Sakai, Aka K., (WO1) (M98) 2442 Whitfield Road, Apt. E, Clarksville, TN 37040. Dy: (334) 347-3008. Res: (931) 906-8301.

Salazar, Terry A., (CW4) (M98) 501 Appalachian Drive, Fayetteville, NC 28311. Dy: (910) 396-8260. Res: (910) 823-2273. EM: salazarat@bragg.army.mil. Dy: HHC, 18th Aviation Brigade, Fort Bragg, NC. RW Qual. Time: 1,200 Hrs.

Samuelson, Mark P., (CW5) (M84) Townsville, Australia, APO AP 96554. S: Marsha. Dy: CH-47D Exchange Pilot, RAAF Garbutt, Townsville, Australia. Rig: MAA IP MTP IFE. RW Qual. Time: 4,600 Hrs./Cbt 800 AM/23. Bronze OSM.

Sandbakken, Joseph W., (CW3) (M96) 101 Sylvan Drive, Enterprise, AL 36330-1309. Dy: (334) 255-4212. Res: (334) 308-1230. EM: sandbakken@aol.com. S: Veronica. Dy: F Co, 1-212th Avn, Fort Rucker, AL. Rig: SAA IFE IP RW Qual. Time: 2,850 Hrs./Cbt 165 AM/1.

Sanders-Vereen, Keith D., (WO1) (M98) (Vernski) 20 Gail Lane, Fort Rucker, AL 36362. Res: (334) 598-9194. EM: vernski@hotmail.com. S: Tina. Dy: Student, Fort Rucker, AL. RW Qual. FW Qual. Time: 50 Hrs.

Sangsland, Rodney L., (CW4) (M89) (Sande) P.O. Box 311124, Enterprise, AL 36331-1124. Dy: (334) 255-2442. Res: (334) 308-9214. EM: sangslandr@rucker.army.mil. S: Diane. Dy: Chief, UH-60 Branch, Directorate of Evaluation & Standardization, Fort: SIP IFE. RW Qual. Time: 4,000 Hrs./Cbt 40 AM/11V.

Scheel, Michael A., (CW3) (M98) 211 Lakeside Drive, Enterprise, AL 36330-8716. Dy: (334) 255-9346. Res: (334) 308-9213. S: Fran. Dy: Instructor Pilot. Rig: AA IP. RW Qual. Time: 1,890 Hrs./Cbt 105 AM/1.

Schmidt, Robert C., (CW5) (M94) (Bob) 290A Akiolahe Street, Kailua, HI 96734. Dy: (808) 438-9892. Res: (808) 262-2782. EM: schmidtr@shafter-emh3.army.mil. S: Debbie. Dy: USA, Pacific ODCSLOG, Aviation Logistics/Aircraft Maint. Officer. Rig: MAA MTP. RW Qual. FW Qual. Time: 4,000 Hrs.

Schmiesing, Phillip J., (CW3) (M98) 5567 Hallwood Drive, Hope Mills, NC 28348. Res: (910) 423-9549. EM: psmeez@aol.com. S: Robin. Dy: OH-58D(I) SP, D Trp, 1/17 Cav, Fort Bragg, NC. Rig: IFE SIP. RW Qual. Time: 3,000 Hrs./Cbt 150 DFC1, AM/1.

Schuman, Roy G., (WO1) (M99) 45 Olsen Drive, Fort Rucker, AL 36362. Dy: (334) 503-1232. Res: (334) 503-1232. S: Monica.

Schwab, Steven E., (CW2) (M96) A Troop, 3/6 Cav, Unit 15712, Box 344, APO AP 96271-0712. Res: (916) 632-1142. EM: ah64schwabh@army.com. Dy: A Troop, 3/6 Cavalry, Cp Humphreys, Korea. RW Qual. FW Qual. Time: 350 Hrs.

Schweikert, Bobbie T., (CW3) (M99) (Stump) 510 Christal Springs Dr, Clarksville, TN 37042. Dy: (502) 798-3038. Res: (913) 645-7869. EM: bobbiet@knightwave.com. S: Kaley. Dy: Battalion Safety Officer, HHC, 3-101st Avn Regt. RW Qual. Time: 1,710 Hrs./Cbt 8 AM/1.

Scull, Kenneth L., (CW2) (M94) (Ken) 96 Blackhawk Drive, Daleville, AL 36322. Dy: (334) 255-6218. Res: (334) 503-9163. EM: kiscull@snowhill.com. S: Tammy. Dy: Instructor Pilot, Fort Rucker, AL. Rig: IP RW Qual. Time: 1,300 Hrs./Cbt 52 AM/2.

Seale, Noel C., (CW4) (M98) Taunus Chapter Treasurer, CMR 467, Box 5217, APO AE 09096. EM: 12avnsp@12avn.wiesbaden.army.mil. S: Geraldine. Dy: Brigade Standardization Officer. Rig: MAA IFE SIP. RW Qual. Time: 5,600 Hrs. AM/1. Treasurer, Taunus Chapter.

Saffe, Robert F., (CW2) (M89) (Bob) 1747 Buttner Drive, Clarksville, TN 37042. Dy: (502) 798-2350. S: Barbara. Dy: A Troop, 2-17 Cavalry, Fort Campbell, KY. Rig: SAA MIE. RW Qual. Time: 2,350 Hrs. Life Member.

Sheldin, Michael E., (CW4) (M98) (Mike) 114 Laurel Breeze Drive, Enterprise, AL 36330. Dy: (334) 255-9004. Res: (334) 347-3577. EM: sheldinom@hood-emh3.army.mil. S: Tammy. Dy: Directorate of Combat Development, Fort Rucker, AL. Rig: SIP IP RW Qual. Time: 5,100 Hrs. 97 Aviator of Year.

Shin, Young S., (WO1) (M97) 101 S. Twin Creek Drive, Apt. 1402, Killeen, TX 76543. Dy: (254) 288-1223. Res: (254) 699-7785. EM: uh60_shin@hotmail.com.

Shumway, Mark E., (CW2) (M98) B Co. 2-1st Avn Regt, CMR 454, Box 2558, APO AE 09250. S: Elena. Dy: B Co, 2-1 Avn IP, Katterbach, Germany. Rig: IP RW Qual. Time: 1,500 Hrs.

Siehl, Aubrey, (WO1) (M90) 9220 NYS Rt. 289, Adams, NY 13605. S: Christine. Dy: A Co 1-10th Ft. Drum, NY. RW Qual.

Simmons, Mark D., (CW3) (M97) 1559 Armistead Drive, Clarksville, TN 37042. EM: mksms@aol.com. S: Sheri. Dy: C Co. 6-101st Avn Regt, Fort Campbell, KY. Rig: MTP. RW Qual. Time: 1,600 Hrs.

Size love, Joel B., (WO1) (M98) 485 Bellamy Lane, Clarksville, TN 37043. Res: (931) 905-2483. EM: jlove@snowhill.com. Dy: 101st Airborne, Fort Campbell, KY. RW Qual. Time: 200 Hrs.

Slider, Robert S., (WO1) (M98) 28 Red Cloud Road, Fort Rucker, AL 36362-2328. S: Shelley.

Smiley, Raymond M., (WO1) (M97) A Co, 7/101 Avn, 3534 Barkers Mill Road, Clarksville, TN 37042. Dy: (502) 799-3165. Res: (931) 908-9834. EM: falray69@aol.com. Dy: Ch-47D Pilot. RW Qual. Time: 275 Hrs.

Smith, Bernard H., (CW3) (M99) (Bernie) 2147 Balavia Street, Clarksville, TN 37040. Dy: (502) 798-9370. EM: bhsmith88@hotmail.com. S: Cindy. Dy: UH-60 IP, A Co, 5-101st Avn. Rig: IP. RW Qual. Time: 1,910 Hrs.

Smith, Christopher, (CW3) (M99) (Smitty) 1307 W Avenue A, Lampasas, TX 76550. S: Sonya. Dy: PC Officer, 1/2 Avn, Camp Page, Korea. Rig: MTP. RW Qual. Time: 2,000 Hrs./Cbt 100

Smith, Michael E., (CW3) (M89) (Mike) 58 Endl Avenue, Fort Rucker, AL 36362. Dy: (334) 255-4237. Res: (334) 598-3505. EM: duke14@snowhill.com. S: Sandra. Dy: Battalion Standardization Inst Pilot, 1st Bn, 212th Avn Regt. Rig: AA IP SIP. RW Qual. Time: 2,300 Hrs./Cbt 95 AM/1.

Smith, Michael R., (CW4) (M95) (Mike) 600 Ambrose Lane, Peachtree City, GA 30269. Dy: (404) 464-5707. Res: (770) 831-0176. EM: smithmr@lorscom.army.mil. S: Sandy. Dy: HQ FORSCOM, Fort McPherson, GA. Rig: MAA SIP. RW Qual. Time: 5,200 Hrs.

Smith, Robert J., (CW2) (M95) B Co., 2-1 Avn. Bn., CMR 454, Box 1994, APO AE 09250. EM: smithranger2@hotmail.com. S: Amy. Dy: UH-60 Aviator. RW Qual. Time: 725 Hrs.

Smolka, John S., (CW4) (M95) 202 Aaron Drive, Enterprise, AL 36330-8213. Dy: (334) 255-3475. Res: (334) 393-6498. EM: smolkaj@rucker.army.mil.army.mil. S: Mary Ann. Dy: DES Cargo Branch Chief, Dir of Eval & Stds. Rig: MAA IFE SIP. RW Qual. Time: 6,000 Hrs.

Snyder, George K., (CW2) (M96) Northern Lights Chap Pres, 181 Palace Circle, Fairbanks, AK 99701. Dy: (907) 353-7090. Res: (907) 458-9465. EM: geosnyr@juno.com. S: Jeannie. Dy: B Co, 4/123rd Avn Regt, Fort Wainwright, AK. RW Qual. Time: 800 Hrs. President, Northern Lights Chapter.

Sova, John A., (CW4) (M99) 8650 Gatewick Drive, Colorado Springs, CO 80920. Dy: (719) 528-0249. Res: (719) 282-3178. EM: jksova@gateway.net. S: Kym. Dy: Sqdn TAC Ops Officer, 4/3 ACR, Fort Carson, CO. Rig: MAA IE. RW Qual. Time: 4,500 Hrs.

Spaulding, Michael W., (CW4) (M99) (Mike) 7104 Old Castle Drive, Fayetteville, NC 28314-5226. Dy: (910) 396-7478. Res: (910) 826-4903. EM: redcather1@juno.com. S: Deborah M. Dy: IP, A Co. 1-228th ATK Regent, Rig: IP. RW Qual. Time: 5,150 Hrs./Cbt 49 AM/1.

Steele, Paul M., (CW2) (M86) B Troop, 1/6 Cavalry, Box 52, APO AP 96297-0126. EM: cwoylee@aol.com. S: Estela. Dy: Armament Officer, Camp Eagle, ROK. Rig: SAA. RW Qual. Time: 1,300 Hrs. Life Member. Past Chapter Officer.

Stevens, Jake H., (CW5) (M96) 213 Cedar Drive, Enterprise, AL 36330. Dy: (404) 464-7317. Res: (334) 347-3579. EM: stevensjh@lorscom.army.mil. S: Pam. Dy: HQs FORSCOM, Fort McPherson, GA. Rig: MAA IFE SIP. RW Qual. FW Qual. Time: 11,000 Hrs./Cbt 2,000 AM/48, DFC12.

Stidole, Jim L., (CW2) (M94) 708-D Phalen Drive, Copenhagen, NY 13626. Dy: (315) 772-3807. Res: (315) 688-9436. EM: slidfole@gisconet.net. S: Melissa. Dy: Instructor Pilot, B/1-10 Avn Regt. Rig: IFE. RW Qual. FW Qual. Time: 1,500 Hrs.

Stinebr, Michael A., (CW3) (M93) 1817 Auburn Drive, Clarksville, TN 37043. Dy: (502) 798-1960. S: Kathleen. 98 Aaaa Ase Award.

Strine, Jay D., (CW2) (M85) 1 McIntosh Place, Fort Stewart, GA 31315. Dy: (912) 767-0706. Res: (912) 369-3705. EM: jldc@ctds.net. S: Elsie. Dy: OC/T, Fort Stewart, GA. Rig: SAA. RW Qual. Time: 2,400 Hrs./Cbt 46 AM/1.

Strod, Dale E., (CW3) (M85) (Elvis) 119 Laurel Breeze Lane, Enterprise, AL 36330. Dy: (334) 255-5055. Res: (334) 347-4810. S: Bridget. Dy: AH-64A IP, D Co, 1-14th Avn Regt, Fort Rucker, AL. Rig: SAA IP IFE. RW Qual. Time: 2,600 Hrs./Cbt 50 AM/2.

