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ARMYAVIATION

Publisher
William R. Harris, Jr.

Editor
CW4 (Ret.) Joseph L. Pisano Sr.
editor@quad-a.org

Contributing Editor
Mark Albertson

Family Readiness Editor
Judy Konitzer

Director of Design & Production
Anne H. Ewing

Advertising Director
Robert C. Lachowski
bob@quad-a.org

Circulation Department
Deb Cavallaro
Debbie Coley
Erika Isolda
Elisabeth Mansson
Corey Stokes

Web Address
www.quad-a.org

Editorial Address
755 Main St., Suite 4D
Monroe, CT 06468-2830
Tel: (203) 268-2450
Fax: (203) 268-5870
General e-mail:
aaaa@quad-a.org

ON THE COVER

PAID ADVERTISEMENT: ABOUT THE COVER – The UH60M is from Task Force 3-1 AHB, 1st Infantry Division in Iraq. Battalion commander is LTC Andrew Cole and the Aviation Brigade Commander is COL Frank Muth.

Caption provided by the advertiser.

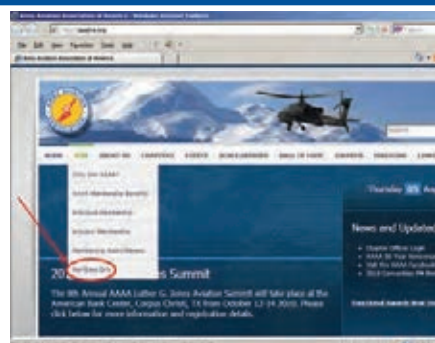
Briefings...

LATE-BREAKING NEWS ANNOUNCEMENTS NOTES

"Members Only" Section Now Online

The Army Aviation Association of America is pleased to announce that we have moved to an online database management system. This will allow you to sign into a "Members Only" section where you can update personal information, renew your membership, register for events, and visit the online store. Please visit Quad-A online at:

<http://www.memberquad-a.org/eweb> then go to my information and login to verify your personal information is up to date. Your login information is: **Login Name: Your e-mail address** **Temporary Password: AAAA1957** (you will have to change this at first login) If you have any questions contact us at aaaa@quad-a.org or call us at (203) 268-2450.



BG Crutchfield Takes Over Army Aviation Branch



PHOTO BY EMILY BRANARD, FT. RUCKER

MG James O. Barclay III (left), outgoing U.S. Army Aviation Center of Excellence and Ft. Rucker commanding general, takes the command's colors from USAACE CSM Tod Glidewell as incoming commanding general, BG Anthony G. Crutchfield, prepares to receive them. LTG Robert L. Caslen, Jr., U.S. Army Combined Arms Center commander (not pictured) officiated during a change of command ceremony on Howze Field, Ft. Rucker, AL on Aug. 19, 2010. Crutchfield comes to USAACE and the Aviation Branch from serving as the Director of the Joint Center for Operational Analysis Lessons Learned, Joint Forces Command in Suffolk, VA. Barclay, who has served as the Chief of Army Aviation Branch and USAACE CG since July, 2008, is headed to the Pentagon where he will serve as Assistant Deputy Chief of Staff, G-3/5/7.

AMCOM Welcomes New CG



U.S. ARMY PHOTO BY GRANT THOMPSON

MG James E. Rogers (left) stands ready to take the colors symbolizing his assumption of responsibilities as the new commanding general

Were You Stop Lossed?

Apply Before Oct. 21, 2010 For Retroactive Stop Loss Special Pay!

There are millions of dollars waiting to be claimed by service members and veterans who were stop lossed, and time is running out! Those eligible must submit their claim by Oct. 21, 2010. The DoD Web site (<http://www.defense.gov/stoploss>) links to service-specific sites, where you can get more information, or begin the RSLSP claim process.

RSLSP provides \$500 for each month/partial month served in stop loss status. Service members, veterans, and beneficiaries of service members whose service was involuntarily extended under Stop Loss between Sept. 11, 2001 and Sept. 30, 2009 are eligible.

Effective Dec. 19, 2009, stop-lossed service members who voluntarily reenlisted or extended their service, and received a bonus for such reenlistment or extension of service, became no longer eligible to receive RSLSP. To receive this benefit, you must submit a claim for the special pay.

for Aviation and Missile Command from MG James R. Myles (right). GEN Ann E. Dunwoody (middle), commanding general of the Army Materiel Command presided over the Retirement and Change of Command Ceremony September 10 at Redstone Arsenal, AL. Myles is retiring after 36 years of military service in the Army and plans to remain in Huntsville, AL with his wife, Alice.

Briefings continued on page 6.

**Upcoming Award
Deadline Dates to Remember
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See page 135 for more AAAA Awards & details.



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- Field Commanders Classified Sessions
- TACOPS Officers
- ASE Award
- Exhibits
- Feedback from the Field



UAS Symposium

Dec 13-15

AAAA Unmanned Aircraft Systems Symposium (UAS),

Crystal Gateway Marriott, Arlington, VA

- U.S. Army Aviation Branch Leaders
- Joint Integration Panel
- UAS Awards
- Exhibits
- Feedback from the Field



Call the AAAA National Office at (203) 268-2450 or go to www.quad-a.org for more information.

Briefings ...

Continued from page 4

New CWOB On Board



U.S. ARMY PHOTO

CW5 Michael L. Reese was welcomed as the fifth Chief Warrant Officer of the Aviation Branch in a ceremony at U.S. Army Aviation Museum, Ft. Rucker, AL on Tuesday, August 24, 2010. Reese comes to the U.S. Army Aviation Center of Excellence from the 1st Air Cavalry Brigade where he served as the Brigade Standardization Officer while deployed in support of Operation Iraqi Freedom. He replaces CW5 Jeff Reichard who is headed to the Pentagon.

Schloesser Signs On At AAR



AAR COURTESY PHOTO

MG (Ret.) Jeffrey J. Schloesser, the recently retired Director of Army Aviation, has joined AAR Corporation as president of its Aviation Worldwide Services (AWS) business unit. He will be responsible for leading strategic planning, operations and growth of AWS, which provides airlift services and specialized aircraft modifications.

100th CH-47F Rolls Out



PHOTO BY FRED TROLO

The Army proudly accepted the 100th CH-47F model Chinook July 22 at a commemorative ceremony at the Boeing plant facility in Philadelphia, PA. A commemorative print signified the event and was given to all the attendees at the ceremony and a framed print was given to the Army. Pictured (from left) COL Robert L. Marion, Project Manager for Cargo Helicopters; BG William T. Crosby, Program Executive Officer for Aviation; LTC Bradley J. Killen, Product Manager for the CH-47F; Navy Capt. Steven J. Labows, Commander, Defense Contract Management Agency Boeing, PA; and LTG William N. Phillips, Military Deputy to the Assistant Secretary of the Army for Acquisition, Logistics and Technology.

Army Receives 200th Black Hawk

Sikorsky Aircraft Corp. announced the delivery of the 200th UH/HH-60M Black Hawk helicopter to the U.S. Army on July 20, 2010. With a new airframe, avionics and propulsion system, the UH-60M and HH-60M helicopters are the latest and most modern in a series of Black Hawk variants that Sikorsky has been delivering to the Army since 1978.

New Helicopter Top Speed Record Set



SIKORSKY COURTESY PHOTO

The top speed record for rotorcraft was unofficially broken on July 26, 2010 during a one-hour test flight at the Sikorsky Development Flight Center, Stratford, CT. Achieving a maximum speed of 225 knots, the Sikorsky X2 Technology™ Demonstrator broke the previous record for a 3,500 kg class of rotorcraft, 216 knots, which was set by a Westland Lynx in the mid-1980's.

TF Knighthawk Helps ROK Aviation Make History

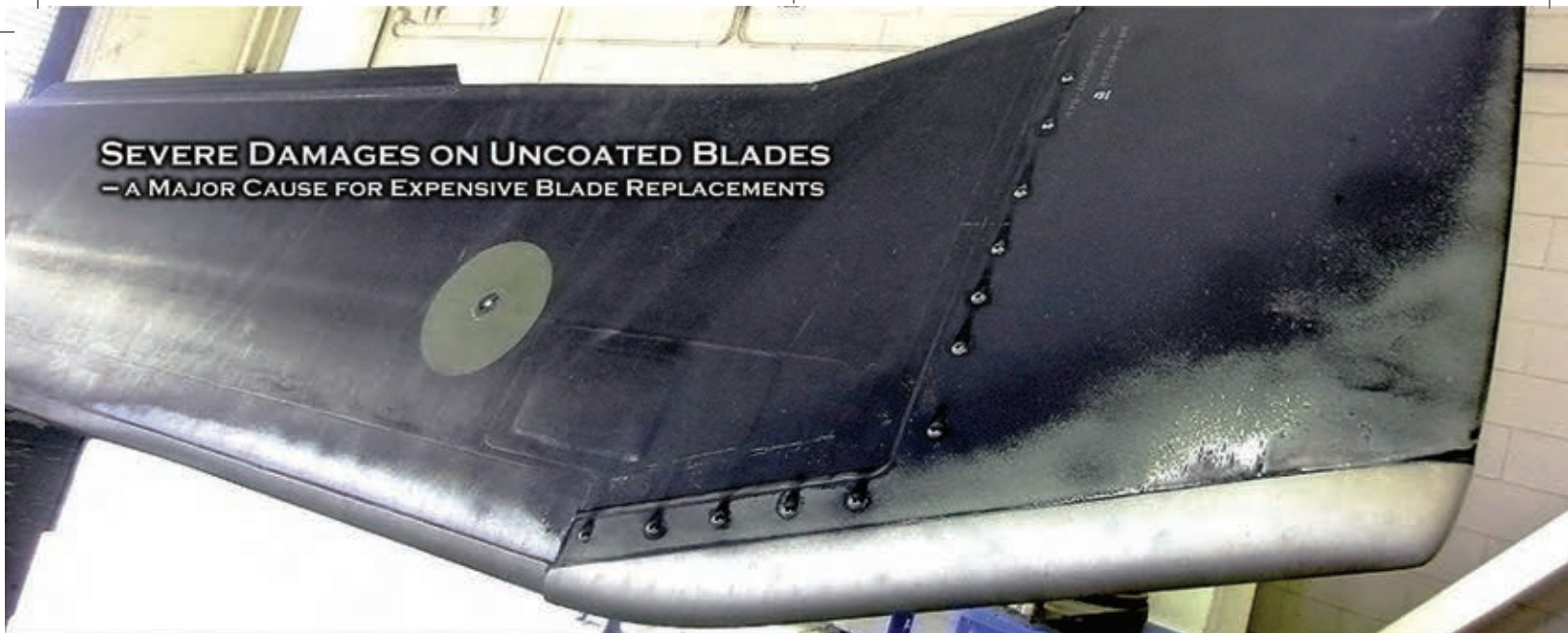


3RD CBT. AVN. BDE. PUBLIC AFFAIRS OFFICE PHOTO

A U.S. Black Hawk with A Co., Task Force Knighthawk, 3rd Combat Aviation Brigade, TF Falcon, leads two Black Hawks with Task Force Taegeuk, the Republic of Korea Army aviation unit working with TF Falcon, on their first flight, July 8 at Bagram Airfield, Afghanistan. Korean aviation began 40 years ago and though their soldiers served in Vietnam, they did not use their own aircraft. Their deployment to Afghanistan marks the first time Korean aviators are flying their own aircraft outside of their country.

Corrections

Due to an administrative error, the captions on each of the photos in the Virtual Simulators article in the July issue are incorrect. The correct captions are: top of page 20, CH-47 Synthetic Flight Training System (SFTS); bottom of page 20, TH-67 Cockpit Procedural Trainer; page 22-top left, UH-60 Operational Flight Trainer (OFT) Cockpit; page 22-top right, UH-60 Synthetic Flight Training System (SFTS); page 22-middle right, AH-64 Longbow Crew Trainer (LCT) Gunner Station.



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AAAA President's Cockpit



A Season For Change

By BG Rod Wolfe, Ret.

By the time you read this column many changes will have taken place in our Army Aviation Branch. First and foremost, I must thank MG Jim Barclay, our outgoing Branch Chief, for his leadership over the last two years.

It was my great pleasure to present Jim with the Gold Order of Saint Michael at the ceremonies preceding the actual change of command on August 19th.

We wish him and Debbie best wishes for their next assignment in Washington, DC. Jim's new position on the Army's staff will be Assistant Deputy Chief of Staff, G-3/5/7.

As I mentioned last month, we welcome BG Tony Crutchfield as our new Branch Chief. Tony has served tours across the United States as well as in Germany, Korea, Iraq, and Afghanistan. He has commanded at the platoon, company, battalion, and brigade levels, and is a Master Army Aviator rated in the AH-64 Apache, and UH-60 Blackhawk.

On September 10th, MG Jim Myles relinquished command of the Aviation and Missile Command to MG Jim Rogers. Jim is planning to reside in the Huntsville area.

On behalf of myself and AAAA I want to thank Jim and Alice for their tireless support to our Aviation Soldiers/Families and our organization. Jim you did "good" — congratulations on a great career!

As one Jim departs, another Jim steps in. I would like to extend an AAAA welcome to MG Jim Rogers and his wife Reba. Jim is no stranger to Army Aviation having commanded the Division Support Command in the 101st Airborne Division. In concert with PEO Aviation, BG Tim Crosby, our north Alabama Army Aviation leadership team remains strong.

The AAAA Scholarship Selection Committee met in



Members of the AAAA Scholarship Selection Committee read and vote on the hundreds of applicant files at the National Guard Readiness Center, Arlington, VA on July 24, 2010.



COL Timothy Edens, special assistant to the CG, second from right, and CW5 Jeffrey Reichard, chief warrant officer of the Branch, right, spray MG James O. Barclay III, USAACE and Fort Rucker commanding general, with water from a fire truck hose after Barclay's final flight in a UH-60 Black Hawk at Ft. Rucker on Aug. 11.

Washington in late July to read through more than 400 applicant files.

We are proud to announce that over \$279,500 was awarded to 187 students which include AAAA members, their spouses, children and grandchildren. Please turn to page 136 for a complete listing with photographs of all the winners.

Keep in mind you can make a direct tax-deductible donation to the Foundation at any time by simply clicking on the scholarship donation button on the AAAA home page: www.quad-a.org.

Keeping up with our members has always been a priority but with many constantly moving and serving overseas this task has been monstrous.

In an effort to move forward in this digital age, you can now go online and edit your own AAAA membership records. You should have received an email announcement with instructions on how to sign on to the "Members Only" section of the website. You may edit your POC information and demographics, join or renew online, and even buy AAAA logo merchandise.

Contact the National Office, aaaa@quad-a.org or call (800) 722-ARMY, if you did not yet receive your "Members Only" log in information.

Hope to see you soon at one of our upcoming AAAA events: Luther Jones Aviation Summit, October 12-14, Corpus Christi, TX; Aircraft Survivability Symposium, November 15-18, Huntsville, AL; and the Unmanned Aircraft Symposium, December 13-15, Arlington, VA.

My door is always open!

BG Rod Wolfe, Ret., President
rod.wolfe@quad-a.org

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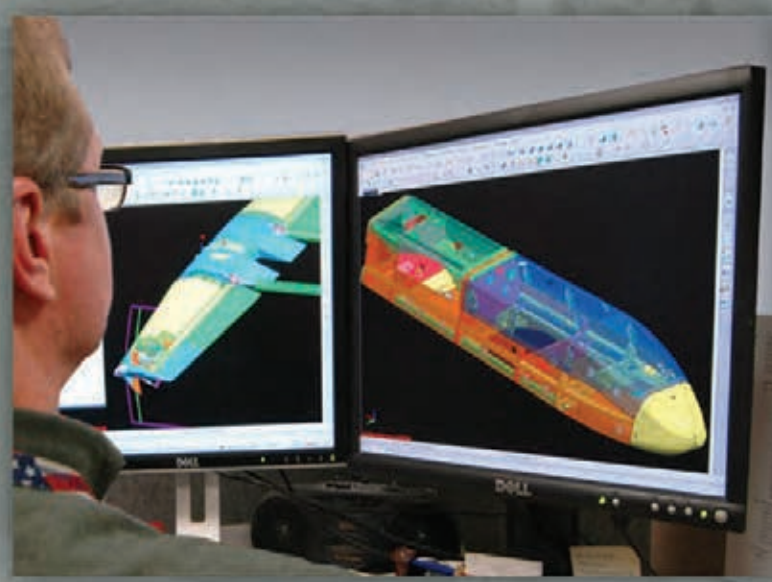




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From The Aviation Branch Chief



Farewell And Thank You

By MG James O. Barclay III

In 2008, I was privileged to take command of an Aviation Branch with a thriving reputation for delivering vital capability in the face of unprecedented Operational Tempo.

As a Branch, we were in the process of ramping up our training and deployment cycles to support the Army's Force Generation model (ARFORGEN). In the brief two years I have commanded the Branch you have all risen to the challenge to keep that reputation sound.

You are well aware that we have delivered on every mission we have been asked to accomplish. From combat operations in two theaters, homeland security, peacekeeping, environmental and natural disaster support, to maintaining a presence around the globe.

All the while we remained focused on taking care of Aviation Soldiers and their Families while making sure we are poised to react to any contingency and continue to posture ourselves for the future.

Throughout my time as your Branch Chief, I have been fortunate to serve with the very best leaders in our Army and witnessed your unprecedented efforts to keep the Aviation Branch at the forefront of the Army's capability.

We have clearly been successful, but the OPTEMPO described above placed a great burden on the branch and our Soldiers. In typical fashion, our great Soldiers, civilians and industry partners have risen to the challenge and continued an unprecedented legacy of success.

We have worked hard with our Senior Leadership to assess and understand our goals and we have already begun to posture ourselves to meet the enduring and future demands.

The results of Aviation Study II and our work on the Aviation Portfolio



PHOTOS BY EMILY BRANNARD, MARTI GATLIN, JIM HUGHES, RUSSELL SELLERS, JEREMY WISE

Review were instrumental in laying out the blueprint for modernization and resourcing the branch.

A continuous demand for Combat Aviation has determined we will grow to 13 Active component CABs in the near term.

Simultaneously, we will begin to re-organize our current CAB organizations into Full Spectrum CABs.

This common structure with enhanced manned and unmanned teaming capability will enable us to keep pace with today's OPTEMPO and improve our battlefield influence in the future.

The underlying message in all of this is quite clear. We are blessed to have the very best people in the world tackling our toughest missions every day.

I am often in awe of your dogged determination to solve problems, improve capability, care for our Soldiers and their Families and keep a smile on your face as you do it.

Throughout my time as your Branch Chief, I can honestly say that I learned much from all of you.

I thoroughly enjoyed the work and benefitted from your professionalism.

As I move on to other challenges in the Army, you will always have my support and admiration.

I am buoyed by the fact that I leave you in the very capable hands of BG Tony Crutchfield.

He comes with the requisite skills, drive and reputation to take you to even greater heights.

I urge you all to support him always, engage often and impress him as you impressed me. You will continue as an awesome team!

Lastly and most importantly, please accept my personal "Thank You" for all that you do for Army Aviation every day.

You are truly..... Above The Best!



MG James O. Barclay III is the Aviation branch chief and the commanding general of the U.S. Army Aviation Center of Excellence and Fort Rucker, AL.

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Airborne Radar Antenna



Threat Device



Radar Image



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Chief Warrant Officer of the Branch Update



Unique From Any Perspective

By CW5 Jeffrey A. Reichard

All soldiers come into the Army to be trained in specific tasks that allow us to contribute to the various missions that we are given. We all understand that it takes these collective contributions from every military occupational specialty (MOS) for our Army to truly be successful.

Your technical specialty, however, is not the only proficiency concern that is important to your career.

Warrant Officers often fill roles that may not be directly connected to their MOS necessarily but are more dependent upon progressive leadership development.

Despite the differences in technical expertise among warrant officers, responsibilities, assignments, and leadership roles evolve as you progress through the ranks.

When I speak with warrant officers from other branches about aviators and your unique role, I am careful not to use the word “special.” I do, however, let them know of the characteristics that make the warrant officer aviator different from other warrant officers.

This month I would like to address these characteristics.

Role as Leader

Generally speaking, there are two basic components of warrant officer service across the corps.

First is a given, warrant officers are the technical and tactical experts in their fields. This is a characteristic we share – beyond this the differences begin to emerge.

For the non-aviator warrant officer the second component often is troop leading. These officers are direct, formal leaders (per FM 6-22) in many cases, commanding small formations.

Formal leadership positions are easy to identify in unit, they are the MTOE positions, i.e. platoon leader,



CW5 Reichard administers the oath of office to CW5 Kenneth Seanard.

company commander. Formal leaders lead through directing.

Non-aviator warrant officers also serve as program administrators and staff officers based on their field of technical expertise. Their value in these roles would be hard to overstate.

For the aviator, our second component of service is described as “the difficult to obtain and irreplaceable skill of piloting aircraft in all conditions.”

While we command aircraft and task organized teams as air mission commanders (AMC), this is different than commanding small units or acting as a technical staff member.

For the overwhelming majority of aviators, we serve as informal leaders. Informal leaders lead through influ-

encing. Informal leaders are not always as easy to identify in a unit.

Since this form of leadership is based on knowledge and experience, the tracked aviators are the first who come to mind. Anyone can become an informal leader in a unit based on their individually acquired knowledge.

But it is this skill, this talent involved in piloting aircraft, which defines our service more than any other attribute.

Anyone that doubts this statement should be invited to pilot a power-limited aircraft through marginal weather and mountains exceeding 12,000 feet, using only night vision devices (NVDs) while responding to a “troops in contact” situation – when lives on



Photo courtesy U.S. Air Force, Senior Airman Christina D. Ponte

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U.S. ARMY PHOTO

WO1 Brian C. McCormick receives the Army Achievement Medal from CW5 Reichard June 16, 2010 for outstanding support as the Assistant to the Chief Warrant Officer of the Branch.

the ground are depending on you to deliver your ordnance on target.

Role as Warrior

The Merriam-Webster dictionary defines “warrior” in two ways:

1. – a man engaged or experienced in warfare;
2. – broadly: a person engaged in some struggle or conflict <poverty warriors>

Probably the most significant way aviators differ from warrant officers of other branches (with the exception of Special Forces warrant officers) is their role as warriors.

Here the first definition is used, not the broad term. It has become common practice these days to refer to anyone in uniform as a warrior.

Recognizing that it does involve personal courage to volunteer for any career that puts a person potentially in danger in the course of their job as a technician or administrator – this is not the same.

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Warrant officer aviators are warriors in the original sense, often in direct contact with the enemy. Warrant officer aviators are the primary war-fighters of the aviation branch. Aviators support the ground forces commander.

Lift and utility units supply and fly his troops into the fight so they may engage the enemy. Scout and attack units kill the enemy on their behalf.

Our mission routinely brings us into the line of fire. This is a major difference.

A Team of Warrant Officers

A characteristic of our duty environment often overlooked, Aviators are members of teams sometimes exclusively composed of other warrant officers.

While not engaged in flight operations, we spend the majority of our time in other duties, still generally working with a team of other warrant officers. This gives us an opportunity not available to warrant officers from other branches that may only see their peers on an occasional basis.

During enemy actions, combat arms formations are typically led by commissioned officers and senior NCOs, with the bulk of the body comprised of enlisted soldiers (infantry, armor etc.).

In contrast, warrant officer aviators are the bulk of aviation teams, piloting the aircraft and often as the AMC. Certainly commissioned officers are there as well, but are in the minority as are the enlisted crew chiefs and door gunners.

Proximity allows younger warrant officers the opportunity to learn from the more experienced ones, and allows those with experience to share their knowledge.

Warrant officer training and development occurs formally through the commanders training program but also informally. The informal learning can take two forms, active and passive. Even if we are not formally training our younger aviators, passive learning is occurring as they observe us in the performance of our duties and interactions with others, a heavy concept to consider.

My hope is that senior warrant officers will continue to take the time to mentor younger warrant officers. Some of the most important things to pass along may not be written down, may not be tangible.

Things like the culture of the warrant officer aviator that started long before any of us flew solo in an aircraft for the first time and will continue long after we have finished our last -12. Remind them that they are a part of the history of aviation which will be the talk of future aviators.

In closing, I would like to thank CW4 Caley Stewart for his contributions to this article.

We spend so much time and energy focusing on the technical proficiencies and institutional demands that are required of the warrant officer aviator that we often overlook the heart of warrant officer aviation.

Our success is dependent on each other. Our work is not executed individually or independently. This mentorship and informal leadership and development are the core proficiencies of the warrant officer aviator.

❖❖

CW5 Jeffrey A. Reichard, was the chief warrant officer of the Aviation Branch with the U.S. Army Aviation Center of Excellence, Fort Rucker, AL, at the time this article was written.



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Command Sergeant Major Update



Keeping It Fresh

By CSM Tod L. Glidewell

The Soldiers of our combat aviation brigades (CAB) are in a steady state of deploy/redeploy operations as we meet day to day requirements in support of this Nation. All too often it seems training takes a back seat to the mission at hand.

This month I would like to showcase an article from the 101st CAB Public Affairs team as they take a look at training in theater while simultaneously conducting combat operations. Although many units continue to train, this article takes a look at some of the other missions our great units are asked to conduct while orchestrating Aviation Task Force Operations.

As many of you know, many times our CABs often are required to perform missions or assume command and control of units not normally found in an aviation task forces.

This flexibility that we lend to the combatant commander works better in some formations than others when



SPC Sean Halm, A Co., Task Force Eagle Assault crew chief, practices loading and securing cargo on a UH-60 Blackhawk helicopter during down time at Forward Operating Base Wolverine, Afghanistan.



The 95th Engineer Detachment, 20th Engineer Brigade fire fighters rapidly respond to extinguish an intentional guard tower fire during a live fire training exercise June 2 at Forward Operating Base Wolverine, Afghanistan.

planning and training occurs.

The Soldiers of Task Force Eagle Assault are constantly finding new ways of keeping their skills fresh and up-to-date to meet the demands of combat. "It's how we keep the edge," said LTC John D. Kline, TF commander "We have to continue to train in order to stay proficient."

"Everything we do is a perishable skill, and we can't expect the training we did in garrison to last through the deployment," said MAJ Charles Rambo, TF Eagle Assault training officer.

Every company at FOB Wolverine has a different training objective in order to keep their skills fresh. "We train every day," said SPC Jonathan Waldrop, TF Eagle Assault Pathfinder.

"It is important for them to train as a team because they have Soldiers who arrived at the unit right before deploying," said CPT Matthew Lensing, TF Eagle Assault Pathfinder Company commander. They train according to their mission here, which consists of personnel recovery, landing zone

preparation and battle tactics.

During a nighttime practical exercise, the Pathfinders participated in a competition that tested their team's abilities. The exercise consisted of assessing and transporting a casualty, calling in a nine-line medevac request, land navigation, and escape and evasion tactics.

During the exercise, the main goal was to track down the pilot of a simulated downed aircraft who had escaped and was trying to evade the enemy. Stations were set up along the course to test the Soldiers' abilities, including memory and weapon assembly tests.

Training Mind and Body

All around the FOB, Soldiers are training mentally and physically.

CPT Stacy Pennington, TF Eagle Assault E Co. commander, is holding a fast track class which meets four times a week to help raise the Soldiers' General Technical score on the Armed Services Vocational Aptitude Battery test.

Soldiers may need to raise their overall test score in order to meet





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CAB PHOTO COURTESY PHOTO

F Co., Task Force Eagle Assault Pathfinders work together to secure a 200 pound dummy for an air extraction during a night practical training exercise at Forward Operating Base Wolverine, Afghanistan June 5.

their intended reenlistment or reclassification requirements.

Other Soldiers are testing their limits physically with extreme physical fitness training. Soldiers are participating in different physical fitness exercises such as unarmed combatives, "Insanity" and "CrossFit." Unarmed combatives, a hand to hand fighting technique, is an Army combat skill to supplement combat abilities.

"CrossFit" and "Insanity" are intense physical fitness exercise programs specifically designed to increase strength and endurance. "PT is a good way for Soldiers to train their bodies every day," said Rambo.

Other elements of the task force are reaching out to help additional members of the FOB practice necessary combat skills.

CPT Damien Barrineau, TF Eagle Assault physician assistant, trains the security guards and contractors here on basic medical response techniques.

He teaches them how to use the medical supplies found at the casualty collection points and how to respond to combat injuries such as chest trauma, airway blockage, abrasions and burns.

After each lesson, Barrineau allows the participants to practice what they just learned on each other. Practicing helps them learn and remember the skills, he said.

Training The Team

TF Eagle Assault's aviation safety officer, CW3 Eric Collier, helped coordinate a live fire training exercise for the fire department here.

The FOB perimeter was reconfigured, leaving some guard towers for them to put to good use, said Collier.

"We train best with live fire," said SSG Derek Caterinicchio, 95th Engineering Detachment, 20th Engineering Brigade fire station chief.

"Since the crew wasn't expecting the fire, it worked best to see how they reacted from start to finish." Even though they conduct training frequently, this event was unique.

This live fire training was the first one they were able to do here, but they train three days a week on fire fighting procedures for aircraft and structure fires, said Caterinicchio.

It is important for these firefighters to train together here, because they are a detachment of Soldiers who come from different units.

"As with any training event, it gives us an idea of what we could work on ... it went really well," said Caterinicchio. The live fire training was productive and successful. "They had the fastest response time of any fire department I've ever worked with," said Collier.

Because helicopters carry fuel, a fire onboard can spread very fast and be extremely dangerous. "Quick reaction

prevents loss of life and total loss of equipment," said Collier. The training built confidence in the firefighters as well as the task force.

The fire department was able to test their men, equipment and show the chain of command how quickly they can react and respond to a fire.

The live fire was also a good experience for the overall task force. Soldiers from all around the FOB were reporting the fire to the tactical operation center via radio.

The safety office conducts training for the protection of the task force as a whole. They recently trained with Tri-max, an anti-flame foam fire extinguisher. Participants included the forward armament refueling point personnel, as well as Soldiers from every company within the task force.

Keeping up-to-date on training ensures the safety of all the service members and contractors on FOB Wolverine. "It's our responsibility to make sure our Soldiers have the proper training, equipment and leadership to remain safe," said Rambo.

Mission Skills Training

Blackhawk crew chiefs also conduct frequent training to sharpen their skills. They train on a variety of tasks such as how to communicate with pilots, firing, monitoring fuel and diagnosing malfunctions on the aircraft, said SGT Keith Pinkard, flight instructor, A. Co., TF Eagle Assault.

They conduct their training at different stages to ensure all bases are covered. This training is known as readiness level training and it consists of individual, mission related and advanced skills. The training can include mock air assaults, personnel recovery and multiple airframe operations.

After completing a training event, PFC Jonathan Tillery, crew chief, A Co., TF Eagle Assault, said he felt more confident in his gunnery and overall crew chief abilities.

Making It Interesting

"We're not all work, even though we do take our job and the environment we are in very seriously," said Rambo. "We do other things too — like hold competitions."

The task force is having a marksmanship competition to challenge their Soldiers to brush up on their marksmanship skills. "All of the companies have been afforded the opportunity and

ASK THE BRANCH CSM



Man On The Street
SFC Chad Hostetter,
 159th Combat Aviation
 Brigade

Q: CSM, what programs lay ahead for Aviation NCOs in the coming years and can you tell us what Quad A offers the enlisted Soldier?

CSM: One major change is the modifications that are occurring to NCOES. The NCOES system is undergoing an overhaul and as we move ahead with structured development each Soldier will have to complete 80 hours of structured development online upon completing each level of NCOES.

This structured development, coupled with the military training that a Soldier receives, will be assessed for college credit through the School of the American Soldier.

The goal is to provide NCO's with a college career path that parallels their Army Career and provides a Bachelors Degree on or about the time they are preparing to attend the Sergeants Major Academy.

As to your question about Quad A, our professional organization is dedicating resources to ensure support of the U.S. Army Aviation Soldier and family and has much to offer enlisted

soldiers; such as recognition at the National level, to include Soldier, Crew Chief and NCO of the Year awards given at the Annual Convention and UAS Soldier, ATC Manager, ATC Controller, DUSTOFF Flight Medic awards given out throughout the year.

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ARMY AVIATION Magazine, your professional journal, provides timely enlisted-focused information through CSM & USAALS monthly columns and also publishing rosters of UAS graduations, photos of chapter activities, and awards.

Last, but not least, membership renewal for those individuals serving in combat is free.

SFC Hostetter, I hope that answers your question. Again thanks for the question and thank you for what you do for our Soldiers, their Families and this Nation.

CSM Glidewell

allocated enough training ammunition to go out and maintain or improve their proficiency," said Rambo.

While TF Eagle Assault is advancing their Soldiers with training exercises, every day in combat is a training experience.

"We are constantly learning," said Rambo. "Every day we are trying to get better. The harder we work at that, the safer we are going to be on the battlefield." However, there is no reason to relax and settle for the knowledge we have already retained or

training we have already conducted.

"We don't want to sit back and be happy with the way things are," said Rambo. "We always want to get better."

If you have a great story I would ask you to send it in to Quad A or to me at the Aviation Center so I can share with others.

Above the Best

CSM Tod L. Glidewell is the command sergeant major of the Aviation Branch and the U.S. Army Aviation Center of Excellence, Fort Rucker, AL.



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U.S. Army Combat Readiness/Safety Center



Keeping Safety In Sight

By BG William T. Wolf

The end of summer is drawing near, and many of our Soldiers and Families will be busy these next few weeks with last-minute vacation plans, back-to-school activities or, for some, preparations for another rotation to theater. During these hectic days, every minute counts—but we can't let our guard down when it comes to safety.

It's a well-known fact that off-duty vehicle crashes claim more of our Soldiers every year than any other accident cause, and this year's trend is no exception. Over the four-day Memorial Day weekend, our Army lost five Soldiers to off-duty vehicle accidents: three on motorcycles, one in a pickup truck and one on an all-terrain vehicle.

Unfortunately, our other trend, indiscipline, was a primary factor in these accidents as well, specifically regarding speed and failure to wear seat belts or personal protective equipment.

As important as POV accident reduction is, however, we can't lose sight of the often subtle hazards that inevitably claim a few Soldiers annually.

Be Aware of Subtle Hazards

It's hard to believe that as we near the end of fiscal 2010, more Soldiers have died in sports accidents than in all of 2009. We've also seen an increase in fatal pedestrian accidents this year, the last occurring when a Soldier on the way to sick call stepped in front of a vehicle in a parking lot. And among other accidents, we've lost five Soldiers to drowning, one in a fall while hiking and two to privately owned weapons discharges.

Such uncommon accidents are happening in theater too. Just recently, we experienced a tragic accident when a Soldier who was installing flooring in a dining facility suffered fatal burns after the glue he was working with caught fire.

Additionally, three Soldiers have died from crush injuries this fiscal

year, with two pinned between tactical vehicles and the third killed when a rolling gate malfunctioned and fell on top of him. In our Army, a loss is a loss, no matter how it happens.

Safety Is A Full-Time Responsibility

While we will continue to work hard through leader and Family engagement to permanently reduce POV and vehicle accidents, we must consider just as seriously the other hazards that can take our Soldiers out of the fight. There's no such thing as a mundane mission or just another day off—safety is a full-time responsibility, and it's our job to protect the Soldiers entrusted to our care.

There are several ways we can remain vigilant in our fight against all accidents, even those that seem the most unlikely.

Remaining Vigilant

First, always listen to what your Soldiers are saying. The most valuable eyes and ears you have are the Soldiers who work side by side every day and the NCOs who lead them. If someone is taking unnecessary risks, it's almost certain somebody else knows.

Never underestimate the creativity of your Soldiers either; they just might have a solution for your most frustrating safety problems.

Take an interest in everything your Soldiers are doing, and foster a culture where communication flows freely and composite risk management is the first block checked before a team heads out on a mission or the unit leaves for the weekend.

Another vital resource for leaders is the Army Readiness Assessment Program (ARAP).

Using Resources

No matter how hard they try, commanders are often unaware of every hazard their Soldiers face.

Through ARAP's anonymous and



U.S. AIR FORCE PHOTO BY SSGT DAN HEATON

SPC Thomas Spencer, Detachment 221, 122nd Engineer Battalion, South Carolina Army National Guard, checks his mirror before driving a flatbed trailer truck in Beaufort County, SC, April 20, 2008, during Vigilant Guard 2008, one of the largest disaster response training exercises in the history of the National Guard. The exercise brings together more than 3,000 Soldiers and U.S. Air Force Airmen from more than a dozen states to respond to a simulated earthquake centered near Beaufort.

confidential surveys and follow-up briefings, commanders can get a true sense of their Soldiers' concerns and their unit's safety climate. The program continues to receive overwhelmingly positive feedback from commanders and has become a highly trusted and valuable tool for our Army's leaders.

Finally, I encourage you to take advantage of the expertise of the safety professionals within your command. All our Army's safety personnel—civilians, aviation safety officers and additional duty safety officers—have been trained to help you reduce risk and fight accidents.

They also have access to our most up-to-date safety information, including preliminary loss reports and daily accident statistics that break down current fatality data by category and duty status. Their knowledge is power for both you and your Soldiers.

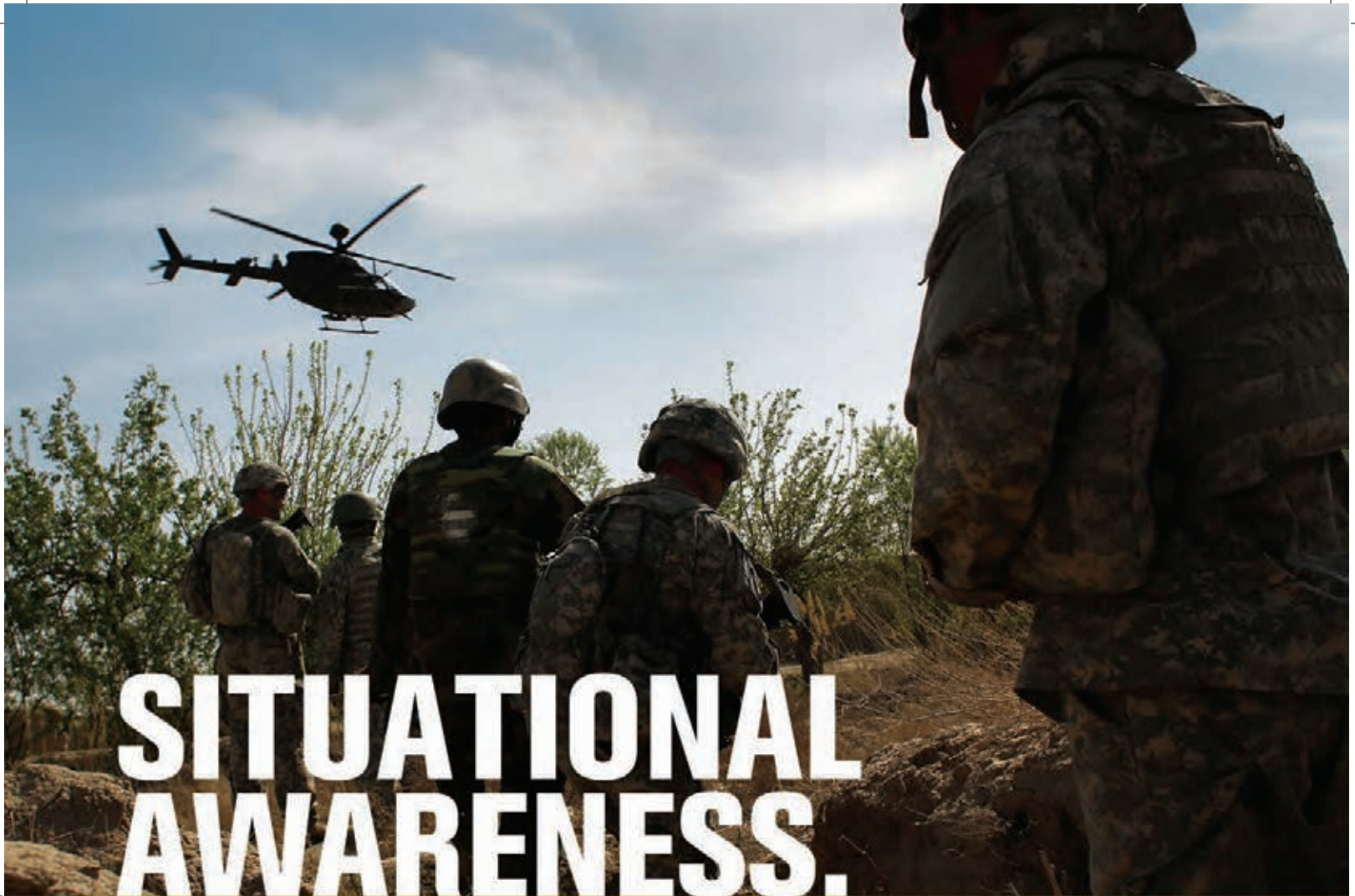
Oftentimes in safety, the devil truly is in the details. Look out for the subtle hazards, and remember that no risk is ever too small to merit consideration.

Thank you for what you do every day for our Soldiers, Families, and Civilians!

Army Safe is Army Strong!



BG William T. Wolf is the director of Army Safety and the commanding general of the U.S. Army Combat Readiness / Safety Center at Fort Rucker, AL.