Sullivan, John D., (CW2) (M90) 131 Brian Court, Daleville, AL 36322. Dy: (334) 255-5058. Res: (334) 598-2189. EM: ouitcas31@aol.com.

S. Sherry, Dy: AH-64 Instructor Pilot, D Co., 1-14 Aviation Regiment. Rtg: IP. RW Qual. Time: 1,400 Hrs. AM/2.

Summer, Jeffrey J., (CW2) (M97) 6913D Ellis Court, Fort Polk, LA 71459. Dy: Fort Polk-0 Trip, 4/2 ACR, RW Qual.

Sunderlin, Terry C., (CW3) (M95) (Sundy) 966 Daffodil Street, Fountain, CO 80817-4148. Dy: (719) 526-5361. Res: (719) 382-7287. EM: sunderlin200@pobox.com. S: Rebecca. Dy: S Troop, 413 ACR, Fort Carson, CO. Rtg: IP IE. RW Qual. FW Qual. Time: 2,800 Hrs./Cbt 50 AM/1, DFC/1.

Susag, Jeffrey T., (CW3) (M85) 6160 Emma Lane, Colorado Springs, CO 80922. Dy: (719) 526-4169. Res: (719) 550-0840. EM: suineg@aol.com. S: Penni. Dy: Maintenance Officer, T Trip, 4/3 ACR, Fort Carson. Rtg: AA MTP ME. RW Qual. FW Qual. Time: 2,500 Hrs./Cbt 150 AM/1.

Swan, Darrin D., (WO1) (M98) Rt 3, 320 Meriweather Road, Enterprise, AL 36330. Res: (334) 393-8158. EM: swan@snowhill.com. S: Gina. RW Qual. Time: 200 Hrs.

Swynberg, Bret A., (CW3) (M98) 608 Bowen Street, Coppers Cove, TX 76522. EM: cw3gecko@aol.com. S: Denise. Dy: Ft. Hood, TX, 21st Cav. Rgt: MTP. RW Qual. Time: 2,000 Hrs./Cbt 78 AM/1.V.

Sysel, Daniel J., (WO1) (M97) (Dan) 374 Wood Street, Little Egg Harbor, NJ 08087. Dy: (732) 349-0150. Res: (609) 294-3793.

Szad, Charles R., (CW4) (M96) (Chuck) 37 Red Cloud Road, Fort Rucker, AL 36382. Dy: (334) 255-5055. Res: (334) 598-1116. EM: fly-gunz@snowhill.com. S: Glenda. Dy: D Co., 1-14th Avn, Fort Rucker, AL. Rtg: SIP. RW Qual. Time: 2,600 Hrs. Past Chapter Officer.

Tackell III, Boyd A., (CW4) (M97) (Skip) 1302 Cedar Oaks Lane, Harker Heights, TX 76548-1525. Dy: (254) 288-3575. Res: (254) 698-3662. EM: tackellb@hood-emh3.army.mil. S: Dorene. Dy: 21st Cav Bde, Master Gunner, AH64 D Longbow SP. Rtg: MAA SP. RW Qual. Time: 2,500 Hrs./Cbt 75 AM/2.V.

Taitano, Albert J., (CW4) (M96) (T) 6340-B Noldan Place, Fort Polk, LA 71459. Dy: (318) 531-0214. Res: (318) 537-4161. EM: taitanoa@dx.net. S: Micha. Dy: JRTC Avn Div, Assault Team Observer Controller, Fort Polk, LA. Rtg: MAA IFE SIP. RW Qual. Time: 5,300 Hrs.

Tanner, Richard H., (CW3) (M98) (Rich) 205 Oriole Drive, Enterprise, AL 36330. Dy: (334) 255-5055. Res: (334) 347-3087. EM: rich_man1@yahoo.com. S: Stephanie. Dy: AH-64A Instructor Pilot, Fort Rucker, AL. Rtg: IP. RW Qual. Time: 1,200 Hrs.

Taylor, Mark H., (CW4) (M89) P.O. Box 883482, Milan, IL 96789-3482. Rtg: IFE IP. RW Qual. Time: 2,080 Hrs./Cbt 34 AM/2.

Teichner, Aaron E., (CW2) (M97) 8637 Peck Street, Evans Mills, NY 13637. Dy: (315) 771-8066. Res: (315) 629-0215. EM: r.teichner@hotmail.com. Dy: C Troop, 3-17 Cav Sqdn, Fort Drum, NY. RW Qual. Time: 375 Hrs.

Templeton, Daniel E., (CW2) (M90) (Dan) 6 Meadow Drive, Daleville, AL 36322-9460. Dy: (334) 255-5055. Res: (334) 598-5573. EM: templeton@snowhill.com. Dy: D Co., 1/14th Avn Regt, Fort Rucker, AL. Rtg: AA. RW Qual. FW Qual. Time: 2,000 Hrs.

Terry, David W., (CW3) (M97) D Co., 1-501st Avn Regt, CMR 477, Box 758, APO AE 09165. EM: dragonets17@hotmail.com. S: April. Dy: AH-64 MTP, Hanau, Germany. Rtg: ME. RW Qual. Time: 1,500 Hrs.

Theriault, Raymond P., (CW2) (M94) 402 James Loop, Killeen, TX 76542. Dy: (254) 288-2921. EM: rtsoual@aol.com. Dy: D Trip, 1-10 Cav, 4th ID, Fort Hood, TX.

Thomas, Larry G., (WO1) (M98) (Nugene) 8956 Timberwood Dr., Fayetteville, NC 28314. Dy: (910) 396-3008. Res: (910) 764-0476. EM: thndbrd@foto.inf.net. S: Samantha. RW Qual. Time: 200 Hrs.

Thompson, Joseph P., (WO1) (M98) B Co., 1-145th Avn Regt, CMR 3, Box 7586, Fort Rucker, AL 36362. Dy: (334) 503-1277. Res: (334) 598-4710. RW Qual. Time: 250 Hrs.

Thompson, Robert H., (CW4) (M85) (Not Bob) 27676 Crestview, Barstow, CA 92311. Dy: (760)

380-3048. Res: (760) 252-3944. EM: hab-man13@hotmail.com. S: Lesley. Dy: UH-60 Instructor Pilot, U.S. Army Air Amb Det. Ft. Irwin, CA. Rtg: MAA SIP. RW Qual. Time: 4,200 Hrs.

Thomsen, Gregory G., (CW2) (M95) (Greg) 9823-A Brearly Loop, Fort Drum, NY 13603-3401. Dy: (315) 772-7132. Res: (315) 775-0778. EM: cw2thomsen@hotmail.com. S: Clarissa. Dy: C Co., 2-10th Avn Regt, Fort Drum, NY. RW Qual. Time: 350 Hrs.

Thorpe, Ricki K., (CW5) (M96) (Rick) 11 Pineway Drive, Daleville, AL 36322. Dy: (334) 255-9847. EM: thorper@safety.army.mil. S: Annette. Dy: Accident Investigator, US Army Safety Center, Rgt: MAA. RW Qual.

Trexler, Edward B., (CW4) (M81) (Trex) 924 Albany Court, Raleigh, NC 27615-5301. Dy: (717) 961-8797. Res: (919) 676-8879. EM: trexler@pa-army.ngb.army.mil. S: Georgann. Dy: Helicopter System Inst., EAATS, Rgt: SCM. Time: 2,700 Hrs./Cbt 968 DFC/1, AM/1. Past Chapter Officer.

Trigger, Michael E., (CW4) (M93) (Mike) 15860 Monkview Drive, Dunlids, VA 22026-1313. Dy: (703) 806-7026. S: Karen. Dy: OSACOM RFC, Fort Belvoir, VA. Rtg: SP IE MTP ME IFE. RW Qual. FW Qual. Time: 3,100 Hrs.

Tromnes, Steven J., (CW4) (M82) HHD 7-159 Avn Regt, CMR 416, Box 1611, APO AE 09140. EM: 7159bsootic@7159av.ansbach.army.mil. S: Teresa. Dy: Maintenance Officer, Illesheim, Germany. Rtg: MAA MTP. RW Qual. Time: 4,200 Hrs./Cbt 50 AM/1. Life Member.

Troxell, Richard B., (CW3) (M93) (Rick) 1610 Verde Trail, Dothan, AL 36303. Dy: (334) 255-4605. EM: troxell@snowhill.com. S: Diane. Dy: OH58 NVG IP, A Co., 1-212, Fort Carson, CO. Rtg: IP. RW Qual. Time: 4,100 Hrs.

Tucker, Robert S., (WO1) (M96) (Robert) 10 Laurel Wood Road, Newport News, VA 23602. Res: (757) 877-0873. EM: hovverspeed@usa.net. Dy: 18th Airborne Corps, Fort Bragg, NC. RW Qual.

Turinsky, Frank A., (CW2) (M98) (Ski) CMR 454, Box 2993, APO AE 09250. EM: ogoshlnder@yahoo.com. S: Shirley. Dy: AH-64A Pilot, C Company, 1-1 Aviation Regt (AIK), Katterbach, GE. RW Qual. Time: 500 Hrs.

Tullih, Kenneth, (CW4) (M85) 1044 Meriweather Road, Clarksville, TN 37040. S: Julie. Rtg: MAA IP. ASO. RW Qual. FW Qual. Time: 4,700 Hrs. Life Member.

Tulin, Lee M., (CW3) (M94) 631 Ashley Lane, Enterprise, AL 36330. Dy: (334) 255-1303. Res: (334) 317-2970. EM: tulin@rucker.army.mil. S: Robin. Dy: E Troop, Commander, 1-210 Avn, Fort Rucker, AL. Rtg: IFE SIP. RW Qual. Time: 3,800 Hrs. Life Member, Past Chapter Officer.

Tygarl, Joseph M., (CW4) (M99) (Baron) 2923 F. So. Woodstock St., Arlington, VA 22206. Dy: (703) 681-9169. Res: (703) 820-5109. EM: tygarl@hqpolec.army.mil. S: Sheila. Dy: Aviation Evaluation Officer, HQ OPTIC, Alexandria, VA. Rtg: MTP. RW Qual. FW Qual. Time: 9,100 Hrs.

UUUUUUUUU-VVVVVVVVV Underhill, Ronald L., (CW4) (M82) (Ron) 7787 Trappers Road, Fayetteville, NC 28311. Dy: (910) 432-3555. Res: (910) 482-8060. EM: underhill@bragg.army.mil. S: Terry. Dy: 2-82d Avn Regt, 82d Abn Div, Fort Bragg, NC. Rtg: MAA IP. ASO. RW Qual. Time: 3,800 Hrs.

Van Den Eng, Bruce C., (CW3) (M96) 110 Blue Jay Court, Fayetteville, NC 28306. Dy: (910) 396-8002. Res: (910) 875-7555. EM: vandenneng@earthlink.net. S: Sue Ann. Dy: Safety Officer, C Co., 159 Avn Regt, Fort Bragg, Rgt: ASO. RW Qual. Time: 1,300 Hrs./Cbt 117 AM/2. Past Chapter Officer.

Vanderberg, Brian W., (CW2) (M96) 1125 Franklin Street, Watertown, NY 13601. Dy: (315) 772-3801. Res: (315) 779-2261. EM: cwvbrdb@aol.com. S: Krista. Dy: A/1-10 Avn (Attack), Fort Drum, NY. Rtg: AA. RW Qual. FW Qual. Time: 1,000 Hrs.

Verbel, Seth H., (CW4) (M73) (Seth) 7335A South Barker Circle, Fort Campbell, KY 42223-3201. Dy: (502) 789-9152. Res: (931) 431-0126. EM: seth_verbel@uno.com or shvc326@aol.com. S: Ruth. Dy: AH64 Pilot, 3rd Bn-101st Avn Rgt, Flight Ops Officer, Fort Campbell, Rgt: AA. RW Qual. FW Qual. Time: 12,500 Hrs.

WWWWWWWWWWWWWWWWWW Waersch, Wayne A., (CW5) (M71) (Wayne) HHT 6 Cav Bde, Unit 15711, Box 333, APO AP 96271-0711. EM: waerschw@ustk.korea.army.mil. Dy: Bde Maint Officer, Camp Humphreys, Korea. Rtg: MAA TP IP. ME. RW Qual. Time: 3,600 Hrs./Cbt 300 AM/12.V. Past Chapter Officer.

Waiker, Wayne K., (CW4) (M81) (W.F.F.) Phantom Corps Vp Publ., Rt. 2 Box 29C, Killeen, TX 76542. Res: (254) 554-8089. EM: wwalker@ballista.com. S: Melva. Dy: 5th Army Safety Officer, Fort Sam Houston, TX. Rtg: MAA ASO. RW Qual. FW Qual. Time: 6,000 Hrs. Vp, Publicity, Phantom Corps Chapter, Past Chapter Officer.