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U.S. Army Aviation Logistics School Update



USAALS Aircraft Survivability Equipment Mission

By Mr. Roger Jolly

The role of aircraft survivability equipment (ASE) is to reduce the vulnerability of aircraft, thus allowing aircrews to accomplish and survive their immediate mission. The methodology for achieving survivability is supported by the ASE philosophy.

When aircrews must stay on station despite warnings, there is a requirement for countermeasures capable of jamming and/or decoying the fire control or guidance systems of threat weapons. Chaff, flares, radar and infrared jammers provide this type of protection.

Future modifications to the Army aircraft fleet must include consideration of methods to counter threat weapons. Army Aviation is predicated on close air support, short-range transportation, surveillance, and search and rescue.

The term "defense" plays little part in Aviation doctrine with the exception of defending ground forces. However, it is the defensive systems located within fixed- and rotary-winged aircraft that allow its crews to accomplish their primary mission while operating in a threat environment.

Protecting Our Soldiers

Since the inception of Operations Enduring and Iraqi Freedom, ASE systems have moved into the forefront for senior leaders in terms of added emphasis for upgraded systems



A 15N student checking for wiring faults on CMWS trainer.

and new technologies.

The enemy's use of certain types of threats and capabilities necessitated the Common Missile Warning System (CMWS) be added to the existing ASE suite. The CMWS defeats man-portable air defense systems (MANPADS) as it warns the crew that a missile has been launched at their aircraft, while simultaneously and automatically dispensing flares/decoy countermeasures.

Because of its effectiveness, CMWS has given pilots an increased sense of security knowing they aren't going to be shot out of the sky by a MANPADS.

Integrated ASE

The intended purpose of integrated ASE is that there will be just one system for the users to operate. The pilot flying an aircraft will hear the same voice or only has to look at one display to get all ASE information. Protecting the people who protect the nation is the purpose that ASE serves.

As the future integrated ASE becomes reality for Army Aviation, it will continue to focus on warfighters' survivability while allowing them to concentrate on their primary mission.

Meeting The Need

The U.S. Army Aviation Logistics School (USAALS) ASE program trains Regular Army, Army Reserve, and Army National Guard Soldiers in MOS 15N to test, operate, troubleshoot, and repair all current ASE systems installed on Army aircraft.

The program is specifically designed to support the operational needs of commanders and maintenance personnel in the field who serve both in garrison and deployed modes.

USAALS produces 225, 15N10 Avionics Mechanics per year. The 30-level/Advanced Leadership Course (ALC) produces 25-30 Avionics Supervisor/Technical Inspectors per year.

At each level of ASE training, Soldiers receive instruction on the theory of operation followed by demonstrations of operational ASE systems. The Soldiers then perform Maintenance Operational Checks (MOC) on the system with an instructor-induced fault.

The induced fault relates to wiring or a line replaceable unit (LRU). The next step is to troubleshoot and repair.

The above mentioned method of



A 15N student following troubleshooting procedures on Radar Warning System Trainer.



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USAALS PHOTO BY ROGER JOLLY

A 15N student performing Maintenance Operational Check on CMWS trainer.

instruction is conducted on table top training devices equipped with actual aircraft LRUs. This method is very effective in teaching the system and how it functions.

To ensure realistic ASE training on specific platforms, the 15N course utilizes the Blackhawk Avionics

Trainer (BHAT) as well as the Chinook Avionics Trainer (CAT). Both of these state-of-the-art trainers are fully ASE-equipped.

A Growing Capability

ASE systems that are currently taught at USAALS are the AN/APR-39A

Radar Warning System, AN/AVR-2B Laser Detecting System, the AN/AAR-57 Common Missile Warning System, AN/ALQ-144A Infrared Jammer, and the AN/ALQ-136 Radar Jammer.

The course is continually shaped and molded based on spiral development of new systems and from information obtained from subject matter experts (SME) returning from Operations Enduring and Iraqi Freedom and from SMEs working in the civilian sector.

These SMEs provide relevant data which is incorporated into the school's programs of instruction (POI) to further develop and prepare Soldiers at the initial and supervisory levels as ASE mechanics.

Rest assured that USAALS will continue to provide Commanders in the field highly trained and skilled technicians to preserve combat power and protect the lives of our most valuable resource.... Our Soldiers!



Mr. Roger Jolly is an Instructor in the Electrical and Electronics Division of the Department of Aviation Trades Training, US Army Aviation Logistics School at Fort Eustis, VA.

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The Afghanistan Air Mission Request Portal

Bringing Logistics Air Mission Management into the Information Age

By MAJ Raymond D. Butler

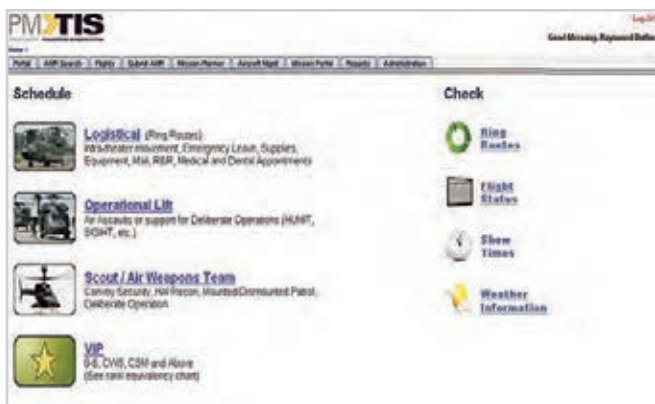
Shortly after deploying to Afghanistan the 3rd Combat Aviation Brigade, Task Force Falcon, stumbled upon something that could create efficiencies, streamline workflow, and provide transparent visibility across the enterprise of logistical air missions.

In plain English, the Air Mission Request (AMR) Portal could completely re-make the manner in which logistical traffic (passengers and cargo) was requested, allocated, and tracked as it moved throughout the theatre into something more user-friendly and efficient.

The purpose of this article is twofold: To point out a resource that is now available to increase transportation efficiencies at the enterprise level in Afghanistan, and to highlight how much a group of people can accomplish when no one cares who gets the credit.

The ongoing success of the AMR portal would not be possible were it not for the efforts of the Combined Joint Task Force 82 (CJTF-82), CJTF-101, the 82nd Sustainment Brigade, the 419th Movement Control Battalion (MCB), Project Director – Transportation Information Systems (PD-TIS), and Apptricity Corp.

Expansion of this collective effort will lead to true efficiency and maximization of aviation resources in Afghanistan.



Portal Homepage



Overview of AMR Portal

Defining The Problem

About a month after the Transfer of Authority in which TF Falcon assumed responsibility for Army Aviation in Regional Command – East (RC-E) in Afghanistan, it became clear that the OPTEMPO at the time could not be sustained throughout the entire deployment.

Far too many blade-hours were being expended in logistic moves that were either unnecessary (rotary wing flights to fixed-wing capable airfields), redundant (rotary-wing flights to move cargo that had already been moved) or wrongly prioritized (ground-transportable cargo being flown by rotary-wing) and seriously degrading the Brigade's ability to conduct tactical operations.

The data indicated that no-shows of both personnel and cargo were averaging as high as fifty percent, while Space-A travelers and cargo were accounting for as much as twenty-five percent of all pax and cargo moved. In addition to TF Falcon, contract fixed-wing/rotary-wing, channel flights, and ground assets were available for movement.

Each of these modes of transportation were requested and managed through separate systems which did not interface well with one another, so it was common practice for a customer to request transportation through two or three different modes and simply use the one that responded first.

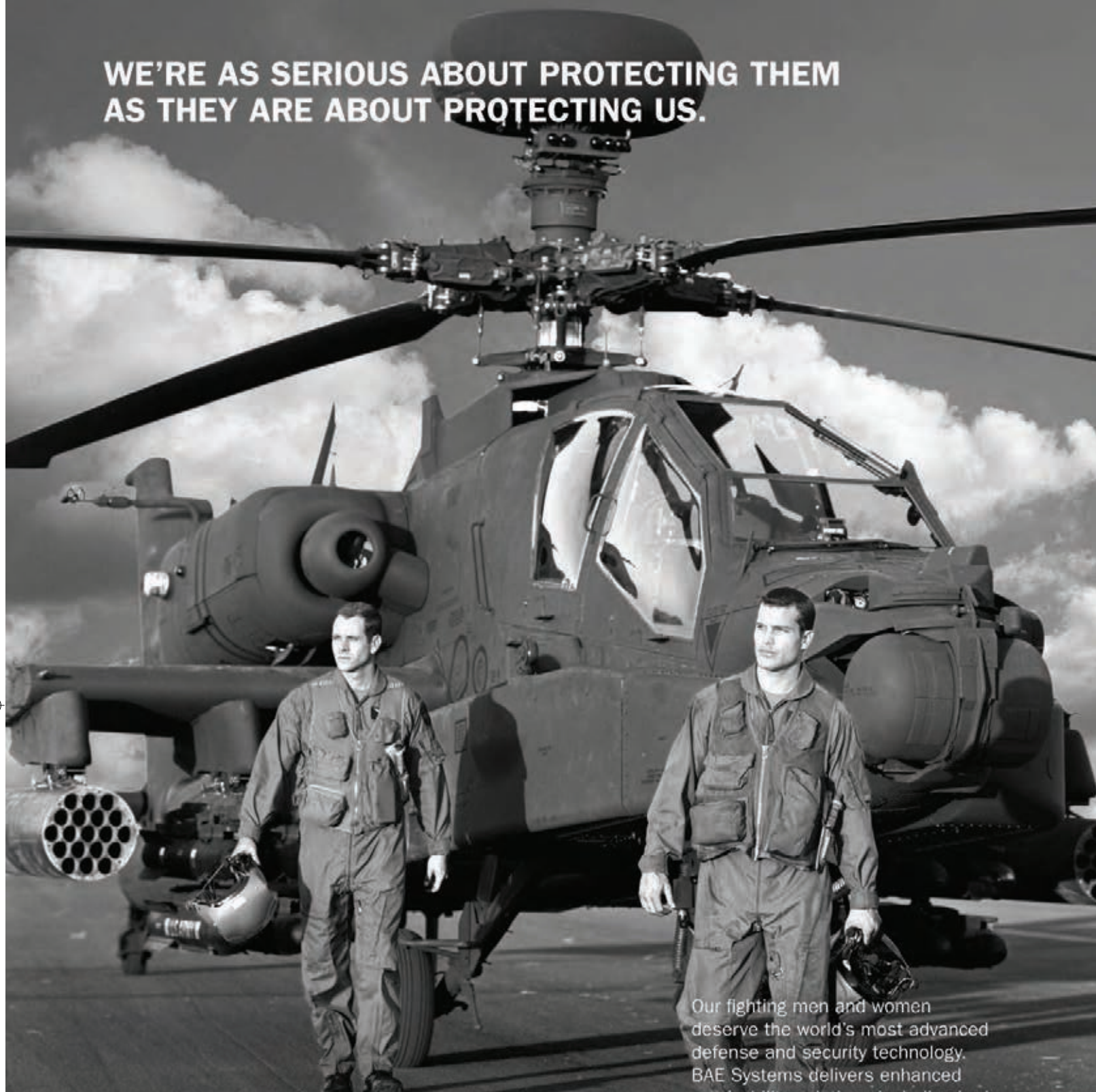
As a result, no-shows were prevalent, and multiple resources were allocated against each movement request.

These problems were further exacerbated by the fact that manifesting and cargo accountability were essentially non-existent, so it was impossible to ascertain if the planned load was at the pickup location without actually flying there and seeing.

Rising To The Challenge Thinking Outside the Box

As TF Falcon was working to fully define the scope of the problem, COL Donald N. Galli, Falcon 06, came across an information briefing on the AMR Portal in some historical documents. Realizing that the AMR Portal, if properly implemented, had the potential to rectify many of the identified

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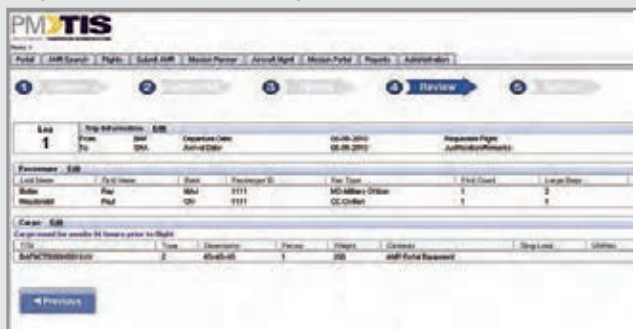
Trip Information Page



Cargo/PAX Request Page



Flights Available/Selection Page



Request Review Page

shortcomings of the then-extant logistics movement system, he directed his staff to contact PD-TIS for more information.

Within a month PD-TIS had a team on the ground in Afghanistan configuring systems and conducting process analysis. By May 1st, 2010, the AMR portal was fully functional and was being used to request and manage logistic air missions for Army rotary wing assets throughout RC-E.

The process through which the AMR portal developed was a bit unorthodox. PD-TIS deployed a team to Afghanistan that consisted of senior leaders, process engineers, and system developers. We provided them with a real-world environment to help develop this tool, and they provided us with the necessary resources and expertise to streamline the development process with on-the-spot corrections and modifications.

A Holistic Approach

While our initial intent was to focus solely on how we could make TF Falcon's logistic planning and execution more efficient, we soon realized this would require all modes of transportation to be incorporated into the system.

A great deal of effort was expended to inform the CJTF leadership and theater transportation management community about this capability and its potential. As the AMR Portal was refined, it became more and more apparent to the CJTF and transportation leadership that this was not something that should be held at the brigade level.

The AMR Portal provides an easily-understandable FEDEX- and Travelocity-like capability to passenger and cargo movement in RC-East. It is a web-based workflow management system that resides on the established network, thereby leveraging existing technology and infrastructure.

It provides a simple, intuitive interface through which users can request passenger and cargo transportation, view available flights, and track existing requests. Once a user has made a request, changes in the approval status or movement times are provided via automated e-mail updates that can be read at any workstation.

This system is also tightly controlled by the existing security structure on the network making it easy to confirm user access and permission levels.

Simple and Secure

The process by which a movement request is turned into an air mission is simple, and ensures that the most appropriate asset is allocated in accordance with priorities.

Once a user submits a request, a workflow approval process of that request is initiated. The request moves through an established process where requirements and capabilities are validated and compared against competing priorities.

Flight routes planned in the AMR Portal are then exported to the Combat Flight Planning System (CFPS). The detailed route data from FALCONVIEW is automatically pulled into the AMR portal to provide more accurate estimated arrival and departure times. This information is available at every level of the movement request process, including the customer.

Future revisions of the AMR Portal will also incorporate Blue Force Tracker (BFT) to provide near real-time location information after the helicopter takes off.

Interfaces with Common Access Card (CAC) readers, radio frequency identification (RFID) tag readers, and transportation control number (TCN) bar code scanners are also planned, thereby ensuring accurate personnel manifesting and total in-transit visibility (ITV) at all times.

AMR Provides Flexible Solutions

One of the greatest advantages of the AMR Portal is the fact that it is not intrinsically tied to a particular mode of transportation. The AMR Portal is an information management tool to which the means by which cargo and passengers are moved is immaterial.

For example, a brigade combat team (BCT) may have a certain number of contract or military transportation assets operating in a direct support (DS) role. Requests could be submitted through the AMR Portal and assigned to against those DS assets based on established local priorities.

Requirements which cannot be fulfilled by these DS assets would remain in the local queue until assets become available, or could be elevated by the requesting agency to the MCB as



a request for general support (GS) assets. Theater transportation managers would be able to review asset usage and assess efficiencies without micro-managing or controlling assets at lower echelons.

Such a structure also allows for hub-spoke and multi-mode missions by which a single transportation requirement may be met using a combination of channel flights, contract aviation, Army rotary wing aviation, and ground transportation assets.

Relevant, On-demand Reporting

Another advantage of the AMR Portal is that all information regarding logistic air missions would go into a single data store. This means that report generation would be solely limited to the imagination of the requesting agency, and could be fulfilled without time and resource-intensive compilation by local AMR cells.

Examples of this type of automated report include no-shows by name or unit, percentage of aircraft utilization by aviation task force, total missions flown, total personnel and/or weight transported, etc.

More complex reports could be generated that compare aircraft utilization as a percentage of total lift capability versus blade hours, thus providing information for predictive analysis to better plan efficiencies.

No Additional Infrastructure Needed

Ultimately, the significance of the AMR Portal is the fact that it is simply an information management tool that runs on existing infrastructure. No new technology needs to be acquired; no new cables or satellite bandwidth is needed.

It can incorporate any mode of transportation simply through additional programming modules, and the tools necessary to provide total ITV (CAC readers, RFID tags, BFT) are already proven and in use through the U.S. Armed Forces.

Transportation of personnel and cargo could flow seamlessly from theater transportation hubs all the way to the final Combat Outpost (COP) or Forward Operating Base (FOB), while customers could see the status of their request and receive updates from the system without having to rely on a management hierarchy. Adding Coalition partners to this system could be as simple as running the AMR Portal on the Afghan Mission Network instead of SIPR.

It has been said many times that "Afghanistan is hard." However, there is no need for transportation management in Afghanistan to be hard. After all, if FEDEX, UPS, and DHL can turn a profit moving and tracking cargo, why can't the Army do the same in terms of increased efficiency and capacity?



MAJ Raymond D. Butler is the Brigade Communications Officer of the 3rd Combat Aviation Brigade, Task Force Falcon, currently deployed to Bagram Airbase, Afghanistan.

The advertisement for Aero Dynamix, Inc. features a dark background with a night vision image of a cockpit. At the top, the company logo 'AERO DYNAMIX NIGHT VISION' is displayed in green and white. Below the logo, it states 'Partnering with LHI Longhorn Helicopters, Inc. for NVG Flight Training'. The main headline reads 'Offering the best OEM Grade Night Vision' and 'Night Vision Goggles -Sales and Servicing'. A yellow starburst graphic says 'In Stock' next to a pair of night vision goggles. Below this, 'NVG Cockpit Mods' are listed with a bulleted list: '-Instrument Panel Overlays', '-Sunlight Readable Avionics Mods', '-Backlit Panels', '-External Lighting', and '-OEM/FAA Approved Avionics Mods'. At the bottom, a row of logos for OEM partners is shown: Honeywell, GARMIN, Rockwell Collins, L3 communications, SHADIN AVIONICS, COBHAM, Sagem Avionics Inc., MID-CONTINENT INSTRUMENTS, WHELEN, UNIVERSAL AVIONICS, ASPEN AVIONICS, and BECKER AVIONICS. The company name 'Aero Dynamix, Inc.' is followed by the address '3227 W. Eulesss Blvd. Suite 300 Eulesss, TX 76040', phone '817.571.0729', fax '817.283.5432', FAA Repair Station 'C73R723N', and website 'sales@aerodynamix.com www.aerodynamix.com'.

A Partnership Takes Flight

By CW3 Christopher B. Hinckle



An Afghan National Army Air Corps flight medic receives hoist training on a UH-60 Black Hawk MEDEVAC helicopter at the Afghan National Army Air Corps Flight Medic Academy near Bagram, Afghanistan.

ARMY PHOTO BY TF FALCON PAO

On 24 November 2009, the 3rd Combat Aviation Brigade (CAB), Task Force (TF) Falcon, assumed control of aviation operations in Regional Command-East, Afghanistan.

In addition to providing speed, surprise, mobility, intelligence and firepower to the battlefield, TF Falcon developed an initiative aimed at training, coaching and mentoring the Afghan National Security Forces (ANSF) called the Task Force Falcon Combined Action Program.

The Commander of the International Security Assistance Forces (ISAF) issued a tactical directive detailing all units to partner with the

ANSF in all phases of operations.

The Combined Joint Task Force (CJTF)-82 Commander further specified that units were to develop a combined action plan partnering with Afghan Forces.

After an assessment of the needs of the Kabul Wing of the Afghan National Army Air Corps (ANAAC), TF Falcon identified several elements that were critical to successful combined action operations.

The brigade instituted three academies under the Combined Action Program; the ANSF Crew Chief Academy, the ANSF Air Assault Academy and the ANAAC Flight Medic Academy.

Crew Chief Academy

Established on 13 February 2010 at Bagram Airfield, the ANSF Crew Chief Academy was designed to provide the first formal training venue for ANAAC crew chiefs.

In the past, the crew chiefs did not receive formal instruction on duties and responsibilities and were to a large extent just maintainers, not integrated into the aircrew.

TF Falcon developed the 18 training day course to focus on 27 essential tasks extracted from the UH-60 Black Hawk Aircrew Training Manual, with an emphasis on crew coordination.

The students receive formal classroom instruction, demonstrations, hands on practical exercises and multiple training flights in a UH-60 Black Hawk helicopter.

The inaugural class graduated on 04 March 2010 at the Aviation Dining Facility, Bagram. Five Afghan students received graduation certificates and were recognized as being the first class in the history of Afghanistan.

Since then, they have conducted operations serving as integral members of the aircrew, performing cold load training, passenger briefs, pre-flight and in-flight duties such as airspace advisories.

One such graduate was credited with saving the lives of two aircrews and their MI-17 helicopters by applying the training he received in the academy. He was awarded the Wing Safety Award for his actions and was immediately promoted to sergeant by the Minister of Defense.

The future of the ANSF Crew Chief Academy will lie with the Afghan National Army Air Corps as TF Falcon prepares to transfer responsibility for the course later this year.

Six classes totaling 58 students are scheduled to graduate by September 2010 at which time the academy will be turned over to Afghan control.

In preparation, TF Falcon is train-



An Afghan National Army Commando offers books and candy to an Afghan girl during a material assistance air assault mission near Bagram, Afghanistan.

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ing and certifying Afghan instructors and is ready to establish the permanent school house.

Indigenous Combined Arms Teams

With the Crew Chief Academy operational, TF Falcon finalized the plans for another academy focused on tactical air assault operations.

On 06 March 2010, the ANSF Air Assault Academy was officially opened. This academy was designed to bring ANA Commandos and the ANAAC crewmembers together to plan, brief and execute the five phases of an air assault operation as an Afghan pure combined arms team.

Throughout the eight training days, the students receive formal instruction on key individual and unit roles and responsibilities, the five phases of an air assault operation, the mission planning process and how to conduct an Air Mission Coordination Meeting (AMCM), an Air Mission Brief (AMB), a Combined Arms Rehearsal (CAR), an update brief and After Action Review (AAR).

As a combined arms team, the class plans, briefs and executes air assault operations in the Bagram Security

Zone in which the ground tactical plan is key leader engagement, material assistance and introducing the Afghan National Security Forces to the Afghan people.

The emphasis on letting the students plan, brief and execute with little instructor or Coalition Force involvement is critical to the long term success of the program.

Combining the Air Corps and ground forces results in the conduct of combined mission planning and briefings which enables each to learn from the other; identify mutually supporting tactics, techniques and procedures; establish standard operating procedures; determine strengths and limitations; and forge bonds vital for a combined arms team.

This academy provides the first opportunity for ANSF personnel to plan, brief, and execute a mission as an Afghan pure formation.

Missions consist of Afghan aircrews flying Afghan helicopters (MI-17's) with Afghan ground forces executing a ground tactical plan, without following an American or any other Coalition Force member on the ground.

This academy has been so success-

ful, that the Afghan Air Assault Patch awarded at graduation has been approved as a permanent award on their military uniforms.

As with the Crew Chief Academy, the future of the ANSF Air Assault Academy will also lie in the hands of the Afghan National Security Forces.

TF Falcon plans to transfer responsibility in October 2010 with six classes graduating a total of 224 Afghan Soldiers including 204 ANA Commandos and 20 ANAAC aircrew members. ANAAC and ANA Commando instructors have already begun instructor training and certification, and will take the lead in the daily operations by August.

Flight Medics

The success of the Combined Action Program drove TF Falcon to evaluate other mission areas to assist our Afghan brothers in arms and it was found that the ANSF had no MEDEVAC program.

On 15 March 2010, the inaugural class of the ANAAC Flight Medic Academy began the four weeks of training designed to provide intensive ground and in-flight care. Twenty three training and evaluation tasks were identified from basic first aid to hoist operations at a point of injury.

As a result, the Ministry of Defense authorized the first eight flight medic positions in the history of the Afghan National Army Air Corps.

The training contains only a minimum of formal instruction and stresses practical exercises. Initial training includes attending the Crew Chief Academy in order to understand aviation operations and enable performance not only as a flight medic but an integral part of the aircrew.

Upon completion, they partner with the TF Falcon MEDEVAC team and learn the fundamentals of patient care. The final phase focuses on advanced treatment techniques and performing combined action MEDEVAC missions, to include rescue hoist operations.

As with the other academies, the current plan is to transfer responsibility of the Flight Medic Academy to the ANAAC by September 2010 at which time all eight authorized flight medics will have graduated with some trained as instructors for future classes.

Additionally, TF Falcon is working with the ANAAC to dedicate a number of MI-17's to the MEDEVAC mission so they can be properly

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The Flight Medic patch awarded at graduation has also been approved as a permanent award on the uniform.

The Way Ahead

TF Falcon has conducted the Combined Action Program with no impact on daily operations or reduction of assets on the battlefield.

In fact, ANAAC aircrews have begun flying missions with TF Falcon and positive feedback has been received from Afghan Soldiers, as well as their leaders and mentors.

With the three academies fully functional and in steady state, additional courses are being established to provide more training to the ANSF.

The Close Combat Attack course will soon begin training ANA commando students in controlling attack aviation during ground operations and the Aerial Gunnery course will provide M-240 machine gun familiarization and qualification through ground and aerial firing.

The Soldiers of the ANSF have impressed their TF Falcon instructors; they are smart, hard-working, and have displayed genuine commitment to the



ARMY PHOTO BY TF FALCON PAC

Two Afghan National Army Air Corps MI-17 helicopters depart the landing zone following insertion of the Afghan National Army Commandos during a material assistance and key leader engagement mission near Bagram, Afghanistan.

Combined Action Program. They understand that they are leaders in their formations and what is at stake.

The TF Falcon Combined Action Program serves as an important gateway to the battlefield for the ANSF, providing vital capabilities to ensure their success in the eventual transfer

of lead security responsibility.



CW3 Chris Hinkle is the 3rd Combat Aviation Brigade Tactical Operations Officer and the Task Force Falcon Combined Action Program manager, Bagram, Afghanistan.

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Manned And Unmanned Aerial Systems And Network-Centric Collaboration

By MAJ Tim McGrew

Over the course of 2009 a team at the Naval Post Graduate School (NPS) working through the Center for Network Innovation and Experimentation (CENETIX) conducted a series of experiments to develop and analyze the use of Manned and Unmanned (M/UM) aircraft teaming and network centric collaboration as enablers in support of today's warfighters. The experiment culminated on November 15, 2009 with significant success.

CENETIX is a unique organization in that it utilizes academic researchers coupled with contractors and other agencies to explore frontiers of self-organizing tactical networking and collaboration.

Primarily CENETIX conducts several national level field experimentation campaigns, including the Tactical Network Topology (TNT) program, run in cooperation with U.S. Special Operations Command (USSOCOM) at Camp Roberts, CA.

The TNT experimentation process with USSOCOM is focused on both technologies associated with net-

working and the human aspects of networked forms of organization.

Technologies investigated included network controlled Unmanned Aerial Systems (UAS), various forms of multi-platform wireless networking, mesh networked tactical vehicles, deployable operations centers, collaborative technologies, situational awareness systems, multi-agent architectures, and management of sensor-unmanned vehicle-decision maker self-organizing environments. The focus has been on adapting both emerging and commercially available technologies to military requirements.

Within the broad spectrum of NPS USSOCOM experiments, the NPS lead M/UM aircraft teaming series of experiments that were conducted at Camp Roberts, CA included students and professors from NPS and contractors such as AvWatch, WinTec, Persistent Systems, and the Software Engineering Institute from Urban Robotics.

The experiments' objective was to explore network defined constraints associated with M/UM aircraft sys-



Figure 1. Wave Relay Radio, product of Persistent Systems, is an off the shelf, mobile ad hoc networking system that is available in a man portable form, providing a wearable wireless connectivity solution for users on the move.

tem collaboration in the environment of mesh broadband wireless networking between the aircraft systems and ground maneuver units.

Subject to network constraints, correspondingly the tactical scenario for the experiment was designed to support the concept of Observe, Detect, Identify, and Neutralize (ODIN) Improvised Explosive Devices (IED) that plague our forces in Afghanistan and Iraq.

The primary task of the experiments was to analyze the wireless broadband networks performance and distance capability via a manned aircraft and Unmanned Aerial Vehicle (UAV) through wave relay radios (see Figure 1 above) during a simulated counter-IED scenario.

Additionally, the experiment sought to hand-off the day/infrared camera sensor from the manned aircraft payload operator to an operator with the ground maneuver unit.

Colonel A. T. Ball, Chief of Staff, United States Army Pacific, commented that "developing a way for the system to hand off control of the manned aircrafts' sensor to the ground unit is consistent with the goals of furthering our air to ground integration as part of the C-IED fight.

This experiment is of significant operational importance and draws upon the tactics, techniques, and procedures (TTP) and enhanced air to ground integration that came to fruition during Operation Iraqi Freedom 06-08. These sort of TTPs played a large role in Task Force ODIN's success and further advances



Figure 2. Pictorial of the Experiment.



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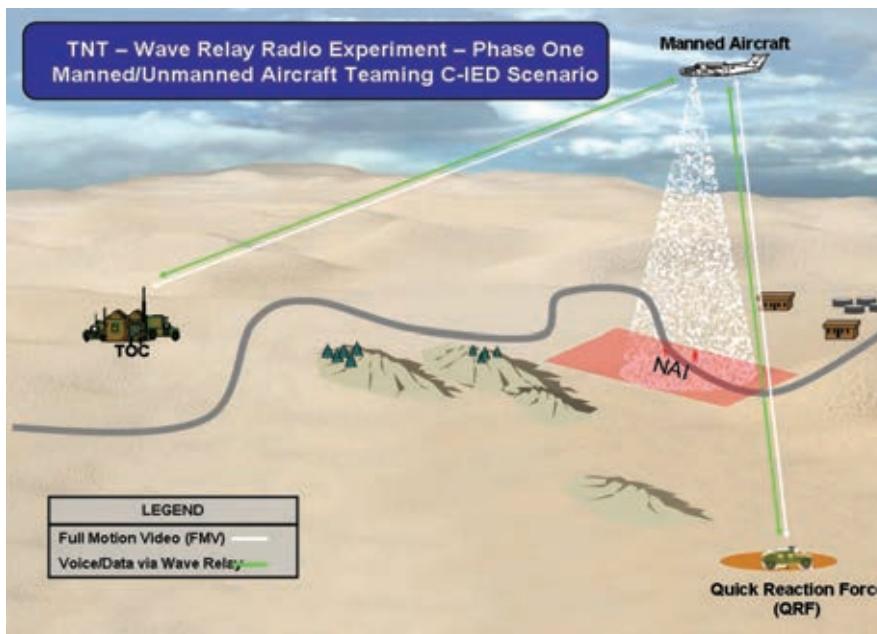


Figure 3. Phase One of the TNT M/UM Aircraft Teaming Experiment

in this domain will add great value to our warfighters in the C-IED fight.”

Figure 2 shows a manned aircraft that has a wave relay radio installed coupled with a day/infrared camera sensor receiving broadband wireless data from a directional antenna that is stationed and fixed at the tactical operations center (TOC).

In turn, the manned aircraft, operated by AvWatch, and orbiting thousands of feet overhead was transmitting network data to the ground unit via a look down antenna.

For experimentation purposes, the ground unit was a black sport utility vehicle (SUV) manned by two personnel. The SUV was also configured

with a wave relay radio that received the manned aircraft’s signal and displayed the received data on a laptop.

The laptop in the SUV was configured with software and a video game-like controller provided by AvWatch that enabled the passenger in the SUV to monitor the manned aircraft’s sensor video as well as the capability to control the sensor.

Figure 3 depicts a manned aircraft receiving and transmitting broadband wireless data to and from the TOC. The manned aircraft is also broadcasting data to the ground unit or Quick Reaction Force (QRF). The data streaming over the network includes full motion video (FMV) from the aircraft’s sensor.

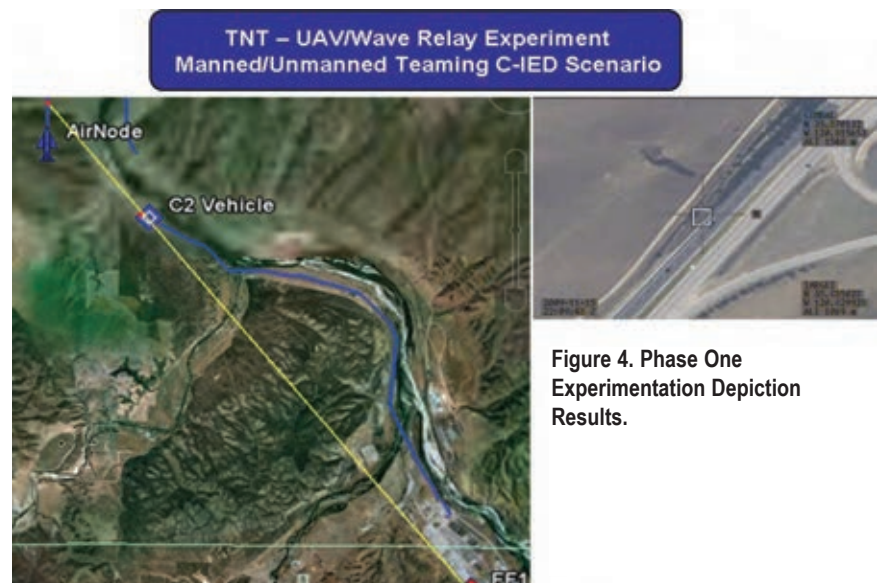


Figure 4. Phase One Experimentation Depiction Results.



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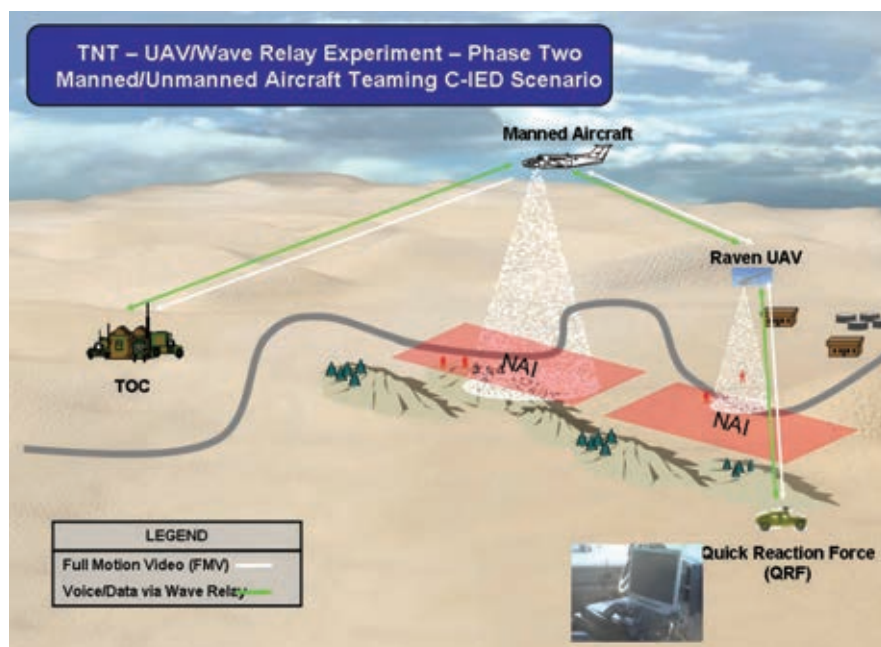


Figure 5. Phase Two of the TNT M/UM Aircraft Teaming Experiment

Phase one of the experiment utilized the manned aircraft as a relay for the ground vehicle/QRF depicted as the command and control (C2) vehicle. The C2 vehicle while on the move was able to observe the manned aircraft's FMV. Distances of up to 15 miles were obtained; however, further distances can be achieved with a vehicle mounted directional antenna (Figure 4).

Phase one of the experiment also tested the distance of the network signal from the TOC to the manned aircraft. The manned aircraft was flying at 8500' above ground level (AGL) with a directional antenna resulting in 27 miles of connectivity; achieving a much greater distance than previous experiments.

Phase two (figure 5) utilized the manned aircraft as a relay from the

TOC to a Raven UAV to the QRF.

The manned aircraft orbited at 5000' while a Raven airborne wireless access point (A-WAP) UAV orbited at 400' AGL above the QRF.

The QRF vehicle moved to an area of low terrain with high terrain surrounding the vehicle and then measured the signal strength of the network and determined that the Raven UAV as a relay improved the signal strength by approximately 40%.

The QRF vehicle operator was then able to take control of the manned aircraft's sensor. Overall, this phase of the experiment was a major success.

Some of the significant lessons learned during the experiment were:

- Antenna selection makes a significant difference, if available use direc-

tional antennas.

- The Raven UAV as a relay would be better suited with both a top and bottom antenna.

- All users should be on the same subnet setting.

- Add amplifiers for more throughput and better performance.

- Voice Over IP OIP on the wave relay is essential and would significantly benefit the user.

- Use a smaller channel width for greater distances and a more reliable data link.

In summary, by teaming M/UM aircraft in a network centric and collaboration environment the ground commander's situational awareness will greatly improve. The experiments allowed the identification of network associated constraints for configuring the ad hoc mesh network by changing the roles between M/UM aircraft as relay and surveillance nodes.

As demonstrated in these experiments this type of ad hoc, mesh networking, with wave relay radios via M/UM aircraft, is an efficient solution helping to overcome steep terrain and that will provide an over the horizon capability to the warfighter on the ground. This could be a solution to the problems our Soldiers are facing in Afghanistan.

Continued research and experimentation in this domain will benefit the warfighters, civil services, and homeland security in the United States.



MAJ Tim M. McGrew is an Army Aviator who completed Naval Post Graduate School in Monterey, CA this past December and is currently completing Command and General Staff College (CGSC) at Fort Leavenworth, KS.

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Ask The Flight Surgeon



ADHD and A Military Career

By Dr. (MAJ) Nicole Powell-Dunford

Q: *I am a National Guard crew chief with over 12 years military service. I was recently diagnosed with ADD. I have not received any medications yet, because I was concerned with my military career. What are my options without having to get medically discharged?*

FS: Attention-Deficit/Hyperactivity Disorder (ADHD) is a disorder in which an individual has problems with concentration, impulsivity-hyperactivity, or a combination of inattention and impulsivity-hyperactivity. ADD is an older term referring to the type of ADHD in which inattention is the primary problem but hyperactivity-impulsivity is not.

For the diagnosis to be correct, some problematic symptoms must have been present before age 7 and not explained by another medical condition. If your diagnosis does not sound accurate, one of the next steps is to obtain a second opinion about your condition.

Proper evaluation of ADHD consists of several tests,

administered by a psychologist, and may include self-assessment checklists about your behaviors as a child and as an adult. Evaluation may take several hours.

Stimulant medication can be helpful for improving focus and concentration in individuals with ADHD.

You were right to not start a new medication without touching base with a flight surgeon. Right now, stimulant medication is not approved for the treatment of ADHD for either U.S. Army Aviation or F.A.A. flight duties. Other medications have also been useful for some individuals with ADHD. Two of these medications, Wellbutrin and Strattera, are potentially waiverable.

Waiver Authority/Process

AR 40-501 which regulates enlistment, appointment, retention and aeromedical qualification, specifies that the diagnosis of ADHD is normally disqualifying for flight duties, initial enlistment, initial appointment and initial induction (para 2-27); however this may be waived if there is evidence of satisfactory academic performance with at least 12 months off medication.

ADHD is not addressed in chapter 3 of AR 40-501 which governs retention so remaining in the military would likely not be an issue in your case.

However, medications for ADHD are tightly controlled and are challenging to deploy with, as stimulant medications used to treat ADHD are occasionally abused, stolen and/or sold for inappropriate purposes.

The aeromedical policy letters, which guide flight surgeons in preparing waivers, as well as AR 40-501, para 4-23, state that developmental disorders normally seen in childhood (such as ADHD) are normally disqualifying for flight status.

Exception to policy for new crew members and waivers for crew members already on a flight status are considered by the U.S. Army Aeromedical Activity (USAAMA).

Waiver action is favorable if the crew member maintains adequate performance and if behavioral characteristics do not hinder flight performance or flight safety without the use of medication.

The National Guard Bureau, which renders final waiver approval for National Guard crew members, almost always concurs with the medical recommendation of AAMA. You can see that although there is some leeway for ADHD in multiple regulations, medication use is the big problem.

The stimulant medications used to treat ADHD have significant side effects in terms of mood, sleep and weight problems that have very high potential to cause problems with flight duties. If it is determined that Wellbutrin or Strattera might be helpful to decrease inattentive or impulsive-hyperactive behaviors, your flight surgeon can submit a waiver request through USAAMA.

Demonstrated Long-Term Ability A Factor

In your case, having successfully demonstrated flight ability off medication for years, a waiver for ADHD seems favorable. However, the change in circumstances that prompted you to obtain your evaluation really needs to be looked at more closely.

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ADHD, without ever having been diagnosed, often run into problems for the first time when progressing to senior military ranks and/or standardization or instructor positions which require more concentration, organization and communication skills than ever used previously.

An unresolved family situation may also be distracting enough that previously well compensated ADHD symptoms become problematic. In such a situation, concentration may also be compromised due to the distressing circumstances and ADHD may not be a factor.

In the case of a situational issue, waiver is still possible if counseling or other interventions normalizes the reaction to the problem. In the case of ADHD symptoms that are exacerbated as a result of a change of duties, an up-slip with limitations (i.e. no instructor duties) may also be possible.

Treatment Options

If your diagnosis is accurate and/or the symptoms that are a source of problems for you are persisting, your flight surgeon will need to submit a waiver that contains a behavioral health assessment from a mental health professional (psychiatrist or psychologist) who is preferably trained in aviation medicine.

Depending on the severity of your condition, you may or may not require temporary grounding. A variety of treatment options that do not involve medications exist.

Good crew members follow regulations and come forward to a flight surgeon when there is a possibility that a condition could compromise the safety of the crew and whenever there has been a medical evaluation by a non flight provider. Failure to do so can mean legal problems or worse – contribute to a fatal mishap.

Undisclosed medical conditions that are uncovered during

accident investigations or during the flight physical reflect poorly on the judgment of the non-disclosing crew member.

Any undisclosed evaluations and medications that are found during AAMA's review of a waiver damage the credibility of the crew member and flight surgeon, with waiver approval very unlikely in this instance.

You absolutely did the right thing by not taking the medication and touching base with a flight surgeon.

Your local flight surgeon can help you determine if your diagnosis is accurate, what treatment options are best for you and determine your next steps prior to flight. Our job is to keep you up and keep you strong!

Question for the Flight Surgeon?

If you have a question you would like addressed, email it to AskFS@quad-a.org. Depending on the questions we receive, we'll try to address it in the future. See your unit flight surgeon for your personal health issues.

As always, fly safe!

The views and opinions offered are those of the author and researchers and should not be construed as an official Department of the Army position unless otherwise stated.



Dr. (MAJ) Nicole Powell-Dunford is a flight surgeon and the director of the Army Flight Surgeon Primary Course at the U.S. Army School of Aviation Medicine at Fort Rucker, AL. She thanks Dr. (LTC) James L. Persson, Director of U.S. Army Aeromedical Activity, LTC Penny L. Hoofman, Aeromedical Psychologist, and MAJ David W. Broussard, Aeromedical Physician Assistant, both from the U.S. Army School of Aviation Medicine for their input to this month's column.



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AAAA Membership Memo



Let's Hear it for the Back-Shops!

By CW5 Mark Grapin

Four mammoth Army Aviation maintenance organizations unique to the Guard, Army and to the Department of Defense are our Aviation Classification and Repair Activity Depots (AVCRADs).

Each of these beehives of aviation maintenance experts are undergoing transformation from Tables of Distribution and Allowances (TDAs) to Modified Tables of Organization and Equipment (MTOEs); and what makes their transformation all the more remarkable is there's no detectable line of demarcation as far as the level of service and maintenance activity.

Walk into any of the scores of Army Aviation Support Facility (AASF) engine shops or sheet metal shops, and you begin to get a fraction of an idea of how substantial these shops would look when the walls are pushed out, and the rooms stuffed with nearly every tool in the catalogue!

As a general rule, TDA organizations don't deploy; but waging war on two distinct fronts, while transforming our Army, means there are as many exceptions to the rule as there are rules themselves.

Transforming the Support Structure

The AVCRADs have been deploying to the combat theater to support our Aviation warfighters just about as long as rounds have been going downrange.

These *Task Force AVCRAD* missions have routinely and predictably required the support of in-theater augmentations for everything from assets found in a motor pool, to plus-ups in each of the staff sections; and to answer that mail, each of the AVCRADs are themselves transforming to Theater Aviation Sustainment Maintenance Groups – or TASMGS (fondly referred to as “*Taz-um-geez*”).

The maintenance floors of these TASMGS rival nearly any major aircraft manufacturer for activity and

excitement. Literal wrecks are drug into the hangar on one end, and rebuilt beauties are shoved out the other end to be towed to the paint shop. A few squirts of magic in the state-of-the-art paint booth, and you'd have to look at the first two digits of the serial number to believe you're not standing next to a new aircraft that just stopped in for refuel.

What makes all this possible is the substantial experience parked at each bench, wiring board, and test stand; moving fluid samples of everything that flows through the aircraft; tracking a bazillion parts down to the smallest rivet; and making sure every keystroke or pen-and-ink notation is checked and double-checked.

And while the majority of those who staff the TASMGS may be follicly-challenged, each of these seasoned veterans welcomes the newest members to their team with a spirit of mentorship and stewardship.

Ownership and Pride Always Key

My career in Army Aviation started thirty years ago as an E-onederful, marching each morning to the cadence of SFC Richardson from the wooden barracks next to the hospital on Ft. Rucker, to UH-1 Repairer School in Yano Hall. I arrived some months later as a newly-minted 67N10 to my first assignment in the Direct Support platoon of the 1st Sqdn., 18th Cav. Regt. at Los Alamitos, CA.

SFC Jerry England and SSG Robert Hynes taught me how to pack 100-hour drive shafts for the UH-1, and both of these heroes made me feel as though I was doing the most important job in the Army. That's very much the feeling in the air of any of the back-shops of our AVCRADs/TASMGS.

It matters not whether these masters of their craft are wearing a uniform, or the badge of a contractor – after all, the aircraft doesn't care what pay status its operators or repairers are in, so long as



AAAA presents unique lapel pins to recognize decades of continuous membership in ceremonies during the annual convention. Our charter members now boast of continuous memberships in excess of a half-century!

the hands that touch it are competent.

The AVCRADs/TASMGS are much like every other organization of their scale, in that there's a seasoned sergeant major who can tell you exactly what's going on within the walls of “their hangar.” And in back-shop after back-shop, it's that sense of ownership that carries the day in meeting their mission.

Re-Looking the Soldier of the Month Program

A key point of emphasis I conveyed in one of the first articles I wrote for this forum, centered on our substantial under-use of the AAAA Soldier of the Month program. While we've seen modest improvement in the level of participation, we still have much fertile ground in front of us.

As a refresher, AAAA offers every one of our chapters the monthly opportunity to recognize a Soldier of the Month. The recipient is honored with a handsome embossed certificate, and a complimentary one-year membership at no cost to the chapter.

What a great way to add *twelve* new members to the role of each chapter annually, and *hundreds* of members to our collective voice – all by just a few keystrokes of the chapter leadership.

Many chapters add their local flavor to this program by having tailored their Soldier of the Month programs to honor a local hero – such as the Bluegrass Chapter in memorializing Corporal Eddie Ward, the first Aviation Soldier in the U.S. Army.

During our National convention in April, a terrific idea was surfaced by a couple of our chapters that count almost no Soldiers on their membership roles. Their geographic uniqueness situates each in an industrial base that is nowhere near the

activity of any Aviation unit in any of the three Components.

The suggestion was made to modify the AAAA Soldier of the Month program to lend the flexibility of the chapters to recognize excellence in their communities each month on a broader scale – such as with a “DAC of the Month” or a “Contractor of the Month.”

While the program pre-dates me, and many on the National Executive Board for that matter, its original intent was to recognize excellence in our junior enlisted ranks (E1 through E4). The moniker “Soldier” generally implies those in rank lighter than E-5, but is left to the discretion of the chapters where to cap the rank for the submission.

While there was a great deal of support among those on the National Membership Committee for expanding this program to enable a more global flexibility in monthly recognition, such an expansion must reflect the spirit and sentiment of our Association.

To that end, I’d like to hear from you on the merits and potential pitfalls of such an expansion with a goal to consolidate your input in a presentation to the National Executive Board this autumn, when we meet in Washington, DC.

A Full Spectrum of Army Aviation

So let’s hear it for the Back-Shops!

Whether you’re parked up front just below the circuit breaker panels, or cover the break with the 240, let’s tip our collective hat to every one of those experts who uncrate our broken and battered components, and give us back the framice, gizmo or widget to bring our aircraft to life!

They’re as much an integral part of our Army Aviation community as the flight ops specialists, the refuelers, our commanding generals, and our loved ones at home – and we’re fortunate to count them as members of our professional Association. Which of them doesn’t deserve to be a Soldier-, DAC-, NCO-, or Contractor of the Month?

Next month I’ll report on continuing progress made with our membership committee and sub-committees. Details on each of the Membership programs are further described in the AAAA *InfoFile*, and I welcome your questions at mark.grapin@quad-a.org.

CW5 Mark W. Grapin
AAAA Vice President for Membership
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AAAA Spouses' Corner

Geographic Challenges For Family Readiness Groups

A Perspective from a Reserve Component Warrant Officer's Wife

By Brinda S. Grapin

In countless Aviation unit mobilization and deployment plans, many Family Readiness Groups (FRGs) are structured with the assumption that every military spouse either resides on a military installation, or within a few minutes' commute of one.

As the ranks get higher, particularly in the Guard and Reserve, many members of our military must commute farther and farther to be able to advance through the NCO, warrant officer, and field grade ranks.

When considering being settled in a particular community, I am confident our family is pretty typical: the children are happy in their schools; have known doctors, dentists, and a level of care; have friends and family nearby; and are doing well in a known quality of church, after-school care, and extra-curricular sports and activities.

The military commitment of the traditional Reservist typically does not justify uprooting a family to move for what is ordinarily a few days per month. So, when the



Eric (left) and Sean Grapin welcome their dad, CW5 Mark Grapin, home from his last OIF deployment with the 63rd Theater Aviation Brigade (TAB) at the Welcome Home on 18 Jul 2006 at the Kentucky Aviation Museum, Lexington, KY.

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Reservist's unit is mobilized and deployed, those families whom are scattered across the country and away from the local armory or Army Aviation Support Facility are typically "...oh, yea..." included in the roster of the corresponding FRG.

The Changing Times

Many of us grew up watching episodes of *M*A*S*H*, and came to accept as reality that when a Soldier shipped off to war, phone calls would be out of the question, and cards or letters would take several weeks to make the transition from overseas to the mailbox at home. Stories from Viet Nam did little to dispel this notion of remoteness of the Soldier from their family.

Today, however, the FRG as a primary source of news is largely negated by the nearly unlimited access to internet cafes, personal computers, in-theater cell phones, public phone trailers, and a U.S. Mail system that makes it faster to get a letter from Baghdad, Iraq, than from Baghdad, Kentucky.

There's often no sense in calling a family who lives hundreds of miles from the home unit to come in for a lunch or an activity for the kids; and unfortunately some FRGs never quite get a regular newsletter put together and distributed.

I have no doubt, however, that the FRG would be a critical support activity should the unthinkable happen. And for many spouses of Reserve Component soldiers, the FRG becomes a system of access to services to fill gaps in planning during contingencies.

An adjunct to the FRG is the DoD sponsored *Military One Source* program. Its goal is to provide 24/7 expert information, articles, booklets, CDs, DVDs and links to other resources on how to deal with the challenges and issues faced daily with military life.

Military One Source can be the network of comfort should the hot water heater burst or should the roof sprout a leak. Their counselors can provide referral services and find local contractors to deal with these situations, often as quickly as within 3-4 hours, when the family is scattered across the globe.

Family Contingency Planning

Mobilization seems to accelerate the importance of more pragmatic conversations at the dinner table – some of them, after the children have gone to bed. Contingencies of every sort must be discussed, and some of the FRG-supplied planning guides are valuable centerpieces to these discussions.

Whether these discussions center on which plumber or roofer will rescue the house, or which mechanic or dealership will rescue the car, contingency planning for even the most routine matters goes a long way in making a deployment go by much quicker with less anxiety for those on both sides of the ocean.

More serious discussions are warranted for wills, powers of attorney, financial accounts, and contingencies for the unthinkable – involving both spouses, at home and abroad.

These contingency planning sessions are likely to pay in spades well after a mobilization and deployment, and their upkeep can reduce anxieties during away-from-home situations of even a few days.

Tips and Resources for Deployments

In preparing for a deployment, it is essential that the spouse left at home has all important documents in one, easy to find and safe place: birth certificates, Social Security cards, shot records, DEERs (Defense Eligibility Enrollment Reporting System) enrollment forms, physical forms, marriage licenses, and photo copies of passports, driver's licenses and military ID cards.

Other considerations are wills, powers of attorney, bank, credit card, and insurance policy information, and even lists of reputable contractors (plumbers, electricians and handy men etc.)

Military One Source: www.militaryonesource.com or 1-800-342-9647 (within the U.S.) or international toll free xxx-800-3429-6477 (see website for appropriate country code prefix) can provide research, references, and referral for local contractors. Having their names handy can provide a great source of comfort when immediate help is needed. All military components have 24/7 access to quality of life information including counseling with trained mental health professionals.

AUSA (Association of the United States Army) Family Programs Directorate: offers updated news and information for military families and extensive internet resources through their website and bi-monthly newsletters www.ausa.org/programs/family_programs

Family Readiness Group: Identifying your unit's FRG and ensuring that they have your contact information is essential prior to deployment, even if the FRG is located many states away.

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Keeping It All In Perspective

The message from my perspective, and from this article, isn't that the FRG does little for the families. In fact, quite the opposite is true; but this level of support has to be kept in perspective.

While a geographically-isolated family (from the base, armory, or Army Aviation Support Facility) isn't likely to travel a hundred miles just to bring the kids for a Saturday afternoon FRG-sponsored arts-and-crafts day, and will likely skip a wives luncheon, we are very likely to send items to be included in a unit care package, and to be included in planning the deployment and welcome home ceremonies. This is especially true for the Guard and Reserve Soldiers.

It is very comforting that these services are available, and many are only a phone call or keystroke away; but Army Leadership shouldn't mistake low levels of partici-

pation as an absence in their value.

By front-loading the availability of these services for the planning of geographic separation, the FRGs provide their highest return on taxpayer and family investment – again, a perspective that may be unique to a geographically-isolated Reserve Component family.

First steps and words will surely be missed; Sweet-Sixteens, Bar Mitzvahs, baptisms, confirmations, and graduations will all be attended by photo or video proxy; teeth will be chipped, noses will be bloodied, and little arms will surely break; hamsters and fish will die, and puppies will be born; car tires will go flat and engines will conk out; the air conditioner or furnace will sputter to a halt, and clothes dryers will fill the basement with smoke.

Life happens, and the deployment of our Reserve Component Soldiers is now a part of this cycle into which we marry. And whether our Aviation Soldiers are crewchiefs, mechanics, controllers, pilots, commanders, or any of the hundreds of other jobs necessary to be "Above the Best," the FRGs must continue to take the shape that best serves our Soldiers and their families.



Brinda S. Grapin is a pharmacist, military spouse, and mother to Eric (9) and Sean (7). She lives in Falls Church, VA, with her husband CW5 Mark Grapin.

Judy Konitzer is the family readiness editor for ARMY AVIATION and thanks Brinda for her contribution this month; questions and suggestions can be directed to Judy at judy@quad-a.org.



Photo by: Spc. Leigh Campbell

Photo by: Tech. Pfc. William Serwinski II

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FROM THE ARCHIVES

Article from the April/May 1984 issue of ARMY AVIATION Magazine.



“Then and Now”



By Lieutenant General Robert R. Williams, Ret.

A member of the “Class Before One,” the Army’s first master aviator, former DCSOPS, a founder and past president of the AAAA, and a member of the Army Aviation Hall of Fame speaks to the 1984 professional sessions on Army aviation.....

A review of history brings out two basic truths that have strongly influenced the equipment, organization, and doctrine of military aviation.

First, pilots have a hypnotic fascination for large or fast aircraft with lots of gadgets and buttons to push. Second, these larger aircraft are always more expensive, more complicated, and require a great deal more support dictating centralization in control and basing.

Let’s take a look at the impact of these truths on the Army Air Corps in the 1930s. The Army Air Corps had developed a series of observation aircraft that were large, fast, and complicated. They based them at centralized locations away from the Artillery - they were no longer responsive.

The artillerymen saw this as a void, and to fill this void they created the Army Artillery Air OP’s. Organic Army Aviation was born. The Air Force tried to get back into the act. They bought L-5s and formed Air Force Liaison Squadrons - but they were just too late.

Amazing Growth

Since the beginning of Army Aviation in the early 1940’s as the organic aviation of the Artillery, Army Aviation has expanded amazingly in types of missions flown, types of aircraft, and in size.

Throughout its development, Army Aviation has met severe challenges in roles and missions and in competition for budget, and this has been good.

Every expansion of Army Aviation has been scrutinized at all levels of government. I, therefore, have to conclude that the present organization of Army Aviation and the choice of equipment is sound. However, Army Aviation must not stagnate or rest on its laurels. The trend towards bigger and faster aircraft is still evident in the Air Force and now in Army Aviation.

The result is that again voids are forming and these voids are going to expand. To me these voids present both dangers and opportunities.

The danger I see is that Army Aviation is following the pattern of the old Army Air Corps. Each new aircraft is more sophisticated and more expensive than the last and will be operated in more centralized organizations.

No longer do the Artillery, Infantry, Armor, Signal Corps, or Engineers have their own aircraft and their own pilots based with them. This withdrawal of the organic aircraft from the various branches of the Army, combined with today’s formation of an Army Aviation branch, is having a bad synergistic effect on the image of the Army Aviator.

Getting Out of Touch

Many now see Army Aviators throwing a white scarf over their shoulders and flying off into the wild blue yonder. Don’t be deluded into thinking that the whole Army warmly embraces this new Army Aviation branch. You heard General Richardson here yesterday express his reluctance in going along with the Army Aviation branch.

It was significant that when Army Magazine, which is the voice of AUSA, published their notice that the Army had formed an Army Aviation branch, it was a little squib about this big in the rear of the magazine. They gave more space to the new helmet that was being developed.

Face it - you have an image problem and you have an operational problem. You can overcome these

problems only by performance.

Training, doctrine, and personal dedication to outstanding support of ground commanders will counteract the adverse image.

Throughout the presentations that I have heard during the last two days, starting with General Vessey's letter, I keep hearing a new term. It's called integration and it appears the effort now is to provide the responsiveness that we used to obtain by the organic concept in aviation by integration of aviation into the team.

Serving the Ground Commander

This may work very well at the higher levels, but I am not sure it's going to satisfy the commanders at the lower levels who are used to having their own aircraft. I urge that in the doctrine and in the operating procedure of the new branch and its centralization, that maximum use be made of operational control of individual aircraft, or small units, by the ground commanders.

We saw in Vietnam where aviation units that belonged to the 1st Aviation Brigade, habitually worked with and were, for all intents and purposes, under the operational control of Division or Brigade Commanders. They really believed these aircraft belonged to them and they were quite possessive. If this highly responsive support is not given somehow to the ground commanders, I think you may see them viewing this once more as a void just as the artilleryman did during WW II.

I read in our local newspapers down in Texas that the Army - not Army Aviation - has bought a few ultra-light air vehicles. It would appear that they may be exploring this field.

Countering this "flyboy" image and having a solid understanding of ground combat within Army Aviation as emphasized by several of the speakers during the last two days, is not going to be too easy in the future.

You no longer are going to have aviators such as Howze, Vessey, Kinnard, Tolson, Wright, and Norton who earned outstanding reputations in ground combat before they became the leaders in Army Aviation. Their image has been the image of Army Aviation. Who is going to sell Army Aviation to the Army based on his in-depth experience in ground combat?

The organization of Army Aviation that has emerged can, I believe, pro-



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vide the responsiveness that I have dealt with. This new organization does present the capability to react to the other voids that I would like to discuss.

A Void in Transport Aircraft

A void, or opportunity, I see in the transport area. The Army is responsible for part of the intra-theater airlift and does it very well with the CH-47. But the Air Force is still responsible for a good-sized portion of the intra-theater airlift. Again, here the pilot's fascination for larger and faster aircraft is quite evident.

The CARIBOU and the C-123 have disappeared without replacement. The Air Force has made two abortive attempts to develop even a replacement for the C-130. The AMST died after two prototypes. The C-17, an aircraft in the 400,000-lb. category, is just barely alive, and some people are now recommending that instead of the C-17 they ought to buy more C-5s.

Although the Air Force has continually justified aircraft, such as the C-130 and the C-5, as having a short unprepared field capability, they have never demonstrated it. They have not landed any of these aircraft anywhere other than on well prepared airfields that met very stringent Air Force requirements.

In future warfare, airfields are going to be highly vulnerable to enemy attack - and Jack Mackmull, if you think you had trouble with small airfields down there in Grenada, wait until you try to operate in the Middle East. Don't count on having a jet-capable airfield anywhere near your combat situation.

The military airlift situation today, to me, is quite comparable to what you would see if you amalgamated all of the airlines in the United States into one big national airline and then

gave them a monopoly on all airlift. They would buy nothing but wide-bodied jets because they're more cost-effective.

If you wanted to catch an airliner, you'd have to first go to a big city. Your destination would also have to be a big city, preferably on another continent. If you wanted to ship something, you'd have to get it to a big city and not only would you have to do that, but you'd have to let it sit there until they had a payload to go into a big aircraft.

We Pay the Price

We saw that in Vietnam. You couldn't get the Air Force to carry anything in a C-130 unless they had a full load. It didn't make any difference how badly you needed it. There'd no longer be regional airlines or feeder airlines; there would be no Airborne or Federal Express.

Intra-theater transport primarily supports the Army. It is the Army that will pay the price if the mission isn't carried out even though it may be the Air Force's portion that fails.

It appears to me that what is required is a replacement for the CARIBOU and the C-123 - probably about the same capacity, speed, and range - but with VTOL capability. It could belong to the Army or it could belong to the Air Force but recent history indicates that under its present priorities, the Air Force will not develop or procure any transport aircraft in this size category.

Fortunately, an aircraft is being developed that will do the job. It is the JVX. The Army's dropped out of its development program and I think this is good. As Mr. Justus White (HASC Staff Member) just pointed out, the history of joint development programs has not been good.

The problem has been that each of the Services, as he pointed out, insists upon developing the aircraft to its

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detailed requirement. The problem was very clearly stated by Willis Hawkins, who used to be the Assistant Secretary of the Army for R&D, when he said: "The specifications for a turkey roaster and a chamber pot may look alike, but the joint product won't sell."

It is true, however, that aircraft that are developed for one Service, or developed commercially, have and will continue to be bought for the Services even though they don't meet their specific requirements.

The Army should support the development of the JVX. General Knudson indicated an interest. I think it's got to be greater than an interest - it's got to be a statement that you're seriously looking at it.

I do not recommend that you participate in the development, but as long as the Army pushes and says: "We are sincerely interested in the JVX for the intra-theater mission to meet a requirement," as a minimum you're going to keep the Air Force in the development with funds. The Air Force won't try to influence the specifications too much. You know that's too little for them to worry about, but we need their money.

As (Lt. Gen.) Jim Vaught pointed out, and as Mr. White confirmed here today, the Air Force as our first line of expense can go ahead and pay the bill without even missing it out of their pocket. So get in there and push it because this can probably be the Army's replacement for the CARIBOU that we previously lost and still need.

Anti-Helicopter Warfare

The final void, or opportunity, I will discuss is the anti-

helicopter role. Yesterday's presentations were very enlightening. I was delighted when General Richardson used a slide that said, "Air-to-air combat." At last the Army at the highest level is getting ready to admit that we must face up to air-to-air combat.

General Maddox said, "They're writing the manuals on how to perform air-to-air combat." He didn't say what they're going to do it with. Jack Mackmull mentioned it and I think Jack Mackmull has got a real good appreciation.

But going back to General Richardson's comment, after I was elated at seeing the air-to-air slide, my balloon burst because what he said as he got into the air-to-air combat mission was "to protect our helicopters."

The major point is missed. I would like to discuss this. All modern military forces appear to have come to the conclusion that the helicopter is a very effective anti-tank weapon. I quote Lieutenant General Reznichenko of the Soviet Army in an article in "Red Star", the Soviet Army paper. In this article on helicopters he said, "They are superior to other anti-tank weapons in terms of field of vision, maneuverability, and firepower. They are capable of hitting armored targets while remaining out of reach of anti-tank weapons. The correlation between tank and helicopter losses is 12 to 1, or even 19 to 1 in the helicopter's favor, according to practical experiments."

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A A A A NEWS SPOTLIGHT

CCAD Saves Apache Down-Time

CCAD artisans gather around an AH-64D Apache main rotor head to analyze the problem, probable cause of damage, and a recommended fix for Ft. Rucker's Aviation Maintenance Dept. after damage to a main rotor head was discovered during a routine inspection.

Corpus Christi Army Depot Rotor Head Division artisans answered a hot request within hours from Ft. Rucker aviation maintenance concerning damage to an AH-64D Apache Main Rotor Head - the normal cycle is several days.

The team examined, analyzed and had a repair solution for an internally damaged rotor head in less than four hours according to Jerry New, CCAD's Ft. Rucker based Aviation Readiness and Maintenance Support Specialist. The damage was discovered during a routine 500-hour maintenance inspection.

Due to the high operational tempo for Army Aviation, notably the increase in Afghanistan from one combat aviation brigade (CAB) to three-plus, flight hour demand ramps up maintenance time, decreasing readiness rates. Training time at Ft. Rucker has paralleled the increased effort. Rapid component turn-around



PHOTO BY ED MCKEY, CCAD/PAO

From left; Rod Benson, Rotor Head Div. Chief; Felix Gonzalez, Supv.; Martin Gutierrez, Tommy Trujillo, Ely Moya, Mike Garza, and Norman Manzano.

time is critical to meet the increased demand.

The Aviation Engineering Directorate Liaison engineer at Rucker was provided with comprehensive information about the head in question, probable cause of damage, and a recommended fix all within less than a quarter of the normal turn-around time.

it to be, we should be concentrating on countering it. It should be the highest priority target on the battlefield. If a battle was scored on a point system, the kill of an enemy tank ought to be one point. The kill of an attack helicopter ought to be 15 points.

To quote (Lt. Gen.) Harry Kinnard: "The price of admission to the tank battle will be killing the enemy's attack helicopters." How will we kill the Hind? Fixed-wing fighters certainly aren't the answer. Our fighters are going to be engaged in their own air-to-air war, or hitting targets that the Air Force considers a higher priority.

A jet fighter isn't much good against a helicopter, anyway. You know the old WW II fighters could not shoot down a low, slow-flying Cub during WWII. Jets are going to be even less effective against a helicopter. Well, both the Soviets and we have concluded that our helicopters are capable of hitting their armored targets, still remaining out of reach of anti-aircraft weapons, so we're not going to kill the Hind with our anti-aircraft weapons.

The question is, "How do we kill the Hind before he kills 15 tanks? The Soviet solution seems to be the Hind with its speed, and I suspect, air-to-air weapons. We, on the other hand, appear to have completely ignored the problem of killing the Hind to save our tanks. With great timidity we seem to be at last looking at the problem of protecting our helicopters from the Hind.

The most aggressive action I have seen is the provision for air-to-air missiles on the AHIP. Of course, "provision for" will no more kill an enemy tank than unfunded parts will help our present flying hour program.

Putting air-to-air missiles on the AHIP bothers me. It gives me a mental picture of a few 4,000 lb., 100 knot AHIPs guarding our attack helicopters as a heavily armed, 22,000 lb., 180 knot Hind roars in. This is like asking a small sheep dog to protect the flock against a mountain lion.

It's Just Not a Fair Fight.

The AHIP may get off a shot against the Hind in defense, but it is not going to pursue, and it certainly isn't going to go over and try to prevent the Hinds from attacking our tanks. The anti-helicopter role deserves a lot more attention, study, funding, development, and testing than it is now receiving.

Adopting old, or even developing new weapons systems to be carried on present aircraft, is not the answer. However, I would certainly go along with putting some good air-to-air weapons on the AH-64 as at least an interim solution to the problem. The weapons are not the total solution.

Speed and maneuverability for the carrier vehicle are essential. If that statement is not true, I would like to point out that the Air Forces of the world have certainly wasted billions of dollars developing new fighter aircraft.

The Question of Cost

I have identified three areas as potential for Army effort. New efforts usually cost money. Money is always tight. To be realistic in my comments, I should say something about cost.

First area: Be responsive to the ground commander and improve Army Aviation's image. This doesn't cost money but it does require a lot of work, dedication, and smarts.

The second area: Intra-theater airlift. No cost at this time if you support the Marines and they continue to develop the JVX.

The third area: Air-to-air. Very expensive but so important that I think it should get the highest in priority. Thank you very much.



LTG (Ret.) Bob Williams is one of the original founders of the AAAA; a 1974 Army Aviation Hall of Fame inductee and a former chairman of the HOF Trustees; and a past AAAA National President. He passed away in April 2009.

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ARMY AVIATION

2010 Blue Book Directory

Thank you to the hundreds of units and offices that responded to this year's request for information and to each activity listed. This directory of Army aviation units, organizations, offices and key personnel includes information from both the Active and Reserve components, principally at the battalion level and above, and by key supporting organizations. All information is presented in alphabetical state order by city and installations, then by U.S. territories, and then by overseas regions and countries.

Organizations that did not provide input in 2010 or who did not follow published requirements are noted as "Update not provided this year." Additionally, for units and organizations that have not updated their data since 2008, key personnel names and personal email listings have been deleted due to likelihood of personnel turnover.

For future updates, please contact bluebook@quad-a.org or hard copy to ARMY AVIATION Magazine, 755 Main Street, Suite 4D, Monroe, CT 06468-2830; call (203) 268-2450 or fax (203) 268-5870.

Bill Harris/Publisher

Legend to Abbreviations

AA	= Air Ambulance
AASFC	= Army Avn Support Facility Commander
AASLT	= Air Assault
ABN	= Airborne
ACS	= Air Cavalry Squadron
AZC2S	= Army Airborne Command and Control System
AMO	= Aviation Maintenance Officer
AOB	= Airfield Operations Battalion
ARB	= Attack/Reconnaissance Battalion
ARS	= Attack/Reconnaissance Squadron
ASB	= Aviation Support Battalion
ASO	= Aviation Safety Officer
ATS	= Air Traffic Services
BFT	= Blue Force Tracking
CAB	= Combat Aviation Brigade
CDR	= Commander
CG	= Commanding General
DIR	= Director
G/S1	= Administrative officer
G/S2	= Intelligence officer
G/S3	= Operations officer
G/S4	= Logistics officer
GSAB	= General Support Aviation Battalion
IFE	= Instrument Flight Examiner
ME	= Maintenance Examiner
MG	= Master Gunner
MTFE	= Maintenance Test Flight Engineer
MTP	= Maintenance Test Pilot
QA	= Quality Assurance officer
SAAO	= State Army Aviation Officer
SIP	= Standardization Instructor Pilot
SPO	= Support Operations Officer
TAB	= Theater Aviation Brigade
TAC	= Theater Aviation Command
TACOPS	= Tactical Operations Officer

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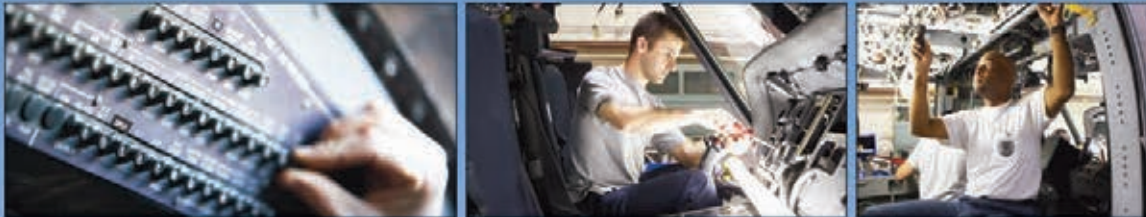
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ALABAMA

BIRMINGHAM

Alabama ARNG Aviation Support Facility #2

5701 East Lake Boulevard
Birmingham AL 35217-3599
AASFC: LTC Johnny R. Bass
C: (205) 808-3301
DSN: 363-7493 x 3301
johnny.ray.bass@ng.army.mil
Ops Off.: MAJ David E. Crenshaw
C: (205) 808-3335
DSN: 363-7493 x 3335
david.e.crenshaw@ng.army.mil
AMO: CW5 Steve Hubbard
C: (205) 808-3319
DSN: 363-7493 x 3319
stephen.hubbard@ng.army.mil

FORT RUCKER

U.S. Army Aviation Center of Excellence (USAACE)

Building 101, 453 Novosel Street
Fort Rucker AL 36362-5000



Commanding General:
BG Anthony G. Crutchfield
C: (334) 255-2600
DSN: 558-2600
anthony.crutchfield@us.army.mil

Aide de Camp to the CG:

CPT Courtney E. Ellers
C: (334) 255-2600
DSN: 558-2600
courtney.ellers@us.army.mil



Dep. CG/Asst. Commandant
BG Timothy Edens
C: (334) 255-2808
DSN: 558-2808
timothy.edens@us.army.mil

Aide de Camp to the DCG:

CPT Scott Montoya
C: (334) 255-2808
DSN: 558-2808
scott.montoya@us.army.mil



Chief of Staff:
COL Daniel L. Ball
C: (334) 255-2500
DSN: 558-2500
daniel.ball@us.army.mil



Dep. Assistant Commandant - ARNG: COL Mark W. Weiss
C: (334) 255-0028
DSN: 558-0028
mark.weiss@us.army.mil



Dep. Assistant Commandant - USAR: COL James L. Sedlak
C: (334) 255-3531
DSN: 558-3531
james.sedlak@us.army.mil



Aviation Branch Chief Warrant Officer: CW5 Michael L. Reese
C: (334) 255-2007
DSN: 558-2007
michael.l.reese@us.army.mil



Command Sergeant Major: CSM Tod Glidewell
C: (334) 255-3528
DSN: 558-3528
tod.glidewell@us.army.mil

Deputy Chief of Staff: LTC Garry L. Thompson

C: (334) 255-9026
DSN: 558-9026
garry.thompson@us.army.mil
Secretary of the General Staff: CPT Jason D. James
C: (334) 255-9215
DSN: 558-9215
jason.d.james@us.army.mil
Protocol Officer: Mr. Ron Skinner
C: (334) 255-9411
DSN: 558-9411
ronald.skinner@us.army.mil
Public Affairs Officer: Ms. Lisa Eichhorn
C: (334) 255-2590
DSN: 558-2590
lisa.eichhorn@us.army.mil

USAACE G3/5/7

U.S. Army Aviation Center of Excellence
453 Novosel St., Bldg 101
Fort Rucker AL 36362-5035



G3 Officer: COL Todd Z. Conyers
C: (334) 255-3200
DSN: 558-3804/3200
todd.conyers@conus.army.mil



Senior NCO: SGM John P. Hendricks Jr.
C: (334) 255-1172
DSN: 558-1172
john.hendricksjr@conus.army.mil

Exec. Dir. Army Ft. Tng./Deputy G3:

Mr. John S. Arnold
C: (334) 255-3200
DSN: 558-3200
john.arnold7@us.army.mil

Commander, U.S. Army Garrison, Fort Rucker (IMCOM-SE)
Bldg 114, 453 Novosel Street
Fort Rucker AL 363625001



Commander: COL James A. Muskopf
C: (334) 255-2095
DSN: 558-2095
james.muskopf@us.army.mil

Deputy to the Garrison Commander:

Mr. Justin O. Mitchell
C: (334) 255-9332
DSN: 558-9332
justin.mitchell@us.army.mil



Senior NCO: CSM Dwaine E. Walters
C: (334) 255-9451
DSN: 558-9451
dwaine.walters@us.army.mil

Directorate of Plans, Training, Mobilization & Security, USAG IMCOM

453 Novosel Street
Building 101
Fort Rucker AL 363625105
Director: Mr. William S. Leyh
C: (334) 255-2300
DSN: 558-2300
william.leyh@conus.army.mil

Office of the Staff Judge Advocate

Building 5700
U.S. Army Aviation Center of Excellence
Fort Rucker AL 36362
Staff Judge Advocate: LTC Kevin K. Robitaille
C: (334) 255-2547
DSN: 558-2547
kevin.k.robitaille@conus.army.mil
Deputy SAG: MAJ Angela D. Tucker
C: (334) 255-2547
DSN: 558-2547
angela.tucker1@conus.army.mil
Legal Administrator: Mrs. Anahi A. Guzman
C: (334) 255-2547
DSN: 558-2547
anahi.alexa.guzman@conus.army.mil
Chief Paralegal: SFC Stacie J. Thornhill
C: (334) 255-2547
DSN: 558-2547
stacie.thornhill@conus.army.mil

Avn. Branch Safety Office

453 Novosel St.
Fort Rucker AL 363625000
Br. Safety Officer: CW5 Ross E. Morrison
C: (334) 255-2301
DSN: 558-2301
ross.morrison@us.army.mil
Air Safety Supervisor: Mr. Wesley E. Hedman
C: (334) 255-1832

DSN: 558-1832
wes.hedman@us.army.mil
Air Safety Inv. - UAS/ALSE:
Mr. Robert Scotty Johnson
C: (334) 255-1745
DSN: 558-1745
robert.johnson2@us.army.mil
Air Safety Inv. - Avn. Sys.: Mr. Bruce K. Irwin
C: (334) 255-1866
DSN: 558-1866
bruce.k.irwin@us.army.mil
Air Safety Inv. - Airfields: Mr. John W. Green
C: (334) 255-1993
DSN: 558-1993
john.green10@us.army.mil

Avn. Branch Historian

U.S. Army Aviation Center of Excellence
Bldg. 9204, Fifth Ave.
Fort Rucker AL 36362-5105
Branch Historian: Dr. J. Patrick Hughes Ph.D.
C: (334) 255-9151
DSN: 558-9151
j.p.hughes@us.army.mil

U.S. Army Aviation Museum

U.S. Army Aviation Center of Excellence
P.O. Box 620610
Fort Rucker AL 36362-0610
Director: Mr. Steve Maxham
C: (334) 255-3036
DSN: 558-3036
maxhams2@conus.army.mil

Liaison Office

DoTD, USAACE
Bldg. 107, 5th Ave.
Fort Rucker AL 363625000
Australian Liaison Officer: LTC David Burke
C: (334) 225-9559
DSN: 558-0550
david.burke@conus.army.mil
Canadian Liaison Officer: MAJ Peter Fedak
C: (334) 255-2544
DSN: 558-2544
peter.fedak@conus.army.mil
German Liaison Officer: LTC Martin Geller
C: (334) 255-9129
DSN: 558-9129
martin.geller@conus.army.mil / ruckergermanlno@conus.army.mil
Italian Liaison Officer: LTC Francesco Spadolini
C: (334) 255-9235
DSN: 558-9235
francesco.spadolini@conus.army.mil
Korean Liaison Officer:
LTC Kwangho Kim
C: (334) 255-3131
DSN: 558-3131
kwangho.kim@conus.army.mil
Netherlands Liaison Officer:
LTC Phillip Wittle
C: (334) 255-1499
DSN: 558-1499
phillip.wittle@conus.army.mil

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U.S. Contact Officer: Mr. George Foley
C: (334) 255-9372
DSN: 558-9372
george.foley@conus.army.mil
LNO Admin.: Ms. Lisa J. Sconiers
C: (334) 255-3766
DSN: 558-3766
lisa.j.sconiers@conus.army.mil

**Aviation Branch Personnel
Proponency Office (AP)**
Building 4103
U.S. Army Aviation Center of Excellence
Fort Rucker AL 363625000



Director: COL
Richard (Rick)
Stockhausen
C: (334) 255-3423
DSN: 558-3423
richard.stockhausen@conus.army.mil

Dep. Director, Proponency: Mr.
Andrew Darcangelo
C: (334) 255-1406
DSN: 558-1406
andrew.darcangelo@us.army.mil
Chief, AWO Personnel Proponency:
CW4 Richard B. Ayers
C: (334) 255-1419
DSN: 558-1419
richard.ayers@conus.army.mil
AWO Personnel Proponency: CW4
Scott Nissen
C: (334) 255-1419
DSN: 558-1419
scott.nissen@us.army.mil
Directorate SGM: SGM Loren Gray
C: (334) 255-9891
DSN: 558-9891
loren.gray@us.army.mil

**Capability Development &
Integration Directorate (CDID)**
U.S. Army Aviation Center of Excellence
Building 101, 453 Novosel St.
Fort Rucker AL 363625000
Director: Mr. Ellis Golson
C: (334) 255-1080
DSN: 558-1080
ellis.golson@conus.army.mil
Administrative Assistant: Ms. Mary
Ann Duke
C: (334) 255-1080
DSN: 558-1080
mary.ann.duke@conus.army.mil

**Concepts and Requirements
Directorate (CRD)**
CDID, USAACE
Bldg 4506 Joker Street
Fort Rucker AL 36362-5000



Director: COL
Joseph B. Jellison
C: (334) 255-3203
DSN: 558-3203
joseph.jellison@us.army.mil

Deputy Director: Mr. Glenn D. Harrison
C: (334) 255-2703
DSN: 558-2703
glenn.d.harrison@us.army.mil
**Division Chief, Organization/Force
Development Div.:** LTC Harry D.
Brooks
C: (334) 255-2220
DSN: 558-2220
harry.brooks1@us.army.mil
**Division Chief, Requirements
Determination Div.:**
LTC Allan P. Baker
C: (334) 255-3653
DSN: 558-3653
allen.p.baker@us.army.mil
**Division Chief, Concepts
Developments Div.:** LTC Robert E.
Wilson
C: (334) 255-1451
DSN: 558-1451
robert.e.wilson@us.army.mil
**Division Chief, Air Maneuver Battle
Lab:** LTC Jennifer J. Ash
C: (334) 255-3470
DSN: 558-3470
jennifer.ash@us.army.mil
Directorate SGM: SGM Matthew T.
Schoemake
C: (334) 255-2849
DSN: 558-2849
matthew.todd.schoemake@us.army.mil

**Directorate of Training and Doctrine
(DOTD)**
CDID, USAACE
Building 4507, Andrews Ave
Fort Rucker AL 363625000



Director: COL
Jimmy L. Meacham
C: (334) 255-3320
DSN: 558-3320
jimmy.meacham@us.army.mil

Dep. Dir.: Mr. Robert D. Carter
C: (334) 255-3320
DSN: 558-3320
robertd.carter@us.army.mil
Ops. Off.: Ms. Teresa Strickland
C: (334) 255-9252
DSN: 558-9252
teresa.strickland@us.army.mil
Avn. Br. TACOPS Off.: CW5 Thomas
E. McClellan
C: (334) 255-2050
DSN: 558-2050
thomas.mcclellan@us.army.mil
**Ch. Avn. Shoot Down Assessment
Tm.:** CW5 Bobby Sebren
C: (334) 255-1820
DSN: 558-1820
bobby.sebren@us.army.mil
Ch., Tactics Div.: LTC Ron Ellis
C: (334) 255-3584
DSN: 558-3584
ron.ellis@us.army.mil
Ch., Tng. Div.: Mr. Michael P. Donohue
C: (334) 255-9679
DSN: 558-9679
michael.p.donohue@us.army.mil

Avn. Master Gunner: CW5 Steven E.
Kilgore
C: (334) 255-2691
DSN: 558-2691
steven.e.kilgore@us.army.mil
Senior NCO: SGM Bobby Reynolds
C: (334) 255-9205
DSN: 558-9205
bobby.reynolds@us.army.mil

**TRADOC Capability Manager for Lift
(TCM-Lift)**
CDID, USAACE
Bldg 4505, Room 117
5th Avenue
Fort Rucker AL 363625000
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TCM-L: COL Brian
J. Diaz
C: (334) 255-9050
DSN: 558-9050
brian.j.diaz@us.army.mil

Deputy TCM-L: LTC James Kennedy
C: (334) 255-3808
DSN: 558-3808
james.kennedy1@us.army.mil

**TRADOC Capability Manager for
Recon and Attack (TCM R/A)**
CDID, USAACE
Building 4505, 5th Avenue
Fort Rucker AL 36362-5010



TCM: COL Grady S.
King
C: (334) 255-2160
DSN: 558-2160
grady.king@us.army.mil

Deputy TCM-R/A: LTC Michael G.
Olmstead
C: (334) 255-9265
DSN: 558-9265
michael.g.olmstead@us.army.mil
Attack Hel. Lead: CW5 Warren A.
Aylworth
C: (334) 255-3543
DSN: 558-3543
warren.aylworth@us.army.mil
Sr. Technical Advisor: Mr. Joseph W.
McVeigh
C: (334) 255-3505
DSN: 558-3505
joseph.mcveigh@conus.army.mil
Senior NCO: MSG Eric D. Hagan
C: (334) 255-2828
DSN: 558-2828
eric.hagan@conus.army.mil

**TRADOC Capability Manager for
Unmanned Aircraft Systems (TCM
UAS)**
CDID, USAACE
Bldg 4505, 5th Avenue
Fort Rucker AL 363625000



TCM: COL Robert
J. Sova
C: (334) 255-1971
DSN: 558-1971
robert.sova@us.army.mil

Dep. TCM: Mr. William R. Jones
C: (334) 255-1444
DSN: 558-1444
bill.jones@us.army.mil
XO: LTC Scott R. Alpeter
C: (334) 225-0209
DSN: 558-0209
scott.alpeter@conus.army.mil

**U.S. Army Unmanned Aircraft
Systems Center of Excellence
(UASCOE)**
CDID, USAACE
Bldg. 5000
Lucky Star Street
Fort Rucker AL 36362



Dir.: COL John M.
Lynch
C: (334) 255-0672
DSN: 558-0672
john.m.lynch@us.army.mil

Dep. Dir.: Mr. Glenn Rizzi
C: (334) 255-0736
DSN: 558-0736
glenn.rizzi@us.army.mil
Prg. Mgr.: Mr. Robert Hutson
C: (334) 255-0881
DSN: 558-0881
robert.hutson@us.army.mil
Strat. & Policy Ch.: Mr. Michael Hahn
C: (334) 255-0835
DSN: 558-0835
michael.hahn@us.army.mil
Integration Ch.: Mr. Steven Layman
C: (334) 255-0671
DSN: 558-0671
steven.layman@us.army.mil
Strategic Comm.: Mr. James Bullinger
C: (334) 255-0882
DSN: 558-0882
james.bullinger@us.army.mil
Senior NCO: Vacant
C: (334) 255-0672
DSN: 558-0672

**Directorate of Evaluation and
Standardization (DES)**
U.S. Army Aviation Center of Excellence
Building 4503, Kingsman Street
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Director: COL
David M. Fee
C: (334) 255-2603
DSN: 558-2603
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Deputy Director: LTC Richard W. Alexander

C: (334) 255-3589
DSN: 558-3589
richard.alexander1@us.army.mil

Operations Officer: LTC Michael F. Breslin

C: (334) 255-0623
DSN: 558-0623
michael.f.breslin@us.army.mil



Senior NCO: SGM Ruben L. Albert
C: (334) 255-1778
DSN: 558-1778
ruben.l.albert@us.army.mil

Directorate of Logistics (DOL), USAACE

Fort Rucker AL 36362-5112
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Director: Mr. Walter Kramer

C: (334) 255-2400
DSN: 558-2400
walter.r.kramer@conus.army.mil

Directorate of Simulation (DOS)

U.S. Army Aviation Center of Excellence
Bldg 5440 Nighthawk
Fort Rucker AL 36362

Director: COL Christopher C. Sullivan

C: (334) 255-1056
DSN: 558-1056
christopher.c.sullivan@us.army.mil

Deputy Director: LTC Randall W. Burke

C: (334) 255-6715
DSN: 558-6715
randall.burke@us.army.mil

Senior NCO: MSG Donald K. Skidds

C: (334) 255-6605
DSN: 558-6605
donald.skidds2@us.army.mil

1st Avn. Bde.