Ward, Daniel A., (CW4) (M82) (Dan) 254th BSB, CMR 461, Box 2918, APO AE 09703. Dy: AH-64 MTP (TAFT), Gilze-Rijen Airbase, The Netherlands. Rtg: MTP. RW Qual. Time: 2,600 Hrs.

Ward, Harry R., (CW5) (M69) (Buzz) 104 Alcuri Drive, Ozark, AL 36362. Dy: (334) 255-1993. Res: (334) 445-9839. S: Patricia. Dy: Aviation Branch Safety Officer, Fort Rucker, AL. Rtg: MAA IFE SIP. RW Qual. Time: 6,950 Hrs./Cbt 863 Past Chapter Officer.

Bonilla-Ward, Wilfrido, (CW2) (M98) (Wile) 142 Lakeview, Daleville, AL 36322. Dy: (334) 790-9276. Dy: IP. UH-1H, Fort Rucker, AL. Rtg: IP. RW Qual. Time: 1,200 Hrs.

Warlick, Mike, (CW4) (M92) (Mike) P.O. Box 1602, Delta Junction, AK 99737. Dy: (907) 873-4170. Dy: Commander, Aviation Detachment, Fort Greely, AK. Rtg: SIP IFE. RW Qual. Time: 6,800 Hrs./Cbt 930 AM/26.

Webb, William C., (CW4) (M86) (Bill) EUCOM Ft Det, Unit 30400, Box 787, APO AE 09128. EM: webbww@cmlymail.basg.army.mil. S: Judy. Dy: Standardization Instructor Pilot, Stuttgart, Germany. Rtg: MAA SIP IFE. RW Qual. FW Qual. Time: 4,800 Hrs.

Weigel, Fred K., (CW2) (M94) Aloha Chapter Secretary, 2364F Gemini Avenue, Honolulu, HI 96918. Dy: (808) 656-1210. Res: (808) 422-2872. EM: cocosafet@schofield-emh1.army.mil / fred@weigel.com. S: Elissa. Dy: C Co., 2-25th Aviation Regiment, Wheeler Army Airfield, HI. Rtg: ASO. RW Qual. Time: 950 Hrs. Secretary, Aloha Chapter, Past Chapter Officer.

Weinhold, Robert C., (CW3) (M91) 409 Coby Drive, Ozark, AL 36360-6231. S: Penny. Dy: D Troop, 47th Air Cav, APO AP Rtg: SAA IP. RW Qual. Time: 2,500 Hrs./Cbt 60 AM/1.

Weist, Michael E., (CW4) (M91) (Mike) 214th Avn Bn, Unit 29231, Box 97, APO AE 09102. EM: mweist@hotmail.com. S: Kathryn. Dy: Quality Control Officer, 214th Avn Bn. Rtg: MTP. RW Qual. Time: 2,400 Hrs.

Wells, Allen R., (CW4) (M93) (Randy) 30 Kirby St, Fort Rucker, AL 36362. Dy: (334) 255-8167. Res: (334) 598-1617. S: Bobbi. Dy: Experimental Test Pilot, ATTC. Rtg: SAA IP TP MTP. RW Qual. FW Qual. Time: 4,500 Hrs./Cbt 20 AM/1.

Wells, Reuben, (CW4) (M91) 1-1 Aviation, CMR 454, Box 2825, APO AE 09250. EM: wellsr@t-online.de. Dy: 1-1 Avn, FRG, APO AE. Rtg: MAA IFE SIP. RW Qual. FW Qual. Time: 4,100 Hrs./Cbt 48 AM/1.V.

Whalley, Robert J., (CW5) (M94) (Bob) 10008 Rodeo Drive, Waco, TX 76712-8349. Dy: (254) 288-3575. Res: (254) 666-1606. EM: whatley@hood-emh3.army.mil. S: Joye. Dy: Brigado Standardization Officer, AH-64D, 21st Cav Bde, Fort Hood, TX. Rtg: MAA SIP MTP. RW Qual. Time: 5,000 Hrs. Bronze OSM.

White, Dennis E., (CW5) (M74) RR 1, Box 2255, Kemper, TX 76539. Res: (254) 547-2765. S: Sandra. Dy: Bn Safety, 15th MI BN, Fort Hood, TX. Rtg: MAA. RW Qual. FW Qual. Time: 8,300 Hrs./Cbt 735 DFC/2, AM/31.

Whitehead, Eric J., (CW2) (M95) 716 Lisa Lane, Killeen, TX 76543. Dy: (254) 287-5008. Res: (254) 690-2502. EM: ewhite4696@aol.com. S: Christine. Dy: AH-64A Pilot, A Co., 1-4 Avn Regt, 4th ID, Fort Hood, TX. Rtg: SP. RW Qual. Time: 450 Hrs.

Wiegand, Gary S., (CW4) (M94) D Co., 1-1 Avn Regt, CMR 454, Box 2005, APO AE 09250. EM: wiegandg@cmlymail. 98asg.army.mil. S: Cynthia. Dy: Battalion Maintenance Officer, Katterbach, Germany. Rtg: MAA MTP. RW Qual. Time: 2,000 Hrs.

Williams, James E., (CW2) (M94) (Jim) 34 Avellino Road, Fort Bragg, NC 28307. Dy: (910) 396-1150. Res: (910) 436-2388. EM: jimwilliams8@hotmail.com. S: De Anna. Dy: C Co., 2-82 Avn, Fort Bragg, NC. Rtg: IP. RW Qual. Time: 1,200 Hrs.

Williams, Richard L., (CW5) (M77) (Dick) Savannah Chap VP Memb., 906 Mill Court, Savannah, GA 31419. Dy: (912) 352-5940. Res: (912) 925-8497. EM: williamsr2@emh5.stewart.army.mil. S: Laine. Dy: HHC Avn Bde/Avn Safety Officer, 3 ID, HAA. Rtg: MAA SIP. RW Qual. Time: 5,500 Hrs./Cbt 400 AM/1.V. Vp, Membership Enrollment, Savannah Chapter. Past Chapter Officer. 83 McClellan Award.

Wilson, Chris, (CW2) (M96) 337 Pike Road, Sackets Harbor, NY 13685. Dy: (315) 772-3810. EM: cwilsoav@northweb.com. S: Debbie. Dy: B Co., 1-10 Avn Regt, Fort Drum, NY. Rtg: AA. RW Qual. Time: 600 Hrs.

Wilson, Thomas G., (CW3) (M95) (Tom) 413 Warren Circle, Clarksville, TN 37040. Dy: (502) 798-1094. Res: (931) 648-1035. EM: twilson461@aol.com. S: Judy. Dy: C Co., 160th SOAR (A), Fort Campbell, KY. Rtg: SAA IP IFE. RW Qual. Time: 3,500 Hrs./Cbt 40 AM/2.

Wise, James F., (CW5) (M74) (Jim) 2009 Penrose Drive, Fayetteville, NC 28304-2687. Dy: (910) 396-3766. Res: (910) 487-5603. EM: wjfw@aol.com. S: Julia. Dy: C Co., 21228th Avn Regt. Rtg: MAA IFE SIP. RW Qual. FW Qual. Time: 6,800 Hrs./Cbt 365 AM/9. Past Chapter Officer.

Wittstrom, Joseph L., (CW5) (M72) (Joe) 254 Ardmore Highway, Fayetteville, TN 37334-6342. Dy: (256) 313-0681. Res: (931) 438-8771. S: Lilly. Dy: Aviation Technical Advisor, 8871, Redstone Arsenal, AL. Rtg: MAA IFE SIP IP MTP. RW Qual. FW Qual. Time: 9,845 Hrs. Past Chapter Officer.

Wood, Albert B., (CW4) (M98) (Bryan) 4724 South Parkway, Conroe, TX 77303. Dy: (409) 525-3373. Res: (409) 273-0833. EM: bwwood@sprynet.com. S: Bonnie. Dy: Avn Safety Officer, Rgt: MTP. RW Qual. FW Qual. Time: 3,000 Hrs.

Wood, Gregory A., (CW4) (M90) (Greg) 45 East Harris Drive, Fort Rucker, AL 36362. Res: (334) 598-1691. EM: gregebo@snowhill.com. S: Deborah. Dy: Avn Co, 1SB Unit 31520, APO AE 09832. Rtg: MAA ASO. RW Qual. Time: 3,500 Hrs.

Wood, Laura J., (CW2) (M91) 68-615 Farrington Highway, No. 24B, Wailua, HI 96791. Dy: (808) 656-1379. Dy: IP/IFE B Troop 3-4 Cav, Wheeler AAF, HI. Rtg: IP IFE IE. RW Qual. Time: 2,450 Hrs.

Wood, Tracy E., (CW2) (M99) Mid-America Chap VP Memb., 2000 Morningdale Square, Manhattan, KS 66503. Dy: (785) 249-3922. Res: (785) 539-8001. EM: woodt@riley-enh1.army.mil. S: Henry. Dy: 2-186 TSB, Fort Riley, KS. RW Qual. Time: 550 Hrs. Vp, Membership Enrollment, Mid-America Chapter.

Woodbury, Alden D., (CW4) (M82) (Dusty) 7642 Spurge Drive, Fayetteville, NC 28311. Dy: (910) 396-6833. Res: (910) 488-8140. S: Barbara. Rtg: Golden Knights Avn, Fort Bragg, NC. Rtg: MAA IFE SIP MTP ME. RW Qual. FW Qual. Time: 7,000 Hrs. Life Member.

Woods, Stephen L., (CW4) (M87) (Steve) 16 Johnson Street, Fort Rucker, AL 36362-2232. Dy: (334) 255-1961. Res: (334) 598-0054. EM: woods@sucker.army.mil. S: Jenean. Dy: Aviation Electronic Combat Team Leader, DOTDS, Fort Rucker. Rtg: MAA IP. RW Qual. Time: 2,200 Hrs./Cbt 50 AM/2.1V. Past Chapter Officer. 90 AAAA Ase Award.

Wortner, David E., (CW3) (M99) (Dave) 1330 Eastmeadow Court, Colorado Springs, CO 80906. Dy: (719) 526-3608. Res: (719) 527-6405. EM: dwortner@codenet.net. S: Sunny. Dy: OH-58D Standardization Pilot, N Trip, 4/3 ACR, Fort Carson, CO. Rtg: MAA IFE SIP IP. RW Qual. Time: 4,650 Hrs.

Wright, John David, (CW5) (M79) (J.W.) HHC 8th PERSCOM, Unit 15316, Box 374, APO AP 96205. S: Connie. Dy: Officer Assgn Mgr, 8th PERSCOM. Rtg: MAA SIP IFE. RW Qual. Time: 4,200 Hrs.

Wright, Kenneth W., (CW4) (M89) (Ken) 1361 W. Rhett Butler Road, Clarksville, TN 37042.

Dy. (502) 798-1452. S: Donna. Dy: B Co, 1/160th SOAR, Fort Campbell, KY. Rig: MAA IP MTP. RW Qual. Time: 3,000 Hrs. AM/3.
 Wright, William D., (CW4) (M89) (Don) 610 Melbourne Drive, Enterprise, AL 36330. Dy: (334) 255-9579. Res: (334) 393-3764. EM: wrightd@alaweb.com. Dy: U.S. Army Safety Center, Fort Rucker, AL. Rig: SAA IP. RW Qual. Time: 11,000 Hrs.
 YYY YYY YYY - ZZZ ZZZ ZZZ
 Yoakum, Keith, (CW2) (M96) A Troop, 6/6 Cavalry, CMR 416, Box 697, APO AE 09140. EM: bigiron64@hotmail.com. S: Kelly. Dy:

Maintenance Test Pilot (AH-64A), 152 FG, Illesheim, Germany. Rig: SAA MTP. RW Qual. Time: 1,456 Hrs.
 Young, William L., (CW5) (M94) (Bill) 504 Hemingway Dr, Hockessin, DE 19077. Dy: (610) 591-7275. Res: (302) 234-6588. EM: wlyoung@dcmdc.dla.mil. S: Cathy. Dy: DCMC Boeing Helicopters, Philadelphia, PA. Govt acceptance pilot. Rig: MAA MTP. RW Qual. Time: 3,400 Hrs./Cbl 3D AM/1.
 Zamudio, Luis, (CW5) (M93) (Z) 7551 S. Samandari Court, Tucson, AZ 85747. Dy: (520) 538-2873. Res: (520) 574-8519. EM: lzamu-

dio@sisna.com. S: Lisa. Dy: Bn Brigade Safety Officer. Rig: MAA. RW Qual. FW Qual. Time: 5,700 Hrs. Past Chapter Officer. Bronze OSM.
 Zarnowski, Timothy, (CW4) (M85) (Zeke) P.O. Box 185, Fort Campbell, KY 42223. Res: (931) 358-5879. S: Kim. Dy: B Co, 3-101 Avn, Fort Campbell, KY. Rig: MAA SP. RW Qual. Time: 3,500 Hrs./Cbl 46 DFC1,AM21,2V. Bronze OSM.
 Zebak, Seth B., (CW2) (M97) CMR 416, Box 64, APO AE 09140. EM: seth_zebak@hotmail.com. Dy: Apache AH-64A Pilot.
 Zimmerman, John M., (CW4) (M86) (Zimmo)

Colonial VA, VP WO Afrs, 68 Sandra Dr, Newport News, VA 23608. Dy: (757) 878-6660. Res: (757) 877-9704. EM: zimmermanj@eustis.army.mil. S: Joyce. Dy: Project Officer. Rig: MAA IP SIP MTP. RW Qual. Time: 2,600 Hrs./Cbl 30 AM/2. Vp, Wo Affairs, Colonial Virginia Chapter.
 Zirpolo, Gale E., (CW5) (M87) (Butch) 47 Glenmary Lane, Richmond Hill, GA 31324. Dy: (912) 352-6512. Res: (912) 756-4341. EM: zirpolo@emh5.stewart.army.mil. S: Sissy. Dy: Bde AMO, Avn Bde, 3rd ID Hunter AAF. Rig: MTP. RW Qual. Time: 2,100 Hrs.