U.S. Army Aviation Center of Excellence
8450 2nd Ave.
Fort Rucker AL 36362-



Commander: COL Kenneth J. Biland
C: (334) 255-9083
DSN: 558-9083
ken.biland@us.army.mil

Deputy Bde Cdr: MAJ Edward F. Mandril

C: (334) 255-9117
DSN: 558-9117
edward.mandril@us.army.mil
S1: CPT Matthew O'Neil
C: (334) 255-3190
DSN: 558-9347
matthew.oneil@us.army.mil
S3: MAJ Michael A. Sines
C: (334) 255-9103
DSN: 558-9103
michael.sines@us.army.mil

HHC Cdr: CPT Craig A. Sanders

C: (334) 255-2074
DSN: 558-2074
craig.a.sanders@us.army.mil
SERE Commander: MAJ Christopher H. Clyde
C: (334) 255-9866
DSN: 558-9866
christopher.h.clyde@us.army.mil



Senior NCO: CSM George R. Kingston
C: (334) 255-3982
DSN: 558-3982
george.roger.kingston@us.army.mil

1st Bn., 13th Avn. Regt.

1st Avn. Bde.
U.S. Army Aviation Center of Excellence
6201 Andrews Ave.
Fort Rucker AL 36362-

*Update Not Provided This Year

Commander: LTC Shawn T. Prickett

C: (334) 255-1316
DSN: 558-1316
shawn.prickett@conus.army.mil

XO: MAJ Christopher J. Yuskaitis

C: (334) 255-1317
DSN: 558-1317
christopher.yuskaitis@conus.army.mil

S1: CPT Melissa A. Pyun

C: (334) 255-1338
DSN: 558-1338
melissa.pyun@conus.army.mil

Co. A Cdr.: CPT Cameron L. Albert

C: (334) 255-2481
DSN: 558-2481
cameron.l.albert@conus.army.mil

Co. B Cdr.: CPT Terrence N. Smith

C: (334) 255-1295
DSN: 558-1295
terrence.n.smith@conus.army.mil

Co. C Cdr.: CPT Joseph E. Sims

C: (334) 255-1297
DSN: 558-1297
joseph.e.sims@conus.army.mil

Co. D Cdr.: CPT Jonathan Thoennes

C: (334) 255-2040
DSN: 558-2040
jonathan.thoennes@conus.army.mil

Senior NCO: CSM Steven O. Green

C: (334) 255-1315
DSN: 558-1315
steven.o.green@conus.army.mil

1st Bn., 145th Avn. Regt.

1st Avn. Bde.
U.S. Army Aviation Center of Excellence
Fort Rucker AL 36362-



Commander: LTC Mikael R. Ash
C: (334) 255-9426
DSN: 558-9426
mikael.ash@conus.army.mil

XO: MAJ Ethan Dial
C: (334) 255-2815

DSN: 558-2815
ethan.dial@conus.army.mil
S3: MAJ Cecil C. Nix
C: (334) 255-2872
DSN: 558-2872
cecil.c.nix@conus.army.mil
Commander, A/1-145th Avn. Regt.:
MAJ Lee Ambrose
C: (334) 255-3341
DSN: 558-3341
lee.ambrose@conus.army.mil

Commander, B/1-145th Avn. Regt.:

MAJ Derek Smith
C: (334) 255-1755
DSN: 558-1755

Commander, D/1-145th Avn. Regt.:

MAJ Andrew Herzberg
C: (334) 255-3604
DSN: 558-3604

Commander, SERE Det.: MAJ Christopher H. Clyde

C: (334) 255-9866
DSN: 558-9866
christopher.h.clyde@conus.army.mil

ASO: CW3 Gordy Wright

C: (334) 255-9432
DSN: 558-9432
gordy.wright@conus.army.mil

Senior NCO: SGM Joshua A. Newman

C: (334) 255-3787
DSN: 558-3787
joshua.newman1@conus.army.mil



110th Avn. Bde.

Building 4509, Andrews Avenue
U.S. Army Aviation Center of Excellence
Fort Rucker AL 36362-5000

Commander: COL Russell E. Stinger

C: (334) 255-2607
DSN: 558-2607
russel.stinger@us.army.mil

XO: LTC Brian D. Almquist

C: (334) 255-2881
DSN: 558-2881
brian.almquist@us.army.mil

S3: MAJ Ernest J. Irvin

C: (334) 255-2586
DSN: 558-2586
ernest.irvin@us.army.mil

SIP: CW5 Timothy J. Whited

C: (334) 255-3873
DSN: 558-3873
timothy.whited@us.army.mil

ASO: Mr. Jerry Mosley

C: (334) 255-2564
DSN: 558-2564
jerry.mosley@us.army.mil

Night Vision Branch: CW4 Joseph S. Bowen

C: (334) 255-9515
DSN: 558-9515
joseph.s.bowen@us.army.mil

HHC CO: CPT Katherine J. Morris

C: (334) 255-0162
DSN: 558-0162
katherine.j.morris1@us.army.mil



Senior NCO: CSM Antoinette K. Aila
C: (334) 255-3954
DSN: 558-3954
antoinette.k.aila@us.army.mil

1st Bn., 11th Avn. Regt.

110th Avn. Bde.
Bldg. 4511 5th Ave.
Fort Rucker AL 36362-5000



Commander: LTC D. Michael Flowers
C: (334) 255-2173
DSN: 558-2173
darren.flowers@us.army.mil

XO: MAJ Michael S. Shannon

C: (334) 255-2199
DSN: 558-2199
Michael.shannon@us.army.mil

S3: MAJ Timothy J. Lewis

C: (334) 255-2112
DSN: 558-2112
timothy.j.lewis@us.army.mil



Senior NCO: CSM Vernon C. Brown
C: (334) 255-2173
DSN: 558-2173
vernon.c.brown@us.army.mil

1st Bn., 14th Avn. Regt.

Hanchey Army Heliport, Bldg. 50108
110th Avn. Bde.
Fort Rucker AL 36362-5225



Commander: LTC Scott J. Halverson
C: (334) 255-5034
DSN: 558-5034
scott.halverson@us.army.mil

XO: MAJ Peter Velesky

C: (334) 255-5076
DSN: 558-5076
peter.velesky@us.army.mil

S3: MAJ Rodric G. Pauletto

C: (334) 255-0086
DSN: 558-0086
rodric.g.pauletto@us.army.mil

SIP: CW4 Timothy L. McCray

C: (334) 255-5043
DSN: 558-5043
timothy.l.mccray@us.army.mil

ASO: CW4 Matthew Wellinghurst

C: (334) 255-5283
DSN: 558-5283
matthew.wellinghurst@us.army.mil

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Senior NCO: SGM Stanley E. Singell
C: (334) 255-0082
DSN: 558-0082
stanley.singell@us.army.mil

1st Bn., 212th Avn. Regt.
Bldg 40148
Lowe Army Heliport
Fort Rucker AL 36362-5000



Commander: LTC Michael Burns
C: (334) 255-4111
DSN: 558-4111
michael.burns2@us.army.mil

XO: MAJ James J. Baird
C: (334) 255-0080
DSN: 558-0080
james.j.baird@us.army.mil
S3: MAJ Salamasina Strokin
C: (334) 255-0079
DSN: 558-0079
salamasina.strokin@us.army.mil
SIP: CW4 Rickey L. Nichols
C: (334) 255-4383
DSN: 558-4383
rickey.l.nichols@us.army.mil
ASO: CW3 Donald J. Randol
C: (334) 255-4372
DSN: 558-4372
donald.randol@us.army.mil



Senior NCO: SGM Juan F. Delamo
C: (334) 255-4111
DSN: 558-4111
juan.felix.delmomojica@us.army.mil

1st Bn., 223rd Avn. Regt.
Bldg. 30501, Cairns Army Airfield
Fort Rucker AL 36362-5230



Commander: LTC Joseph C. Matthew
C: (334) 255-8478
DSN: 558-8478
joseph.matthew@conus.army.mil

XO: MAJ Rodel F. Pasibe
C: (334) 255-8419
DSN: 558-8419
rodel.pasibe@conus.army.mil
Standardization Officer: CW5 Michael Sherman
C: (334) 255-8441
DSN: 558-8441
michael.sherman@conus.army.mil
Aviation Safety Officer:
CW3 Christopher M. Jones

C: (334) 255-8463
DSN: 558-8463
christopher.michael.jones@conus.army.mil
Senior NCO: SGM Keith V. Cooper
C: (334) 255-8444
DSN: 558-8444
keith.v.cooper@us.army.mil

Army Air Ambulance Detachment (USAAD), Fort Rucker (FLATIRON) USAAMC

Bldg. 30311, Cairns Army Airfield
Fort Rucker AL 36362-5350

*Update Not Provided This Year
Commander: MAJ Kyle Patterson

C: (334) 255-8534
DSN: 558-8534
kyle.patterson@us.army.mil
SIP: CW4 John S. Morgan
C: (334) 255-8185
DSN: 558-8185
scott.morgan@us.army.mil
ASO: CPT Cohn R. Moon
C: (334) 255-8185
DSN: 558-8185
cohn.moon@us.army.mil
Senior NCO: SFC John Guardian
C: (334) 255-8305
DSN: 558-8305
john.guardian@us.army.mil

Noncommissioned Officer Academy
U.S. Army Aviation Center of Excellence

4301 Andrews Ave.
Fort Rucker AL 36362-5255



Commandant: CSM Marlin J. Smith
C: (334) 255-3863
DSN: 558-3863
marlin.james.smith@us.army.mil

Deputy Commandant: 1SG Michael S. McGee
C: (334) 255-2179
DSN: 558-2179
michael.s.mcgee@us.army.mil

Operations Sgt.: SFC Rogelio Montalvo
C: (334) 255-1311
DSN: 558-1311

rogelio.montalvo@us.army.mil
Maint. Br. Ch.: 1SG Gloria J. Cain
C: (334) 255-3568
DSN: 558-3568
gloria.cain@us.army.mil
Ops. Br. Ch.: 1SG Jeffrey A. Hertzog
C: (334) 255-3844
DSN: 558-3844
jeffrey.allen.hertzog@us.army.mil

Development Cell: SFC Willard D. O'Donnell
C: (334) 255-1305
DSN: 558-1305
willard.odonnell@us.army.mil

U.S. Army Warrant Officer Career College
Building 5302
Outlaw Street
Fort Rucker AL 36362-

Commandant: COL Stanley O. Smith
C: (334) 255-3869
DSN: 558-3869
stanley.o.smith@us.army.mil
Deputy Commandant: CW5 Michael R. Funk
C: (334) 255-9031
DSN: 558-9031
michael.funk1@conus.army.mil

U.S. Army Combat Readiness/Safety Center
Building 4905 5th Avenue
Fort Rucker AL 36362-5363



Commanding General: BG William T. Wolf
C: (334) 255-9360
DSN: 558-9360
william.wolf@us.army.mil

Deputy Commander: COL Scott Thompson
C: (334) 255-3075
DSN: 558-3075
scott.thompson@us.army.mil
XO: LTC Terry L. Griffith
C: (334) 255-9493
DSN: 558-9493
terry.griffith@us.army.mil
Senior Safety Advisor: Dr. Brenda G. Miller
C: (334) 255-2959
DSN: 558-2959
brenda.g.miller@us.army.mil
Asst. Dir. of Army Safety: Mr. Kerry M. Brown
C: (703) 601-2413
kerry.m.brown@us.army.mil



Senior NCO: CSM Michael P. Eyer
C: (334) 255-3575
DSN: 558-3575
michael.eyer@us.army.mil

U.S. Army Aeromedical Center
Building 301, Andrews Avenue
U.S. Army Aviation Center
Fort Rucker AL 36362-5333
*Update Not Provided This Year
Commander: COL Yolanda Ruiz-Isales
C: (334) 255-7359
DSN: 558-7359
ruiz-isales@amedd.army.mil
Deputy Commander for Clinical Services: LTC Dana Renta
C: (334) 255-7363
DSN: 558-7363
dana.renta@amedd.army.mil
Deputy Commander for Administration: LTC James C. Boxmeyer
C: (334) 255-7362
DSN: 558-7362
james.boxmeyer@us.army.mil

U.S. Army Aeromedical Research Laboratory
6901 Farrel Road
Fort Rucker AL 36362-0577



Commander: COL Joseph F. McKeon
C: (334) 255-6917
DSN: 558-6917
joseph.mckeon@amedd.army.mil

U.S. Army Medical Evacuation Proponency Directorate (MEPD)
Bldg 4506, Room 112
Fort Rucker AL 36362
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Director: COL Robert D. Mitchell
C: (334) 255-1166
DSN: 558-1166
robert.mitchell4@us.army.mil

Deputy Dir.: LTC Dustin Elder
C: (334) 255-1166
DSN: 558-1166
dustin.elder@us.army.mil
SME: Mr. Peter A. Webb
C: (334) 255-1170
DSN: 558-1170
peter.a.webb@us.army.mil
Doctrine Development: Mr. James Inglis
C: (334) 255-0512
DSN: 558-0512
james.inglis@us.army.mil
Senior NCO: SFC Jay Shearer
C: (334) 255-0302
DSN: 558-0302
jay.shearer@us.army.mil

U.S. Army Air Traffic Services Command (ATSCOM)
U.S. Army Forces Command
Bldg 2805, Division Road
Fort Rucker AL 363625265
Commander: COL James R. Macklin Jr.
C: (334) 255-3007
DSN: 558-3007
james.macklin@conus.army.mil
XO: LTC Terry A. Meyer
C: (334) 255-9924
DSN: 558-9924
terry.a.meyer@conus.army.mil
Cmd Group Asst.: Ms. Linda Evans
C: (334) 255-3007
DSN: 558-3219
linda.evans@conus.army.mil
S1: Mr. Fred Helton
C: (334) 255-1607
DSN: 558-1607
freddie.helton@conus.army.mil
S3: MAJ Rick Wolf
C: (334) 255-1229
DSN: 558-1229
rick.wolf@conus.army.mil



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S4: CPT Brad A. Smith
C: (334) 470-7643
DSN: 558-7643
brad.a.smith1@conus.army.mil
Senior NCO: CSM Homer L. Kennedy
C: (334) 255-1606
DSN: 558-1606
homer.lee.kennedy@conus.army.mil

164th Theater Airfield Operations Group (TAOG)

11th Theater Avn. Cmd. / ATSCOM
Unit 15276

Fort Rucker AL 36362
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Commander:

C: (334) 255-8940
DSN: 558-8940

Dep. Cdr.:

C: (334) 255-8941
DSN: 558-8941

Senior NCO:

C: (334) 255-8944
DSN: 558-8944

1st Bn., 58th Avn. Regt. (AOB)

164th TAOG
Fort Rucker AL 36362

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Commander:

C: (334) 255-8940
DSN: 558-8940

Senior NCO:

C: (334) 255-8941
DSN: 558-8941

2nd Bn., 58th Avn. Regt. (AOB)

164th TAOG
Bldg. 21509 Knox Army Airfield
Fort Rucker AL 36362

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Commander: LTC
Stephen W. Long
C: (334) 255-2239
DSN: 558-2239
steve.w.long@us.army.mil



Senior NCO: MSG
John H. Maroney
C: (334) 255-9550
DSN: 558-9550
john.h.maroney@us.army.mil

ARNG Multi Media Branch, Aviation & Safety Division

National Guard Bureau
Bldg. 5401 Andrews Ave.
P. O. Box 620249
Fort Rucker AL 36362-0249
*Update Not Provided This Year
Chief: Mr. David W. Skinner
C: (334) 255-3848
DSN: 558-3848
david.skinner2@us.army.mil
Aviation Training Specialist: MAJ
Anthony Laier

C: (334) 255-1805
DSN: 558-1805
anthony.laier@us.army.mil
Aviation Training Specialist: CW4
Dennis E. Smith
C: (334) 255-2293
DSN: 558-2293
dennis.e.smith1@us.army.mil

Safety Training Specialist: CW3

Robert Gibson
C: (334) 255-2903
DSN: 558-2903
rob.gibson@us.army.mil

Aviation Center Logistics Command (ACLC), AMCOM

1116 Dilly Branch Road
Fort Rucker AL 36362-5000



Commander: COL
Richard E. Crogan
C: (334) 255-9354
DSN: 558-9354
richard.crogan@us.army.mil

Deputy to the Commander:

Mr. William Tol Singer
C: (334) 255-9354
DSN: 558-9354
william.t.singer@us.army.mil



Senior NCO: SGM
Wade Pasquarella
C: (334) 255-9159
DSN: 558-9159
wade.pasquarella@us.army.mil

U.S. Army Aviation Flight Test Directorate

Bldg 30601, Peters Street
Cairns Army Airfield
Fort Rucker AL 36362-5276

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Director: LTC
Robert Willis
C: (334) 255-8000
DSN: 558-8000
robert.willis@us.army.mil

Deputy Dir.: Mr. Keith Darrow

C: (256) 842-9522
DSN: 778-9522
keith.darrow@us.army.mil
Stdzn. Off.: Mr. Marty Anderson
C: (334) 255-8125
DSN: 558-8125
marty.anderson@us.army.mil
Safety Officer: Mr. Kenneth Bernstein
C: (334) 255-8037
DSN: 558-8037
kenneth.bernstein@us.army.mil



Senior NCO: SFC
Victor M. Estrada
C: (334) 255-8341
DSN: 558-8341
victor.m.estrada@us.army.mil

Aviation Support Facility - Rucker

Bldg 30305
Cairns Army Airfield
Fort Rucker AL 363625000
*Update Not Provided This Year

Supervisor: Mr. John T. Wise

C: (334) 255-8564
DSN: 558-8564
john.wise@usar.army.mil

HOPE HULL

Alabama ARNG Aviation Support Facility #1

4640 Bobby Hogan Drive
(Montgomery)
Hope Hull AL 360434035
*Update Not Provided This Year

AASFC: LTC Joseph A. Price

C: (334) 280-4841
DSN: 363-7634 x4841
joseph.a.price@us.army.mil

Operations Officer: MAJ John R. Fleet

C: (334) 280-4844
john.r.fleet@us.army.mil

AMO: MAJ Charles E. Kennedy

C: (334) 280-4871
charles.e.kennedy@us.army.mil

ASO: Vacant

C: (334) 280-4845
MTP: CW4 Ronald G. Skipper
C: (334) 280-4875
ronald.skipper1@us.army.mil

HUNTSVILLE

Aircraft Survivability Equipment Project Management Office

6726 Odyssey Dr. NW
Huntsville AL 358063306
Proj. Mgr.: COL John R. Leaphart
C: (256) 955-0598
DSN: 645-0598

john.leaphart@us.army.mil

Dep. Proj. Mgr.: Mr. Raymond J. Pietruszka

C: (256) 955-0693
DSN: 645-0693
ray.pietruszka@us.army.mil

Prod. Mgr., Infrared Countermeasures:

LTC Christopher Brown
C: (256) 876-7167
DSN: 746-7167
christopher.brown@us.army.mil

Dep. Prod. Mgr., Infrared Countermeasures:

Mr. John Kamadulski
C: (256) 876-7167
DSN: 746-7176
john.kamadulski@us.army.mil
APM, RF Countermeasures: Mr. Douglas H. Barnes
C: (256) 955-9728
DSN: 645-9728
douglas.barnes@us.army.mil

APM, Laser Countermeasures: Mr. Donald E. Hubler
C: (256) 876-6288
DSN: 746-6288
don.hubler@us.army.mil

Blue Force Tracking - Aviation, Prod. Dir. Office

650 Discovery Drive
Huntsville AL 35806



Director: Mr. Alvin A. Abejon
C: (256) 895-3111
DSN: 569-3111
al.abejon@us.army.mil

Dep. Dir.: Mr. William Lake

C: (256) 895-3142
DSN: 569-3142
william.lake@us.army.mil

BFT-Avn Operations: Mr. John C. Henson

C: (256) 895-4252
DSN: 569-4252
john.c.henson@us.army.mil

BFT-Avn Logistics: Mr. Michael E. King

C: (256) 895-3062
DSN: 569-3062
michael.e.king1@us.army.mil

PFT-Avn Tech Mgt.: Mr. Keith Gramke

C: (256) 895-3059
DSN: 569-3059
keith.gramke@us.army.mil

Air Warrior Product Office

PEO Soldier
6726 Odyssey Drive NW
Huntsville AL 35806



Product Manager:
LTC Ian J. Klinkhammer
C: (256) 876-4675
DSN: 746-4675
ian.klinkhammer@us.army.mil

Dep. PM: Mr. Paul Bippen

C: (256) 876-4676
DSN: 746-4676
paul.bippen@us.army.mil
Assistant PM: MAJ Jay Maher
C: (256) 842-9384
DSN: 788-9384
jay.maher@us.army.mil
Assistant PM: MAJ Burr Miller
C: (256) 876-9807
DSN: 746-9807
burr.miller@us.army.mil

Airborne Battle Command Program Support Office

650 Discovery Drive
Huntsville AL 35806
Prog. Lead: Mr. Paul J. Krisik
C: (256) 895-3180
DSN: 569-3180
paul.j.krisik@us.army.mil



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ARMY AVIATION 2010 Blue Book Directory

Ops./Tech. Lead: Mr. Rich Eissler
C: (256) 895-3144
DSN: 569-3144
rich.eissler@us.army.mil
Readiness/Reset Lead: Ms. Tracie Malone
C: (256) 895-3194
DSN: 569-3194
tracie.slossmalone@us.army.mil
ILS Mgt.: Mr. Ralph W. Lederer
C: (256) 895-3079
DSN: 569-3079
ralph.w.lederer@us.army.mil

MOBILE

Alabama ARNG Aviation Support Facility #3
Mobile Regional Airport
9055 Tanner Williams Rd.
Mobile AL 366089757
AASFC: LTC Zachary E. Maner
C: (251) 634-8773
DSN: 363-7629
zachary.maner@us.army.mil

MONTGOMERY

State Adjutant General, Alabama Army National Guard
P. O. Box 3711
Montgomery AL 36109-0711
Adjutant General: MG Albert C. Blalock Jr.
C: (334) 271-7200
DSN: 363-7200

State Army Aviation Officer, Alabama Army National Guard
1720 William Dickson Drive
Montgomery AL 36109
SAAO: COL Charles A. "Tony" Bonasera
C: (334) 213-7530
DSN: 363-7530
charles.bonasera@us.army.mil

REDSTONE ARSENAL

U.S. Army Aviation and Missile Command (USAAMCOM)
Bldg. 5300, Fifth Floor
Redstone Arsenal AL 35898-5000



Commanding General: MG James E. Rogers
C: (256) 876-2101
DSN: 746-2101
james.rogers@us.army.mil



Dep. to the CG: Mr. Ronnie Chronister
C: (256) 842-9888
DSN: 788-9888
ronnie.chronister@us.army.mil



Chief of Staff: COL Chandler (Skip) Sherrill
C: (256) 876-1120
DSN: 746-1120
chandler.sherrill@us.army.mil



Avn. Br. Maint. Off.: CW5 Keith Langewisch
C: (256) 876-8464
DSN: 746-6659
keith.langewisch@us.army.mil



Senior NCO: CSM Ricky P. Yates
C: (256) 876-4657
DSN: 746-4657
ricky.p.yates@us.army.mil

Secretary of the General Staff:

Mr. Steve Fisher
C: (256) 876-3131
DSN: 746-3131
steve.fisher@us.army.mil

AMCOM G-3

5308 Martin Road
Redstone Arsenal AL 35898-5000
G-3: Mr. Keith Roberson
C: (256) 876-1457
DSN: 746-1457
keith.roberson@us.army.mil

Principal Dep.:

Ms. Lisha G. Adams
C: (256) 955-6701
DSN: 645-6701
lisha.adams@us.army.mil
Military Deputy: COL Steven Busch
C: (256) 955-2674
DSN: 645-2674
steven-busch@us.army.mil

Aviation Field Maintenance Directorate (AFMD)

AMCOM G-3
Bldg. 5309, Rm 9127
Redstone Arsenal AL 35898
Director: COL Donald Nitti
C: (256) 955-0810
DSN: 645-0810
donald.nitti@us.army.mil
Deputy Director: Mr. Sammy Burns
C: (256) 876-5916
DSN: 746-5916
sammy.burns@us.army.mil

AMCOM Legal Office

Bldg. 5300 Martin Road
Redstone Arsenal AL 35898-5120



Chief Counsel: Mr. Fred W. Allen
C: (256) 876-3405
DSN: 746-3405
fred.w.allen@conus.army.mil

Deputy Chief Counsel/Staff Judge Advocate:

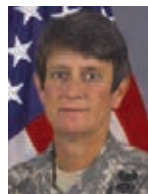
COL Craig A. Meredith
C: (256) 876-7153
DSN: 746-7153
craig.meredith@us.army.mil

Integrated Materiel Management Center (IMMC)

Sparkman Complex, Bldg. 5302
3d Fl., Rm. 2319
Redstone Arsenal AL 35898-5000



Actg. Executive Director: Mr. William E. Andrews
C: (256) 876-3106
DSN: 746-3106
bill.andrews@us.army.mil



Mil. Dep. Exec. Dir.: COL Jacquelyn Russell
C: (256) 876-5266
DSN: 746-5266
jacquelyn.russell1@us.army.mil

Air Defense Directorate

IMMC
Sparkman Complex, Bldg. 5309
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
Director: Mr. Rick Irvin
C: (256) 876-2392
DSN: 746-2392
rick.irvin@us.army.mil

Aviation Systems

IMMC
Bldg 5681
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
Assistant PEO Aviation Logistics: Dr. Thomas C. Pieplow
C: (256) 313-1640
DSN: 897-1640
thomas.pieplow@us.army.mil

Maintenance Directorate

IMMC
Sparkman Complex, Bldg. 5302, Room 2227
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
Director: COL Jacquelyn Russell
C: (256) 876-5266
DSN: 746-5266
jacquelyn.russell1@us.army.mil

Medium Range/Close Cbt. Directorate

IMMC
Sparkman Complex, Bldg. 5301
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
Director: Mr. Tommie Cutts
C: (256) 876-3393
DSN: 746-3393
tommie.cutts@us.army.mil

Readiness Directorate

IMMC
Sparkman Center, Bldg. 5301
Redstone Arsenal AL 35898-5000
Director: Mr. Christopher Oleyte
C: (256) 876-9819
DSN: 746-9819
christopher.oleyte@conus.army.mil

Theater Aviation Maintenance Program

USAAMCOM
Redstone Arsenal AL 358985000
*Update Not Provided This Year
Chief: Mr. Douglas Bailey
C: (256) 955-7345
DSN: 645-7345
douglas.bailey@us.army.mil

U. S. Army Test, Measurement & Diagnostic Equip. Activity (TMDE)

5435 Fowler Road
Redstone Arsenal AL 35898-5000



Executive Director: Mr. James B. Johnson
C: (256) 876-1134
DSN: 746-1134
james.b.johnson@us.army.mil

Dep. Exec. Dir.: Mr. Ronald D. King
C: (256) 876-1133
DSN: 746-1133
ron.king@us.army.mil

Aviation & Missile Research, Development & Eng. Center, (AMRDEC)

RDECOM
Building 5400
Redstone Arsenal AL 35898-5000



Director: Mr. Eric F. Edwards
C: (256) 876-3322
DSN: 746-3322
eric.f.edwards@us.army.mil

Dir. for Avn. Development:

Dr. James R. Snider
C: (256) 313-1725
DSN: 746-4396
jim.snider@us.army.mil

Aviation Engineering Directorate

4488 Martin Road, Suite C-100
Redstone Arsenal AL 35898-5000



Director: Dr. William D. Lewis
C: (256) 313-8400
DSN: 897-8400
bill.lewis6@us.army.mil

Deputy: Mr. David B. Cripps
C: (256) 313-8403
DSN: 897-3403
david.cripps@us.army.mil



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Associate Director for Technology:

Mr. Kevin M. Rotenberger
C: (256) 313-8404
DSN: 897-8404
kevin.rotenberger@us.army.mil

Program Executive Office, Aviation
Building 5681 Wood Road
Redstone Arsenal AL 35898-5000



PEO, Aviation: BG
William T. Crosby
C: (256) 313-4000
DSN: 897-4000
william.crosby@us.army.mil

Dep. PEO: Mr. Rusty Weiger

C: (256) 313-4001
DSN: 897-4001
rusty.weiger@us.army.mil
Chief of Staff: Mr. Ray Sellers
C: (256) 313-4007
DSN: 897-4007
ray.sellers@us.army.mil

Asst. PEO, Business: Mr. John Mull

C: (256) 842-7004
DSN: 788-7004
john.mull@us.army.mil

Asst. PEO, Eng. & Tech.: Mr. Layne Merritt

C: (256) 313-4976
DSN: 897-4976
layne.merritt@us.army.mil

Asst. PEO, Life Cycle Mgt.: Mr. Robert Lorenz

C: (256) 313-4987
DSN: 897-4987
robert.lorenz@us.army.mil

Asst. PEO, Ops.: Mr. Dennis A. Williamson

C: (256) 313-4670
DSN: 897-4670
dennis.a.williamson@us.army.mil

Apache Attack Helicopter Project Manager's Office

Building 5681
Redstone Arsenal AL 35898-5000



Project Manager:
COL Shane
Openshaw
C: (256) 313-4200
DSN: 897-4200
shane.openshaw@us.army.mil

Dep. Proj. Manager: Mr. James R. "Richard" Tyler

C: (256) 313-4201
DSN: 897-4201
james.richard.tyler@us.army.mil

Apache Block III Product Manager's Office

Bldg. 5681
Redstone Arsenal AL 358985000



Product Manager:

LTC Dan Bailey
C: (256) 313-4779
DSN: 897-4779
dan.bailey@us.army.mil

Deputy Product Manager: Mr. Bob Grewe

C: (256) 313-4810
DSN: 897-4810
bob.grewe@us.army.mil

Apache Fleet Management Office

Building 5681, Wood Road
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year



Fleet Manager:
LTC Mathew J.
Hannah
C: (256) 313-4248
DSN: 897-4248
mathew.j.hannah@us.army.mil

Deputy Fleet Manager: MAJ Kevin Dasher

C: (256) 842-4923
DSN: 788-4923
kevin.dasher@us.army.mil

Apache Longbow Product Manager's Office

Building 5681
Redstone Arsenal AL 35898-5000



Product Manager:
LTC Jeffrey
Johnson
C: (256) 313-4247
DSN: 897-4247
jeffrey.johnson5@us.army.mil

Deputy Product Manager: Mr. Richard Joe Kendig

C: (256) 313-3895
DSN: 897-3895
richard.j.kendig@us.army.mil

Apache Sensors Product Manager's Office

Building 5681
Redstone Arsenal AL 35898-5000



Product Manager:
LTC John Vannoy
C: (256) 313-4310
DSN: 897-4310
john.vannoy@us.army.mil

Deputy Product Manager: Dr. Wayne Hudrey

C: (256) 313-0833
DSN: 897-0833
wayne.hudrey@us.army.mil

Armed Scout Helicopter Project Manager's Office

Bldg. 5681, Wood Road
Redstone Arsenal AL 358985000



Project Manager:
COL Robert E.
Grigsby
C: (256) 313-0846
DSN: 897-0846
robert.grigsby@us.army.mil

Deputy PM: Mr. Michael K. Herbst

C: (256) 313-0842
DSN: 897-0842
michael.herbst@us.army.mil

Armed Reconnaissance Helicopter Product Manager's Office

Bldg 5681, Wood Road
Redstone Arsenal AL 358985000



Product Manager:
LTC Courtney P.
Cote
C: (256) 313-4460
DSN: 897-4460
courtney.cote@us.army.mil

Deputy PM: Mr. Mark A. Caskey

C: (256) 842-1104
DSN: 788-1104
mark.casey@us.army.mil

Kiowa Warrior Helicopter Product Manager's Office

5681 Wood Road
Redstone Arsenal AL 35898-5000



Product Manager:
LTC Scott J. Rauer
C: (256) 955-7004
DSN: 645-7004
scott.rauer@us.army.mil

Deputy PM: Mr. Jimmy E. Downs

C: (256) 842-8397
DSN: 788-8397
jimmy.downs@us.army.mil

Cargo Helicopter Project Manager's Office

PEO Aviaiton
Building 5678
Redstone Arsenal AL 35898-5000



Product Manager:
COL Robert Marion
C: (256) 313-4252
DSN: 897-4252
bob.marion@us.army.mil

Deputy PM: Mr. Jeff Langhout

C: (256) 313-3398
DSN: 897-3398
jeff.langhout@us.army.mil

Non-Standard Rotary Wing Aircraft Project Manager's Office (PM NSRWA)

PEO AVN
Bldg. 3344 Little John Rd.
Redstone Arsenal AL 35898



Project. Manager:
COL Norbert (Bert)
Vergez
C: (256) 313-2515
DSN: 746-2515
bert.vergez@peo-avn.army.mil



Dep. Proj. Mgr.:
Mr. Randy Harkins
C: (256) 313-7262
DSN: 746-7262
randall.harkins@peoavn.army.mil

Ch., Operations: Mr. David Pinckley

C: (256) 876-8616
DSN: 746-8616
david.pinckley@peoavn.army.mil

Ch., Tech. Mgmt. Div.: Mr. Marvin Denenny

C: (256) 876-8717
DSN: 746-8717
marvin.denenny@peoavn.army.mil

Ch., Bus. Div.: Ms. Deborah Chambers

C: (256) 955-0481
DSN: 645-0481
deborah.chambers@peoavn.army.mil

Ch., Log. Div.: Ms. Mary Wingo

C: (256) 975-8279
DSN: 645-8279
mary.wingo@peoavn.army.mil

Foreign Mil. Sales (FMS): LTC Richard Williams

C: (256) 313-4077
DSN: 897-4077
richard.williams@peoavn.army.mil

Prod., Fldg., Mod. (PFM): MAJ Bradley N. Bruce

C: (256) 876-3459
DSN: 746-3459
bradley.n.bruce@peoavn.army.mil

Utility Helicopters Project Manager's Office, PEO AVN

Sparkman Center, Bldg 5308
Redstone Arsenal AL 35898-5000



Project Manager:
COL Neil Thurgood
C: (256) 955-8938
DSN: 645-8938
neil.thurgood@us.army.mil



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ARMY AVIATION 2010 Blue Book Directory



Deputy PM: Mr. Greg. Gore
C: (256) 955-8939
DSN: 645-8939
greg.gore@us.army.mil

APM MEDEVAC: MAJ Charles C. Cook
C: (256) 955-0087
DSN: 645-0087
charles.cook@peoavn.army.mil
Bus. Div. Actg. Chief: Mr. Craig Boehme
C: (256) 876-7725
DSN: 746-7725
craig.boehme@us.army.mil
Logistics Mgmt. Div. Chief: Mr. John Jensen
C: (256) 313-1616
DSN: 897-1616
john.jensen@us.army.mil
Tech. Div. Chief: Mr. Mark Jeude
C: (256) 955-6742
DSN: 645-6742
mark.jeude@us.army.mil
Avn. Maint. Off.: CW5 Michael Weist
C: (256) 313-1335
DSN: 897-1335
michael.weist@us.army.mil

UH-60A/LM Product Manager's Office

Utility Helicopters PMO, PEO AVN
Sparkman Center, Bldg 5308
Redstone Arsenal AL 358985000
Product Manager: LTC Broadus H. Wright III
C: (256) 313-4517
DSN: 897-4517
heyward.wright@us.army.mil
Deputy PM: Mr. Derrick Minor
C: (256) 876-2893
charles.derrick.minor@us.army.mil
Logistics Lead: Mr. Jim Hawkins
C: (256) 842-0315
james.a.hawkins@us.army.mil
Technical Lead: Mr. Dimitri Gerousis
C: (256) 955-8930
dimitri.gerousis@us.army.mil
Business Lead: Ms. Latana Erves
C: (256) 955-6788
latana.erves@us.army.mil
APM, Production and Quality: Mr. Chris McGriff
C: (256) 955-0342
chris.mcgriff@us.army.mil
APM, Recapitalization: Mr. Zachary Best
C: (256) 842-7964
zachary.best@us.army.mil
APM, Fielding and Transformation: MAJ Joseph M. Herman
C: (256) 842-2383
joseph.m.herman@us.army.mil
APM, H-60 Distribution & Retirement: Ms. Kathy Willerton
C: (256) 955-6512
kathy.willerton@us.army.mil
APM, Homeland Defense: Mr. Michael J. Oden
C: (256) 313-1149
michael.j.oden@us.army.mil

UH-60M Product Manager's Office
Utility Helicopters PMO, PEO AVN
Sparkman Center, Bldg 5308
Redstone Arsenal AL 358985000



Product Manager:
LTC William D. Jackson
C: (256) 955-6545
DSN: 645-6545
william.d.jackson@us.army.mil

Deputy PM: Mr. Kelvin Nunn
C: (256) 955-0951
kelvin.nunn@us.army.mil
Test & Evaluation: MAJ Jeffrey J. Stvan
C: (256) 955-0128
jeffrey.j.stvan@us.army.mil
TADSS: Mr. Rick King
C: (256) 842-2388
richard.king@peoavn.army.mil

UH-72A Light Utility Helicopter (LUH) Product Manager's Office

Utility Helicopters PMO, PEO AVN
Sparkman Center, Bldg 5308
Redstone Arsenal AL 358985000



Product Manager:
LTC David P. Bristol
C: (256) 842-8000
DSN: 788-8000
david.bristol@us.army.mil

Deputy PM: Mr. Arturo Medellin
C: (256) 313-3006
DSN: 897-3006
art.medellin@us.army.mil
APM Fielding & Training: MAJ Edward J. McCrary
C: (256) 876-0886
DSN: 788-0886
edward.mccrary@us.army.mil
UH-72A Acceptance Test Pilot: CW5 John W. Jones
C: (256) 313-1166
DSN: 897-1166
john.jones3@peoavn.army.mil

Fixed Wing Product Manager's Office

PEO AVN
Bldg. 5309, Room 9225
Sparkman Center
Redstone Arsenal AL 35898-5000



Product Manager:
LTC Jong H. Lee
C: (256) 955-0081
DSN: 645-0081
jong.hyuk.lee@us.army.mil

Deputy PM: Mr. Michael Switzer
C: (256) 876-5510
DSN: 746-5510
michael-switzer@us.army.mil

Unmanned Aircraft Systems Project Office

PEO AVN
5300 Martin Road
Redstone Arsenal AL 35898



Project Manager:
COL Gregory Gonzalez
C: (256) 313-5327
DSN: 897-5327
gregory.gonzalez@us.army.mil

Deputy PM: Mr. Tim Owings
C: (256) 313-5342
DSN: 897-5342

tim.owings@us.army.mil

Tactical Concepts Prod. Dir.: Ms.