HIGHTIMERS

CW4 Paul L. Fields 24,024	CW5 Mark P. Samuelson 4,600	CW3 Todd A. Larson 2,900	CW3 Michael A. Scheel 1,890
CW4 Seth H. Verbel 12,500	CW5 John H. Aberg 4,500	CW4 John E. Martin 2,900	CW3 Lawrence S. DeGroot 1,850
CW5 Donald L. Hempel 11,600	CW4 Benny Aguirre 4,500	CW3 William C. Fell, Jr. 2,850	CW3 Richard S. Gilligly 1,850
CW5 Jake H. Stevens 11,000	CW4 Mark S. Alderson 4,500	CW3 Joseph W. Sandbakken 2,850	CW3(P) Stanley J. Buck 1,800
CW4 William D. Wright 11,000	CW4 Christopher K. Dodd 4,500	CW3 Glenn A. Beck 2,800	CW3 Andrew C. Cranford 1,800
CW5 Joseph L. Wittstrom 9,845	CW4 James G. Griner 4,500	CW4 Ronald E. Klusacek 2,800	CW3 James F. Kela 1,800
CW4 Chauncey A. DuMont 9,200	CW5 Reidar Oppgaard 4,500	CW3 Mark M. Murdock 2,800	CW3 Alexander Freitas, Jr. 1,790
CW4 Joseph M. Tygart 9,100	CW5 Earl G. Peay 4,500	CW3 Terry C. Sunderlin 2,800	CW3 James L. Muckleroy 1,750
CW4 Billy F. Fletcher 8,896	CW4 John A. Sova 4,500	CW4 Stephen W. Peckham 2,766	CW3(P) David S. Lurley 1,734
CW5 Peter R. Kalogris 8,500	CW4 Allen R. Wells 4,500	CW4 Duane A. Gere 2,700	CW3 Bobbie T. Schweikart 1,710
CW5 Jonathan R. Edwards 8,300	CW5 David A. Coates 4,490	CW3 Andrew S. Pillado 2,700	CW3 Robert James Duffrey, Jr. 1,700
CW4 Michael C. Pascalar 8,300	CW4 Carl F. Anderson 4,400	CW4 Edward B. Trexler 2,700	CW3 James D. Ellis 1,700
CW5 Dennis E. White 8,300	CW4 Kevin R. Hayes 4,400	CW4 John M. Leake 2,680	CW3 Jerry W. Frye 1,700
CW4 Howard H. Fancher 8,200	CW4 Paul D. Marr 4,400	CW3 Allen R. Godfrey 2,600	CW3 Raymond A. Quinones 1,700
CW5 Michael J. Hutson 8,000	CW4 Sean C. Crothers 4,320	CW4 E.J. Mikeska, Jr. 2,600	CW3 Rex T. Akins 1,670
CW5 John S. Moltenberry 7,875	CW4 Albert J. Maes, Jr. 4,300	CW3 Dale E. Stroud 2,600	CW3 Ken R. Ballard 1,600
CW5 Richard B. Osterlund 7,500	CW4 Daniel H. Mauss 4,300	CW4 Charles R. Szad 2,600	CW3 Jeff S. Brown 1,600
CW5 William J. Clark 7,000	CW5 Randall R. Parkins 4,300	CW4 Daniel A. Ward 2,900	CW3 David A. Ford 1,600
CW4 George B. Hendershot 7,000	CW4 Timothy A. Porter 4,300	CW4 John M. Zimmerman 2,800	CW2 Clifford R. Gilliland 1,600
CW4 Edward S. Penick 7,000	CW4 Michael E. Nelson 4,250	CW4 Thomas Panza 2,530	CW3 Jeffrey A. Mahoney 1,600
CW4 Alden Dustin Woodbury 7,000	CW4 Wendall A. Condon 4,200	CW2 Curtis P. Adams 2,500	CW3 Frank S. Mancuso, Jr. 1,600
CW5 Harry R. Ward 6,950	CW4 Joseph A. Lane 4,200	CW3 Matthew J. Carmichael 2,500	CW3 John G. Ramiccio 1,600
CW5 Jack H. Dolterer 6,800	CW4 Robert H. Thompson 4,200	CW3 Jeffrey R. Fraher 2,500	CW3 Mark D. Simmons 1,600
CW5 Ronald K. Moody 6,800	CW4 Steven J. Tronnes 4,200	CW4 Eric D. Fremming 2,500	CW3 Douglas S. Agee 1,500
CW5 Glenn R. Neal 6,800	CW5 John David Wright 4,200	CW3 David Mercado 2,500	CW3 Mark A. Clapp 1,500
CW4 Mike Warlick 6,800	CW4 Bill J. Condon, Jr. 4,100	CW3 Ernest J. Nickles 2,500	CW3 Michael R. Cronrath 1,500
CW5 James F. Wise 6,800	CW4 John H. Converse 4,100	CW4 Gregory A. Pettigrew 2,500	CW3 Scott C. Diaz 1,500
CW5 Hugh V. Alderson Jr. 6,500	CW4 Clifford J. Evans 4,100	CW4 Jeffery L. Putnam 2,500	CW2 Stephen G. Dobbin 1,500
CW5 William J. Irvine 6,500	CW5 William C. Muller 4,100	CW3 Jeffry T. Susag 2,500	CW3 Thomas E. Frierson 1,500
CW4 William A. Church 6,300	CW3 Richard B. Troxell 4,100	CW4 Boyd A. Tackett III 2,500	CW2 Bradley S. Haubrich 1,500
CW5 Dean R. Coder 6,250	CW4 Reuben Wells 4,100	CW3 Robert C. Weinhald 2,500	CW2 Mark D. Marshall 1,500
CW4 Donald T. Braun 6,100	CW4 Duward C. Bean 4,000	CW4 Donald R. Choate 2,476	CW2 Todd A. McElmurry 1,500
CW5 John R. Dougherty 6,100	CW3 Timothy R. Houck 4,000	CW2 Laura J. Wood 2,450	CW3 Jeff L. Morris 1,500
CW4 Jacob M. Howard 6,100	CW4 William K. Manuel 4,000	CW3 Joseph P. Elliott 2,400	CW4 Steven A. Morris 1,500
CW5 Floyd W. Roberts 6,025	CW5 Bradford A. Powell 4,000	CW3 Terry Gibson 2,400	CW3 Arthur F. Peterson 1,500
CW5 Clifford L. Brown 6,000	CW4 Rodney L. Sangsland 4,000	CW2 Robert M.T. Johnson 2,400	CW3 Frederick W. Pieper, Jr. 1,500
CW5 Peter Lautzenheiser 6,000	CW5 Robert C. Schmidt 4,000	CW2 Jay D. Strine 2,400	CW2 Clark E. Reich 1,500
CW4 John S. Smolka 6,000	CW4 Terry L. Frabott 3,800	CW4 Michael E. Weist 2,400	CW2 Mark E. Shumway 1,500
CW4 Wayne K. Walker 6,000	CW4 Allen R. Hosley 3,800	CW3 Robert E. Jones 2,375	CW2 Jim L. Stidole, II 1,500
CW5 Myron F. Babcock 5,800	CW3 Lee M. Tutin 3,800	CW2 Kim D. Rutledge 2,350	CW3 David W. Terry 1,500
CW5 Luis Zamudio 5,700	CW4 Ronald L. Underhill 3,800	CW2 Robert F. Selje 2,350	CW2 Keith Yoakum 1,456
CW5 Peter R. Burnett 5,600	CW5 Ronald J. Ferrell 3,700	CW3 Paul H. Deaner 2,300	CW3 Troy A. De Golyer 1,450
CW4 Stanley A. Kennedy, Jr. 5,600	CW4 Thomas H. Fortune 3,700	CW3 David W. Hayter 2,300	CW3 David C. Miller 1,450
CW4 Noel C. Seale 5,600	CW4 Jerry A. Heck 3,700	CW4 David S. Saenz 2,300	CW3 John A. Bruns 1,400
CW3 Terry W. Braughton 5,500	CW4 Daniel J. Runyon 3,700	CW3 Michael E. Smith 2,300	CW2 Christopher F. Kendt 1,400
CW4 Michael Bukowski 5,500	CW4 Jeffrey L. Jacoby 3,600	CW3 Wayne M. Bissett 2,200	CW2 Brent A. King 1,400
CW5 James A. Mankie 5,500	CW3 Richard E. Adams 3,500	CW2 Roger P. Dionne, Jr. 2,200	CW2 John D. Sullivan 1,400
CW5 Robert A. Mason 5,500	CW4 Raymond W. Butler 3,500	CW3 Bradley R. Keough 2,200	CW2 Michael D. Dessinger 1,350
CW5 Ed R. Mayers, Jr. 5,500	CW5 Jodie R. Glover 3,500	CW3 Timothy J. Larz 2,200	CW2 Charles E. Dodd 1,300
CW5 Richard L. Williams 5,500	CW4 Matthew E. Hansen 3,500	CW3 Bradley E. Rassega 2,200	CW3 Adam M. Hayes 1,300
CW5 Douglas W. Gjertson 5,400	CW4 Edwin E. Heidtke 3,500	CW3 Michael L. Reese 2,200	CW2 Michael M. LaGrave 1,300
CW4 Clark W. Brown, Jr. 5,300	CW4 Carl R. Martin 3,500	CW4 Stephen L. Woods 2,200	CW2 Brian P. O'Connell 1,300
CW4 Willis J. Haas 5,300	CW4 Alfred L. Rice 3,500	CW4 Lawrence A. Mull, Jr. 2,100	CW2 Kenneth T. Scull 1,300
CW4 Albert J. Taitano 5,300	CW5 Wayne A. Waersch 3,500	CW5 Gale E. Zirpolo 2,100	CW2 Paul M. Steele 1,300
CW4 John K. Patterson 5,250	CW3 Thomas G. Wilson 3,500	CW4 Mark H. Taylor 2,080	CW3 Bruce C. Van Den Eng 1,300
CW5 Robert S. Johnson 5,200	CW4 Gregory A. Wood 3,500	CW4 Patrick L. Rivers, Sr. 2,060	CW3 Argearild Lewis 1,250
CW4 Patrick H. King II 5,200	CW4 Timothy Zarnowski 3,500	CW3 Paul J. Alexander 2,000	CW2 Andre A. Cardoza 1,230
CW4 Michael R. Smith 5,200	CW3 James P. Norrell 3,420	CW4 James R. Burhans 2,000	CW2 Claude J. Boushey, Sr. 1,200
CW4 Michael W. Spaulding 5,150	CW4 John R. Fix 3,400	CW3 Scott G. Fagersten 2,000	CW2 Grady L. Green 1,200
CW5 Ronald W. Gerner 5,132	CW3 Dale P. Moczynski 3,400	CW2 Ray Freeman 2,000	CW2 Paul Z. Kiszely 1,200
CW4 Scott Denny 5,100	CW5 William L. Young 3,400	CW3 Keith D. Genter 2,000	CW3 Gregory A. Lewis 1,200
CW5 Delors Ross 5,100	CW4 Brian D. Callahan 3,300	CW4 William S. Goforth, Jr. 2,000	CW4 Terry A. Salazar 1,200
CW4 Michael E. Sheldon 5,100	CW4 Michael J. Meely 3,300	CW2 Todd M. Harrington 2,000	CW3 Richard H. Tanner 1,200
CW4 Loren W. Ashley 5,000	CW4 Henry J. Gregorich 3,200	CW3 Mark B. Ivey 2,000	CW2 Wilfride Bonilla-Ward 1,200
CW3 James A. Beam 5,000	CW3 Timothy W. Harper 3,200	CW2 Michael D. Kelley 2,000	CW2 James E. Williams 1,200
CW5 Sanford D. Breckons 5,000	CW3 Kelly D. Mohler 3,200	CW2 Mark G. Kelso 2,000	CW3 Benjamin P. Bushong 1,100
CW5 Ronald W. Deshotel 5,000	CW4 Kevin M. Dettlefsen 3,100	CW3 Randy M. Kirgiss 2,000	CW3 Mark W. Iig 1,100
CW5 Samuel G. Oliver 5,000	CW3 Steven M. Lowell 3,100	CW3 William J. McManus, Jr. 2,000	CW2 Nikolas B. Kubli 1,100
CW5 Robert J. Whalley 5,000	CW4 Michael E. Trigger 3,100	CW3 Zachary Q. Noble 2,000	CW2 Timothy E. Larsen 1,100
CW4 Carlton R. Jenkins 4,932	CW5 Andrew B. Meyer 3,050	CW2 Stacy L. Owens 2,000	CW2 Alexander Lutz 1,100
CW5 James D. Morgan 4,900	CW5 Bert W. Close 3,000	CW3 David R. Ramser 2,000	CW2 Michael K. Phillips 1,100
CW4 Steven F. Flankey 4,800	CW4 Richard D. Dohmen 3,000	CW3 Christopher D. Smith 2,000	CW2 Robert K. Bonino 1,050
CW4 Anthony P. Marine 4,800	CW4 Jay M. Guild 3,000	CW3 Bret A. Swynenberg 2,000	CW2 Jeffery S. Marler 1,050
CW4 William C. Webb, Jr. 4,800	CW3 Steven A. Lapping 3,000	CW2 Daniel E. Templeton 2,000	CW2 Robert M. Jorgensen 1,000
CW4 James C. Reardon 4,750	CW3 Steven L. McConnell 3,000	CW4 Gary S. Wiegand 2,000	CW2 Todd C. Kinneer 1,000
CW4 John E. Albers 4,700	CW5 Tommy T. Penrose 3,000	CW2 Brian L. Bell 1,950	CW2 Matthew E. Luther 1,000
CW4 William M. Kelly 4,700	CW4 Robert A. Plomski 3,000	CW3 Bernard H. Smith, Jr. 1,910	CW2 Sergio Ramon 1,000
CW4 Kenneth Tuthill 4,700	CW3 Philip J. Schmiesing 3,000	CW3 Marc V. Elig 1,900	CW2 Michael E. Reece 1,000
CW3 David E. Wortner 4,650	CW4 Albert B. Wood 3,000	CW3 Arthur L. Johanson 1,900	CW2 Brian W. Vanderberg 1,000
CW4 Karl M. Ebert 4,600	CW4 Kenneth W. Wright 3,000	CW3(P) Mark A. Riddle 1,900	
CW5 Joseph C. Roberts 4,600	CW3 John F. Brosnan 2,900	CW3 Richard W. Krell 1,897	