Donna Hightower

C: (256) 842-7199

DSN: 788-7199

donna.hightower@us.army.mil

Ground Maneuver Prod. Mgr.: LTC

Andrew Hamilton

C: (256) 313-5359

DSN: 897-5359

andrew.hamilton@us.army.mil

Medium Altitude Endurance Prod. Mgr.: LTC Kevin Messer

C: (256) 313-4655

DSN: 897-4655

kevin.messer@us.army.mil

Common Systems Int. Prod. Mgr.:

LTC Jennifer Jensen

C: (256) 313-5428

DSN: 897-5428

jennifer.jensen@us.army.mil

Small UAS Prod. Dir.: Mr. Clifford Brandt

C: (256) 313-5334

DSN: 897-5334

clifford.brandt@us.army.mil

UAS Modernization Prod. Mgr.: LTC

Matthew Munster

C: (256) 842-7235

DSN: 788-7235

matthew.munster@us.army.mil

UAS Airspace Integration Concepts

Prod. Dir.: Ms. Viva Austin

C: (256) 313-5399

DSN: 897-5399

viva.austin@peoavn.army.mil

Aviation Systems Project Manager's Office

PEO AVN
Bldg. 5309 Martin Rd.
Redstone Arsenal AL 35898-5000



Project Manager:
COL Anthony W. Potts
C: (256) 313-3740
DSN: 897-3740
anthony.potts1@us.army.mil

Deputy PM: Mr. Brian Sabourin
C: (256) 313-3741
DSN: 897-3741
brian.sabourin@us.army.mil

Technical Chief: Mr. Jack VanKirk

C: (256) 955-0698

DSN: 645-0698

Jack.VanKirk@us.army.mil

Logistics Chief: Mr. Michael Tesi

C: (256) 313-3745

DSN: 897-3745

michael.tesi@us.army.mil

Business Chief: Mr. Bill Trevey

C: (256) 313-2607

DSN: 897-2607

william.trevey@us.army.mil

Air Traffic Control (ATC) Product Manager's Office

PM Avn. Sys.
Building 5309, Sparkman Complex
Redstone Arsenal AL 35898-5000

Product Manager: LTC Kevin D.

Mobley

C: (256) 955-9008

DSN: 645-9008

kevin.mobley@us.army.mil

Deputy PM: Mr. Joseph Myers

C: (256) 313-3744

DSN: 897-3744

joe.myers@us.army.mil

Business Manager: Ms. Donna

Rathbun

C: (256) 955-8990

DSN: 645-8990

donna.rathbun@us.army.mil

Technical Chief: Mr. John B. Traylor

C: (256) 955-0276

DSN: 645-0276

john.b.traylor@us.army.mil

Logistics Chief: Mr. Michael Haragan

C: (256) 955-9740

DSN: 645-9740

michael.haragan@us.army.mil

Aviation Ground Support Equipment Product Manager's Office (PM-AGSE)

PM Avn. Sys.
Redstone Arsenal AL 357585000

*Update Not Provided This Year

Product Manager: Mr. Robert Brown

C: (256) 842-9945

DSN: 788-9945

robert.brown@us.army.mil

Deputy PM: Mr. Roderick Bellows

C: (256) 842-9947

DSN: 788-9947

roderick.bellows@us.army.mil

Business Manager: Mrs. Linda

McKinney

C: (256) 955-7006

DSN: 645-7006

linda.mckinney@us.army.mil

Logistics Chief: Mr. Mike Boyojain

C: (256) 955-0765

DSN: 645-0765

mike.boyojain@us.army.mil

Technical Chief: Mr. Kevin Alexandre

C: (256) 842-0495

DSN: 788-0495

kevin.alexandre@us.army.mil

Aviation Mission Equipment Product Manager's Office

PM Avn. Sys.
Bldg. 5309 Martin Road
Redstone Arsenal AL 35898-5000

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ARMY AVIATION 2010 Blue Book Directory



Product Manager:
LTC James A.
Bamburg
C: (256) 876-2444
DSN: 746-2444
james.bamburg@
us.army.mil

Deputy Product Manager: Mr. Michael D. Wills
C: (256) 843-4954
DSN: 788-4954
michael.wills@us.army.mil
Business Manager: Mr. James E. Moyer
C: (256) 876-3008
DSN: 746-3008
james.moyer2@us.army.mil
Tech Chief: Mr. Jeruld B. Mohr
C: (256) 876-2035
DSN: 746-2035
jerry.mohr@us.army.mil
Logistics Chief: Mr. Joseph G. Ruggiero
C: (732) 532-3134
DSN: 992-3134
joseph.g.ruggiero@us.army.mil

Aviation Networks and Mission Planning Product Manager's Office
PM Avn. Sys.
Bldg. 5309, Sparkman Center
Redstone Arsenal AL 358985000



Prod. Mgr.: Mr. Michael R. Chandler
C: (256) 876-2034
mike.chandler@
us.army.mil

Dpty. Prod. Mgr.: Mr. Scott Caruso
C: (256) 313-1172
scott.caruso@us.army.mil
Asst. PM, AMPS: MAJ Anthony J. Cassino
C: (256) 876-3283
anthony.cassino@us.army.mil
Asst. PM, CAFRS: Mr. George O'Boyle
C: (256) 876-3359
george.oboyle@us.army.mil
Asst. PM, IDM: Mr. Dustin Hicks
C: (256) 876-3127
dustin.hicks@us.army.mil
Bus. Mgr.: Ms. Connie Goodwin
C: (256) 842-4984
connie.goodwin@us.army.mil
Tech. Ch.: Mr. George Van Kirk
C: (256) 876-3320
george.vankirk@us.army.mil
Log. Ch.: Mr. Keith D. Mack
C: (256) 876-3023
keith.d.mack@us.army.mil

Program Executive Office, Missiles & Space
5250 Martin Road
Redstone Arsenal AL 35898-8000
*Update Not Provided This Year
Program Executive Officer: BG Genaro J. Dellarocco
C: (256) 876-0714
DSN: 746-0714

Deputy PEO - Integration:
Mr. Michael Bieri
C: (256) 842-3405
DSN: 788-3405

Joint Attack Munition Systems Project Office
PEO Missiles & Space
5250 Martin Road
Redstone Arsenal AL 35898



Project Manager:
COL Michael P.
Cavalier
C: (256) 876-1141
DSN: 746-1141
michael.cavalier@
us.army.mil

Deputy PM: Mr. Marvin Smith
C: (256) 876-1142
DSN: 746-1142
marvin.smith@us.army.mil
Prod. Mgr., Avn. Rockets: LTC Robert D. Long
C: (256) 876-5900
DSN: 746-5900
robert.d.long@us.army.mil
Prod. Mgr., HELLFIRE: LTC Michael L. Brown
C: (256) 842-5002
DSN: 788-5002
michael.l.brown@us.army.mil
Prod. Mgr., Joint Air-to-Gnd. Missile:
LTC Robert L. Barrie
C: (256) 313-0132
DSN: 897-0132
robert.l.barrie@us.army.mil
Prod. Mgr., Small Guided Munitions:
LTC Sean Hayes
C: (256) 313-3904
DSN: 897-3904
sean.hayes@us.army.mil

Acquisition Center
Bldg. 5303
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
C: (256) 876-7161
DSN: 788-6066

Aviation Logistics Directorate
USAAMCOM
Bldg. 5303
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
C: (256) 876-7598
DSN: 788-7598

Business Management Directorate
Bldg. 5303
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
C: (256) 876-9855
DSN: 746-9855

Operations and Services Directorate
Bldg. 5400/Bldg. 5303
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year

C: (256) 876-7307
DSN: 746-7307

PEO AMD Directorate
Bldg. 5303
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
C: (256) 876-9317
DSN: 746-9317

PEO Aviation Directorate
Bldg. 5308
Redstone Arsenal AL 35898-5000
*Update Not Provided This Year
C: (256) 313-4008
DSN: 897-4008

PEO Tactical Missile Directorate
Bldg. 5303
Redstone Arsenal AL 358985000
*Update Not Provided This Year
C: (256) 876-8406
DSN: 746-8406

ALASKA

FORT RICHARDSON

U.S. Army Alaska
U.S. Alaskan Command
Fort Richardson AK 995055000



CG: BG Raymond P. Palumbo
C: (907) 384-2163
DSN: 317-384-2163
raymond.palumbo@
us.army.mil

State Adjutant General, Alaska National Guard
P. O. Box 5800
Fort Richardson AK 995050800
TAG: BG Thomas H. Katkus
C: (907) 428-6003
DSN: 317 384-4003
thomas.katkus@us.army.mil
ATAG: BG Julio Banez
C: (907) 428-6041
julio.banez@us.army.mil
CCWO: CW5 John Hardy
c: (907) 428-6040
john.hardy@us.army.mil

State Army Aviation Office, Alaska ARNG
PO Box 5800
Fort Richardson AK 995050800
SAAO: LTC Michael Seine
C: (907) 428-6331
DSN: 317 384-4331
michael.seine@us.army.mil
Dep. SAAO: MAJ Robert Seymour
C: (907) 428-6907
robert.seymour1@us.army.mil

1st Bn., 207th Avn. Regt.
Alaska ARNG
P.O. Box 5800-0800
Fort Richardson AK 995050800



Commander: LTC Jeffrey A. Roach
C: (907) 451-2382
jeff.roach@
alaska.gov

XO: MAJ Matthew C. Schell
C: (907) 428-6029
matthew.schell@us.army.mil
S3: MAJ Eric Barlow
C: (907) 428-6671
eric.barlow@us.army.mil
Senior NCO: CSM Tim Dughman
C: (907) 428-6630
tim.dughman@us.army.mil

Alaska ARNG Aviation Support Facility
P. O. Box A
Fort Richardson AK 99505-5000
AASF Cdr.: LTC William J. Smith
C: (907) 428-6535
william.j.smith@us.army.mil

FORT WAINWRIGHT

Aviation Office, U.S. Army Alaska
U.S. Army Alaska
1060 Gaffney Rd., #5000
Fort Wainwright AK 99703-
Aviation Officer: Vacant
C: (907) 353-6680
DSN: 317-353-6680
Dep. Avn. Officer & SIP: CW4 Darwin Johnson
C: (907) 353-7097
DSN: 317-353-7097
darwin.johnson@us.army.mil
ASO: CW4 Thomas G. Fritz
C: (907) 353-7098
DSN: 317-353-7098
thomas.fritz1@us.army.mil

16th Cbt. Avn. Bde.
1060 Gaffney Road, #8900
Bldg 1555
Fort Wainwright AK 997035000



Commander: COL Robert W. Werthman
C: (907) 353-0399
DSN: 317 353-0399
robert.werthman@
wainwright.army.mil

Dep. Cdr.: LTC John A. Polhamus
C: (907) 353-0422
DSN: 317-353-0422
john.polhamus@wainwright.army.mil
XO: LTC Carl L. Casey
C: (907) 353-0155
DSN: 317 353-0155
carl.casey@wainwright.army.mil
SIP: CW5 Guy W. Cash Jr.
C: (907) 353-0456
DSN: 317-353-0456
guy.cash@wainwright.army.mil
AMO: CW5 Charles N. Wallace
C: (907) 353-0387
DSN: 317-353-0387
charles.n.wallace@wainwright.army.mil

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ASO: CW5 John E. Roberts
C: (907) 353-0423
DSN: 317-353-0423
john.e.roberts@wainwright.army.mil
TACOPS Off.: CW5 Victor S. Rosini
C: (907) 353-0451
DSN: 317-353-0451
victor.steven.rosini@wainwright.army.mil



Senior NCO: CSM
L. Niko Vanevoorde
C: (907) 353-0157
DSN: 317 353-0157
lucio.niko.vandevoorde@wainwright.army.mil

1st Bn., 52nd Avn. Regt. (GSAB)
3010 Montgomery Rd.
Bldg. 3010
Fort Wainwright AK 997035000



Commander: LTC
John H. Knightstep
C: (907) 353-0183
DSN: 317-353-0183
john.knightstep@wainwright.army.mil

XO: MAJ Richard Sweet
C: (907) 353-6064
DSN: 317-353-6064
richard.sweet@wainwright.army.mil
S3: MAJ Peter K. Huggins
C: (907) 353-0153
DSN: 317-353-0153
peter.k.huggins@wainwright.army.mil
SIP: CW4 William F. Evans
C: (907) 353-0268
DSN: 317-353-0268
william.f.evans@wainwright.army.mil
SIP UH-60: CW4 Stephanie K. Truax
C: (907) 353-0268
DSN: 317-353-0268
stephanie.truax@wainwright.army.mil
ASO: CW3 Ian K. Davis
C: (907) 353-0288
DSN: 317-353-0288
rodney.benson@wainwright.army.mil



Senior NCO: CSM
Scott Bailey
C: (907) 353-9790
DSN: 317-353-9790
scott.bailey@wainwright.army.mil

Co. C (AA), 1st Bn., 52nd Avn. Regt.
1st Bn., 52nd Avn. Regt. (GSAB)
Hangar 6
Fort Wainwright AK 99703
Commander: MAJ Shane Mendenhall
C: (907) 353-6283
DSN: 317-353-6283
shane.mendenhall@us.army.mil
Senior NCO: 1SG David Pinnell
C: (907) 353-6348
DSN: 317-353-6348
david.pinnell@us.army.mil

6th Sqdn., 17th Cav. Regt.
3722 Nelly Rd.
Bldg. 3722
Fort Wainwright AK 997035000



Commander: LTC
Michael C. McCurry
C: (907) 353-0501
DSN: 317 353-0501
michael.craig.mccurry@wainwright.army.mil

XO: MAJ Steven A. Turner
C: (907) 388-0503
DSN: 317-388-0503
steven.a.turner@wainwright.army.mil
S3: CPT Kevin T. Riley
C: (907) 353-0517
DSN: 317-353-0517
kevin.t.riley1@wainwright.army.mil

SIP: CW4 Michael T. Mitchell
C: (907) 353-9669
DSN: 317-353-9669
michael.t.mitchell@wainwright.army.mil
ASO: CW3 Matthew J. Paddock
C: (907) 353-9669
DSN: 317-353-9669
matthew.j.paddock@wainwright.army.mil
TACOPS: CW3 Joseph Hawkins
joseph.hawkins1@wainwright.army.mil
MG: CW4 Allen Mays
C: (907) 353-9669
DSN: 317-353-9669
allen.mays@wainwright.army.mil



Senior NCO: 1SG
Stephen T. Garvin
C: (907) 353-0502
DSN: 317 353-0502
stephen.garvin@wainwright.army.mil

JUNEAU

Alaska ARNG Aviation Operating Facility #3
8425 Livingston Way
Juneau AK 998018098
AAOFC: CW4 William F. Clutton
C: (907) 789-3366
bill.clutton@us.army.mil
Maintenance Officer: CW4 Michael K. Michaud
C: (907) 789-3366
michael.michaud@us.army.mil
Sr. Maintenance NCO: SFC Arthur S. Honea
C: (907) 789-3366
arthur.s.honea@us.army.mil

NOME

Alaska ARNG Aviation Operating Facility #1
P. O. Box 533
Nome AK 99762-0533
*Update Not Provided This Year
AAOF Commander: CW2 Franklin J. Bithos
C: (907) 443-2831
franklin.bithos@us.army.mil
ASO: CW2 Thomas G. Buchwald
C: (907) 443-2831

tom.buchwald@us.army.mil
AMO: Vacant
C: (907) 443-2831

ARIZONA

FORT HUACHUCA

U.S. Army Intelligence Center & Fort Huachuca
Fort Huachuca AZ 856136000
Commanding General/Commandant:
MG John M. Custer III
C: (520) 533-1140
DSN: 821-1140

Unmanned Aircraft Systems Training Battalion (UASTB)
Bldg. 11640
Fort Huachuca AZ 85613



Commander: LTC
Patrick Sullivan
C: (520) 533-2199
DSN: 821-9830
patrick.sullivan@us.army.mil

XO: MAJ Adam Reynolds
C: (520) 533-5687
DSN: 821-5687
adam.reynolds@us.army.mil
S3: MAJ David M. Church
C: (520) 533-9822
DSN: 821-9822
david.m.church@us.army.mil
ASO: CW4 James Latson
C: (520) 533-1575
DSN: 821-1575
james.latson@us.army.mil
Dir. of Tng.: Mr. Mark Farrar
C: (520) 533-5601
DSN: 821-5601
mark.farrar@us.army.mil



CSM: CSM Danny Thurect
C: (520) 533-9830
DSN: 821-9830
danny.thurect@us.army.mil

305th Mil. Intel. Bn. (Aerial Exploitation)
111th MI Bde.
1640 Bissel Ave.
Bldg 81401
Fort Huachuca AZ 85613



Commander: LTC
Monroe C. Jones
C: (520) 533-6841
DSN: 821-6841
monroe.jones@us.army.mil

XO: MAJ Robert B. Bezduch
C: (520) 533-6842
DSN: 821-6842
robert.b.bezduch@us.army.mil

S3: MAJ Jess McConnell
C: (520) 533-6839
DSN: 821-6839
jess.mcconnell@us.army.mil
SIP: CW4 Larry F. Johnson
C: (520) 538-3788
DSN: 879-3788
larry.f.johnson@us.army.mil
AMO: CW4 Pedro Gutierrez
C: (520) 538-3787
DSN: 879-3787
pedro.gutierrezjr@us.army.mil



Senior NCO: CSM
Samuel L. Brown
C: (520) 533-6840
DSN: 821-6840
samuel.leroy.brown@us.army.mil

MARANA

Western Army National Guard Aviation Training Site (WAATS)
Silverbell Army Heliport Bldg. L4500
Marana AZ 85653-9598



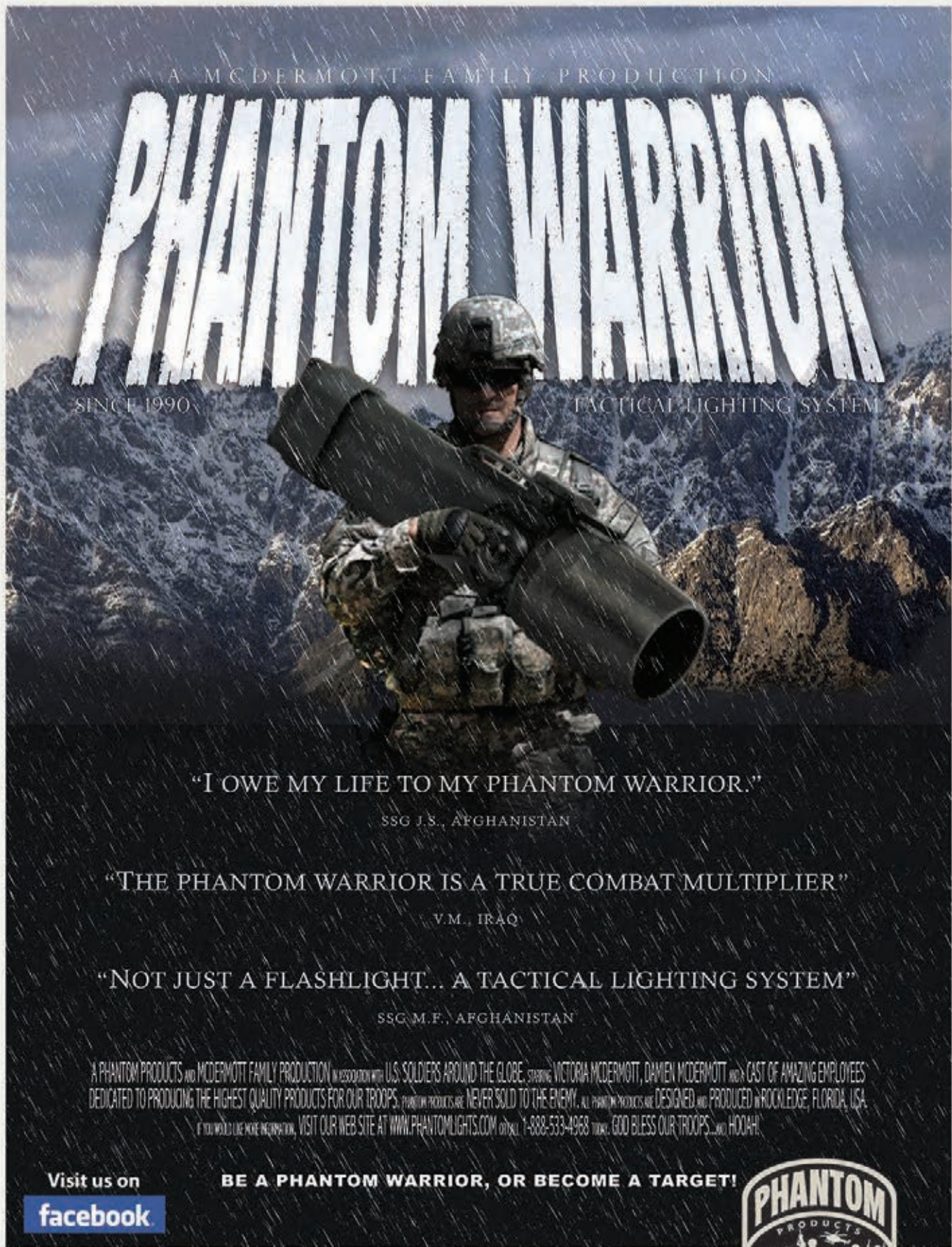
Commander: COL
Kenneth G. Campbell
C: (520) 750-5661
DSN: 853-5661
kenneth.g.campbell@us.army.mil

Deputy Cdr: LTC Scott Kahldon
C: (520) 750-5605
DSN: 853-5605
scott.kahldon@us.army.mil
ASO: CW4 David Bixby
C: (520) 750-5597
DSN: 853-5597
david.bixby@us.army.mil
SIP: CW4 Michael Overleas
C: (520) 750-5773
DSN: 853-5773
michael.overleas@us.army.mil
TACOPS Off.: CW5 Keith Rescoe
C: (520) 750-5970
DSN: 853-5970
keith.rescoe@us.army.mil



Senior NCO: CSM
Daniel Powers
C: (520) 750-5503
DSN: 853-5503
danielpowers@us.army.mil

WAATS Aviation Support Battalion
Silver Bell Army Heliport
Building L4525
Marana AZ 85653-9598
Commander: LTC Stanley A. Reeves
C: (520) 750-5525
DSN: 853-5525
stanley.reeves@us.army.mil
XO: MAJ John D. Morelos
C: (520) 750-5591
DSN: 853-5591
john.d.morelos@us.army.mil



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ARMYAVIATION 2010

Blue Book Directory

Senior NCO: MSG William G. Cherry
C: (520) 750-5530
DSN: 853-5530
william.g.cherry@us.army.mil

WAATS Maintenance Battalion

Silver Bell Army Heliport
Building L4500
Marana AZ 85653-9598
*Update Not Provided This Year



Commander: MAJ
Ken S. Thompson
C: (520) 750-5553
DSN: 853-5553
ken.thompson@us.army.mil



Senior NCO: 1SG
Don Dussetschleger
C: (520) 750-5641
DSN: 853-5641
d.dussetschleger@ng.army.mil

Total Army School System Bn. (TASS)

WAATS
Silver Bell Army Heliport
Building L4500
Marana AZ 85653-9598
*Update Not Provided This Year

Commander:
C: (520) 616-5588
DSN: 853-5588

Senior NCO:
C: (520) 616-5568
DSN: 853-5568
robyn.fowler@us.army.mil

1st Bn., 285th Avn. Regt.

Arizona ARNG
Silverbell Army Heliport
Pinal County Airport
Marana AZ 856539598
*Update Not Provided This Year

Commander: LTC Kirby Gonyer
C: (480) 212-3452
DSN: 853-5230

kirby.gonyer@us.army.mil

Senior NCO: CSM Michael Sojourner
C: (520) 591-0826
DSN: 853-5213

michael.sojourner@us.army.mil

Arizona ARNG Aviation Support Facility #2

Silverbell Army Heliport
Building L45-600
Marana AZ 85653-9698
AASF #2: LTC Chad H. Smith
C: (520) 750-5925
DSN: 853-5925
chad.h.smith@us.army.mil

MESA

Defense Contract Management Agency, Boeing - Mesa
5000 East McDowell Road
Bldg 510, M/S A-277
Mesa AZ 852159797

Commander: LTC Richard Debany
C: (480) 891-3500
richard.debany@dcma.mil

Dep. Cdr.: Mr. Kent Schvaneveldt
C: (480) 891-3015

kent.schvaneveldt@dcma.mil
Ch., Flt. Ops.: CW5 Artis Payton
C: (480) 891-3537

artis.payton@us.army.mil
Senior NCO: MSG Don Rosado
C: (480) 891-3490
don.rosado@dcma.mil

PHOENIX

State Adjutant General, Arizona Army National Guard

AZAA-AV
5636 East McDowell Rd.
Phoenix AZ 85008-3495

TAG: MG Hugo Salazar
C: (602) 267-2710
DSN: 853-2710

hugo.salazar@us.army.mil

State Army Aviation Officer, Arizona ARNG

Office of the Adjutant General
5636 East McDowell Road
Phoenix AZ 85008-3495

SAAO: COL Jerry F. Madison
C: (602) 267-2864
DSN: 853-2864

jerry.madison@us.army.mil

98th Avn. Bde.

5636 East McDowell Road
Phoenix AZ 850083495
*Update Not Provided This Year



Commander: COL
Jerry F. Madison
C: (602) 267-2864
DSN: 853-2864
jerry.madison@us.army.mil

Senior NCO: CSM Joe Dominguez
joe.dominguez@us.army.mil

2nd Bn., 285th Avn. Regt.

Arizona ARNG
5636 E. McDowell Road
Phoenix AZ 850083495

*Update Not Provided This Year

Commander: LTC Greg Bush
C: (520) 750-5588
DSN: 853-5588

greg.bush@us.army.mil
XO: MAJ Kirby Gonyers
C: (480) 491-3946
DSN: 853-4399

kirby.gonyers@us.army.mil
S3: MAJ William Waddington
C: (602) 267-2518

DSN: 853-2518
william.waddington@us.army.mil

SIP: CW4 Chuck Selph
C: (602) 267-2796
DSN: 853-2796

charles.selph@az.ngb.army.mil

MTFE: CW5 Stephan Bourassa
C: (602) 267-4244
DSN: 853-4244
stephan.bourassa@az.ngb.army.mil
ASO: CW3 Evelyn Higgs
C: (520) 616-5551
DSN: 853-5551
Senior NCO: CSM Calvin Monroe
C: (520) 750-5934
DSN: 853-5934
calvin.monroe@az.ngb.army.mil

Arizona ARNG Aviation Support Facility #1

Papago Park
5636 East McDowell Road
Phoenix AZ 85008-3495

AASFC: LTC Todd C. Rea
C: (602) 267-2794
DSN: 853-2794

todd.rea@us.army.mil

ARKANSAS

NORTH LITTLE ROCK

State Adjutant General, Arkansas Army National Guard

OTAG, Camp Robinson
North Little Rock AR 72199-9600



TAG: MG William D.
Wofford
C: (501) 212-5001
DSN: 962-5001
william.d.wofford@ar.ngb.army.mil

State Army Aviation Officer, Arkansas ARNG

Army Aviation Support Facility
Camp Robinson
North Little Rock AR 72199-9600



SAAO: COL Mark F.
McMullen
C: (501) 212-5660
DSN: 962-5660
mark.mcmullen@us.army.mil

Arkansas ARNG Aviation Support Facility

Bldg. 28001, Box 004
Camp Joseph T. Robinson
North Little Rock AR 72199-9600

*Update Not Provided This Year

AASFC: LTC Phillip A. Hogue
C: (501) 212-5651
DSN: 962-5651

phillip.hogue@ar.ngb.army.mil
Avn. Stdz. Off.: CW5 William J. Apke
C: (501) 212-5358

DSN: 962-5358
william.apke@us.army.mil

Avn. Ops. Off.: CW5 Randle L.
Hoffman
C: (501) 212-5677

DSN: 962-5677
randle.hoffman@us.army.mil

77th Theater Avn. Bde.
11th Theater Avn. Cmd.
Bldg. 3000
Camp Joseph T. Robinson
North Little Rock AR 72199-9600



Commander: COL
John Payne
C: (501) 212-4980
DSN: 962-4980
john.payne3@us.army.mil

XO: LTC Spencer Robinson
C: (501) 212-5688
DSN: 962-5688
spencer.robinson@us.army.mil
Admin Off.: MAJ Jason Duvall
C: (501) 212-4980
DSN: 962-4980
jason.duvall@us.army.mil
Ops./Tng. Off.: MAJ Matthew Anderson

C: (501) 212-4993
DSN: 962-4993
matthew.anderson@us.army.mil



Senior NCO: CSM
L. C. "Clayton"
Johnson
C: (501) 212-5705
DSN: 962-5705
lawrence.c.johnson@us.army.mil

1-114th Sec. & Spt. Bn.
Camp Joseph T. Robinson
North Little Rock AR 72199-9600



Commander: LTC
Timothy T. Taylor
C: (501) 212-5144
DSN: 962-5144
timothy.t.taylor@us.army.mil



Senior NCO: CSM
Larry D. Robinson
C: (501) 212-5152
DSN: 962-5152
larry.dshaun.robinson@us.army.mil

777th Aviation Support Battalion
Camp Joseph T. Robinson
North Little Rock AR 72199-9600



Commander: LTC
Phillip A. Hogue
C: (501) 212-5651
DSN: 962-5651
phillip.hogue@us.army.mil



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XO: CPT Lorne E. Kelley
 C: (501) 212-5394
 DSN: 962-5394
 lorne.kelley@us.army.mil
S3: CPT Melissa Lashbrook
 C: (501) 212-5932
 DSN: 962-5932
 melissa.lashbrook@us.army.mil



Senior NCO: CSM Daniel E. Michael
 C: (501) 212-5713
 DSN: 962-5713
 daniel.e.michael@us.army.mil

CALIFORNIA

CAMP ROBERTS

Camp Roberts Army Airfield
 Highway 101
 Camp Roberts CA 934515000
 *Update Not Provided This Year
Commander:
 C: (805) 238-8315
 DSN: 949-8315
Range Control:
 C: (805) 238-8269
 DSN: 949-8269

FORT IRWIN

Operations Group, Aviation Trainer Division
 National Training Center
 Bldg. 582
 Fort Irwin CA 92310-5000
 *Update Not Provided This Year
Senior Aviation Trainer: LTC Paul V. Marnon
 C: (760) 380-4461
 DSN: 470-4461
 paul.marnon@us.army.mil
Senior Aviation NCO Trainer: CSM Donald D. Dunnigan
 C: (760) 380-6802
 DSN: 470-6802
 donald.d.dunnigan@us.army.mil

U.S. Army Air Ambulance Detachment (USAAD)
 National Training Center
 PO Box 105002
 Fort Irwin CA 92310-5000
Commander: MAJ Walter G. Cummings
 C: (760) 380-3082
 DSN: 470-3082
 walter.cummings@us.army.mil
XO & Opns Officer: CPT Mark Jones
 C: (760) 380-4849
 DSN: 470-4849
 mark.jones@irwin.army.mil
SIP: CW3 Daron Mankins
 C: (760) 380-3919
 DSN: 470-3919
 daron.mankins@irwin.army.mil
ASO: CW3 Michael Brown
 C: (760) 380-5424
 DSN: 470-5424
 michael.brown@irwin.army.mil

Senior NCO: SFC Vicki Wood
 C: (760) 380-5422
 DSN: 470-4849
 vicki.wood@us.army.mil

FRESNO

40th Cbt. Avn. Bde.
 5575 E. Airways Blvd.
 Fresno CA 937277713



Commander: COL Mitchell K. Medigovich
 C: (916) 854-1401
 DSN: 446-1401
 mitchell.medigovich@us.army.mil

XO: LTC Mark VanDyke
 C: (559) 347-5503
 DSN: 686-5503

mark.vandyke@us.army.mil

S3: LTC Todd W. Lewis
 C: (559) 347-5812
 DSN: 686-5812

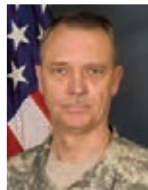
todd.lewis@us.army.mil

Stdzn. Off.: CW5 Jeffrey Crandall

C: (916) 854-1406

DSN: 446-1406

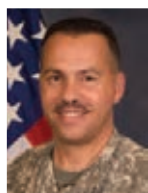
jeffrey.crandall@us.army.mil



Senior NCO: CSM David E. McFerrin
 C: (559) 347-5540
 DSN: 686-5540
 david.e.mcferrin@us.army.mil

1106th Theater Avn. Sustain. Maint. Gp. (TASMG)

5140 E. Dakota Ave.
 Fresno CA 937277404



Commander: COL Robert A. Spano
 C: (916) 854-3165
 rober.spano@us.army.mil

Dep. Cdr.: COL Paul P. Bryant
 C: (559) 347-5502
 DSN: 686-5501

paul.p.bryant@us.army.mil

XO: LTC Manuel Lascano

C: (916) 843-3922

manuel.lascano@us.army.mil

Cdr., Co. A: LTC William Breeze

C: (559) 347-5502

DSN: 686-5502

william.breeze@us.army.mil

S3: LTC Steven Weigel

C: (559) 347-5619

DSN: 686-5619

steven.weigel@us.army.mil



Senior NCO: CSM Ronald D. Cabrera
 C: (559) 347-5552
 ronald.d.cabrera@us.army.mil

Army Aviation Flight Activity Fresno
 5168 E. Dakota Avenue
 Fresno CA 93727

Facility Commander: LTC Mark Vandyke

C: (559) 347-5503

DSN: 686-5503

mark.vandyke@us.army.mil

Deputy: CW5 David L. Clark

C: (559) 347-5544

DSN: 686-5544

david.l.clark@us.army.mil

LONG BEACH

640th Aviation Support Battalion
 854 East 7th Street
 Long Beach CA 908134799



Commander: LTC Louis E. Carmona
 C: (916) 854-1403
 lou.carmona@us.army.mil

XO: MAJ Noland I. Flores

C: (562) 590-5433

noland.i.flores@us.army.mil

SPO: MAJ Jeremy Johnson

C: (562) 590-5433

jeremy.johnson19@us.army.mil

AMO: CW4 David Harvey

C: (209) 983-5344

david.harvey@us.army.mil

B Co. Cdr.: MAJ James J Chavez

C: (562) 795-2895

james.j.chavez@us.army.mil



Senior NCO: CSM Bryon E. Robinson
 C: (562) 590-5433
 bryon.robinson@us.army.mil

LOS ALAMOS

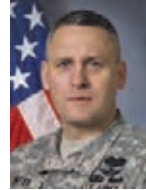
6th Bn., 52nd Avn. Regt.

USAR

4102 Constitution, Bldg. 912

Joint Forces Training Base

Los Alamos CA 907204102



Commander: LTC David J. Pinter
 C: (562) 795-2235
 DSN: 972-2235
 david.pinter@usar.army.mil

XO: Vacant
 C: (562) 795-2773
 DSN: 972-2773

S3: MAJ Morgan Lavake

C: (562) 795-2256

DSN: 972-2256

morgan.lavake@usar.army.mil

SIP: CW4 Douglas B. Cross

C: (562) 795-2232

DSN: 972-2232

douglas.b.cross@usar.army.mil

ASO: CW4 Andrew Fairfax

C: (562) 795-1089

DSN: 972-1089

andrew.fairfax@usar.army.mil

ASF Supervisor: Mr. Kevin Doty

C: (562) 795-2232

DSN: 972-2232

kevin.doty@usar.army.mil

Senior NCO: Vacant

C: (562) 795-2773

DSN: 972-2773

1st Bn., 140 Avn. Regt.