arrivals/departures

COLONELS

Mundt, Stephen D., HHC, 17th Avn Brigade, Unit 15270, APO, AP 96205.
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Hunter, Robert G., 3021 Eutaw Forest Dr, Waldorf, MD 20603.
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Nieman, David L. 1SG, 47 Wenham Lane, Pittsford, NY 14534.
Pricor, Michael D. MAJ, 7 Nadzab Road, Puckapunyal Vic 3662, Australia.
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O'Neal, Patrick L. CPT, 7947 Enclave Way, Dallas, TX 75218.EM: plo@gte.net

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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.

I am looking for an Army pilot whose last name is Bishop. He was with the 25th Infantry Division at Ton Son Nhut, Vietnam, in 1966. He is my father.

Louis Taylor
(LouisTaylorSr@webtv.net)

I am searching for my father, Charles House, who was in the U.S. military in 1944. I do not know his date of birth, middle initial or Social Security number, but I do have a picture of him wearing a uniform with flight wings. I also know he was a pilot in and around Tunkhannock, Pa., in 1948 and 1949. Is there any way you can help me or point me in the right direction? Thank you very much!

Charlotte Banish
(gram7@hotmail.com)

Australian veteran of joint U.S.-Aussie 135th Composite Aviation Co. in Vietnam is searching for the unit's former commander, a Maj. Walter D. Alexander. He took over from Maj. William Beasley in May 1970.

David Bengel
3 Rowen Crescent, Merewether 2291, NSW, Australia



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AAAA BALANCE SHEET AS OF DECEMBER 31, 1998

ASSETS

Cash	\$30,603
Cash Equivalents	393,515
Investments	254,031
Inventory of Pins	13,771
Prepaid Administrative Fees	173,614
Other Assets	11,983
TOTAL ASSETS	877,517

LIABILITIES

Accrued Expenses and Allocations Payable	\$98,480
Deferred Membership Dues	161,929
Deferred Convention Revenues	146,951
TOTAL LIABILITIES	407,360

FUND BALANCES

Undesignated Fund	\$18,780
Designated Emergency Fund	324,791
Hall of Fame Escrow Fund	9,000
Order of St. Michael	17,586
Reserve For Executive VP Expenses	100,000
TOTAL FUND BALANCES	470,157
TOTAL LIABILITIES AND FUND BALANCES	877,517

STATEMENT OF REVENUE, EXPENSES AND CHANGES IN FUND BALANCES AS OF DECEMBER 31, 1998

REVENUES

Membership Dues	\$260,504
Annual Convention	689,774
AEC Symposium	64,074
Simulation Symposium	37,641
Souvenirs	1,385
Interest	32,978
Order of St. Michael	10,811
TOTAL REVENUES	1,097,269

EXPENSES

General and Administrative	\$314,517
National Programs	86,854
Chapter Programs	42,156
Annual Convention	467,431
AEC Symposium	44,883
Simulation Symposium	41,199
AAAA Scholarship Foundation Donation & Expenses	66,401
Army Aviation Museum Donation	13,410
Executive Group Allocations	10,614
TOTAL EXPENSES	1,087,465

Change in Net Assets	(32,753)
Net Assets - Beginning	502,910
Net Assets - Ending	470,157

Edutainment



"History Undercover" Debuts

The New York-based History Channel has launched a new investigative series that promises to provide viewers with new insights on controversial events, personalities and little-known stories of the 20th century.

Hosted by veteran journalist Arthur Kent, the weekly series revisits the past with the benefit of recently revealed information and research to shed new light on seemingly well-known events.

The program debuted May 16 with a story about the search for a real-life counterpart to the fictional Col. Kurtz of the Francis Ford Coppola film "Apocalypse Now." Subsequent programs, airing June 13 and June 27 at 10 p.m. (Eastern Time) will deal with the 1944 attack by U.S. submarines on a Japanese convoy carrying Allied prisoners of war, and on Soviet dictator Joseph Stalin's attempts to lure American businessmen and industrialists into supporting his grandiose "Five Year Plan" economic goals.

LOST & FOUND

One pair of prescription sunglasses were left at the Raytheon exhibit booth at the AAAA Annual Convention last month in Nashville, TN.

Contact the AAAA National Office
(203) 226-8184.



THE PRESIDENT HAS NOMINATED THE FOLLOWING ARMY BRIGADIER GENERALS FOR PROMOTION TO THE GRADE OF MAJOR GENERAL:

Robert E. Armbruster, Jr.
 Raymond D. Barrett, Jr.
 Joseph L. Bergantz
 William L. Bond
 Colby M. Broadwater III
 Richard A. Cody
 John M. Curran
 Dell L. Dailey
 John J. Deyermond
 Larry J. Dodgen
 James M. Dubik
 James J. Grazioplene
 Richard A. Hack
 Russel L. Honore
 Roderick J. Isler
 Terry E. Juskowiak
 Geoffrey C. Lambert
 James J. Lovelace, Jr.
 Wade H. McManus, Jr.
 William H. Russ
 Walter L. Sharp
 Toney Stricklin
 John R. Vines
 Robert W. Wagner
 Craig B. Whelden
 R. Steven Whitcomb
 Joseph L. Yakovac, Jr.

The Chief of Staff, Army has approved the assignment of the following general officers:

Major General Charles C. Cannon, Jr., from Assistant Deputy Chief of Staff for Logistics, United States Army, Washington, DC to Chief of Staff, United States Army Materiel Command, Alexandria, Virginia.

Major General Mario F. Montero, Jr., from Commanding General, Military Traffic Management Command, Falls Church, Virginia to Assistant Deputy Chief of Staff for Logistics, Pentagon, Washington, DC.

Major General Emmitt E. Gibson, from Commanding General, United States Army Aviation and Missile Command, Redstone Arsenal, Alabama to Vice Director for Force Structure, Resources, and Assessment, J-8, The Joint Staff, Washington, DC.

Major General John B. Sylvester, from Assistant Chief of Staff for Military Operations SFOR (Sarajevo), Allied Land Forces Central Europe, Germany to Deputy Chief of Staff for Training, United States Army Training and Doctrine Command, Fort Monroe, Virginia.

Major General Roger L. Brautigan, from Director for Mobilization and Reserve Component Affairs, United States European Command to Deputy Commanding General/Chief of Staff, I Corps, Fort Lewis, Washington.

Major General Julian A. Sullivan, Jr., from Director for Supply and Maintenance, Office of the Deputy Chief of Staff for Logistics, United States Army, Washington, DC to Commanding General, United States Army Aviation and Missile Command, Redstone Arsenal, Alabama.

Major General Warren C. Edwards, from Deputy Commanding General, Fifth United States Army

(West), Fort Lewis, Washington to Deputy Commanding General, Third United States Army, Fort McPherson, Georgia.

Major General Burwell B. Bell III, from Chief of Staff, United States Army Europe and Seventh Army, Germany to Commanding General, United States Army Armor Center and Fort Knox, Fort Knox, Kentucky.

Major General Hawthorne L. Proctor, from Deputy Chief of Staff for Logistics and Operations, United States Army Materiel Command, Alexandria, Virginia to Commanding General/Commandant, United States Army Quartermaster Center and School, Fort Lee, Virginia.

Major General Charles C. Campbell, from Deputy Commanding General, Third United States Army, Fort McPherson, Georgia to Chief of Staff, United States Army Europe and Seventh Army, Germany.

Major General William E. Ward, from Chief, Office of Military Cooperation, Egypt, American Embassy, Egypt to Commanding General, 25th Infantry Division (Light), Schofield Barracks, Hawaii.

Major General Charles S. Mahan, Jr., United States Army, for appointment to the grade of lieutenant general and assignment as Deputy Chief of Staff for Logistics, United States Army, Washington, DC. Since May 1997, he has served as the Commanding General, 21st Theater Army Area Command, United States Army Europe and Seventh Army, Germany.

Major General Donald L. Kerrick, United States Army, for appointment to the grade of lieutenant general and assignment as Assistant to the Chairman, Joint Chiefs of Staff, Washington, DC. Since January 1997, he has served as the Deputy Assistant to the President for National Security Affairs, White House Staff, Washington, DC.

Brigadier General (Promotable) Kenneth L. Privratsky, from Director, Transportation, Energy and Troop Support, Office of the Deputy Chief of Staff for Logistics, United States Army, Washington, DC to Commanding General, Military Traffic Management Command, Falls Church, Virginia.

Brigadier General James M. Dubik, from Assistant Division Commander (Support), 1st Cavalry Division, Fort Hood, Texas to Commanding General, Strike Force, Fort Polk, Louisiana.

Brigadier General John R. Vines, from Chief of Staff, XVIII Airborne Corps and Fort Bragg, Fort Bragg, North Carolina to Chief, Office of Military Cooperation, Egypt, American Embassy, Egypt.

Brigadier General Michael D. Maples, from Deputy Chief of Staff, G-2/G-3, Allied Command Europe Rapid Reaction Corps, Germany to Assistant Division Commander (Support), 1st Armored Division, United

States Army Europe and Seventh Army, Germany. Brigadier General Richard A. Hack, from Commanding General, 13th Corps Support Command, Fort Hood, Texas to Commanding General, 21st Theater Army Area Command, United States Army Europe and Seventh Army, Germany.

Brigadier General John J. Deyermond, from Deputy Chief of Staff for Ammunition, United States Army Materiel Command, Alexandria, Virginia to Deputy Chief of Staff for Logistics and Operations, United States Army Materiel Command, Alexandria, Virginia.

Brigadier General Joseph L. Yakovac, Jr., from Assistant Deputy for Systems Management and Horizontal Technology Integration, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology), Arlington, Virginia to Deputy for Systems Management and Horizontal Technology Integration, Office of the Assistant Secretary of the Army (Acquisition, Logistics and Technology), Washington, DC.

Brigadier General Gene M. LaCoste, from Assistant Division Commander (Support), 82d Airborne Division, Fort Bragg, North Carolina to Commander, United States Army Safety Center, Fort Rucker, Alabama.

Brigadier General Harry A. Curry, from Director of Plans, Operations and Logistic Automation, Office of the Deputy Chief of Staff for Logistics, Pentagon, Washington, DC to Director, Transportation, Energy and Troop Support, Office of the Deputy Chief of Staff for Logistics, Pentagon, Washington, DC.

Brigadier General William E. Mortensen, from Commander, Deployment Support Command, Fort Eustis, Virginia to Commanding General, United States Army Transportation Center, Fort Eustis, Virginia.

Colonel (Promotable) Michael D. Rochelle, from Special Assistant to General/Flag Officer Matters, The Joint Staff, Washington, DC to Senior Military Assistant to the Deputy Secretary of Defense, Washington, DC.

Colonel (Promotable) William F. Engel, from Deputy Director for Operations, National Military Command Center, J-3, The Joint Staff, Washington, DC to Assistant Deputy Chief of Staff for Combat Developments, United States Army Training and Doctrine Command, Fort Monroe, Virginia.

Colonel (Promotable) Thomas R. Turner II, from Executive Assistant to the Commander in Chief/Supreme Allied Commander, Atlantic, United States Atlantic Command, Norfolk, Virginia to Chief of Staff, XVIII Airborne Corps and Fort Bragg, Fort Bragg, North Carolina.

Colonel (Promotable) David H. Huntoon, Jr., from Executive Officer to the Chief of Staff, Army, Washington, DC to Assistant Division Commander (Support), 1st Cavalry Division, Fort Hood, Texas.

Colonel (Promotable) William H. Brandenburg, from Chief of Staff, V Corps, United States Army Europe and Seventh Army, Germany to Deputy Chief of Staff, G-2/G-3, Allied Command Europe Rapid Reaction Corps, Germany.

Colonel (Promotable) Donald D. Parker, from Executive Officer to the Commanding General, United States Army Materiel Command, Alexandria, Virginia to Commander, Deployment Support Command, Fort Eustis, Virginia.

Colonel (Promotable) Jeanette K. Edmunds, from Commanding General, United States Army War Reserve Support Command, Rock Island Arsenal, Illinois to Commanding General, 13th Corps Support Command, Fort Hood, Texas.

Colonel (Promotable) Thomas R. Goedkoop, from Assistant Deputy Chief of Staff, United States Forces Korea, to Deputy Commanding General for Training, I Corps and Fort Lewis, Fort Lewis, Washington.

Colonel (Promotable) Michael A. Vane, from Director of Integration, Office of the Assistant Deputy Chief of Staff for Operations and Plans for Force Development, United States Army, Washington, DC to Commanding General, 32d Army Air and Missile Defense Command, Fort Bliss, Texas.

THE PRESIDENT HAS NOMINATED THE FOLLOWING ARMY COLONELS FOR PROMOTION TO THE GRADE OF BRIGADIER GENERAL:

- Harry B. Axson, Jr.
- Guy M. Bourn
- Ronald L. Burgess, Jr.
- Remo Butler
- William B. Caldwell IV
- Randal R. Castro
- Stephen J. Curry
- Robert L. Decker
- Ann E. Dunwoody
- William C. Feyk
- Leslie L. Fuller
- David F. Gross
- Edward M. Harrington
- Keith M. Huber
- Galen B. Jackman
- Jerome Johnson
- Ronald L. Johnson
- John F. Kimmons
- William M. Lenaers
- Timothy D. Livsey
- James A. Marks
- Michael R. Mazzucchi
- Stanley A. McChrystal
- David F. Melcher
- Dennis C. Moran
- Roger A. Nadeau
- Craig A. Peterson
- James H. Pillsbury
- Gregory J. Premo
- Kenneth J. Quinlan, Jr.
- Fred D. Robinson, Jr.
- James E. Simmons
- Stephen M. Speakes
- Edgar E. Stanton III
- Randal M. Tieszen
- Bennie E. Williams
- John A. Yingling

Sabreliner Corp.'s Perryville, Mo., maintenance facility has qualified for the ISO 9001 rating for government work. The ISO 9000-series qualifications, granted by the Defense Logistics Agency's Defense Contracting Management Command, are internationally recognized standards based on intense evaluations of subject facilities. The 9001 designation is for manufacturing, maintenance and repair facilities that possess design capabilities.

The Boeing Co. is developing an advanced electronic gun turret for the AH-64D Apache Longbow helicopter. The firm's Mesa, Ariz.-based ordnance division has received a \$5 million U.S. Army contract to create a lighter, more compact turret to house the helicopter's 30mm cannon. The new turret will be part of the M-230 weapon system.

Rockwell Collins has been awarded an Army follow-on contract worth more than \$15 million for the production and installation of 506 ARC-220 nap-of-the-earth communications systems and 100 VRC-100 ground/vehicular communications systems. Deliveries are set to begin in June, and will continue through August 2000.

The Army's Product Manager for Global Positioning Systems has announced that AN/ASN-175 Cargo Utility GPS receivers (CUGR) are now being installed in most Army UH-1H/V aircraft. The CUGR, a modified Trimble 2101 I/O navigation device, provides the UH-1 with a fully integrated, IFR-certified, integrated GPS-based navigation system.

Regents College in Albany, N.Y., has announced that it is suspending payment due dates for fees due from service members who are enrolled students at the college while they are deployed as part of Operation Allied Force. In announcing the policy, the college cited the hardships military personnel and their families may face as a result of their participation in this deployment, as well as the college's desire not to add to the burden.

Two California Army National Guard UH-60 Black Hawk helicopters and their crews recently took part in a five-day training exercise with the Los Angeles County Sheriff Department's SWAT team. The aircraft, provided by the Los Alamitos-based Company B, 1st Battalion, 140th Aviation, were used to train the police officers in tactical air operations and other related topics.



The UH-60 Black Hawk helicopters are seen parked in the rugged mountain area north of Los Angeles. Also seen here are SWAT team members, being trained in finding fugitives at 6,000 feet.

photos provided by: Sgt. Chris Shaw, Company B, 1/140th Aviation, Los Alamitos, Calif.



mailbox

Share your opinion on matters of interest to the Army aviation community. The publisher reserves the right to edit letters for style, accuracy or space limitations. All letters must be signed and authors identified. The publisher will withhold the author's name upon request. The opinions expressed are those of the authors, and do not reflect the opinion of ARMY AVIATION Magazine. Send letters to AAAA MAILBOX, 49 Richmondville Ave., Westport, CT 06880-2000, Tel: (203) 226-8184, FAX: (203) 222-9863, E-Mail: aaaa@quad-a.org.

Dear Editor:

The Maine Army National Guard is currently recruiting qualified UH-1 and UH-60 pilots. Our goal is to recruit 15 warrant officers and 6 lieutenants or junior captains. These positions are for traditional Guardsmen only.

The duty requirements for these positions are: one weekend a month, two weeks of annual training a year and 24 to 48 additional flight training periods per year. Aviation units are stationed at Bangor International Airport in Bangor, four hours northeast of Boston and one hour from Bar Harbor, Maine, along the coast.

Interested aviators should contact the state Army aviation officer at (207) 947-6593 or (DSN) 881-3450.

Lt. Col. Robert G. Carmichael Jr.
State Army Aviation Officer
Maine Army National Guard

Dear Editor:

You missed one name from your list on page 31 of the February issue — I, too, made the list for command sergeant major. Thanks for a great resource magazine on all aviation-related articles.

SGM Patrick J. Laidlaw
U.S. Army Sergeants Major
Academy
Fort Bliss, Texas

Dear Editor:

I have been reading with great interest about the development of the Air Warrior program. It sounds like it will be a great step forward for aircrews. However, I wonder who will maintain all the new state-of-the-art equipment. Army aviation has put little emphasis on manning Aviation Life Support Equipment (ALSE) shops with properly trained technicians in the numbers required to maintain the simple equipment we currently have. Without an overhaul of the current ALSE program the Air Warrior program will be a strain on the undermanned and under funded shops we currently have.

CWO 2 Brad Coy

Dear Editor:

While your March historical article is anonymous, credit should go to whomever was able to boil such a huge subject down to about 600 words! One very minor comment: the H-25 was not developed to replace CH-21s, or anything else. It was actually an operational helicopter in the U.S. Navy inventory, designated the HUP (Helicopter, Utility, Piasecki). Its primary mission in the Navy was as a plane-guard aircraft during carrier launch and recovery operations.

The Army acquired the HUP as a stopgap utility/cargo chopper principally because it was already developed and operational, hence available. I believe that the Medical Service was a proponent of its acquisition by the Army as a medevac aircraft, but it was not limited to this mission. It had the capability for hoist pickup of the Navy's Stokes litter, plus the ability to transport those, or Army litters, in the comparative comfort of the interior. View this vis a vis the H-13, which carried its casualties in exterior pods. It was also possible to render care in-flight in the HUP, another capability unknown to the H-13.

I don't think that the H-25 (dubbed by someone, possibly Frank Piasecki's PR office, as the "Army Mule") actually flew; it just beat the air into submission!

This is from a guy who gave final-stage check rides to the cargo helicopter students, mostly warrant officer candidates, at the Army Aviation School in 1953 and 1954, while it was still at Fort Sill. Then I was assigned to the 506th Transportation Company then at Fort Benning. Until we received our H-34s (and were redesignated as the 4th) we had two platoons of H-19Cs, and one platoon of H-25As (seven choppers to a platoon).

Anyway, I congratulate the author. Here's a suggestion for consideration in future issues: why not devote a page that "zeroes in" on each of the several phases of our history? In other words, using this issue as an overview, give an expansion which could give the members of today's magnificent professional branch a little better feel for what it was like for their predecessors!

Thanks for the forum.
Joe Hely
AAAA Charter Life Member

Dear Editor:

I recently joined AAAA at the beginning of flight school at Fort Rucker. I watched closely as you fought for the right of warrant officers to receive the flight pay raise given to commissioned officers.

The Army is now giving a \$12,000 bonus to Apache pilots, but only to warrant officers. Yet I haven't heard a peep out of AAAA. You fought so hard for equal pay for warrants, but apparently you have a double standard. This leads me to believe that AAAA is nothing but an "old boys club" for warrant officers, and apparently the only thing I got for my membership was a cheap T-shirt.

Please immediately remove my name from your membership list. I want no part of your organization, and I am encouraging all my fellow officers to do the same.

2nd Lt. Trent J. Lythgoe
Fort Rucker, Ala.

AAAA National Executive Board Member Replies:

It is a privilege to fly and not a right. Any ACIP or bonus is icing on a cake. I need no ACIP or bonus to fly, I fly because I love to and I am a soldier in aviation serving my country.

I was taught from the solid bar commissioned officer side that we are soldiers/warriors first, leaders/managers second and aviators third. This was instilled into me in OBC and AVOAC. To take care of my soldiers and meet the mission was what I was charged to do. If I got to fly in doing that it was a privilege and personal bonus. We as leaders have failed to instill this into new lieutenants, that they are the leaders, not the operational pilots. If someone wants the bonus and just wants to fly, he/she should become a commissioned warrant officer and operational pilot and accept the base pay that comes with it and additional incentives.

Maj. Curt. S. Cooper
AAAA National Executive Board
Member-at-Large

AAA NEWS

NEW MEMBERS

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Another great convention is behind us as we take off for the finals on the fiscal year 2000 Defense Authorization Bill. Congratulations to the AAAA staff for putting together another great convention. Nashville and Opryland are fantastic. Now on to the legislative affairs issues.

Agreement Reached on Emergency Defense Spending Bill
The House and Senate completed their action on the FY 2000 Emergency Defense Supplemental Appropriations Bill this month, and at press time the bill is awaiting the president's signature. The bill includes \$1.8 billion to help fund pay and retirement system improvements for active duty and reserve component personnel. Years of pay raise caps and reduced retirement benefits for members who entered service after July 31, 1986, are causing severe retention problems that convinced legislators of the need for special action to address these shortfalls. The bill also includes \$5.5 billion for Kosovo operations and \$3 billion to boost military readiness.

FY 2000 Defense Authorization Bill

The House and Senate Armed Services committees have completed their respective versions of the FY 2000 Defense Authorization Bill. The bill covers force structure, pay, retirement, survivor benefits, health care and most other issues affecting active, reserve component and retired service members and their families.

Hopes for quick action to address several long-standing personnel problems were raised back in February when the Senate passed S.4 as standalone legislation. That bill would provide a range of needed improvements, including "pulsed up" pay raises for the active and reserve components, a rollback of retired pay cuts imposed on members who entered service after July 31, 1986, repeal of the retired pay penalties for retirees who accept federal civilian employment, and substantial G.I. Bill improvements.

But the House insisted that those issues should be addressed during the normal Defense Authorization Bill process. Without House support for separate, expedited legislation, the Senate has little choice except to start over and include what it can from S.4 in the authorization bill.