4640 Saratoga Avenue, Suite 105

Los Alamitos CA 907205000



Commander: LTC Jeffrey Holliday
 C: (209) 983-5300
 DSN: 466-5311
 jeffrey.holliday@us.army.mil

XO: MAJ Phillip Franks

C: (562) 370-4933

DSN: 972-2655

philip.franks@us.army.mil



Senior NCO: CSM Troy B. Eck
 C: (562) 833-1608
 DSN: 972-1381
 troy.eck@us.army.mil

Los Alamitos Army Airfield

4442 Doolittle Avenue

Suite 2

Los Alamitos CA 90810



Commander: LTC Myles Williams
 C: (562) 795-1351
 DSN: 972-1351
 myles.williams@us.army.mil

Operations Officer: MAJ Jeffrey M. Sibley

Sibley

C: (562) 795-2005

DSN: 972-2005

jeffrey.m.sibley@us.army.mil

ASO: CW3 John Brown

C: (562) 795-2007

DSN: 972-2007

john.brown9@us.army.mil



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ATC Chief: Mr. James O. Wilson
C: (562) 795-2554
DSN: 972-2554
james.o.wilson@us.army.mil
Senior NCO: SFC Robert Wood
C: (562) 795-2571
DSN: 972-2571
robert.wood8@us.army.mil

California ARNG Aviation Support Facility #1

Bldg 913
4612 Doolittle Blvd
Los Alamitos CA 907204612
*Update Not Provided This Year
AASFC: MAJ Bruce Malarky
C: (562) 795-1103
DSN: 972-1103
bruce.malarky@us.army.mil
Deputy: CPT Dan Carlson
C: (562) 795-1103
DSN: 972-2563
dj.carlson.us.army.mil

Aviation Support Facility - Los Alamitos

USAR
4102 Constitution Avenue
Los Alamitos CA 907205142
*Update Not Provided This Year
Supervisor: Kevin B. Doty
C: (562) 795-2231
kevin.doty@usar.army.mil

MATHER

Co. C (AA), 1st Bn., 168th Avn. Regt
California ARNG
3754 Femoyer Street
Mather CA 956551102
*Update Not Provided This Year
Commander: MAJ Daniel Anderson
C: (916) 843-3950
DSN: 466-3950
daniel.anderson@us.army.mil

MOFFETT FIELD

Aeroflightdynamics Directorate, AMRDEC
NASA - Ames Research Center
MS 219-3
Moffett Field CA 94035-1000



Director: Mr. Richard F. Spivey
C: (650) 604-5837
DSN: 359-5837
richard.f.spivey@us.army.mil

Deputy Director: Mr. Barry R. Lakinsmith
C: (650) 604-4264
DSN: 359-4264
barry.r.lakinsmith@us.army.mil
Chief, Research Support Division:
Mr. Arthur Ragosta
C: (650) 604-5558
DSN: 359-5558
ragosta@merlin.arc.nasa.gov

SACRAMENTO

State Adjutant General, California NG
P.O. Box 269101
9800 Goethe Rd., Box 10
Sacramento CA 958269101
TAG: Brig. Gen. Mary J. Kight
C: (916) 854-3500
DSN: 466-3500
mary.kight@us.army.mil

State Army Aviation Officer, California ARNG

9800 Goethe Rd., PO Box 2
Sacramento CA 95827



SAAO: COL Mitchell K. Medigovich
C: (916) 854-1401
DSN: 466-1401
mitchell.medigovich@us.army.mil

Deputy: LTC Laura L. Yeager

C: (916) 854-1402
DSN: 466-1402
laura.l.yeager@us.army.mil
AMO: LTC Lou E. Carmona
C: (916) 854-1403
DSN: 466-1403
lou.carmona@us.army.mil
SIP: CW4 Rodney Cain
C: (916) 854-1405
DSN: 466-1405
rod.cain@us.army.mil
TACOPS Off.: CW5 Jeffrey Crandal
C: (916) 854-1406
DSN: 466-1406
jeffrey.crandall@us.army.mil

Army Aviation Support Facility #3 Sacramento

10616 Superfortess Avenue
Sacramento CA 95655



AASFC: LTC Manuel A. Lascano
C: (916) 843-3922
DSN: 466-3922
manuel.lascano@us.army.mil

Operations Officer: CPT Benito Garcia
C: (916) 483-3922
DSN: 466-4232
benito.garcia@us.army.mil
Maintenance Officer: MAJ Nader Araj
C: (916) 843-3978
DSN: 466-3978
nader.araj@us.army.mil

STOCKTON

3rd Bn., 140th Avn. Regt. (S&S)
8010 South Airport Way
Stockton CA 95206
Commander: LTC Todd W. Lewis
C: (559) 351-1578
todd.lewis@us.army.mil
Senior NCO: CSM Earnestine A. Judge
C: (916) 854-3743
DSN: 466-3743
earnestine.judge@us.army.mil

Army Aviation Support Facility #2 Stockton

2000 Stimson Road
Stockton CA 95206
*Update Not Provided This Year
Facility Commander: LTC Jeffrey Holliday
C: (209) 983-5311
DSN: 466-5311
jeffrey.holliday@us.army.mil

VICTORVILLE

Aviation Support Facility - Victorville

13746 Alert Road
Bldg 771
Victorville CA 923945000
Supervisor: Mr. Jerimee J. Hollis
C: (760) 246-2875
jerimee.j.hollis@us.army.mil
QC/TI: Mr. Leon Daniels
C: (760) 246-2867
leon.daniels@us.army.mil
Acft. Mech.: Mr. Jose Bravolomeli
C: (760) 246-2867
jose.bravolomeli@usar.army.mil

COLORADO

AURORA

State Army Aviation Officer, Colorado ARNG

19310 Camp Hale Pkwy
Aurora CO 80011



SAAO: COL Joel E. Best
C: (720) 250-1610
joel.best@us.army.mil

2nd Bn., 135th Avn. Regt. (GSAB)

19340 E. Sunlight Way
Buckley Air Force Base
Aurora CO 80011

Commander: LTC Eric Monteith
C: (720) 847-8482
eric.monteith@us.army.mil

CENTENNIAL

State Adjutant General, Colorado National Guard

6848 South Revere Parkway
Centennial CO 80112
TAG: Maj. Gen. H. Michael Edwards
C: (720) 250-1500
DSN: 250-1500
howard.edwards@ang.af.mil

FORT CARSON

G3 Air, 4th Inf. Div.
Bldg. 1430, Rm 252
6101 Wetzel Ave.
Fort Carson CO 809134135
G3 Air: LTC Jimmy R. McFall Sr.
C: (719) 526-0302
DSN: 532-0302
jimmy.r.mcfall@us.army.mil

Dep. G3 Air: MAJ Gregory J. Cole
C: (719) 503-0356
DSN: 532-0356
gregory.cole@us.army.mil
MSE G3 Air: Mr. Terry D. Mullins
C: (719) 526-4103
DSN: 532-4103
terry.d.mullins@us.army.mil
G3 Air TACOPS Off.: CW2 Lance C. Mays
C: (719) 503-0312
DSN: 532-0312
lance.mays@us.army.mil
Senior NCO: SFC Jarvis K. Begay
C: (719) 503-0336
DSN: 532-0336
jarvis.begay@us.army.mil

1st Bn., 2nd Avn. Regt.

25th Cbt. Avn. Bde., 25th Inf. Div.
Fort Carson CO 80913
Commander: LTC Michael P. Hosie
C: (719) 362-7937
michael.p.hosie@us.army.mil
Sr. WO: CW5 Brian Twigg
C: (719) 524-2094
brian.twigg@us.army.mil
Senior NCO: CSM Timothy S. Johnson
C: (719) 332-5728
timothy.s.johnson@us.army.mil

Co. C (AA), 2nd Bn., 227th Avn. Regt.

2nd Bn., 227th Avn. Regt.
Bldg. 9604, Butts AAF
Fort Carson CO 80913
*Update Not Provided This Year
Commander:
C: (719) 526-0237
DSN: 691-0237

Aviation Support Facility - Carson

Bldg 9620
3580 Airfield Road
Fort Carson CO 80913
Supervisor: Mr. Kit D. Jones
C: (719) 524-0725
kit.jones@usar.army.mil

GYPSUM

High Altitude Aviation Training Site (HAATS)

Colorado ARNG
PO Box 453
Gypsum CO 81637-0453
Commander: MAJ Joshua Day
C: (720) 250-5311
joshua.day@us.army.mil

PETERSON AIR FORCE BASE

Plans, Policy and Strategy (J-5)
United States Northern Command
Peterson Air Force Base CO 80914



Deputy Director:
BG Robert J. Felderman
C: (719) 554-2200
DSN: 692-2200
robert.felderman@us.army.mil



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U.S. Army Space and Missile Defense Command/U.S. Army Forces Strategic Command
350 Vandenberg Street
Peterson Air Force Base CO
809144901
Deputy Commander for Operations:
BG Kurt S. Story
C: (719) 554-1801
DSN: 692-1801

CONNECTICUT

ENFIELD

1st Bn., 169th Avn. Regt.
1635 King Street
Enfield CT 06802
*Update Not Provided This Year
Commander: LTC Vincent L. Vannoorbeeck
C: (860) 745-7718
vincent.vannoorbeeck@us.army.mil
XO & AASF#1 Facility Commander:
MAJ Mark A. Strout
C: (860) 386-4071x101
mark.strout@us.army.mil
BN Administrative Officer (AO): 1LT Jeffrey W. Wiesner
C: (860) 745-7718x21
jeffrey.wiesner@us.army.mil
AASF#1 Operations Officer: CPT Patrick Miller
C: (860) 386-4071x123
patrick.miller6@us.army.mil
AASF#1 Maintenance Officer: Vacant
C: (860) 386-4071x112
BN Aviation Standardization Officer:
CW4 Michael W. Behuniak
C: (860) 386-4071x129
michael.w.behuniak@us.army.mil
BN Aviation Safety Officer: CW4 Michael D. Vollero
C: (860) 745-7718x24
michael.d.vollero@us.army.mil
Senior NCO: CSM J. D. Thomas
C: (860) 745-7718
jd.thomas1@us.army.mil

GROTON

1109th Aviation Classification and Repair Depot (AVCRAD)
Connecticut ARNG
139 Tower Avenue
Groton-New London Airport
Groton CT 06340-5300



Cdr.: COL Alan V. Wilcoxson
C: (860) 441-2954
DSN: 636-0990
alan.v.wilcoxson@us.army.mil

XO: LTC Scott A. Panagrosso
C: (860) 441-2990
DSN: 636-0910
scott.panagrosso@us.army.mil
Log. Mgr.: LTC Robert H. Burnside IV
C: (860) 441-2953
DSN: 636-0953
robert.burnside1@us.army.mil

Prod. Ctrl. Off.: CW4 Jay B. Bowdy
C: (860) 441-2925
DSN: 636-0925
jay.bowdy@us.army.mil
Quality Ctrl. Off.: CW4 David W. Tozier
C: (860) 441-2918
DSN: 636-0918
david.tozier@us.army.mil
Mat. Mgmt. Off.: CW2 Michael Walters
C: (860) 441-2940
DSN: 636-0940
michael.walters2@us.army.mil



Sr. NCO: SGM Paul Garofalo
C: (860) 441-2990
DSN: 636-0990
paul.garofalo@us.army.mil

Det. 2, Co. I, 185th Avn. Regt.
139 Tower Ave.
Groton CT 06340
*Update Not Provided This Year
Commander: CW4 James J. Muthig
C: (860) 441-2922
DSN: 636-0922
james.muthig@us.army.mil
Senior NCO: SFC Jason C. Dumas
C: (860) 441-2913
DSN: 636-0913
jason.dumas@us.army.mil

HARTFORD

Joint Force Headquarters, Connecticut
360 Broad Street
National Guard Armory
Hartford CT 061053706
TAG: Maj. Gen. Thaddeus J. Martin
C: (860) 524-4953
DSN: 636-7953
thaddeus.martin@ct.ngb.army.mil

WINDSOR LOCKS

Directorate of Aviation Operations
Connecticut ARNG
Army Aviation Support Facility
Bldg. 152, Bradley Intl. Airport
Windsor Locks CT 06096-1086



SAAO: COL William P. Shea
C: (860) 386-4071x110
DSN: 636-7071
william.shea@us.army.mil

Connecticut ARNG Aviation Support Facility
Building 152, Bradley Intl. Airport
Windsor Locks CT 06096-1086
*Update Not Provided This Year
AASFC: COL Mark H. Rousseau
C: (860) 386-4071ext 128
DSN: 636-7071
mark.rousseau@us.army.mil

Flight Opns Officer: CPT Patrick Miller
C: (860) 386-4071ext 103
DSN: 636-7071
patrick.miller6@us.army.mil
AMO: CW3 Shawn Carrey
C: (860) 386-4071ext 159
DSN: 636-7071
shawn.carrey@us.army.mil

Detachment 6, Operational Support Airlift Command
Connecticut ARNG
Bldg 152
Bradley Intl Airport
Windsor Locks CT 060961086
*Update Not Provided This Year
Commander: CW5 Cooper Hastings
C: (860) 386-4071ext 104
DSN: 636-7071
cooper.hastings@us.army.mil

DELAWARE

NEW CASTLE

State Army Aviation Officer, Delaware ARNG
Army Aviation Support Facility
33 Corporate Circle
New Castle DE 19720-2493
SAAO/AASFC: COL Jeffrey S. Radke
C: (302) 326-7200
DSN: 440-7200
jeffrey.radke@us.army.mil

WILMINGTON

State Adjutant General, Delaware Army National Guard
Joint Forces Headquarters
First Regiment Road
Wilmington DE 19808-2191
TAG: MG Francis D. Vavala
C: (302) 326-7001
DSN: 440-7001
frank.vavala@us.army.mil

DISTRICT OF COLUMBIA

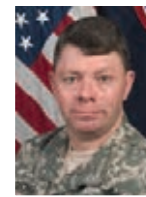
FORT McNAIR

Army Air Operations Group (AAG)
Military District of Washington
309 A Street, SW
2nd Floor, Suite 1
Fort McNair DC 203195070



Cdr.: COL Scott Sanborn
C: (202) 685-2040
DSN: 325-2040
scott.sanborn@us.army.mil

Dpty. Cdr.: LTC Harold (Hal) M. Hinton
C: (202) 685-5089
DSN: 325-5089
harold.hinton@us.army.mil



Senior NCO: CSM Chad Cuomo
C: (703) 685-2052
DSN: 325-2052
chad.cuomo@us.army.mil

PENTAGON

Unmanned Warfare Directorate
OUSD (AT&L), Portfolio Systems
Acquisition
Washington DC 20310

Deputy Director:
Dyke D. Weatherington
C: (703) 695-6188
dyke.weatherington@osd.mil
Deputy UAS Task Force: Ed Wolski
C: (703) 695-8778
edward.wolski@osd.mil

Secretary of the Army

101 Army Pentagon
Washington DC 20310-0101



Secretary of the Army: HON John M. McHugh
C: (703) 695-3211
DSN: 225-1717

Chief of Staff, U. S. Army

200 Army Pentagon, Room 3E528
Washington DC 20310-0200



Chief of Staff: GEN George W. Casey
C: (703) 697-0900
DSN: 225-0900



Vice Chief of Staff: GEN Peter W. Chiarelli
C: (703) 695-4371
DSN: 225-4371

Director of the Army Staff: LTG

William J. Troy
C: (703) 695-6636
DSN: 225-6636



Sergeant Major of the Army: SMA Kenneth O. Preston
C: (703) 695-2150
DSN: 225-2150



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Office of the Secretary of the Army, Legislative Liaison
1600 Army Pentagon
Room 1E416
Washington DC 203101600



Chief: MG James C. McConville
C: (703) 697-6767
DSN: 227-6767

Assistant Secretary of the Army for Acquisition, Logistics & Technology
Headquarters, Dept. of the Army
103 Army Pentagon, Room 2E672
Washington DC 20310-0103
Assist. Secretary for ALT: HON Malcom R. O'Neill
C: (703) 695-6153
DSN: 225-6153

Military Deputy/Director, Army Acquisition Corps, OASA(ALT)
103 Army Pentagon
Room 2E532
Washington DC 20310-0103



Military Deputy/Director, Army Acquisition Corps: LTG William N. Phillips
C: (703) 697-0397
DSN: 227-0397
william.phillips@us.army.mil

Office of the Assistant Secretary of Defense (Reserve Affairs)
7300 Defense Pentagon
Washington DC 203017300

Military Executive to Reserve Forces Policy Board Chair: BG Sandra W. Dittig
C: (703) 697-4486
DSN: 227-4486

The Joint Staff, J-1
1000 Joint Staff Pentagon, Room 2D857A
Washington DC 203183000



Director: BG Walter M. Golden Jr.
C: (703) 697-6098
DSN: 227-6098
walter.golden1@us.army.mil

Chief of Army Reserve (OCAR)
2400 Army Pentagon, Room 2B548
Washington DC 20310-2400
Chief of Army Reserve: LTG Jack C. Stultz
C: (703) 697-1784
DSN: 227-4147

Assistant Deputy Chief of Staff, G-3/5/7
400 Army Pentagon, Room 3E366
Washington DC 20310-1000



ADCS, G-3/5/7: MG James O. Barclay III
C: (703) 695-2904
DSN: 225-2904
james.o.barclay@us.army.mil



Dir., Comprehensive Soldier Fitness, G-3/5/7: BG Rhonda Cornum
C: (703) 602-6539

Force Management Directorate, DCS G-3
460 Army Pentagon, Room 2B349
Washington DC 20310-0460
Director of Force Management: BG Anthony R. Ierardi
C: (703) 693-3154
DSN: 223-3154

Operations, Readiness & Mobilization Directorate, DCS G3
440 Army Pentagon, Room MD685
Washington DC 20310-0400
Dpty. Dir.: BG Ernest C. Audino
C: (703) 695-3310
DSN: 225-3310

Army Aviation Directorate, DCS for Operations, G-3/5/7
400 Army Pentagon, Rm 3A474
Washington DC 203100450



Director: COL William H. Morris
C: (703) 692-1634
DSN: 222-1634
william.h.morris@us.army.mil

Deputy Director: Vacant
C: (703) 692-1628
DSN: 222-1628

Executive Officer: LTC Edward M. Vedder
C: (703) 692-1617
DSN: 222-1617
edward.vedder@us.army.mil
Senior NCO: SGM James E. Grimsley Jr.
C: (703) 693-3564
grimsleyje@conus.army.mil

Operations Division, Aviation Directorate
400 Army Pentagon, Room 3A474
Washington DC 20310-0400
Chief: COL Stephen Burns
C: (703) 614-9848
DSN: 224-9848
stephen.burns@conus.army.mil

MEDEVAC Systems Officer: LTC Guy Gierhart
C: (703) 693-9894
DSN: 224-9894
guy.gierhart@conus.army.mil
Sustainment: Mr. Tom Foulk
C: (703) 614-9878
DSN: 224-9878
tom.foulk@hqda.army.mil
AMCOM LNO: Mr. Ian Ashcroft
C: (703) 693-3590
DSN: 223-3590
ian.ashcroft@us.army.mil

Systems Division, Aviation Directorate
400 Army Pentagon, Room 3A474
Washington DC 203100400
Chief: COL Ray Gentyzel
C: (703) 693-3565
DSN: 223-3565
ray.gentyzel@conus.army.mil
Attack/Reconnaissance: LTC Wade Blackwell
C: (703) 693-8363
DSN: 222-8363
wade.blackwell@us.army.mil
Utility/Lift/Avn Systems: LTC Walter Rugen
C: (703) 693-3572
DSN: 223-3572
walter.rugen@us.army.mil
Aircraft Survivability/Munitions: CW4 Jon Larue
C: (703) 693-3574
DSN: 223-3574
jon.larue@conus.army.mil
Fixed Wing/ATS: MAJ Jami Shawley
C: (703) 692-7594
DSN: 222-7594
jami.shawley@conus.army.mil
Avn Future Systems/LUH: Mr. Thomas Faupel
C: (703) 692-8361
DSN: 222-8361
thomas.faupel@us.army.mil
Program Analyst: Mr. Ryan Emerson
C: (703) 693-3587
DSN: 223-3587
ryan.emerson@conus.army.mil

Transformation/Force Structure Division, Aviation Directorate
400 Army Pentagon, Room 3A474
Washington DC 20310
Division Chief: COL Richard J. Koucheravy
C: (703) 614-9874
DSN: 224-9874
richard.koucheravy@conus.army.mil
Army Campaign Plan Integration Officer: LTC Phillip C. Baker
C: (703) 692-8362
DSN: 222-8362
phillip.baker@conus.army.mil
Aviation Safety Officer: CW5 Michael E. Smith
C: (703) 692-7986
DSN: 222-7986
michael.smith4@hqda.army.mil
Aviation Standardization Officer: CW5 Mark A. Riddle
C: (703) 692-8349
DSN: 222-8349
mark.riddle@conus.army.mil

Aviation Standardization Officer: CW5 Mark Riddle
C: (703) 692-8349
DSN: 222-8349
mark.riddle@us.army.mil
Training/Force Design: Mr. Joe Back
C: (703) 614-9080
DSN: 224-9080
joe.back@hqda.army.mil
TADDS/National Guard Bureau Liaison: Mr. Larry Rood
C: (703) 692-8360
DSN: 222-8360
larry.rood@hqda.army.mil

Unmanned Aviation Systems Division, Aviation Directorate
400 Army Pentagon, Rm 3A474
Washington DC 203100400
Chief: LTC James Cutting
C: (703) 693-3551
DSN: 223-3551
james.cutting@us.army.mil
UAS Staff Officer: LTC Daniel Mettling
C: (703) 614-9879
DSN: 224-9879
daniel.mettling@us.army.mil
UAS Staff Officer: CW3 Gerry Fallon
C: (703) 614-9077
DSN: 224-9077
gerry.fallon@us.army.mil
UAS Staff Officer: Mr. James Ryan
C: (703) 693-3552
DSN: 223-3552
james.ryan3@us.army.mil

Dep. Chief of Staff for Logistics, G4
500 Army Pentagon, Room 1E394
Washington DC 203100500
Dep. Chief of Staff: LTG Mitchell H. Stevenson
C: (703) 695-4102
DSN: 225-4102

Aviation Division, Dep. Ch. of Staff, Log., G-4
500 Army Pentagon
1D-343
Washington DC 20310-0500



Chief: COL Gary Toney
C: (703) 614-1431
DSN: 312-224-11431
gary.toney@conus.army.mil

Deputy: Mr. Thomas Jackson
C: (703) 614-1240
DSN: 312-224-1240
thomas.jackson@us.army.mil
Avn. Log. Off.: CW5 Robert A. McQuaid
C: (703) 614-0747
DSN: 312-224-0747
bobby.mcquaid@us.army.mil
Avn. Log. Off.: LTC David A. George
C: (703) 692-4612
DSN: 312-222-4612
david.a.george@conus.army.mil
Avn. Log. Off.: LTC Ray Meadows
C: (703) 614-4237
DSN: 312-224-4237
ray.meadows@us.army.mil

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RC LNO: MAJ John Baynham
C: (703) 614-4237
DSN: 312-224-4237
john.baynhamjr@us.army.mil

Directorate for Aviation Munitions, DCS G-4

500 Army Pentagon
Washington DC 20310-0500
*Update Not Provided This Year
Director: Ms. Susan Carlson
C: (703) 614-1191
DSN: 224-1191
susan.carlson@hqda.army.mil

Deputy Chief of Staff for Programming and Integration, G-8

700 Army Pentagon, Room 3E388
Washington DC 203100700
Deputy Chief of Staff: LTG Robert P. Lennox
C: (703) 697-8232
DSN: 227-8232
robert.lennox@conus.army.mil

Force Development, DCS G-8

700 Army Pentagon, Room 3E388
Washington DC 20310-0700
Director, Force Development: BG Thomas W. Spoehr
C: (703) 692-7707
DSN: 222-7707
thomas.spoehr@conus.army.mil
Director of Materiel: COL Randy A. Buhidar
C: (703) 692-7275
DSN: 222-7275
randy.buhidar@conus.army.mil

Army Aviation Division, Force Development, DCS G-8

700 Army Pentagon, Room 3C453
Washington DC 20310-0700



Division Chief:
COL Randolph Rotte
C: (703) 614-1702
DSN: 224-1702
randolph.rotte@conus.army.mil

Deputy Division Chief:

Mr. Bill Pardue
C: (703) 697-9668
DSN: 227-9668
leonard.pardue@conus.army.mil
Ops. Off.: LTC S. Perry Orr
C: (703) 693-3738
DSN: 223-3738
stannus.perry.orr@conus.army.mil
ARH/Kiowa Warrior: Mr. Mike Cyr
C: (703) 692-7272
DSN: 222-7272
michael.cyr@conus.army.mil
Apache: CW5 Graham Ward
C: (703) 614-8764
DSN: 224-8764
grahma.ward@conus.army.mil
Black Hawk/LUH: CW5 John Reid
C: (703) 693-4516
DSN: 223-4516
john.reid@conus.army.mil

CH-47: Mr. Dave Heaton
C: (703) 697-2277
DSN: 227-2277
david.heaton@conus.army.mil
Fixed Wing: Mr. Rick Compton
C: (703) 697-9667
DSN: 225-9667
richard.compton@conus.army.mil
ER/MP UAS: Mr. James St. Amour
C: (703) 614-2360
DSN: 224-2360
james.stamour@conus.army.mil
Raven UAS: MAJ Colin Hoyseth
C: (703) 695-9636
DSN: 225-9636
colin.hoyseth@conus.army.mil

Aviation Survivability Equipment:

Mr. Lawrence DeGroof
C: (703) 695-9636
DSN: 225-9636
lawrence.degroof@conus.army.mil
Air Warrior/AGSE/ACIP: Mr. Eric Hoffmeyer
C: (703) 695-7443
DSN: 225-7443
eric.hoffmeyer@conus.army.mil
Avionics: Mr. Rick Compton
C: (703) 697-9667
DSN: 227-9667
richard.compton@conus.army.mil
ATS: Mrs. Kori Beale
C: (703) 697-8172
DSN: 227-8172
kori.beale@conus.army.mil

Missiles/Rockets: Mr. Dennis Walburn
C: (703) 695-8732
DSN: 225-8732
dennis.walburn@conus.army.mil
SRU: CW5 Britt Klupenger
C: (703) 695-7442
DSN: 225-7442
britt.klupenger@conus.army.mil
Budget: Mrs. Patty Robertson
C: (703) 693-3469
DSN: 223-3469
patty.robertson@conus.army.mil

Commanding General, District of Columbia National Guard

2001 East Capitol Street
Washington DC 20003-1719
CG: MG Errol R. Schwartz
C: (202) 685-9798
DSN: 325-9798
errol.r.schwartz@ngb.army.mil

U.S. Army Military District of Washington (USAMDW)

Fort Leslie J. McNair
Washington DC 203195012
Commanding General: MG Karl R. Horst
C: (202) 685-2807
DSN: 325-2807

FLORIDA

BROOKVILLE

Florida ARNG Aviation Support Facility #2

16388 Helicopter Drive
Brookville FL 34604-6821
AASFC: LTC Benjamin H. Lacy III
C: (352) 797-5813x 7411

DSN: 822-8930
benjamin.lacy@ng.army.mil
Deputy: MAJ Randy T. McCreary
C: (352) 797-5852x 7431
DSN: 822-8930
randy.mccreary@ng.army.mil
Supervisory Instructor Pilot: MAJ Alexander V. Harlamor
C: (352) 797-5813x 7414
DSN: 822-8930
alexander.harlamor@ng.army.mil
Standardization Pilot: CW3 Jimmy Gurr
C: (352) 797-5813x 7413
DSN: 822-8930
jimmy.gurr@ng.army.mil
Aviation Safety Officer: CW4 Chris Tenaro
C: (352) 797-5813x 7419
DSN: 822-8930
christopher.tenaro@ng.army.mil

CLEARWATER

Aviation Support Facility - Clearwater

16100 Fairchild Drive
Clearwater FL 337623533
*Update Not Provided This Year
Supervisor: Mr. Jeffrey P. Staubs
C: (727) 450-1455
jeffrey.staubs@usar.army.mil

JACKSONVILLE

1st Bn., 111th Avn. Regt. (GSAB)
Cbt. Avn. Bde., 29th Inf. Div. (Mech)
Florida ARNG
Bldg 1822, 13433 Crossover Street
Jacksonville FL 32221
*Update Not Provided This Year
Commander: LTC James D. Loro III
C: (904) 573-2300
james.d.loro@us.army.mil
XO: MAJ William B. Bradley
C: (904) 573-2300
william.b.bradley@us.army.mil
Senior NCO: CSM Randy Hambrick
C: (904) 573-2300
randy.hambrick@us.army.mil

MACDILL AIR FORCE BASE

Special Operations Research, Development & Acquisition Center - Rotary Wing

U.S. Special Operations Command
7701 Tamp Point Blvd.
MacDill Air Force Base FL 336215323



Program Executive Officer: COL Douglas H. Rombough
C: (813) 826-9414
DSN: 299-9414
douglas.rombough@socom.mil

Dep. PEO: Mr. Mark H. Williams
C: (813) 826-6770
DSN: 299-6770
mark.williams1@socom.mil
Ch. Programs: Mr. Donald Reedy
C: (813) 826-8985
DSN: 299-8985
donald.reedy@socom.mil

Systems Acq. Mgr.: LTC Marcus Varnadore
C: (813) 826-6772
DSN: 299-6772
marcus.varnadore@socom.mil
YMQ-18A Prod. Dir.: LTC Kent Guffy
C: (813) 826-6095
DSN: 299-6095
kent.guffy@socom.mil
Bus. Financial Mgr.: Mr. Gary Moody
C: (813) 826-3015
DSN: 299-3015
gary.moody@socom.mil
Senior NCO: Vacant

Operational Test and Evaluation (OT&E)

U.S. Special Operations Command
7701 Tampa Point Blvd.
MacDill Air Force Base FL 336215323
*Update Not Provided This Year
C: (813) 826-3575
DSN: 299-3575

ORLANDO

Program Executive Office, Simulation, Training & Instrumentation (PEO STRI)
12350 Research Parkway
Orlando FL 32826-3276



PEO: Dr. James T. Blake
C: (407) 384-3502
DSN: 970-3502
jim.blake@us.army.mil

Deputy PEO: Mr. Robert Reyenga
C: (407) 384-3505
DSN: 970-3505
robert.reyenga@us.army.mil
Senior NCO: SGM Patrick M. Ogden
patrick.m.ogden@us.army.mil

Project Manager, Training Devices (TRADE), PEO STRI

12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year
Project Manager: COL Fred Mullins
C: (407) 384-5200
DSN: 970-5200
fred.mullins@us.army.mil

Project Manager, Cbt. Training Instrumentation Sys. (CTIS), PEO STRI

12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year
Product Manager: LTC Aaron Brown
C: (407) 384-5192
DSN: 970-5120
aaron.brown@us.army.mil

Project Manager, Instrumentation, Targets & Threat Simulators (ITTS), PEO STRI

12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year

ARMY AVIATION 2010 Blue Book Directory

Project Manager: COL David Lockhart
C: (407) 384-5250
DSN: 970-5250
david.lockhart@us.army.mil

Project Manager, Warfighters' Simulation (WARSIM), PEO STRI

12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year
Product Manager: Mr. Mike Haddad
C: (407) 384-3853
DSN: 970-3853
mike.haddad@us.army.mil

Project Manager Combined Arms Tactical Trainers (CATT), PEO STRI

PEO-STRI
12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year
Project Manager: COL Craig G. Langhauser
C: (407) 384-3600
DSN: 970-3600
craig.g.langhauser@us.army.mil

Product Manager, Air & Command Tactical Trainers (ACTT), PEO STRI

PEO STRI (PM CATT-ACTT)
12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year
Product Manager: LTC Michael Newell
C: (407) 384-5140
DSN: 970-5140
mike.newell@us.army.mil

Product Manager, Ground Cbt. Tactical Trainers (GCTT), PEO STRI

12350 Research Parkway
Orlando FL 32826-3276
*Update Not Provided This Year
Product Manager: LTC Scott Pulford
C: (407) 384-5160
DSN: 970-5160
scott.pulford@us.army.mil

ST. AUGUSTINE

State Adjutant General, Florida Army National Guard

P. O. Box 1008
St. Augustine FL 32085-1008
TAG: MG Emmett R. Titshaw
C: (904) 823-0123
DSN: 822-8501
emmett.titshaw@ngb.army.mil

State Army Aviation Officer, Florida ARNG

Department of Military Affairs
P.O. Box 1008
82 Marine Street
St. Augustine FL 32085-1008



SAAO: COL Perry L. Hagaman
C: (904) 823-0474
DSN: 822-0474
perry.hagaman@us.army.mil

GEORGIA

DOBBINS AIR RESERVE BASE

1st Bn., 171st Avn. Regt.
956 Atlantic Ave.
Bldg. 554
Dobbins Air Reserve Base GA 30069



Commander: LTC Richard D. Wilson
C: (678) 569-3501
DSN: 338-3501
richard.d.wilson@us.army.mil

XO: MAJ Jason Fryman
C: (678) 569-3503
DSN: 338-3503
jason.fryman@us.army.mil
S3: MAJ Anthony Duplechien
C: (678) 569-3623
DSN: 338-3623
anthony.duplechien@us.army.mil
ASO: CW4 Rick Martinez
C: (678) 569-3502
DSN: 338-3502
rick.martinez2@us.army.mil

Bn. Stdzn. Off.: CW4 Cole Daum
C: (678) 569-3517
DSN: 338-3517
cole.daum@us.army.mil

Bn. TACOPS Off.: CW4 Adrian M."Mark" Montague
C: (678) 569-3505
DSN: 338-3505
adrian.m.montague@us.army.mil
AMO: CW4 Henry G."Grady" Wood
C: (678) 569-2535
DSN: 338-2535
henry.grady.wood@us.army.mil



Senior NCO: CSM Maynard Valeriano
C: (678) 569-3529
DSN: 338-3529
maynard.valeriano@us.army.mil

Georgia ARNG Aviation Support Facility #2

900 Atlantic Avenue, Bldg 555
Dobbins Air Reserve Base GA 30069-4305



Commander: LTC Richard D. Wilson
C: (678) 569-3501
DSN: 338-3501
richard.d.wilson@us.army.mil

Ops Officer: MAJ Jason Fryman
C: (678) 569-3503
DSN: 338-3503
jason.fryman@us.army.mil
Log. Mgt. Off.: MAJ Bradley McAuley
C: (678) 569-3520
DSN: 338-3520
bradley.mcauley@us.army.mil

Safety Off.: CW4 Rick Martinez
C: (678) 569-3502
DSN: 338-3502
rick.martinez2@us.army.mil
Stdzn. Off.: CW4 Cole Daum
C: (678) 569-3517
DSN: 338-3517
cole.daum@us.army.mil



Senior NCO: CSM Ed Hepler
C: (678) 569-3506
DSN: 338-3506
ed.hepler@us.army.mil

Aviation Support Facility - Dobbins

1613 Hull Place
Dobbins Air Reserve Base GA 300695102
*Update Not Provided This Year
Supervisor: Mr. James K. Soltani
C: (678) 655-5285ext. 221
jim.soltani@usar.army.mil

FOREST PARK

Aviation Branch, First Army
4705 N. Wheeler Drive
Forest Park GA 30297-5000
*Update Not Provided This Year
Chief: LTC Nathaniel F. Wallace
C: (404) 469-4596
DSN: 797-4596
nathaniel.wallace@conus.army.mil
Aviation Plans and Training: MAJ James A. Barber
C: (404) 469-3100
DSN: 797-3100
james.a.barber1@conus.army.mil
Aviation Operations: CPT Brook Bedell
C: (404) 469-3900
DSN: 797-3900
brook.bedell@conus.army.mil
Branch Admin: Mr. Williams (Lars) Thompson
C: (404) 469-7761
DSN: 797-7761
lars.thompson@conus.army.mil

FORT MCPHERSON

U.S. Army Forces Command (FORSCOM)
1777 Hardee Avenue, Southwest
Fort McPherson GA 303301062



CG: GEN James D. Thurman
C: (404) 464-5054
DSN: 367-5054
james.thurman@us.army.mil

Safety Division, FORSCOM
1777 Hardee Ave. SW
Fort McPherson GA 303301062

Aviation Safety Manager: Mr. Mario Gabriel
C: (404) 464-5724
DSN: 367-5724
mario.gabrieljr@us.army.mil

Aviation Division, G3, FORSCOM

1777 Hardee Avenue SW
Fort McPherson GA 30330-1062
Dir., Ops & Avn.: COL Jessie O. Farrington
C: (404) 464-6085
DSN: 367-6085
jessie.farrington@us.army.mil
Actg. Civ. Dep.: Mr. John F. Iampietro
C: (404) 464-7733
DSN: 367-7733
john.iampietro@conus.army.mil
Mil. Dep.: LTC Kevin Vizzarri
C: (404) 464-5087
DSN: 367-5087
kevin.vizzarri@us.army.mil
Avn. Force Mgmt.: COL James MacMillan
C: (404) 464-5331
DSN: 367-5331
james.macmillan@conus.army.mil
Avn. Programs: Mr. Martin B. Hammell
C: (404) 464-6447
DSN: 367-6447
martin.b.hamell@conus.army.mil

ARMS Chief: LTC Timothy Burke
C: (404) 464-5088
DSN: 367-5088
timothy.burke@us.army.mil
Medical Svcs. Off.: MAJ Clifton (Cliff) McCready
C: (404) 464-6006
DSN: 367-6006
clifton.mccready@conus.army.mil
Stdzn. Lead: CW5 Michael Parkinson
C: (404) 464-6056
DSN: 367-6056
michael.parkinson@conus.army.mil
Safety Lead: Mr. Thomas G. Davis
C: (404) 464-6097
DSN: 367-6097
thomas.g.davis@us.army.mil
Maint. Lead: Mr. Stephen Perkins
C: (404) 464-7747
DSN: 367-7747
stephen.perkins@us.army.mil
USAR Avn. Off.: LTC Edward Lizurick
C: (404) 464-7521
DSN: 367-7521
edward.lizurick@us.army.mil
ARNG Avn. Off.: LTC Michael D. Smith
C: (404) 464-6097
DSN: 367-6097
michael.d.smith6@us.army.mil

Aviation Division, G4, FORSCOM

1777 Hardee Ave SW
Fort McPherson GA 30330-1062
*Update Not Provided This Year
Asst. G-4: Mr. David E. Campbell
C: (404) 464-5561
DSN: 367-5561
david.e.campbell@us.army.mil
Chief, Aviation & Electronics Branch: Mr. Sam Seetin
C: (404) 464-6931
DSN: 367-6931
sam.seetin@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Maintenance Officer: CW5 Robert Morrill
C: (404) 464-6765
DSN: 367-6765
robert.morrill@us.army.mil
Aviation Team Chief: Mr. David Bouse
C: (404) 464-6239
DSN: 367-6239
david.bouse@forscom.army.mil
Aircraft Distribution Manager: Mr. Sonny Bowers
C: (404) 464-6407
DSN: 367-6407
sonny.bowers@forscom.army.mil
Aircraft Component Manager/AGSE/PGSE: Mr. Alfonso Nunez
C: (404) 464-5487
DSN: 367-5487
alfonso.nunez@us.army.mil
RESET/PRESET Manager: Mr. Jeff Turner
C: (404) 464-5487
DSN: 367-5487
herbert.j.turner@us.army.mil
UAS/Avn. Aug. Maint. Contracts: Mr. Jack Sondag
C: (404) 464-7350
DSN: 367-7350
john.sondag@us.army.mil

Aviation Directorate
U.S. Army Reserve Command
1401 Deshler St. SW
Fort McPherson GA 30330-



Director: COL Michael G. Schellinger
C: (404) 464-8314
DSN: 367-8314
michael.schellinger@usar.army.mil

Deputy Director: LTC Joseph A. Edwards II
C: (404) 464-8262
DSN: 367-8262
joseph.edwards4@usar.army.mil
Ch., Plans & Ops: LTC Michael S. Odom
C: (404) 464-9589
DSN: 367-9589
michael.odom@usar.army.mil
Cmdt., U.S. Army Jet Tng. Det.: LTC Thomas M. Stewart Sr.
C: (678) 655-5284
thomas.m.stewart1@usar.army.mil
Ch., Tng. & Stdzn.: MAJ William S. Wynn
C: (404) 464-9653
DSN: 367-9653
william.wynn@usar.army.mil
Senior NCO: Vacant
C: (404) 464-9354
DSN: 367-9354

HUNTER ARMY AIRFIELD

3rd Cbt. Avn. Bde.
3rd Inf. Div.
40 South Middleground Rd.
Hunter Army Airfield GA 31409-5100



Commander: COL Donald N. Galli
C: (912) 315-4025
DSN: 729-4025
donald.galli@us.army.mil

Deputy Commander: LTC Brian Schaap
C: (912) 315-4925
DSN: 729-4925
brian.schaap@us.army.mil
XO: MAJ Stephen Gilbertson
C: (912) 315-7355
DSN: 729-7355
stephen.gilbertson@us.army.mil
Stdzn. Off.: CW5 Bryan C. Batt
C: (912) 315-6132
DSN: 729-6567
bryan.batt@us.army.mil
MG: CW5 Allen R. Godfrey
C: (912) 315-6567
DSN: 729-6567
allen.godfrey@us.army.mil
ASO: CW5 Michael Balke
C: (912) 315-6567
DSN: 729-6567
michael.balke@us.army.mil



Senior NCO: CSM Richard D. Stidley
C: (912) 315-6132
DSN: 729-6132
richard.stidley@us.army.mil

1st Bn., 3rd Avn. Regt.
3rd Cbt. Avn. Bde., 3rd Inf. Div. (Mech)
109 North Lightning Road
Hunter Army Airfield GA 31409-



Commander: LTC Michael J. Musiol
C: (912) 315-5188
DSN: 729-5188
michael.musiol@us.army.mil

XO: MAJ George S. Eyster V
C: (912) 315-3265
DSN: 729-3265
gerge-eyster@us.army.mil
S3: MAJ Larry C. Halsey
larry.craig.halsey@us.army.mil
ASO: CW4 Robert R. Roebuck
C: (912) 315-5876
DSN: 729-5876
robert.roebuck@us.army.mil
Stdzn. Off.: CW4 Anthony Born
C: (912) 315-5876
DSN: 729-5876
anthony.born@us.army.mil
AMO: CW3 Tracy Armstrong
C: (912) 315-5876
DSN: 729-5876
tracy.armstrong@us.army.mil

MG: CW4 Robert Senefeld
robert.senefeld@us.army.mil



Senior NCO: CSM Louis C. Felicioni
C: (912) 315-5929
DSN: 729-5929
louis.c.felicioni@us.army.mil

2nd Bn., 3rd Avn. Regt.
181 North Lightning Rd.
Hunter Army Airfield GA 31409



Commander: LTC Thomas Smedley
C: (912) 315-6084
DSN: 312-729-6084
thomas.smedley@us.army.mil

XO: MAJ Dan Rice
C: (912) 315-5107
DSN: 312-729-5107
daniel.rice@us.army.mil
S3: MAJ Geof McLaughlin
C: (912) 315-5248
DSN: 312-729-5248
geoffrey.mclaughlin@us.army.mil
ASO: CW4 Jason Bach
C: (912) 315-5330
DSN: 312-729-5330
jason.f.bach@us.army.mil
SIP: CW5 George Kelly
C: (912) 315-5330
DSN: 312-729-5330
george.kelly1@us.army.mil
PC/Avn. Material Off.: CW5 Wade McIntyre
C: (912) 315-5219
DSN: 312-729-5219
wade.mcintyre@us.army.mil



Senior NCO: CSM Patrick Blair
C: (912) 315-5308
DSN: 312-729-5308
patrick.blair@us.army.mil

Co. C (AA), 2nd Bn., 3rd Avn. Regt.
203 North Lightning Rd
TF 809
Hunter Army Airfield GA 314095014
*Update Not Provided This Year
Commander: MAJ Jason G. Wilson
C: (912) 315-2209
DSN: 729-2209
jason.g.wilson@us.army.mil
Senior NCO: 1SG Todd M. Burke
todd.m.burke@us.army.mil

4th Bn., 3rd Avn. Regt. (AHB)
Cbt. Avn. Bde., 3rd Inf. Div.
181 N. Lightning Road, Suite 850
Hunter Army Airfield GA 31409



Commander: LTC Robert T. Ault
C: (912) 315-3750
DSN: 729-3750
robert.ault@us.army.mil

XO: MAJ Michael A. Reyburn
C: (912) 315-3285
DSN: 729-3285
michael.reyburn@us.army.mil
S3: MAJ Michael C. Stull
C: (912) 315-2305
DSN: 729-2305
mike.stull@us.army.mil
SIP: CW4 Guy E. Davis Jr.
C: (912) 315-2250
DSN: 729-2250
guy.davis@us.army.mil
ASO: CW3 James F. Hagerty
C: (912) 315-2205
DSN: 729-2205
james.hagerty@us.army.mil



Senior NCO: CSM Stuart C. O'Black
C: (912) 315-3385
DSN: 729-3385
stuart.oblack@us.army.mil

3rd Sqdn., 17th Cav. Regt.
3rd Cbt. Avn. Bde.
403 N. Lightning Road
Bldg. 865, Ste. 200
Hunter Army Airfield GA 31409



Commander: LTC Thomas J. von Eschenbach
C: (318) 831-6259
thomas.voneschenbach@us.army.mil

XO: MAJ Matthew Ketchum
C: (318) 831-6307
matthew.ketchum@us.army.mil
S3: MAJ Geoffrey Whittenberg
C: (318) 831-6308
geoffrey.whittenberg@us.army.mil



Senior NCO: CSM Richard Lemke
C: (318) 831-6091
richard.lemke@us.army.mil

603rd Avn. Spt. Bn.
235 South Lightning Rd., Bldg. 1249
Hunter Army Airfield GA 31409-

ARMY AVIATION 2010 Blue Book Directory



Commander: LTC
Woodard B.
Hopkins III
C: (912) 353-2411
DSN: 729-2411
buddy.hopkins@
us.army.mil

XO: MAJ Daniel P. Ellinger
C: (912) 315-2670
DSN: 729-2670
daniel.ellinger@us.army.mil
S3: MAJ Raymond E. Williams
C: (912) 315-2673
DSN: 729-2673
raymond.williams@us.army.mil
SPO: MAJ Michael T. Triplett
C: (912) 315-2413
DSN: 729-2413
michael.triplett@us.army.mil



Senior NCO: CSM
James P. Snyder
C: (912) 315-2620
DSN: 729-2620
james.snyder2@
us.army.mil

**3rd Bn., 160th Special Ops. Avn.
Regt. (Airborne)**
1304 N. Lightning Road
Hunter Army Airfield GA 31409-5202



Commander: LTC
Kirk E. Keepers
C: (912) 315-8232
DSN: 729-8232
kirk.keepers@
soar.army.mil

XO: MAJ Marcus C. Hay
C: (912) 315-8342
DSN: 729-8342
marcus.hay@soar.army.mil
S3: MAJ Jeffery J. Bragg
C: (912) 315-8222
DSN: 729-8222
jeffery.j.bragg@soar.army.mil
Senior Warrant Officer: CW5 Kevin
Purdum
C: (912) 315-7820
DSN: 729-7820
kevin.purdum@soar.army.mil



Senior NCO: CSM
Estevan Sotorosado
C: (912) 315-8232
DSN: 729-8232
estevan.sotorosa-
do@soar.army.mil

**224th Mil. Intel. Bn. (Aerial
Exploitation)**
357 S. Lightning Rd.
Hunter Army Airfield GA 31409-5628



Commander: LTC
Mark A. Colbrook
C: (912) 315-6381
DSN: 729-6381
mark.colbrook@
us.army.mil

Executive Officer: LTC Octavious
Gibbons
C: (912) 315-6980
DSN: 729-6980
octavious.gibbons@us.army.mil
Operations Officer: MAJ Martin E.
Weaver
C: (912) 315-5021
DSN: 729-5021
martin.e.weaver@us.army.mil
SIP: CW5 Ronald D. Rutledge
C: (912) 315-3644
DSN: 729-3644
ronald.rutledge@us.army.mil
Safety Officer: CW4 Adam B. Duszak
C: (912) 315-6343
DSN: 729-6343
adam.duszak@us.army.mil



Senior NCO: CSM
Stephen G. Dant
C: (912) 315-5702
DSN: 729-5702
stephen.dant@
us.army.mil

Hunter Army Airfield Division
DPTMS, Fort Stewart
240 S. Lightening Road
Bldg 1252, Suite 205
Hunter Army Airfield GA 314095517
Division Chief: Mr. Jack Dibrell
C: (912) 315-4352
DSN: 729-4352
jack.dibrell@stewart.army.mil
ATC Branch Chief: Mr. Brian A. Mixon
C: (912) 435-3130
DSN: 475-3130
brian.a.mixon@us.army.mil
Operations Branch Chief: Mr. Richard
Mansford
C: (912) 210-0520
DSN: 729-0520
rick.mansford@us.army.mil

**Georgia ARNG Aviation Support
Facility #3**
483 North Lightning Road
Hunter Army Airfield GA 314094805



AASFC: LTC
Vernon C. Atkinson
C: (912) 315-8402
DSN: 729-8402
vernon.atkinson@
ga.ngb.army.mil

CH-47 ME: CW4 Jeffrey Hutchinson
C: (912) 315-7802
DSN: 792-6865
jeffrey.hutchinson2@ga.ngb.army.mil

CH-47 OPS: CW3 William Johnson
C: (912) 315-8002
DSN: 729-8002
william.johnson27@ga.ngb.army.mil
CH-47 ASO: CW4 Duane Sandbothe
C: (912) 315-8001
DSN: 729-8001
duane.sandbothe@us.army.mil

MARIETTA

**State Adjutant General, Georgia
Army National Guard**
P.O. Box 1970
Marietta GA 30061
TAG: MG William T. Nesbitt
C: (678) 569-6001
DSN: 338-6001
terry.nesbitt@ga.ngb.army.mil

**State Army Aviation Officer, Georgia
ARNG**
Dept of Defense, Military Div.
1000 Halsey Ave.
Hangar 1
Marietta GA 30060



SAO: COL Brent
E. Bracewell
C: (678) 569-3602
DSN: 753-3602
brent.bracewell@
ga.ngb.army.mil

78th Avn. Troop Command
1000 Halsey Ave.
Hangar 1
Marietta GA 30060
*Update Not Provided This Year
Commander: COL Brent E. Bracewell
C: (678) 569-3602
DSN: 753-3602
brent.bracewell@ga.ngb.army.mil
Adjutant: MAJ Michael J. Kanzler
C: (678) 569-6365
DSN: 753-6365
michael.j.kanzler1@ga.ngb.army.mil

WINDER

**Georgia ARNG Aviation Support
Facility #1**
889 Ronald Wood Rd.
Winder GA 30680-
AASFC: MAJ Christopher Buck
C: (678) 963-7601
DSN: 338-7601
christopher.buck@us.army.mil
**Logistics Management
Officer/Aviation Management Officer:**
CW3 Douglas M. Berg
C: (678) 963-7610
DSN: 338-7601
douglas.m.berg@ga.ngb.army.mil
Supervisory Instructor Pilot: CW3
Brandon Thomas
C: (678) 569-7602
DSN: 338-7602
brandon.thomas@ga.ngb.army.mil
Aviation Safety Officer: CW4 Tom
Golden

C: (678) 963-7613
DSN: 338-7613
thomas.golden@ga.ngb.army.mil
Senior NCO: 1SG Phil Banzhof
C: (678) 569-7609
DSN: 338-7609
phillip.banzhof@ga.ngb.army.mil

HAWAII

FORT SHAFTER

**U.S. Army Pacific (USARPAC), G33
Aviation**
158 Doleman St.
Bldg. T113
Fort Shafter HI 96858-5100
Chief: COL Ronald D. Jones
C: (808) 438-9150
DSN: 315-438-9150
ronald.jones@us.army.mil

HICKAM AIR FORCE BASE

USAPAT Pacific Flight Detachment
355 Kamakahi Road, Building 3220
Hickam Air Force Base HI 968535000
*Update Not Provided This Year
Commander: MAJ Stacy M. Seaworth
C: (808) 448-4424
DSN: 315 448-4424
stacy.seaworth@hickam.af.mil
Senior NCO: SFC Angelo B.
Villavicencio
C: (808) 448-3390
DSN: 315 448-3390
angelo.villavicencio@hickam.af.mil

HILO

**Hawaii ARNG Aviation Support
Facility #2**
1095 Kekuanaoa Street
Hilo HI 96720-4595



AASFC: COL
Benedict L. Fuata
C: (808) 844-6676
benedict.fuata
@us.army.mil

SIP: CW2 Troy K. Lincoln
C: (808) 844-6679
troy.lincoln@us.army.mil
ASO: CW2 Marvin B. Santos
C: (808) 844-6680
marvinjay.santos@us.army.mil
AMO: CW2 Peter L. Bianchi
C: (808) 844-6684
pete.l.bianchi@us.army.mil

HONOLULU

**State Adjutant General, Hawaii Army
National Guard**
3949 Diamond Head Road
Honolulu HI 96816-4495
TAG: MG Robert G.F. Lee
C: (808) 733-4246
robert.lee@hi.ngb.army.mil

ARMYAVIATION 2010 Blue Book Directory

SCHOFIELD BARRACKS

State Army Aviation Officer, Hawaii ARNG

1061 Santos Dumont Ave
Building 825, Wheeler AAF
Schofield Barracks HI 968575016
SAAO: COL Stephen F. Logan
C: (808) 622-9556
stephen.logan@us.army.mil

Det. 55, Operational Airlift Support Command

Hawaii ARNG
945 Santos Dumont Ave
Bldg 825, Wheeler AAF
Schofield Barracks HI 968575012
*Update Not Provided This Year
Commander: CW5 Charles D. Gustafson
C: (808) 622-6377
charles.gustafson@hi.ngb.army.mil

Hawaii ARNG Aviation Support Facility #1

1061 Santos Dumont Ave
Wheeler AAF
Schofield Barracks HI 968575016
*Update Not Provided This Year
AASFC: MAJ Roger T. Pukahi
C: (808) 672-1550
roger.pukahi@us.army.mil

WHEELER ARMY AIRFIELD

25th Cbt. Avn. Bde.
25th Inf. Div. (Light)
Bldg. 100 Wright Ave.
Wheeler Army Airfield HI 968576063
Commander: COL Frank W. Tate
C: (808) 656-2741
DSN: 456-2741
frank.tate@us.army.mil
XO: LTC Brian T. Watkins
C: (808) 656-7740
DSN: 456-7740
brian.watkins1@us.army.mil
S1: MAJ Randy P. Lefebvre
C: (808) 656-3551
DSN: 456-3551
randy.lefebvre@us.army.mil
S3: MAJ Thomas J. Barrett
C: (808) 656-1081
DSN: 456-1081
thomas.barrett1@us.army.mil
SIP: CW4 Joseph B. Roland
C: (808) 656-2740
DSN: 456-2740
joseph.roland@us.army.mil
ASO: CW5 Jose A. Lugo
C: (808) 656-8191
DSN: 456-8191
jose.a.lugo@us.army.mil
AMO: CW4 Leonte I. Cardona
C: (808) 656-2195
DSN: 456-2195
leonte.cardona@us.army.mil
Senior NCO: CSM Jesus Ruiz
C: (808) 656-2742
DSN: 456-2742
hesus.ruiz1@us.army.mil

2nd Bn., 25th Avn. Regt.
1129 Wright Ave.
Bldg. 102
Wheeler Army Airfield HI 96854
Commander: LTC Kelly E. Hines
C: (808) 656-0130
DSN: 315-456-0130
kelly.e.hines@us.army.mil
XO: MAJ Richard B. Onderko
C: (808) 656-2566
DSN: 315-456-2566
richard.underko@us.army.mil
S3: MAJ Joshua P. Higgins
C: (808) 656-0540
DSN: 315-456-0540
joshua.higgins@us.army.mil
SIP: CW3 Brian D. Hill Jr.
C: (808) 656-3189
DSN: 315-456-3189
brian.hilljr@us.army.mil
ASO: CW4 Thomas F. Gross
C: (808) 656-3189
DSN: 315-456-3189
thomas.gross@us.army.mil



Senior NCO: CSM Necati Akpinar
C: (808) 656-0330
DSN: 315-456-0330
necati.akpinar@us.army.mil

3rd Bn., 25th Avn. Regt.
Santos Dumont Avenue
Wheeler Army Airfield HI 96854



Commander: LTC Gregory A. Baker
C: (808) 656-2606
DSN: 456-2606
gregory.baker@us.army.mil

XO: MAJ Whitney B. Gardner
C: (808) 656-2605
DSN: 315-456-2605
whitney.gardner@us.army.mil
S3: MAJ J. Robert Doeller
C: (808) 656-2603
DSN: 315-456-2603
rob.doeller@us.army.mil
SIP: CW4 Randy J. Pauley
C: (808) 656-2740
DSN: 315-456-2740
randy.pauley@us.army.mil
ASO: CW3 Robert "Butch" Armstrong
C: (808) 656-1927
DSN: 315-456-1927
roger.armstrong@us.army.mil



Senior NCO: CSM Harold R. Plattenberg
C: (808) 656-2607
DSN: 315-456-2607
harold.r.plattenberg@us.army.mil

Co. C (AA), 3rd Bn., 25th Avn. Regt.
3rd Bn., 25th Avn. Regt. (GSAB)
214 Santos Dumont Ave.
Wheeler Army Airfield HI 96857
*Update Not Provided This Year
Commander: MAJ Rob Doeller
C: (808) 656-7011
DSN: 456-7011
rob.doeller@us.army.mil
Senior NCO: 1SG Robert McConnell
robert.mcconnell@us.army.mil

2nd Sqdn., 6th Cav. Regt.
25th Combat Aviation Brigade
Bldg. 102 Wright Ave.
Wheeler Army Airfield HI 96857
Commander: LTC Thomas W. O'Connor
C: (808) 656-4540
DSN: 315-456-4540
thomas.oconnor@us.army.mil
XO: MAJ Richard R. Coyle
C: (808) 656-0625
DSN: 315-456-0625
richard.coyle@us.army.mil
S3: MAJ Paul M. Reeb
C: (808) 656-6650
DSN: 315-456-6650
paul.reeb@us.army.mil
Senior NCO: CSM Keith P. Hunter
C: (808) 656-7530
DSN: 315-456-7530
keith.hunter1@us.army.mil

209th Avn. Spt. Bn.
25th Cbt. Avn. Bde.
25th Inf. Div.
Wheeler Army Airfield HI 968576063
Commander: LTC Keriem X. Kvalevog
C: (808) 656-2560
DSN: 456-2560
keriem.xavier.kvalevog@us.army.mil
XO: MAJ Dawn D. Hayman
C: (808) 656-2561
DSN: 456-2561
jdawn.hayman@us.army.mil
S3: CPT Jeffrey L. Paulus
C: (808) 656-2567
DSN: 456-2567
jeffrey.paulus@us.army.mil



Senior NCO: CSM Osvaldo Martell
C: (808) 656-2563
DSN: 456-2563
osvaldo.martellcarbo@us.army.mil

IDAHO

BOISE

State Adjutant General, Idaho National Guard
4040 W. Guard Street
Boise ID 83705-5004
TAG: Maj. Gen. Gary Saylor
C: (208) 422-5242
DSN: 422-5242
gsaylor@imd.idaho.gov

State Army Aviation Officer, Idaho ARNG
3634 W. Guard St.
Building 500
Boise ID 837058047



SAAO: COL Michael J. Garshak
C: (208) 272-3972
DSN: 422-3972
michael.garshak@us.army.mil

Idaho ARNG Aviation Support Facility

3448 Harvard St.
Building 559
Boise ID 83705-8008
*Update Not Provided This Year
AASFC: COL Michael Garshak
C: (208) 272-3972
DSN: 422-3972
michael.garshak@us.army.mil

ILLINOIS

CHICAGO

Illinois ARNG Aviation Support Facility #2

Midway Airport
5400 West 63rd Street
Chicago IL 60638-5690
AASFC: LTC Jeffrey Becker
C: (708) 824-5400
DSN: 555-3031
jeffrey.becker@us.army.mil

DECATUR

Illinois ARNG Aviation Support Facility #1

660 Airport Road
Decatur IL 62521-8710
*Update Not Provided This Year
AASFC: MAJ Chris J. McIntyre
C: (217) 761-3203
DSN: 555-3203
chris.j.mcintyre@us.army.mil

PEORIA

1st Bn., 106th Avn. Regt.
2323 South Airport Road
Peoria IL 616071464



Commander: LTC Randy Sikowski
C: (217) 761-3570
randy.sikowski@us.army.mil



Senior NCO: CSM John Cycotte
C: (309) 697-7959
john.cycotte@us.army.mil

ARMYAVIATION 2010 Blue Book Directory

XO: MAJ Jason Osberg
C: (217) 761-3206
jason.osberg@us.army.mil

SPRINGFIELD

State Adjutant General, Illinois ARNG
Camp Lincoln
1301 N. MacArthur Blvd.
Springfield IL 62702-2399
TAG: MG William L. Enyart Jr.
C: (217) 785-3500
DSN: 555-3500

State Army Aviation Officer, Illinois ARNG
1301 N. MacArthur Boulevard
Camp Lincoln
Springfield IL 62702-2399
SAAO: LTC Randy R. Sikowski
C: (217) 761-3570
DSN: 555-3570
randy.sikowski@us.army.mil

INDIANA

INDIANAPOLIS

State Adjutant General, Indiana Army National Guard
2002 South Holt Road
Indianapolis IN 46241-4839
TAG: MG R. Martin Umbarger
C: (317) 247-3559
DSN: 369-2559
r.martin.umbarger@in.ngb.army.mil

LAFAYETTE

638th Avn. Spt. Bn.
Indiana ARNG
5218 Haggarty Lane
Lafayette IN 47905
*Update Not Provided This Year
Commander:
C: (317) 247-3177
Senior NCO: CSM Mark E. Stephens
C: (317) 392-8219
mark.stephens2@us.army.mil

SHELBYVILLE

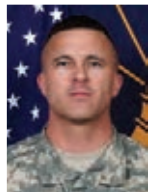
State Army Aviation Officer, Indiana ARNG
Indiana Army National Guard
3556 N Michigan Road
Shelbyville IN 46176
SAAO: LTC Timothy J. Winslow
C: (317) 392-8213
DSN: 366-2213
timothy.winslow@us.army.mil

38th Cbt. Avn. Bde., Indiana ARNG
3556 North Michigan Road
Shelbyville IN 46176
*Update Not Provided This Year



Commander: COL David C. Wood
C: (317) 392-8295
DSN: 366-2295
david.c.wood@us.army.mil

Deputy Commander: LTC Donald F. Strube
C: (317) 392-8241
DSN: 366-2241
donald.f.strube@us.army.mil
XO: MAJ Daniel K. Lane
C: (317) 392-8295
DSN: 366-2295
daniel.k.lane@us.army.mil
ASO: CW4 Robert Carella
C: (317) 392-8210
DSN: 366-2210
robert.carella@us.army.mil
Standardization Officer: CW5 Larry D. Anderson
C: (317) 392-8210
DSN: 366-2210
larry.d.anderson@us.army.mil
AMO: CW5 William J. Leonard
C: (317) 392-8238
DSN: 366-2238
bill.leonard@us.army.mil



Senior NCO: CSM John A. Watson
C: (317) 392-8279
DSN: 366-2279
john.a.watson1@us.army.mil

2nd BN, 238th Aviation Regiment (GSAB)
Cbt. Avn. Bde., 38th Inf. Div.
3556 North Michigan Road
Shelbyville IN 461769414
*Update Not Provided This Year



Commander: LTC Bernard C. Kruse
C: (317) 392-8201
DSN: 366-2201
bernard.c.kruse@us.army.mil

XO: MAJ Matthew Handy
C: (317) 392-8231
DSN: 366-2231
matthew.handy@us.army.mil
S3: MAJ Robert (Chuck) Yingst
C: (317) 392-8299
DSN: 366-2299
robert.yingst@us.army.mil
Senior NCO: CSM David Jordan
C: (317) 392-8267
DSN: 366-2267
david.jordan4@us.army.mil

Indiana ARNG Aviation Support Facility
3556 North Michigan Road
Shelbyville IN 46176-9414
AASFC: MAJ Matthew R. Handy
C: (317) 392-8201
DSN: 366-2201
matthew.handy@us.army.mil

IOWA

BOONE

248th Aviation Support Battalion
700 Snedden Drive
Boone IA 50036-5411
*Update Not Provided This Year
Commander: LTC Jamie J. Dailey
C: (563) 391-5413
jamie.dailey@us.army.mil
Senior NCO: CSM Christopher M. Fox
C: (515) 727-3606
crhristopher.m.fox@us.army.mil

Iowa ARNG Aviation Support Facility #1
700 Corporal Roger Snedden Dr.
Boone IA 50036-5411
*Update Not Provided This Year
AASFC: LTC Raymond F. Stark Jr.
C: (515) 252-4862
DSN: 431-4862
robstark@ia.ngb.army.mil

JOHNSTON

State Adjutant General, Iowa Army National Guard
Camp Dodge
7700 N.W. Beaver Drive
Johnston IA 50131-1902
TAG: BG Timothy E. Orr
C: (515) 252-4211
DSN: 431-4211
timothy.orr@us.army.mil

State Army Aviation Officer, Iowa ARNG
The Adjutant General of Iowa
Camp Dodge
7700 N.W. Beaver Drive
Johnston IA 50131-1902
SAAO: COL Russell E. Perry
C: (515) 252-4376
DSN: 431-4376
russell.perry@ia.ngb.army.mil

WATERLOO

Iowa ARNG Aviation Support Facility #2
2245 West Big Rock Road
Waterloo IA 50703-9645
*Update Not Provided This Year
AASFC: LTC Walter M. Salmon
C: (319) 234-1372
DSN: 431-5520/1/3
matt.salmon@us.army.mil



KANSAS

FORT LEAVENWORTH

TRADOC Capabilities Manager for Virtual Training Environment (TCM-Virtual)
Combined Arms Command
410 Kearny Ave.
Fort Leavenworth KS 66027



Air Systems Chief:
LTC Christopher R. Shotts
C: (913) 684-8485
DSN: 552-8485
christopher.shotts@us.army.mil

AVCATT Team Lead: MAJ Wellington (Duke) Samouce
C: (913) 684-8456
wellington.samouce@us.army.mil
Air System Analyst (Forward): Mr. Daniel Finch
C: (334) 255-2154
daniel.finch@us.army.mil

FORT RILEY

1st Cbt. Avn. Bde.
1st Inf. Div.
Fort Riley KS 66442
Cdr.: COL Frank M. Muth
C: (785) 240-1654
DSN: 312-520-1654
frank.m.muth@us.army.mil



Dpty. Cdr.: LTC Matthew Lewis
C: (785) 240-1538
DSN: 312-520-1538
matthew.lewis1@us.army.mil
XO: MAJ Braum Barton
C: (785) 240-1655
DSN: 312-520-1655
braum.barton@us.army.mil
S3: MAJ Todd Thornburg
C: (785) 240-3573
DSN: 312-520-3573
todd.thornburg@us.army.mil
CWOB/SIP: CW5 Arthur Blakemore
C: (785) 239-0896
DSN: 312-856-0896
arthur.blakemore@us.army.mil
ASO: CW5 Dennis Niles
C: (785) 239-8704
DSN: 312-856-8704
dennis.niles@us.army.mil
AMO: CW5 Charles Miller
C: (785) 239-2246
DSN: 312-856-2246
charles.miller@us.army.mil
TACOPS: CW4 Martin Trenary
C: (785) 240-1672
DSN: 312-520-1672
martin.trenary@us.army.mil



Senior NCO: CSM James Thomson
C: (785) 240-3018
DSN: 312-520-3018
jim.thomson@us.army.mil

1st Bn., 1st Avn. Regt.
1st Cbt. Avn. Bde., 1st Inf. Div. (Mech)
Bldg 820, Marshall Army Airfield
Fort Riley KS 66442

ARMY AVIATION 2010 Blue Book Directory



Commander: LTC Paul A. Mele
C: (785) 240-1531
DSN: 520-1531
paul.a.mele@us.army.mil

XO: MAJ Joshua Berryhill
C: (785) 240-1530
DSN: 520-1530
joshua.berryhill@us.army.mil
S1: CPT Samuel Stockett
C: (785) 239-0498
DSN: 856-0498
samuel.stockett@us.army.mil
S3: MAJ Bryan Morgan
C: (785) 240-0092
DSN: 520-0092
bryan.morgan1@us.army.mil
CWOB/SIP: CW4 Michael Madura
C: (785) 240-0979
DSN: 520-0979
michael.madura@us.army.mil
AMO: CW4 James L. Risler
C: (785) 239-8963
DSN: 856-8963
james.l.risler@us.army.mil
TACOPS: CW4 Brian Mucci
C: (785) 240-0732
DSN: 520-0732
brian.mucci@us.army.mil



Senior NCO: CSM Michael O'Donnell
C: (785) 240-1532
DSN: 520-1532
michael.odonnell@us.army.mil

2nd Bn., 1st Avn. Regt.
1st Cbt. Avn. Bde., 1st Inf. Div. (Mech)
Bldg 805
Marshall Army Airfield
Fort Riley KS 66442



Commander: LTC Christopher C. Prather
C: (785) 240-1194
DSN: 520-1194
christopher.c.prather@us.army.mil

XO: MAJ Mark Lent
C: (785) 240-1197
DSN: 520-1197
mark.lent@us.army.mil
S3: MAJ Aric Raus
C: (785) 240-1570
DSN: 520-1570
aric.raus@us.army.mil
CWOB: CW4 Jess McGee
C: (785) 239-8831
DSN: 856-8831
jess.mcgee@us.army.mil
SIP: CW3 John C. Frobenius
C: (785) 239-0471
DSN: 856-0471
john.c.frobenius@us.army.mil

SIP: CW3 David Fields
C: (785) 239-0471
DSN: 856-0471
david.fields1@us.army.mil
AMO: CW4 Morgan Fouliard
C: (785) 240-0009
DSN: 520-0009
morgan.fouliard@us.army.mil
TACOPS: CW3 James Howe
C: (785) 239-6023
DSN: 856-6023
james.howe@us.army.mil



Senior NCO: CSM Donald E. Wright
C: (785) 240-1196
DSN: 520-1196
donald.e.wright@us.army.mil

3rd Bn., 1st Avn. Regt.
1st Cbt. Avn. Bde., 1st Inf. Div. (Mech)
Bldg 808, Marshall Army Airfield
Fort Riley KS 66442



Cdr.: LTC Andrew Cole
C: (785) 239-5330
DSN: 856-5330
andrew.cole@us.army.mil

XO: MAJ Jason West
C: (785) 239-5257
DSN: 856-5257
jason.west1@us.army.mil
S3: MAJ Fernando Guadalupe
C: (785) 240-1655
DSN: 520-0760
fernando.guadalupe@us.army.mil
CWOB/SIP: CW4 Matthew Hastings
C: (785) 239-5243
DSN: 856-5243
matt.hastings@us.army.mil
AMO: CW3 Jason Wilson
C: (785) 239-0885
DSN: 856-0885
jason.wilson2@us.army.mil
TACOPS: CW3 Michael A. Thompson
C: (785) 239-8024
DSN: 856-8024
michael.a.thompson@us.army.mil



Sr. NCO: CSM Brian Wood
C: (785) 239-5319
DSN: 856-5319
brian-wood@us.army.mil

1st Sqdn., 6th Cav. Regt.
1st Cbt. Avn. Bde., 1st Inf. Div. (Mech)
Fort Riley KS 664425000



Cdr.: LTC Kenneth Chase
C: (785) 240-0492
DSN: 312-520-0492
ken.chase@us.army.mil

XO: MAJ Joshua R. Ruisanchez
C: (785) 240-0493
DSN: 312-520-0493
joshua.r.ruisanchez@us.army.mil
S3: MAJ John Steen
C: (785) 239-0554
DSN: 312-856-0554
john.steen@us.army.mil
CWOB/SIP: CW4 Thomas Boise
C: (785) 240-3046
DSN: 312-520-3046
thomas.boise@us.army.mil
AMO: CW3 Christopher L. Brown
C: (785) 240-8971
DSN: 312-520-8971
chris.l.brown1@us.army.mil
TACOPS: CW2 Michael Mabis
C: (785) 239-3046
DSN: 312-856-3046
michael.mabis@us.army.mil



Sr. NCO: CSM Donald E. Wright
C: (785) 240-0777
DSN: 312-520-0777
donald.e.wright@us.army.mil

601st Avn. Spt. Bn.
1st Cbt. Avn. Bde., 1st Inf. Div.
Bldg 804, Marshall Army Airfield
Fort Riley KS 66442



Cdr.: LTC James G. Erbach
C: (785) 240-1345
DSN: 520-1345
james.erbach@us.army.mil

XO: MAJ Steven S. Litvin
C: (785) 239-3393
DSN: 856-3393
steven.litvin@us.army.mil
SPO: MAJ Everardo Alanis
C: (785) 239-3373
DSN: 856-3373
everardo.alanis@us.army.mil
SPO SGM: MSG Horace Chandler
C: (785) 239-2047
DSN: 856-2047
horace.chandler@us.army.mil



Senior NCO: SGM Brian N. Hauke
C: (785) 239-3398
DSN: 856-3398
brian.n.hauke@us.army.mil

2nd Battalion, 291st Avn. Regt.
1801B 7th Street, Camp Funston
PO Box 2385
Fort Riley KS 664420385
*Update Not Provided This Year
Commander: LTC Arlis D. Hummel
C: (785) 318-0576
DSN: 738-4067
arlis.hummel@us.army.mil
XO: MAJ Charles C. Cook
C: (785) 318-0994
charles.christian.cook@us.army.mil
S3: MAJ Peter C. Bylone Jr.
C: (785) 318-0981
peter.bylone@us.army.mil
SIP: CW4 Russell O. Stark
C: (785) 318-1197
russell.stark@us.army.mil
Senior NCO: SGM Roderick G. Wilkins
C: (785) 318-1051
roderick.g.wilkins@us.army.mil

NEW CENTURY

Aviation Support Facility - Olathe
221 Gardner Road
New Century KS 660310020
*Update Not Provided This Year
Supervisor: Mr. Michael D. Walsh
C: (913) 782-1077ext. 5222
DSN: 522-6994
michael.d.walsh@usar.army.mil

SALINA

Kansas ARNG Aviation Support Facility #2
2917 Hein Street
Salina KS 67401-1737
*Update Not Provided This Year
Commander: LTC David A. Leger
C: (785) 822-3450
david.leger@ks.ngb.army.mil

TOPEKA

State Adjutant General, Kansas National Guard
2800 S.W. Topeka Boulevard
Topeka KS 66611-1287
TAG: Maj. Gen. Tod M. Bunting
C: (785) 274-1001
DSN: 720-8001
tod.bunting@us.army.mil

State Army Aviation Officer, Kansas ARNG
2800 SW Topeka Blvd.
Topeka KS 666112200



SAAO: LTC David A. Leger
C: (785) 274-1550
DSN: 720-8550
david.leger@us.army.mil

1st Battalion, 108th Aviation Regiment (ASLT)
PO Box 19086
Topeka KS 666190086
*Update Not Provided This Year

ARMY AVIATION 2010 Blue Book Directory

Commander: LTC David A. Leger
C: (785) 274-1550
david.leger@us.army.mil
Senior NCO: 1SG Edward Monteith
C: (785) 274-1550
edward.monteith@us.army.mil

Kansas ARNG Aviation Support Facility #1
P.O. Box 19061
Topeka KS 66619-0061
*Update Not Provided This Year
Commander: MAJ Kurt R. Bruggemeyer
C: (785) 861-3813
kurt.bruggemeyer@us.army.mil

KENTUCKY

FORT CAMPBELL

101st Airborne Division (Air Assault)
39 Normandy Blvd.
Fort Campbell KY 42223-5627
Commanding General: MG John F. Campbell
C: (270) 798-9915
DSN: 635-9607
john.f.campbell@us.army.mil
Deputy Commander (Operations):
BG Stephen J. Townsend
C: (270) 798-9934
DSN: 635-9934
stephen.townsend@us.army.mil



Deputy Commanding General (Support):
BG Warren E. Phipps Jr.
C: (270) 798-9514
DSN: 635-9514
warren.phipps@us.army.mil

Chief of Staff: COL John (Pete) Johnson
C: (270) 798-9905
DSN: 635-9905
pete.johnson@us.army.mil
Div. WO:
C: (270) 798-1747
Senior NCO: CSM Scott C. Schroeder
C: (270) 798-9915
DSN: 635-9915
scott.schroeder@us.army.mil

101st Cbt. Avn. Bde.
101st Airborne Div. (AA)
Bldg 7119 Apache Trail
Fort Campbell KY 42223-



Commander: COL William K. Gayler
C: (270) 956-3481
DSN: 363-3481
william.gayler@us.army.mil

Deputy Commander: LTC George Cox
C: (270) 956-3522
DSN: 363-3522
XO: MAJ Jason E. Roncoroni
C: (270) 956-3522
DSN: 363-3522
jason.roncoroni@us.army.mil

S3: MAJ David Almquist
C: (270) 956-3514
DSN: 363-3514
david.almquist@us.army.mil
SIP: CW5 Al Jaroch
C: (270) 798-2029
DSN: 635-2029
allen.jaroch@us.army.mil
ASO: CW5 James Legaspi
C: (270) 798-3792
DSN: 635-3792
james.legaspi@us.army.mil



Senior NCO: CSM Lebert O. Beharie
C: (270) 956-3491
DSN: 363-3491
lebert.beharie@us.army.mil

1st Bn., 101st Avn. Regt.
101st Cbt. Avn. Bde.
Bldg. 7125, Apache Trail
Fort Campbell KY 42223-
*Update Not Provided This Year



Commander: LTC Scott Hasken
C: (270) 798-4056
DSN: 635-4056
scott.hasken@us.army.mil

XO: MAJ Bernard J. Harrington
C: (270) 798-4638
DSN: 635-4638
bernard.harrington2@us.army.mil
S3: MAJ John C. Nalls
C: (270) 798-6322
DSN: 635-6322
john.c.nalls@us.army.mil
S4: 1LT Ellis I. Varela
C: (270) 798-4052
DSN: 635-4052
ellis.varela@us.army.mil
SIP: CW4 John Snow
C: (270) 798-2750
DSN: 635-2750
john.t.snow@us.army.mil

ASO: CW3 Scott Chapman
C: (270) 798-2752
DSN: 635-2752
scott.chapman@us.army.mil
AMO: CW2 Charles Brown
C: (270) 798-2136
DSN: 635-2741
charles.brown8@us.army.mil
Senior NCO: CSM Maurice Terry
C: (270) 798-4079
DSN: 635-4079
marice.terry@us.army.mil

5th Bn., 101st Avn. Regt.
101st Cbt. Avn. Bde.
Bldg 7099 Black Hawk Drive
Fort Campbell KY 42223-5000



Commander: LTC John D. Kline
C: (270) 798-0216
DSN: 635-0216
john.kline@us.army.mil

XO: MAJ Ralph R. Heidel Jr.
C: (270) 798-0211
DSN: 635-0211
russ.heidel@us.army.mil
S3: MAJ Charles R. Rambo
C: (270) 798-9605
DSN: 635-9605
charles.rambo@us.army.mil
SIP: CW4 Merle D. Goodall
C: (270) 798-6435
DSN: 635-6435
merle.goodall@us.army.mil
ASO: CW3 Eric W. Collier
C: (270) 798-6438
DSN: 635-6438
eric.w.collier@us.army.mil



Senior NCO: CSM Annette Hunter
C: (270) 798-0213
DSN: 635-0213
annette.hunter2@us.army.mil

6th Bn., 101st Avn. Regt. (GSAB)
101st Cbt. Avn. Bde.
Bldg 7126 Apache Trail
Fort Campbell KY 42223-
*Update Not Provided This Year



Commander: LTC T Bradley Ninness
C: (270) 798-2574
DSN: 635-2574
t.ninness@us.army.mil

XO: MAJ Michael Snedden
C: (270) 798-3965
DSN: 635-3965
michael.snedden@us.army.mil
S3: MAJ Phillip Mazingo
C: (270) 798-4425
DSN: 635-4425
Phillip.mazingo@us.army.mil
SIP: CW4 John Nikolao
C: (270) 412-4868
DSN: 635-2509
john.nikolao@us.army.mil
ASO: CW4 Jason Fauth
C: (270) 412-4868
DSN: 635-2509
jason.fauth@us.army.mil
PC: CW3 Nicholas Gatewood
C: (270) 412-5268
DSN: 635-3960
nick.gatewood@us.army.mil



Senior NCO: CSM Mark W. Lindsey
C: (270) 798-3960
DSN: 635-3960
mark.w.lindsey@us.army.mil

2nd Sqdn., 17th Cav. Regt.
101st Cbt. Avn. Bde.
Bldg. 71010 Morgan Road
Fort Campbell KY 42223-6015



Commander: LTC William (Hank) D. Taylor
C: (270) 798-2933
DSN: 635-2933
william.d.taylor@us.army.mil

XO: MAJ Aaron M. Martin
C: (270) 412-9021
DSN: 352-9021
aaron.m.martin@us.army.mil
S3: MAJ Andrew M. Beyer
C: (270) 798-7743
DSN: 635-7743
andrew.beyer@us.army.mil
SIP: CW5 Kevin Kist
C: (270) 798-9384
DSN: 635-9384
kevin.kist@us.army.mil
ASO: CW3 A. Mark Leung
C: (270) 798-9073
DSN: 635-9073
ammon.leung@us.army.mil
PC: CW3 Jeffrey A. Pudil
C: (270) 956-1109
DSN: 363-1109
jeffrey.pudil@us.army.mil



Senior NCO: CSM Douglas L. Jourdan
C: (270) 412-3570
DSN: 635-3570
douglas.jourdan@us.army.mil

96th Avn. Spt. Bn.
101st Cbt. Avn. Bde.
Bldg 7107 Black Hawk Road
Fort Campbell KY 42223-
*Update Not Provided This Year
Commander: LTC William Ferguson
C: (270) 956-3792
DSN: 363-3792
william.ferguson3@us.army.mil
XO: MAJ Krista Bonino
C: (270) 956-3794
DSN: 363-3794
krista.lamoine.bonino@us.army.mil
S3: SFC Timothy Carswell
C: (270) 956-3766
DSN: 363-3766
timothy.carswell@us.army.mil
SPO: MAJ Jonathan Spears
C: (270) 956-3776
DSN: 363-3776
jonathan.spears@us.army.mil

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ASO: CW3 Craig Sandles
C: (270) 956-3763
DSN: 363-3763
craig.sandles@us.army.mil
Senior NCO: CSM Todd W. Vance
C: (270) 956-3794
DSN: 363-3794
todd.vance@us.army.mil

159th Cbt. Avn. Bde.
101st Abn. Div. (AA)
7148 Apache Trail
Fort Campbell KY 42223-
Commander: COL Kenneth T. Royar
C: (270) 956-3048
DSN: 363-3048
kenneth.royar@us.army.mil
Deputy Cdr: Vacant
C: (270) 798-9213
DSN: 635-9213
XO: MAJ Jon R. Spell
C: (270) 412-6736
DSN: 352-6736
jon.spell@us.army.mil
S3: MAJ Neil A. Reilly
C: (270) 956-3044
DSN: 363-3044
neil.a.reilly@conus.army.mil
SIP: CW5 Richard J. Gregg
C: (270) 798-1742
DSN: 635-1742
richard.j.gregg@us.army.mil
ASO: CW4 Timothy P. Burke
C: (270) 798-5222
DSN: 635-5222
timothy.p.burke@us.army.mil



Senior NCO: CSM
Eric C. Thom
C: (270) 956-3049
DSN: 363-3049
eric.thom@
us.army.mil

3rd Bn., 101st Avn. Regt.
159th Cbt. Avn. Bde.
7098 Black Hawk Drive
Fort Campbell KY 42223-



Commander: LTC
Roderick M. Hynes
C: (270) 798-5945
roderick.m.hynes
@us.army.mil

XO: MAJ Hunter M. Marshall
C: (270) 798-5050
hunter.marshall@us.army.mil
S3: MAJ Darren L. King
C: (270) 798-5571
darren.l.king@us.army.mil
Bn Sr. WO: CW4 Kristopher W.
Cornelius
C: (270) 798-2056
kris.cornelius@us.army.mil
Senior NCO: CSM Steven O. Green
C: (270) 798-5277
steven.o.green@us.army.mil

4th Bn., 101st Avn. Regt.
159th Cbt. Avn. Bde.
7106 Blackhawk Dr.
Fort Campbell KY 42223-
Commander: LTC
Christopher E.
Albus
C: (270) 956-4045
christopher.albus@
conus.army.mil



XO: MAJ Travis Habhab
C: (270) 798-3189
travis.habhab@conus.army.mil
S3: MAJ Nicholas C. Jenkins
C: (270) 798-6728
nicholas.jenkins@conus.army.mil
SIP: CW4 Kyle C. Hill
C: (270) 798-6022
kyle.c.hill@conus.army.mil
ASO: CW3 Brandon Hummingbird
C: (270) 798-4616
brandon.hummingbird@conus.army.mil
AMO: CW4 Robert K. Bonino
C: (270) 798-7410
robert.bonino1@conus.army.mil
TACOPS Off.: CW4 Richard C. Bebb
C: (270) 798-4616
richard.bebb2@conus.army.mil