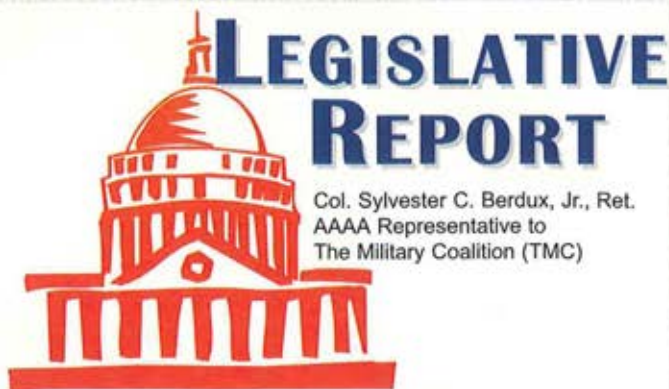
House and Senate Committees Propose Pay, Benefits Upgrades

The full Senate Armed Services Committee (SASC) and the House Armed Services Committee (HASC) completed work on their version of that bill. As we go to press committee leaders hope to have their respective proposals approved by the full House and Senate by the end of May. This summer, House and Senate conferees will meet to hammer out compromises where the two bills differ.

Here are some highlights approved so far:

- **PAY RAISE:** Both House and Senate panels approved a 4.8 percent raise for Jan 1, 2000 (vs. the 4.4 percent recommended by the administration). Both also approved an additional raise on July 1, 2000, that will range from zero to 5.5 percent, depending on the member's grade and years of service (the biggest raises will go to members promoted ahead of their peers). The SASC approved pay raises for the next five years that would exceed the average American worker's increases (as measured by the Employment Cost Index, or ECI) by one-half percentage point per year. The HASC proposed establishing full-ECI raises as the normal annual military pay raise standard (current law limits military raises one-half percentage point per year below the ECI).

- **REDUX:** Both House and Senate panels recommended additional retirement choices for active-duty members under the so-called REDUX retirement system. These are people who first entered service after July 31, 1986. Both plans would offer them the option to receive upgraded retirement benefits or to stay under REDUX and accept a \$30,000 career retention bonus upon attaining 15 years of service. The Senate plan would allow service members to deposit up to 5 percent of pre-tax basic pay plus any bonuses (maximum of \$10,000 per year) in a tax-deferred



savings plan; House committee leaders expect to add this option during House floor action. In lieu of the \$30,000 bonus, REDUX-eligible could opt under the Senate plan to revert to the pre-1986 retirement system [50 percent of highest three-year average basic pay at 20 years of service, with full-inflation cost-of-living adjustments (COLAs) for life]. The House subcommittee offers a similar choice, except that COLAs would match inflation only in years with 2 percent inflation or less. In years when inflation is 3 percent or higher, COLAs would be capped one percentage point below the inflation rate. Anything between 2 percent and 3 percent inflation would yield a 2 percent COLA.

- **CONCURRENT RECEIPT OF RETIRED PAY AND VA DISABILITY**
Sen. John McCain's companion Bill S.789 to Rep. Mike Bilirakis' H.R.44 would ease the inequity under current law whereby uniformed service members' nondisability retired pay is reduced dollar for dollar by any amount of disability compensation the retired member receives from the Department of Veterans Affairs. The current 100-percent offset imposes a very discriminatory penalty, especially for those whose severe disabilities effectively preclude them from pursuing post-service career opportunities available to other retirees from the uniformed services.

The Military Coalition believes strongly that urgent priority must be given to enacting both S.789 and H.R.44, a low-cost bill (\$42 million per year, as scored by the Congressional Budget Office) that focuses on this relatively small group with the greatest need. The bill, costing some \$42 million a year, would direct the Pentagon to pay an extra \$300 a month to 100-percent disabled veterans, \$200 a month for those with disabilities rated at 90 percent and \$100 for those with disabilities rated at 70 percent to 80 percent.

Only veterans who served at least 20 years and have service-connected disability ratings of at least 70 percent within four years of retiring from active duty would qualify. According to the Department of Veteran's Affairs more than 303,000 veterans would be eligible. This modest initiative would recognize that the current total offset constitutes unfair treatment for these severely disabled individuals, while also holding down program costs consistent with current budget constraints. The Congressional Budget Office has confirmed that S.789 involves no mandatory spending, since it specifies that the additional compensation shall take the form of a special pay subject to appropriations.

The House has approved H.R. 44.

- **HOUSING ALLOWANCES:** The HASC would increase allowances to reduce out-of-pocket housing costs by several percentage points. This will come within a point or two of the ultimate objective, which is to cap out-of-pocket expenses at 15 percent of the average housing cost for each grade.
- **BONUSES:** Both panels increased and expanded retention-bonus

authorities for pilots (payable through 25 years of service and grade O-6), surface naval officers and submariners, among others, and raised enlistment and re-enlistment bonus limits for enlisted members with critical skills.

● **SURVIVOR BENEFIT ISSUES:** The SASC approved expanding the 30-year paid-up SBP coverage that was enacted last year to include premium payments under the Retired Servicemen's Family Protection Plan. RSFPP was the survivor program that SBP replaced in 1972.

Unfortunately, the SASC saw no headroom this year to move up the 2008 effective date for that coverage. Sen. Thurmond plans to offer an amendment to increase the age-62 SBP annuity (S.763) when the bill reaches the Senate floor. The SASC also would make permanent the modest Forgotten Widows SBP annuity that is currently set to expire in 2001. The House approved Forgotten Widows coverage for a small group of previously overlooked Reserve widows.

● **BURIAL HONORS:** Both House and Senate panels would require at least a two-person detail, with at least one uniformed representative from the deceased veteran's service. The House proposal would require at least two uniformed service members (active, Reserve or Guard), with Reserve/Guard participants receiving points toward retirement plus \$50 per diem.

● **HEALTH CARE:** The SASC would charge the secretary of defense with upgrading TRICARE health coverage to approximate that offered federal civilians and match "best industry" practices for claims processing. It also would require TRICARE contract awards to be based on a "best value" formula that gives as much or more weight to performance factors than to cost. The SASC would require each TRICARE lead agent to employ a full-time beneficiary advocate, with similar part-time positions established at each military treatment facility. The House panel would establish claims processing benchmarks, requiring contractors to pay interest on delayed claim payments. The House bill also would waive TRICARE deductibles for mobilized reservists and allow active duty members stationed in remote areas to enroll with non-military providers, with no copays or deductibles.

● **PHARMACY COVERAGE:** The House panel would require a uniform formulary for all military, retail and mail-order pharmacy programs. Clinical providers, and not just cost managers, would help develop the formulary, and a beneficiary advisory would have an opportunity to review and comment on the uniform formulary before any implementation decision. The

Defense Department would have to establish two ways to allow access to drugs that aren't on the formulary. First, doctors would be free to prescribe "off-formulary" drugs for clinical reasons; second, beneficiaries could elect alternative medications for a higher copay. That is, the Defense Department would pay only what it would have paid for the equivalent drug in the formulary. Beneficiaries already stabilized on a current medication that doesn't end up in the uniform formulary would be "grandfathered."

Clearly, there are selected provisions AAAA, TMC and TROA prefer in each bill, and many other important priorities remain to be addressed. We will be doing all we can in the coming weeks to ensure the final Authorization Bill preserves the best aspects of the House and Senate provisions. But both Committees deserve great credit and many thanks for proposing these significant improvements on a wide variety of "people program" needs.

ARMY NATIONAL MUSEUM: Sen. Thurmon and Rep. James Moran (D, VA) introduced companion bills naming Fort Belvoir as the site for the U.S. Army Museum. Since 1984 more than 60 sites have been studied, yet only a handful have been worthy of any serious consideration. In 1991 the deputy secretary of defense directed that the site searches include the Mount Vernon Corridor as a possible location for the Army Museum. Fort Belvoir quickly became an attractive location. It offers a 48-acre site; is only five minutes from Interstate 95, which is traveled by more than 300 million vehicles each year; is only three minutes from the Fairfax County Parkway; is served by the Metro bus system; and Richmond Highway is next to the main gate of Fort Belvoir and is a major route to and from Washington, D.C. It is also a winner historically, for it is on a portion of Gen. George Washington's properties when he was commander in chief of the Continental Army.

Situating the Army Museum at Fort Belvoir is a natural tie to a long established military and historic installation that has already been approved by the National Capitol Planning commission to be used for community activities, which includes museums, as a part of the Fort Belvoir Master Plan. It also meets all 17 criteria originally established by the Army back in 1983.

Maybe, just maybe we might finally see an Army National Museum that honors and chronicles the Army's 225-year history.

AAAA CHAPTER NEWS

The Air Assault Chapter held its most recent general membership meeting in March. In addition to preparing the membership to support the AAAA National Convention in Nashville in May, the Chapter completed the election of new officers. The newly elected include Col. Sam Hubbard as president, Col. Rick Bowman as senior vice president, Col. Paul Soderland (Ret.) as vice president (programs), Lt. Col. Robin Mealer as vice president (awards), CSM Greg Howard as vice president (membership), Capt. Benjamin Jones as secretary and CWO 4 Luis Diaz as treasurer. The keynote event, however, was a presentation by and discussion with Col. Bill Reeder (Ret.) on his experiences as both an Army aviator and as a prisoner of war. The meeting had probably the largest attendance in the last several years and was primarily due to the excellent draw that Col. Reeder provided.

North Texas Chapter

Mr. Bob Brady (left), President of AAAA North Texas Chapter, presents an aviator gift to guest speaker Mr. Ross Perot Jr.



AAAA North Texas Chapter held a joint AAAA/AUSA business luncheon meeting on March 22, 1999, at the Texas Star Golf complex in Hurst, Texas. The guest speaker was the internationally known businessman and around-the-world helicopter record holder, Ross Perot Jr., chairman of the Hillwood Corporation. Mr. Perot gave a very interesting talk on the Fort Worth Alliance Airport complex and surrounding industrial region. The luncheon was attended by more than 100 AAAA members and corporate representatives.

AAAA NEWS

New Chapter Officers

Central Florida:

Msg. Samuel A. Richards, Ret., President; Col. Mark W. Russell, Sr. V.P.; Ms. Donna Griffin, Secretary; Lt. Col. Thomas J. Atkinson, Ret., Treasurer; Mr. Michael G. Younce, V.P. Membership; Lt. Col. Paul Hinote, V.P. Industry Affairs; Lt. Col. Jan S. Drabczuk, Ret., V.P. National Affairs.

Corpus Christi:

Ms. Lynn E. Odiorne, Treasurer.

High Desert:

Maj. William C. Latham, Jr., Sr. V.P.; Capt. James G. Kanicki, Secretary; Maj. Paul V. Mamon, Treasurer.

Iron Eagle:

Maj. John F. Dowd, Treasurer.

Mid-America:

CWO 2 Tracy E. Wood, V.P. Membership.

Savannah:

CWO 3 Thomas M. Somers, Treasurer.

Taunus:

CWO 4 Noel C. Seale, Treasurer.

AAAA Soldiers of the Month

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

Spec. Mark H. Kramer

April 1999
(Tennessee Valley Chapter)

New AAAA Life Members

Lt. Col. Daniel J. Beatty, Jr.
Maj. William S. Chappell, Ret.
CWO 4 Stanley P. Felix, Ret.
Mr. Richard E. Hayden
Lt. Col. Frank P. Ippolito
Maj. Randy K. Jackson
Lt. Col. Alvin R. Kisler, Ret.
Lt. Col. John J. Magrosky, Jr., Ret.
CWO 4 Michael S. Sloane

New AAAA Industry Members

ACES Systems/TEC Avn Div
Intergraph Corporation
OptiScan Ltd.

New AAAA Sustaining Members

State Farm Insurance

In Memoriam

Lt. Col. Carl A. Colozzi
Lt. Col. Joseph F. Salch

New AAAA Order of St. Michael Recipients

Maj. Gen. Clyde A. Hennies (Gold)
Mr. Thomas L. House (Gold)
Gen. Henry H. Sheldon (Gold)
Col. Joseph E. Planchak (Silver)
CWO 5 Ruffin C. Moore (Silver)
CWO 5 Max W. Owens (Silver)
Col. Joseph L. Ferreira (Silver)
Mr. William E. Butterworth (Silver)
Maj. Peter H. Smart (Bronze)
Maj. Michael A. Avila (Bronze)
Maj. John P. Cook (Bronze)
Lt. Col. Garry F. Atkins (Bronze)
Col. David R. Booze (Bronze)
Lt. Col. Curtis D. Potts (Bronze)
Maj. Edward F. Kleinschmidt (Bronze)
Lt. Col. Walter M. Golden (Bronze)
Lt. Col. Dennis Genualdi (Bronze)
CWO 5 Hugh V. Alderson (Bronze)
1st Sgt. Donald D. Jackman (Bronze)
CWO 4 Hal G. Harless (Bronze)
CWO 3 John Hillyer, Ret. (Bronze)
CWO 4 Pete Linn, Ret. (Bronze)
1st Sgt. Janett Garcia (Bronze)
Lt. Col. Mason W. Thornal (Bronze)
CWO 2 Francis "Mick" Sager (Bronze)

Maj. Pete T. McHugh (Bronze)
CWO 3 David A. Hvizdos (Bronze)
Capt. Stuart M. Beltson (Bronze)
Col Dalton C. Wright (Bronze)
Capt. Charles S. Bell (Bronze)
Col. ray J. Terrill (Bronze)
Col. Jay W. Hood (Bronze)
Col. Arnold E. Weand (Bronze)
Maj. Mark T. Jones (Bronze)
Lt. Col. Gregory T. Beck (Bronze)
CSM Richard C. Lewis (Bronze)
CWO 5 Robert S. Johnson (Bronze)
Lt. Col. William R. McInnis (Bronze)
MSG Roderick M. Bayard (Bronze)
Lt. Col. John S. Emmerson (Bronze)
CWO 4 Austin W. Anderson (Bronze)
SGM Timothy Johnston (Bronze)
Maj. Martin T. Carpenter (Bronze)
Lt. Col. Willie E. Gaddis (Bronze)
SGM Kathleen Odom (Bronze)
Maj. Rafael C. Montagino (Bronze)
Col. Robert J. Reese (Bronze)
Capt. Scott M. Chiasson (Bronze)
Capt. Patrick T. Sullivan (Bronze)
Capt. John P. Ruedisueli (Bronze)
Capt. John C. Rooney (Bronze)
SSG Michael B. Weyeneth (Bronze)
Lt. Col. Richard W. Brooks (Bronze)



Gen. Peter J. Schoomaker, commander-in-chief, U.S. Special Operations Command (USSOCOM), (right), recently presented the Army Aviation Association of America (AAAA) Order of Saint Michael (bronze award) to John L. Shipley, associate director of technology applications, and director, special programs (aviation), U.S. Army Aviation and Missile Command (AMCOM) during a ceremony at Fort Eustis, Va.

Shipley was recognized for his management of the research, development, streamlined acquisition, fielding and sustainment of Army special operations aviation requirements. The aviation projects he manages have led Army aviation into the 21st Century.



☞ **Jul. 1-5.** The Vietnam Helicopter Pilots Association (VHPA) will hold its 16th Annual National Reunion in Nashville, TN, from July 1st to July 5th, 1999. For details call Don Joyce, "Gold Eagle 4" at (407) 870-5367.

☞ **Jul. 16.** AAAA Scholarship Foundation, Inc. Executive Committee Meeting, Arlington, Va.

☞ **Jul. 16-17.** AAAA Scholarship Foundation, Inc. Selection Meeting, Arlington, Va.

☞ **Sept. 15-19.** The annual reunion of the former members of the U.S. Army's 4th/506th Helicopter Company and its associated 152 Maintenance Detachment will be held at the Battlefield Inn, Vicksburg Miss. For reservations call 1-800-359-9363. For more information contact D. R. Woodmansee, 5801 N. Oakwood Rd., #A110, Enid, OK 73703 1-580-242-2942 or E-Mail ray@enid.com.

☞ **Oct. 11.** AAAA National Executive Board Meeting, Washington, D.C.

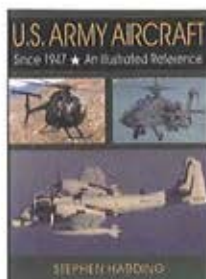
☞ **Oct. 11.** AAAA Scholarship Foundation, Inc. Executive Committee Meeting, Washington, D.C.

☞ **Oct. 11-13.** 1999 AUSA Annual Meeting, Washington Marriott Wardman Park Hotel, Washington, D.C.

☞ **Oct. 26-28.** AHS Structures Meeting, Williamsburg, Va.

☞ **Mar. 29-Apr. 2, 2000.** The 2000 AAAA Annual Convention, Fort Worth Convention Center, Fort Worth, TX.

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U.S. Army Aircraft Since 1947

An Illustrated Reference
by Stephen Harding

U.S. Army Aircraft Since 1947 — An Illustrated Reference by Stephen Harding U.S. Army Aircraft Since 1947 is the only comprehensive, up-to-date guide to the 124 types of helicopters, fixed-wing aircraft and experimental flying machines used by the U.S. Army since 1947. The author

discusses each aircraft type used by the Army air arm. Within each chapter the author includes information on aircraft serials, markings, weapon systems, operational history and other technical data. Illustrated with more than 220 color and black and white photographs. [Schiffer Publishing Ltd. Size: 8 1/2" x 11", 264 pages, hard cover; ISBN: 9-7643-0190-X].

Breaking the Phalanx by Douglas A. Macgregor

This work proposes the reorganization of America's ground forces on the strategic, operational and tactical levels. Central to the proposal is the simple thesis that the U.S. Army must take control of its future by exploiting the emerging revolution in military affairs. The analysis argues that a new Army warfighting organization will not only

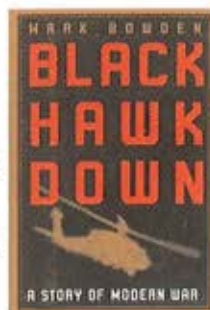
be more deployable and effective in Joint operations; reorganized information age ground forces will be significantly less expensive to operate, maintain, and modernize than the Army's current Cold War division-based organizations. [Praeger Publishers, Size: 6"x9 1/8", paperback, 283 pages, ISBN: 0-275-957942].



Black Hawk Down

by Mark Bowden

Black Hawk Down is the gripping story of the most intense firefight American soldiers have fought since the Vietnam War — the October 1993 battle in Mogadishu, Somalia. Bowden's dramatic narrative captures the harrowing ordeal through the eyes and words of the young men who fought the battle, a battle that ultimately led to the posthumous awarding of two Medals of Honor. [Atlantic Monthly Press, etc. etc. etc.]

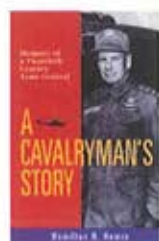


A Cavalryman's Story

Memoirs of a Twentieth
Century Army General Hamilton H.
Howze

A Cavalryman's Story is the memoir of a professional soldier recognized today as the father of U.S. Army Airmobile tactics and doctrine. Howze emerged as one of a handful of perceptive Army officers who recognized the potential of a sky cavalry. As the first director of Army aviation, Howze promoted the concept to industry, the

government, and the public. His vision came to fruition in the 1960s when he presided over the U.S. Army Tactical Mobility Requirements Board, known as the Howze Board, which proved the viability of sky cavalry in combat. [Smithsonian Institution Press, Size: 6"x9", 316 pages, hard cover, ISBN: 1-56098-664-6].

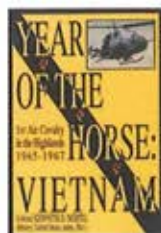


Year of the Horse: Vietnam

1st Cavalry in the
Highland 1965-1967

by Col. Kenneth D. Mertel (USA, Ret.)

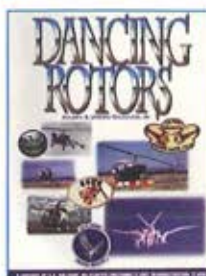
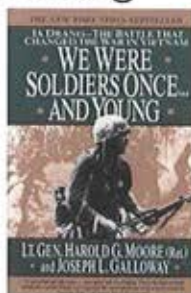
Year of the Horse: Vietnam is the day-to-day story of the 1st Battalion, Airborne, 8th Cavalry Division. Mertel give a vivid picture of the building of his own battalion, the rigorous training of officers and men, and, finally, the long voyage across the Pacific to Vietnam. Mertel pays tribute to the many acts of heroism of his men, who lived, worked and fought together in some of the world's most inhospitable conditions. [Schiffer Publishing Ltd., Size: 6"x9", 384 pages, hard cover; 59 color photographs, 9 maps; ISBN: 0-7643-0190-X].



We Were Soldiers Once ... And Young

by Harold G. Moore
& Joseph L. Galloway

We Were Soldiers Once ... and Young is a devastating account that rises above the specific ordeal it chronicles to present a picture of men facing the ultimate challenge, dealing with it in ways they would have found unimaginable only a few hours earlier. It reveals to us, as rarely before, man's most heroic and horrendous endeavor. [Harper Collins Publishers, Size: 5 1/2" x 8, 483 pages, paperback. ISBN: 0-06097576-8].



Dancing Rotors

by Harry E. (Ned) Gilliland, Jr.

Dancing Rotors documents the evolution of U.S. military helicopter precision flight demonstration teams from 1948 through 1976. It covers Army and Navy efforts to provide unique shows to stimulate recruiting into both branches of service, and especially into their rotary-wing aviation programs. A wealth of very unique helicopter history, heretofore untold, is now within the reach of every helo enthusiast. [Aerofax, Inc., size: 8 1/2" x 11", 483 pages, paperback. ISBN: 0942548-57-4].

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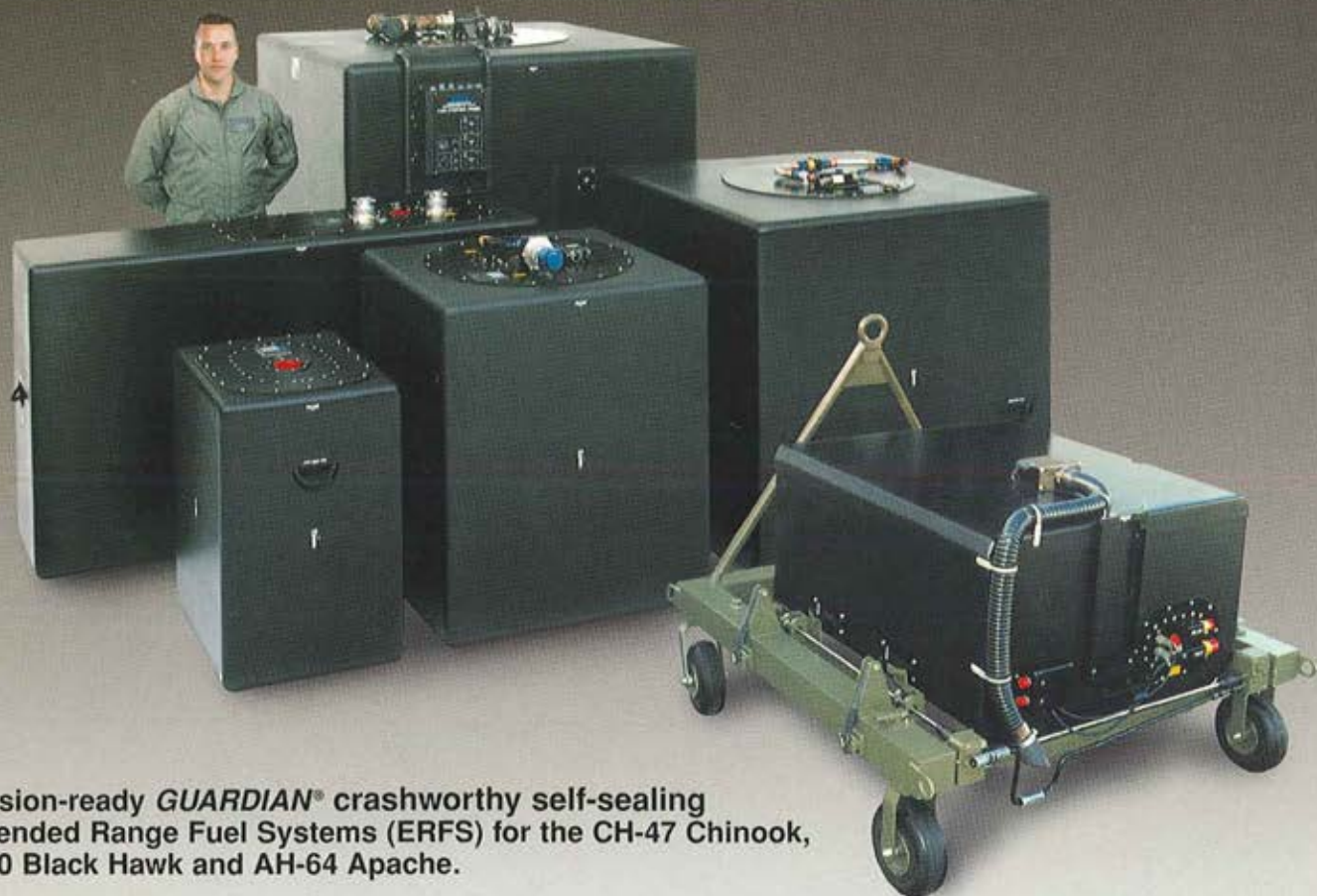
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