Senior NCO: CSM
Raymond E. Gibson
C: (270) 412-7821
raymond.e.gibson@
conus.army.mil

7th Bn., 101st Avn. Regt.
159th Cbt. Avn. Bde.
101st Airborne Div. (AA)
Fort Campbell KY 422235626
Commander: LTC D. Scott Gerblick
C: (270) 956-3628
DSN: 363-3628
darren.gerblick@us.army.mil
XO: MAJ Darren Musico
C: (270) 956-3627
DSN: 363-3627
darren.musico@us.army.mil
S3: MAJ Christopher Stallings
C: (270) 956-3647
DSN: 363-3647
christopher.stallings@us.army.mil
Senior NCO: CSM Jean Thomas
C: (270) 956-3612
DSN: 363-3612
jean.thomas@us.army.mil

7th Sqdn., 17th Cav. Regt.
159th Cbt. Avn. Bde.
7097 Blackhawk Rd.
Fort Campbell KY 42223
Commander: LTC
Neil A. Reilly
C: (270) 412-5949
DSN: 352-5949
neil.a.reilly@
us.army.mil



XO: MAJ Christopher L. Reitsma
C: (270) 412-5961
DSN: 352-5961
chris.reitsma@us.army.mil
S3: MAJ Hannon A. Didier
C: (270) 412-5968
DSN: 352-5968
hannon.a.didier@us.army.mil
SIP: CW4 Dorothy A. Wiley
C: (270) 956-3465
DSN: 363-3465
anne.wiley@us.army.mil
MG: CW4 Edward P. Walker
C: (270) 412-5970
DSN: 352-5970
edward.p.walker@us.army.mil
TACOPS: CW3 Jason E. Richards
C: (270) 412-5970
DSN: 352-5970
jason.richards@us.army.mil



Senior NCO: CSM
Stacy E.
Quarterman
C: (270) 412-5979
DSN: 352-5979
stacy.quarter-
man@us.army.mil

563rd Avn. Spt. Bn.
159th Cbt. Avn. Bde.
7159 Blacksheep Run
Fort Campbell KY 42223
Commander: LTC
John L. Smith
C: (270) 798-5292
DSN: 635-5292
john.l.smith@
us.army.mil



XO: MAJ Richard G. Peterson
C: (270) 798-5311
DSN: 635-5311
richard.peterson1@us.army.mil
SPO: MAJ Jason M. Kahne
C: (270) 798-7347
DSN: 635-7347
jason.kahne@us.army.mil



Senior NCO: CSM
Sean P. Ward
C: (270) 798-5297
DSN: 635-5297
sean.ward@
conus.army.mil

160th Special Operations Avn. Regt. (Airborne)
7277 Night Stalker Way
Fort Campbell KY 42223-5000



Commander: COL
John W. Thompson
C: (270) 798-1360
DSN: 635-1360
john.w.thompson@
soar.army.mil

Deputy Commander: LTC Salome
Herrera
C: (270) 798-1615
DSN: 635-1615
salome.herrera@soar.army.mil
S3: LTC Chad E. Chasteen
C: (270) 798-1303
DSN: 635-1303
chad.chasteen@soar.army.mil
XO: MAJ John Sczcepanski
C: (270) 798-1710
DSN: 635-1710
john.sczcepanski@soar.army.mil



Regiment Warrant Officer: CW5
Robert Witzler
C: (270) 798-5421
DSN: 635-5421
robert.witzler@
soar.army.mil

Safety Off.: CW4 Guy S. Harris
C: (270) 798-1938
DSN: 635-1938
guy.harris@soar.army.mil



Senior NCO: CSM
David L. Leamon
C: (270) 798-1616
DSN: 635-1616
david.leamon@
soar.army.mil

1st Bn., 160th Special Opns. Avn. Regt. (Airborne)
7277 Nightstalker Way
Fort Campbell KY 42223-5000



Commander: LTC
Allan Pepin
C: (270) 798-1160
DSN: 635-1160
al.pepin@
soar.army.mil

XO: MAJ Bradford W. Smith
C: (270) 798-1305
DSN: 635-1305
bradford.smith3@soar.army.mil
S3: MAJ Adam B. Frederick
C: (270) 798-1303
DSN: 635-1303
adam.b.frederick@soar.army.mil
Senior CWO: CW5 Benjamin D.
Savage
C: (270) 798-1335
DSN: 635-1335
ben.savage@soar.army.mil



Senior NCO: CSM
Gregory M.
Chambers
C: (270) 798-1307
DSN: 635-1307
gregory.m.chambers
@soar.army.mil

ARMY AVIATION 2010 Blue Book Directory

2nd Bn., 160th Special Op's. Avn. Regt. (Airborne)
7276 Night Stalker Way
Fort Campbell KY 42223-5000



Commander: LTC Philip J. Ryan
C: (270) 798-2160
DSN: 635-2160
phil.ryan@soar.army.mil

XO: MAJ Brett G. Jackson
C: (270) 798-1576
DSN: 635-1576
brett.g.jackson@soar.army.mil
S3: MAJ Mathew Braman
C: (270) 798-1638
DSN: 635-1638
matthew.braman@soar.army.mil
Senior WO: CW5 Michael W. Tucker
C: (270) 956-4809
DSN: 635-4809
michael.w.tucker@soar.army.mil



Senior NCO: CSM Mark K. Mastrian
C: (270) 798-1577
DSN: 635-1577
mark.mastrian@soar.army.mil

Spec. Ops. Avn. Tng. Bn. (SOATB)
160th SOAR
Fort Campbell KY 42223



Commander: LTC Brian T. Hughes
C: (270) 798-1729
DSN: 635-1729
brian.hughes@soar.army.mil

Ops. Off.: MAJ Jerry L. Mathis
C: (270) 798-4160
DSN: 635-4160
jerry.l.mathis@soar.army.mil
Senior WO: CW5 Thomas E. Clark
C: (270) 798-1116
DSN: 635-1116
thomas.e.clark@soar.army.mil



Senior NCO: SGM Johnny A. Jones
C: (270) 798-1725
DSN: 635-1725
johnny.jones1@soar.army.mil

Systems Integration and Management Office (SIMO)
160th SOAR (A)
Fort Campbell KY 42223



Dir. SIMO: MAJ Kevin S. Cochie
C: (270) 798-1830
DSN: 635-1830
kevin.cochie@soar.army.mil

Dep. Dir.: Mr. Robert D. Walker
C: (270) 798-1971
DSN: 635-19871
bob.walker@soar.army.mil



Senior NCO: SGM John F. Wade
C: (270) 798-1828
DSN: 635-1828
john.f.wade1@soar.army.mil

FORT KNOX

11th Theater Avn. Command (TAC)
1160 Brandenburg Station Road
Fort Knox KY 401215000

Commander: BG Peter T. Quinn
C: (205) 987-3908
peter.quinn@usar.army.mil
Deputy Commander: COL Floyd R. Gifford II

C: (502) 626-5657
DSN: 536-5657
dick.gifford@usar.army.mil
Chief of Staff: LTC Craig Jack

C: (502) 626-5683
DSN: 536-5683
craig.jack@us.army.mil
G3: COL Mark J. Traylor
C: (502) 626-5665
DSN: 536-5665
mark.traylor1@us.army.mil

G3 SGM: Vacant
C: (502) 626-5684
DSN: 536-5684
Safety Officer: CW5 Mark A. Sutton
C: (502) 626-5730
DSN: 536-5730
mark.a.sutton@usar.army.mil

Standardization Officer: CW5 Vincent Kubisch
C: (502) 626-5527
vincen.kubisch@us.army.mil
Senior NCO: CSM Neil C. Heupel
C: (502) 626-5752
DSN: 536-5752
neil.c.heupel@usar.army.mil

1st Bn. (Training Support) (Avn.), 337th Regt.

4th Cavalry Brigade (TS), 85th Div.
Fort Knox KY 40121-5000
*Update Not Provided This Year



Commander: LTC Geoffrey Crawford
C: (502) 624-7542
DSN: 464-7542
geoffrey.crawford@usar.army.mil

XO: MAJ Todd McLean
C: (502) 624-7906
DSN: 464-7906
todd.mclean@usar.army.mil
S3: CPT Sean W. Barrett
C: (502) 624-7342
DSN: 464-7342
sean.w.barrett@usar.army.mil
SIP/IE: CW4 Joseph Hetrick
C: (502) 624-7109
DSN: 464-7109
joseph.hetrick@usar.army.mil



Senior NCO: SGM Zacchaeus Hurst
C: (502) 624-7789
DSN: 464-7789
zacchaeus.hurst@usar.army.mil

ASO: CW3 Steven McCurdy
C: (502) 624-6211
DSN: 464-6211
steven.mccurdy@usar.army.mil
Attack/Cav (Bco) Commander: CW4 Adrian Childress
C: (502) 624-7296
DSN: 464-7296
adrian.childress@usar.army.mil
Assault (Aco) Commander: CPT Eric Sutter
C: (502) 624-2182
DSN: 464-2182
eric.sutter@usar.army.mil
Maintenance (Dco) Commander: CW3 Bennie Branham
C: (502) 624-5077
DSN: 464-5077
bennie.branham@usar.army.mil
Assault (Cco) Commander: CW4 Richard Oros
C: (502) 624-7308
DSN: 464-7308
rich.oros@usar.army.mil

Aviation Branch, OPMD, U.S. Army Human Resources Command
1600 Spearhead Division Ave.
Fort Knox KY 401225201
Branch Chief: COL Christopher Wolfe
C: (703) 325-2808
DSN: 221-2808
christopher.wolfe@us.army.mil
XO/LTC Assignments Officer: LTC Chad Ward
C: (502) 613-6075
DSN: 983-6075
chad.ward@us.army.mil
COL Assignments Officer: LTC Brian Zarchin
C: (703) 696-4972
DSN: 426-4972
brian.zarchin@us.army.mil
LTC Assignments Officer: LTC John Litvin
C: (502) 613-6075
DSN: 983-6075
john.litvin@us.army.mil
LTC Technician: Ms. Sandi Sanders
C: (703) 325-2534
DSN: 221-2534
sandi.sanders@us.army.mil

MAJ Assignments Officer: MAJ Mark Gillespie
C: (502) 613-6073
DSN: 983-6073
mark.gillespie@us.army.mil
MAJ Technician: Ms. Mashia S. Owens
C: (703) 325-6399
DSN: 221-6399
mashia.shani.owens@us.army.mil
Post CCC CPT Assignments Officer (thru YG 99): MAJ Ryan Forshee
C: (502) 613-6084
DSN: 983-6084
ryan.forshee@us.army.mil
Post CCC CPT Assignments Officer (CCC thru CoCmd): MAJ Bryan M. Bogardus
C: (502) 613-6085
DSN: 983-6085
bryan.m.bogardus@us.army.mil
CPT Technician: Mr. Aubrey Clifton
C: (502) 613-6086
DSN: 983-6086
aubrey.clifton@conus.army.mil
LT/Pre CCC CPT Assignments Officer: MAJ Daniel J. Gross
C: (502) 613-6087
DSN: 983-6087
daniel.j.gross@us.army.mil
LT Technician: Ms. Brenda Twyford
C: (703) 325-6477
DSN: 221-6477
brenda.twyford@us.army.mil
Chief, Special Operations Aviation Branch: LTC William Golden
C: (703) 325-4042
DSN: 221-4042
william.golden@us.army.mil

Aviation Warrant Officer Management Branch
Maneuver, Fire & Effects Division
U.S. Army Human Resources Command
1600 Spearhead Division Ave.
Fort Knox KY 401225743
Chief: CW5 Timothy Feathers
C: (502) 613-6092
DSN: 983-6092
timothy.feathers@conus.army.mil
AH-64 Career Manager: CW4 Sean McNulty
C: (502) 613-6090
DSN: 983-6090
sean.mculty@conus.army.mil
CH-47/FW Career Manager: CW4 John Ketcham
C: (502) 613-6089
DSN: 983-6089
john.ketcham@conus.army.mil
OH-58/LUH/XP Career Manager: CW4 Scott Bonner
C: (502) 613-6095
DSN: 983-6095
scott.bonner@conus.army.mil
Senior UH-60 Career Manager: CW4 Charles Petrie
C: (502) 613-6081
DSN: 983-6081
charles.petrie@conus.army.mil
UH-60 Career Manager: CW4 Frederick Gilman
C: (502) 613-6088
DSN: 983-6088
frederick.gilman@conus.army.mil

ARMY AVIATION 2010 Blue Book Directory

150-Series Tech Career Manager:

CW4 Jonathan Craig
C: (502) 613-6096
DSN: 983-6096
jonathan.p.craig@conus.army.mil

Aviation Enlisted Management Branch, EPMD

U.S. Human Resources Command
1600 Spearhead Division Ave.
Fort Knox KY 401225743
Branch Chief: LTC Randall I. Haws
C: (502) 613-5725
DSN: 983-5725
randall.haws@conus.army.mil
Branch SGM: SGM Steven M. Richards
C: (502) 613-5683
DSN: 983-5683
steven.m.richards@conus.army.mil
Sr. PDNCO/15P/Q/Z SL40-50: SFC Timothy J. Giardino
C: (502) 613-5677
DSN: 983-5677
timothy.giardino@conus.army.mil
15B/D/F/G/H/J/K/N Advisor: SFC Dionicio R. Esquivel
C: (502) 613-5681
DSN: 983-5681
dionicio.esquivel@conus.army.mil
15B/D/F/G/H/N Advisor: Mr. Kevin D. Statam
C: (502) 613-5680
DSN: 983-5680
kevin.statam@conus.army.mil
15EW Advisor: SFC Shane M. O'Connor
C: (502) 613-5675
DSN: 983-5675
shane.oconnor@conus.army.mil
15Q/P SL10-30 Advisor: Mr. Rubin G. Ochoa
C: (502) 613-5678
DSN: 983-5678
rubin.g.ochoa@conus.army.mil
15R/S/Y SL10-40 Advisor: SFC Gary R. Ralston
C: (502) 613-5679
DSN: 983-5679
gary.ralston@conus.army.mil
15T/U SL30-40 Advisor: SFC Michael S. Hermann
C: (502) 613-5672
DSN: 983-5672
michael.s.hermann@conus.army.mil
15T/U SL10-20 Advisor: Mr. Joseph H. Carrier
C: (502) 613-5673
DSN: 983-5673
joseph.carrier1@conus.army.mil
AGR Soldiers Advisor: SFC Johnnie Garcia
C: (502) 613-5682
DSN: 983-5682
johnnie.garciajohnson@conus.army.mil

Incentive Pay Branch, DCSOPS

US Army Human Resources Command
1600 Spearhead Division Ave.
Fort Knox KY 401225743



Chief: MAJ Thomas Hussey
C: (502) 613-8510
DSN: 983-8510
thomas.hussey@us.army.mil

Reserve Aviator Actions: Ms. Angela Watkins

C: (502) 613-8513
DSN: 983-8513
angela.watkins@us.army.mil

Non-rated Aviator Pay: Ms. Valerie Fenner

C: (502) 613-8514
DSN: 983-8514
valerie.fenner@us.army.mil

Aviation Cont. Pay/Medical Waivers:

Mr. Robert Woodman
C: (502) 613-8515
DSN: 983-8515
robert.woodman@us.army.mil

Aviation Career Incentive Pay (A-K):

Ms. Janette Desue
C: (502) 613-8509
DSN: 983-8509
janette.desue@us.army.mil

Aviation Career Incentive Pay (L-Z):

Ms. Jill Berry
C: (502) 613-8512
DSN: 983-8512
jill.berry1@us.army.mil

Aviation Support Facility - Knox (Fixed Wing)

Bldg 5220 Pilot Street
Fort Knox KY 401215000
*Update Not Provided This Year
Supervisor: Mr. John B. Miller Jr.
C: (502) 624-2292
DSN: 464-2292
john.b.miller@usar.army.mil
ASO: Lonnie B. Clark
C: (502) 624-6359
lonnie.b.clark@usar.army.mil

Aviation Support Facility - Knox (Rotary Wing)

Bldg 5256 Pilot Street
Fort Knox KY 40121-5000
*Update Not Provided This Year
Supervisor: Mr. Richard H. Kindred
C: (502) 624-4877
DSN: 464-4877
richard.kindred@usar.army.mil
Supervisory MTP: Mr. David M. West
C: (502) 624-2670
DSN: 464-2670
david.west4@usar.army.mil
ASO: Mr. Alan J. Zetelski
C: (502) 624-5605
DSN: 464-5605
alan.zetelski@usar.army.mil

FRANKFORT

State Adjutant General, Kentucky

Army National Guard
100 Minuteman Parkway
Frankfort KY 40601-6168



TAG: Maj. Gen. Edward W. Tonini
C: (502) 607-1558
DSN: 667-1558
edward.tonini@us.army.mil

State Army Aviation Officer, Kentucky ARNG

Army Aviation Support Facility
Boone ARNG Center
100 Minuteman Parkway
Frankfort KY 40601-6168

SAAO: COL Aaron T. Barrier

C: (502) 607-1809
DSN: 667-1809
aaron.t.barrier@us.army.mil

63rd Theater Avn. Bde.

Kentucky ARNG
100 Minuteman Drive
Boone National Guard Center
Frankfort KY 406016168



Commander: COL Aaron T. Barrier
C: (502) 607-1809
DSN: 667-1809
aaron.t.barrier@us.army.mil

XO: LTC Mark Sherman

C: (502) 607-6204
DSN: 667-6204
mark.sherman@us.army.mil

S3: LTC Brian Abney

C: (502) 607-1876
DSN: 667-1876
brian.abney@us.army.mil
SIP: CW4 Stephen Hunnicutt
C: (502) 607-1303
DSN: 667-1303
stephen.hunnicut@us.army.mil
ASO: CW5 James Chanley
C: (502) 607-1962
DSN: 667-1962
james.chanley@us.army.mil



Senior NCO: CSM Russell Kalbaugh
C: (502) 607-6205
DSN: 667-6205
russell.kalbaugh@us.army.mil

Kentucky ARNG Aviation Support Facility

Boone National Guard Center
100 Minuteman Pkwy, Bldg. 160
Frankfort KY 40601-6168



AASFC: LTC Michael S. Ferguson
C: (502) 607-1471
DSN: 667-1471
michael.s.ferguson@us.army.mil

INDEPENDENCE

1204th Avn. Spt. Bn.
11800 Taylor Miller Road
Independence KY 41051

Commander: LTC G. Tom Roach Jr.
C: (502) 607-3515

DSN: 667-3515
gene.roach@us.army.mil

XO: MAJ Shelly Beasley

C: (502) 607-3514

DSN: 667-3514

shell.beasley@us.army.mil

Ops. Sgt.: MSG Ben Hellard

C: (502) 607-3516

DSN: 667-3516

ben.hellard@us.army.mil

Senior NCO: CSM Timothy D. Walton

C: (502) 607-3510

DSN: 667-3510

timothy.d.walton1@us.army.mil

LOUISIANA

FORT POLK

Joint Readiness Training Center (JRTC)

Fort Polk LA 714595339

Commanding General: BG James C. Yarbrough

C: (337) 531-1706

DSN: 863-1706

Aviation Division, Operations Group, JRTC

7440 California Ave, Suite 101

Fort Polk LA 71459-

*Update Not Provided This Year

Senior Aviation Trainer: LTC Cory A. Mendenhall

C: (337) 531-0202

DSN: 863-0202

cory.mendenhall@us.army.mil

XO: MAJ Darren Musico

C: (337) 531-0203

DSN: 863-0203

darren.musico@us.army.mil

S3: MAJ Scott Dickey

C: (337) 531-0203

DSN: 863-0203

scott.dickey@us.army.mil

Aviation Plans, Exercise Maneuver

Control: MAJ Russ Heidel

C: (337) 531-9600

DSN: 863-9600

russ.heidel@us.army.mil

5th Avn. Bn. (P), JRTC & Fort Polk

7575 Donaldson Loop, Bldg. 4275

Fort Polk LA 714595333

*Update Not Provided This Year

ARMY AVIATION 2010 Blue Book Directory



Commander: LTC
Scott M. Chiasson
C: (337) 531-2314
DSN: 863-2314
scott.chiasson@
us.army.mil



Senior NCO: 1SG
Alex L. Woodell
C: (337) 531-4543
DSN: 863-4543
alex.woodell@
us.army.mil

U.S. Army Air Ambulance Detachment, Fort Polk

USAAAD
7575 Donaldson Loop, Bldg. 4255
Fort Polk LA 71459
*Update Not Provided This Year
Commander: MAJ Tanya Siller
C: (337) 531-2140
DSN: 863-2140
tanya.siller@us.army.mil
Senior NCO: SSG Michelle Shimko
michelle.shimko@us.army.mil

HAMMOND

204th Theater Airfield Operations Group (TAOG)

66th Theater Avn. Cmd.
1501B Industrial Park Rd.
Hammond LA 70401
Commander: COL Stephen Todd
C: (318) 489-8601
stephen.todd@ng.army.mil
S3: MAJ John L. Bonnette
C: (985) 340-7259
john.l.bonnette@us.army.mil
Senior NCO: CSM Ricky L. Griffin
C: (985) 340-7309
ricky.l.griffin@ng.army.mil

1st Bn., 244th Avn. Regt.
1501B Industrial Park Road
Hammond LA 70401



Cdr.: LTC
Johnathon Ballard
C: (985) 340-7201
johnathon.ballard@
us.army.mil

XO: MAJ Shawn Vaughn
C: (985) 340-7328
shawn.vaughn@us.army.mil



Senior NCO: CSM
Myron Creecy
C: (985) 340-7308
myron.creecy@
us.army.mil

NEW ORLEANS

Louisiana ARNG Aviation Support Facility #1

6401 Stars & Stripes Blvd.
Building 101
New Orleans LA 70126-8001
AASFC: MAJ John P. Plunkett
C: (985) 340-7300
john.patrick.plunkett@us.army.mil

PINEVILLE

State Adjutant General, Louisiana Army National Guard

304 F Street
Pineville LA 713600613
TAG: MG Bennett C. Landreneau
C: (504) 278-8211
DSN: 485-8211
bennett.landreneau@la.ngb.army.mil

State Aviation Command, Louisiana ARNG

7615 Esler Field Road
Pineville LA 71360
SAAO: COL Patrick R. Bossetta
C: (985) 340-7257
patrick.r.bossetta@ng.army.mil
Senior NCO: CSM Donald J. Everett
C: (318) 290-6274
donald.everett@ng.army.mil

2nd Bn., 244th Avn. Regt. (AOB)

7615 Esler Field Road, Bldg. 6006
Pineville LA 713609016
Commander: LTC Dallas Jones
C: (318) 290-6229
dallas.jones1@ng.army.mil
Senior NCO: SGM John M. Ivy
C: (318) 290-5350
john.ivy@us.army.mil

Louisiana ARNG Aviation Support Facility #2

7615 Esler Field Road
Pineville LA 71360-3737
AASFC: LTC Joseph Brocato
C: (318) 290-6226
joseph.brocato@ng.army.mil

MAINE

AUGUSTA

State Adjutant General, Maine National Guard

Camp Keyes
Augusta ME 04333-0033
TAG: MG John W. Libby
C: (207) 626-4205
DSN: 476-4205
john.libby@me.ngb.army.mil

BANGOR

State Army Aviation Officer, Maine ARNG

Army Aviation Support Facility
92 Hayes Street, Bldg. 260
Bangor International Airport
Bangor ME 04401-3091
SAAO: COL David L. Smith
C: (207) 735-1101
DSN: 881-3450
david.l.smith@me.ngb.army.mil

Maine ARNG Aviation Support Facility

92 Hayes Street, Building 260
Bangor ME 04401-3091
*Update Not Provided This Year
AASFC: COL David L. Smith
C: (207) 735-1101
DSN: 626-1101

MARYLAND

ABERDEEN PROVING GROUND

State Army Aviation Officer, Maryland ARNG

Army Aviation Support Facility
Building E4081
Weide AAF, Edgewood
Aberdeen Proving Ground MD 21010-5401



SAAO: COL
Charles H. Schulze
C: (410) 436-4403
DSN: 584-3536
charles.schulze
@us.army.mil

U.S. Army Research, Development & Engineering Command (RDECOM)

5183 Blackhawk Road
Aberdeen Proving Ground MD
210105454

Commanding General: MG Nikolas G. Justice

C: (410) 436-4361
DSN: 584-4361
nick.justice@us.army.mil

U.S. Army Communications Electronics Life Cycle Management Command (CECOM)

6002 Combat Drive
Aberdeen Proving Ground MD 21010



**Commanding
General:** MG
Randolph P. Strong
C: (732) 532-1515
DSN: 992-1515

PEO, Intelligence, Electronic Warfare & Sensors (IEW&S)

Aberdeen Proving Ground MD 21010
Actg. PEO, IEW&S: Mr. Douglas K.
Wiltsie
C: (703) 704-0312
DSN: 654-0312
douglas.wiltsie@us.army.mil

Army Reprogramming Analysis Team-Program Office (ARAT-PO)

Software Engineering Center, CECOM
6006 Combat Drive
Aberdeen Proving Ground MD 21005



**Div. Ch. / Dep. Dir.,
Intel., Surveil., and
Recon.**
Dir.: Mr. Michael
Crapanzano
C: (443) 861-3891
DSN: 992-5238
michael.crapanzano
@us.army.mil

Dep. Ch. / Ch., Avionics, Countermeasures, & Sensors Div.:

Ms. Michelle Damato
C: (732) 925-4843
michelle.damato@us.army.mil

Executive Officer: Mr. John Sensing
C: (732) 476-9646

john.sensing@us.army.mil

Ch., SW Eng. Br.: Mr. Hassan Azzam
C: (732) 762-4701

DSN: 992-5657

hassan.azzam@us.army.mil

Proj. Ldr., ARAT Ops. Ctr.: Mr. Eric
Lee

C: (732) 532-9395

DSN: 992-9395

eric.lee@us.army.mil

Proj. Ldr., Research & Dev.: Mr. Terry
Eng

C: (732) 532-1701

DSN: 992-1701

terence.eng@us.army.mil

Proj. Ldr., Prg. Spt. Tm.: Mr. Nelson
Capan

C: (732) 532-9395

DSN: 992-9395

nelson.capan@us.army.mil

29th Avn. Bde.

29th Inf. Div.

Bldg E4305

Aberdeen Proving Ground MD

210105401



Commander: COL
David W. Carey
C: (410) 436-4403
DSN: 584-4403
david.carey@
us.army.mil

XO: LTC Charles L. Weaver Jr.

C: (410) 802-5059

DSN: 584-4180

charles.weaverjr@us.army.mil

S3: MAJ Aaron Harding

C: (443) 204-7050

DSN: 584-4140

aaron.harding@us.army.mil

SIP: CW4 Robert J. Berdanier

C: (410) 436-3385

DSN: 584-3385

robert.berdanier@us.army.mil

AMO: CW5 Albert Isenock

C: (410) 436-3536

DSN: 584-3536

albert.isenock@us.army.mil

ASO: CW5 Milton L. Walker Jr.

C: (410) 612-4110

DSN: 584-4110

bud.walker1@us.army.mil

ARMY AVIATION 2010 Blue Book Directory



Senior NCO: CSM Thomas B. Beyard
C: (443) 204-6476
DSN: 584-6476
thomas.beyard@us.army.mil

Aviation Depot Maintenance Roundout Unit, HQ ADMRU
Building E4305
Edgewood
Aberdeen Proving Ground MD
210105401
*Update Not Provided This Year



Commander: COL Shannon Brown
C: (410) 612-4184



Senior NCO: CSM Christopher Brown
C: (410) 612-4184

Maryland ARNG Aviation Support Facility
Weide Army Airfield
Building E4081
Edgewood
Aberdeen Proving Ground MD 21010-5401
Operations Officer: CPT David M. Paolucci
C: (410) 436-3356
DSN: 584-3536
david.paolucci@us.army.mil
AMO: CW5 Albert Isennock
C: (410) 436-2891
DSN: 584-2891
albert.issennock@us.army.mil
ASO: CW4 William J. Earl
C: (410) 436-3385
DSN: 584-3385
william.j.earl@us.army.mil

BALTIMORE

State Adjutant General, Maryland National Guard
Fifth Regiment Armory
29th Division Street
Baltimore MD 21201-2288



TAG: BG James A. Adkins
C: (410) 576-6097
james.a.adkins@us.army.mil

JOINT BASE ANDREWS

U.S. Army Priority Air Transport Command (USAPAT)
Building 1778, Mail Stop 156
Joint Base Andrews MD 20762
Commander: LTC Brett M. Clark
C: (240) 857-6667
DSN: 857-6667
brett.clark@afncr.af.mil
Deputy Cdr: MAJ Neil T. Chaffee
C: (240) 857-0326
DSN: 857-0326
neil.chaffee@afncr.af.mil
ASO: CW4 James Maxfield
C: (240) 857-0324
DSN: 857-0324
james.maxfield@afncr.af.mil
Operations Officer: CW5 Steven W. Serchuk
C: (240) 857-5040
DSN: 857-5040
steven.serchuk@afncr.af.mil
Standardization Officer: CW5 Charles S. Waddell
C: (240) 857-0324
charles.waddell1@afncr.af.mil
AMO: CW5 Andrew Pillado
C: (240) 857-0083
DSN: 857-0083
andrew.pillado@afncr.af.mil
Mission Support Officer: CW5 Michael W. Ferguson
C: (240) 857-0324
DSN: 857-0324
michael.ferguson@afncr.af.mil
Senior NCO: 1SG Harvey B. McDonald
C: (240) 857-7885
harvey.mcdonald@afncr.af.mil

MASSACHUSETTS

CAMP EDWARDS

3rd Bn., 126th Avn. Regt.
Mass. ARNG
2822 Richardson Rd.
Camp Edwards MA 02542
Commander: LTC Richard Clark
C: (508) 968-5800
DSN: 557-5800
richard.clark10@us.army.mil



Commander: LTC Richard Clark
C: (508) 968-5800
DSN: 557-5800
richard.clark10@us.army.mil



Senior NCO: CSM James L. Campbell
C: (508) 968-5844
DSN: 557-5844
jim.campbell@us.army.mil

Det. 12, OSA COM
2816 Richardson Rd.
Camp Edwards MA 02542-1322
Detachment Commander: CW4 Timothy Peterson
C: (508) 968-5292
DSN: 557-5292
timothy.peterson@us.army.mil

Senior NCO: SSG John A. McCormack
C: (508) 968-5291
DSN: 557-5291
john.a.mccormack@us.army.mil

Massachusetts ARNG Aviation Support Facility #1
2816 Richardson Rd.
Camp Edwards MA 025421322
AASFC: LTC David J. Underwood
C: (508) 968-5216
DSN: 557-5216
david.underwood@us.army.mil
Maint. Test Pilot: CW4 John E. Marino
C: (508) 968-5946
DSN: 557-5946
john.marino@us.army.mil
Supervisory Acft. Flt. Inst.: CW5 James D. McCabe
C: (508) 968-5851
DSN: 557-5851
james.mccabe1@us.army.mil
Log. Mgmt. Off.: CW4 Edward Ivers
C: (508) 968-5294
DSN: 557-5294
edward.ivers@us.army.mil

MILFORD

The State Adjutant General Office, Massachusetts National Guard
50 Maple Street
Milford MA 01757-
TAG: MG Joseph C. Carter
C: (888) 301-3103
DSN: 256-3103
joseph.conrad.carter@us.army.mil
Dep. Dir. of Avn.: LTC David J. Underwood
C: (508) 233-6715
david.underwood@us.army.mil

State Army Aviation Officer
50 Maple Street
Milford MA 01757-



SAAO: COL Michael C. Maffei
C: (508) 233-6799
kevin.b.keanan@us.army.mil

Dep. Dir. of Avn.: LTC David J. Underwood
C: (508) 233-6715
david.underwood@us.army.mil

WESTFIELD

Massachusetts ARNG Aviation Support Facility #2
179 Falcon Drive
Westfield MA 01085
Commander: MAJ Christopher A. Dugre
C: (413) 572-1802
DSN: 698-1802
christopher.dugre@us.army.mil
SIP: CW5 Theodore Horman
C: (413) 572-1807
DSN: 698-1807
theodore.horman@us.army.mil

Log. Mgmt. Off.: CW4 Timmy Tompkins
C: (413) 572-1804
DSN: 698-1804
timmy.tompkins@us.army.mil
Counter-drug Off.: CW3 Christopher Moneiro
C: (413) 572-1823
DSN: 698-1823
chris.monteiro@us.army.mil

MICHIGAN

GRAND LEDGE

3rd Bn., 238th Avn. Regt. (GSAB)
10602 Eaton Highwa
Grand Ledge MI 48837-9102
*Update Not Provided This Year
Commander:
C: (517) 627-0156
XO:
C: (517) 627-0145
SIP:
C: (517) 627-0107
ASO:
C: (517) 627-0107

LANSING

State Adjutant General, Michigan National Guard
2500 South Washington Ave.
Lansing MI 489135101
TAG: Maj. Gen. Thomas G. Cutler
C: (517) 483-5507

State Army Aviation Officer, Michigan ARNG
2500 S. Washington Ave
Lansing MI 489135101
SAAO: LTC Bruce Bahr
C: (517) 481-8902
DSN: 623-8902

MINNESOTA

CAMP RIPLEY

Ray S. Miller Army Airfield, Minnesota ARNG
15000 Highway 115
Camp Ripley MN 56345-4173
*Update Not Provided This Year
Airfield Operations Officer: CW4 James R. Hipp
C: (320) 616-2780
DSN: 871-2780
james.hipp@mn.ngb.army.mil
Senior NCO: SSG Drue L. Glaze
C: (320) 616-2779
DSN: 871-2779
drue.logan.glaze@mn.ngb.army.mil

ST. CLOUD

Minnesota ARNG Aviation Support Facility #2
2185 45th Ave. SE
St. Cloud MN 56304
Commander: MAJ Shawn Manke
C: (651) 282-4600
DSN: 825-4600
shawn.manke@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Supervisory Instructor Pilot: MAJ Michael R. Barker
C: (651) 282-4185
DSN: 825-4185
michael.barker@us.army.mil
Maint. Off.: CPT David A. Wagner
C: (651) 282-4117
DSN: 825-4117
david.a.wagner@us.army.mil

ST. PAUL

State Adjutant General, Minnesota Army National Guard
20 West 12th Street
St. Paul MN 55155-
TAG: MG Larry W. Shellito
C: (651) 282-4666
DSN: 825-4666
larry.shellito@mn.ngb.army.mil

State Army Aviation Officer, Minnesota ARNG
206 Airport Road
St. Paul MN 55107



SAAO: COL Michael J. Huddleston
C: (651) 281-3403
DSN: 825-3403
michael.j.huddleston@us.army.mil

Safety Officer: MAJ James A. Shirk
C: (651) 281-3469
DSN: 825-3469
james.shirk@us.army.mil

34th Cbt. Avn. Bde.
600 Cedar Street
St. Paul MN 551012509
Commander: LTC Michael J. Huddleston
C: (651) 281-3403
DSN: 825-3403
michael.j.huddleston@us.army.mil
S3: MAJ Gary A. Jorgensen
C: (651) 268-8721
DSN: 825-8721
gary.jorgensen@us.army.mil
Senior NCO: CSM Gery P. Thesing
C: (320) 616-3040
DSN: 825-3040
gery.peter.thesing@us.army.mil

2nd Bn., 147th Avn. Regt.
Aviation Brigade, 34th Inf. Div.
206 Airport Road
St. Paul MN 55107-1006



Commander: LTC Shawn P. Manke
C: (651) 281-4600
DSN: 825-4600
shawn.manke@mn.ngb.army.mil

Bn Ops: 1LT Shannon Gregory
C: (651) 281-3479
DSN: 825-3479
shannon.gregory2@us.army.mil

Senior NCO: CSM Kelly C. Fisher
C: (651) 281-3479
DSN: 825-3479
kelly.fisher1@mn.ngb.army.mil

3rd Bn., 147 Avn. Regt.
Minnesota ARNG
206 Airport Road
St. Paul MN 55107-1006
*Update Not Provided This Year
Commander:
C: (651) 281-3438
Senior NCO:
C: (651) 281-3438

834th Avn. Spt. Bn.
600 Cedar Street
St. Paul MN 55107
Commander: LTC Michael A. Taff
C: (651) 268-2647
DSN: 825-2647
michael.taff@us.army.mil
XO: MAJ Patricia G. Baker
C: (651) 282-4070
DSN: 825-4070
patricia.g.baker@us.army.mil
Senior NCO: SGM Jeffrey Lindberg
C: (651) 281-4536
DSN: 825-4536
jeffrey.lindberg@us.army.mil

Minnesota ARNG Aviation Support Facility #1
206 Airport Road
St. Paul MN 55107-1006



AASFC: LTC Eric D. Waage
C: (651) 281-3402
DSN: 825-3402
eric.d.waage@us.army.mil

Supervisory Instructor Pilot: CW5 Curtis E. Skoog
C: (651) 281-3455
DSN: 825-3455
curtis.skoog@us.army.mil
Maint. Off.: MAJ Jeffrey W. Merricks
C: (651) 281-3452
DSN: 825-3452
jeffrey.merricks@us.army.mil

MISSISSIPPI

GULFPORT

1108th Theater Aviation Sustainment Maintenance Group (TASMG)
PO Box 3349
Hangar #1, Hewes Avenue
Gulfport MS 395053349



Commander: COL George Rob Berry
C: (228) 214-1400
DSN: 293-1400
george.berry@us.army.mil

Dep. Cdr.: LTC Richard P. Poole
C: (228) 214-1302
DSN: 293-1302
richard.payne.poole@us.army.mil



Senior NCO: CSM Jarriet D. White
C: (228) 214-1400
DSN: 293-1400
jarriet.d.white@us.army.mil

JACKSON

State Adjutant General, Mississippi
1410 Riverside Drive
Jackson MS 39202-1271



TAG: MG William L. Freeman Jr.
C: (601) 313-6232
DSN: 293-6232
bill.freemanjr@us.army.mil



State CSM: CSM Donald L. Cooley
C: (601) 313-6354
DSN: 293-6354
donald.cooley@us.army.mil

State Army Aviation Officer, Mississippi ARNG
Military Department
Fondren Station
P.O. Box 5027
Jackson MS 39296-5027
SAAO: COL Dane W. Powell
C: (601) 313-6262
DSN: 293-6262
dane.powell@us.army.mil

185th Theater Avn. Brigade
66th Theater Avn. Cmd.
Mississippi ARNG
1420 Raymond Road, Box H
Jackson MS 392044358



Commander: COL Dane W. Powell
C: (601) 313-6262
DSN: 293-6262
dane.powell@us.army.mil

XO: LTC William W. Merrell
C: (601) 313-4564
DSN: 293-4564
william.merrell@us.army.mil
S3 & FTS AO/Training Officer: LTC Stanley Budraitis
C: (601) 313-4656
DSN: 293-4656
stanley.budraitis@us.army.mil



Senior NCO: CSM George M. Miller
C: (662) 891-4416
DSN: 293-3416
george.miller3@us.army.mil

Mississippi ARNG Aviation Support Facility #1
365 Shop Street
Hawkins Field
Jackson MS 39209-3436
*Update Not Provided This Year



AASFC: MAJ T. Glen Flowers Jr.
C: (601) 313-2100
DSN: 293-2100
troy.flowers@us.army.mil

MERIDIAN

Mississippi ARNG Aviation Support Facility #3
P. O. Box 4258
Meridian MS 39304-4258
AASFC: LTC Clarence S. Kelly Jr.
C: (601) 553-3165
DSN: 293-3165
clarence.kellyjr@us.army.mil

SOUTHAVEN

2nd Bn., 185th Avn. Regt.
185th Avn. Bde., Mississippi ARNG
385 Stateline Road
Southaven MS 38671
*Update Not Provided This Year



Commander: LTC Bille F. Miller
C: (662) 393-1975
DSN: 293-1975
bille.miller@us.army.mil



Senior NCO: SGM Teddy L. James
C: (662) 391-1975
DSN: 293-1975
teddy.james@us.army.mil

TUPELO

1st Bn., 185th Avn. Regt.
185th Avn. Bde., Mississippi ARNG
104 Lemons Drive
Tupelo MS 38801
*Update Not Provided This Year
Commander: LTC Ronald L. Beckham
C: (662) 816-4850
ronald.beckham@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

S3: MAJ Robert S. "Shane" Corley
C: (662) 891-9804(662) 687-1587
DSN: 293-3804
shane.corley@us.army.mil
Senior NCO: CSM James E. Forrest
C: (601) 720-7226
james.forrest1@us.army.mil

Mississippi ARNG Aviation Support Facility #2

116 Lemon Drive
Tupelo MS 38801
*Update Not Provided This Year
AASFC: MAJ Walter G. Jordan
C: (662) 891-4401
DSN: 293-3401

MISSOURI

FORT LEONARD WOOD

35th Eng. Bde. (Corps)
Fort Leonard Wood MO 65473
Commander: BG Michael B. Pace
C: (573) 638-9500

Aviation Division, Waynesville-St. Robert Regional Airport at Forney Field

2579 Iowa Ave
Fort Leonard Wood MO 65473-8948
*Update Not Provided This Year
Airfield Manager: Mr. Gary Chick
C: (573) 596-0165
DSN: 581-0165
gary.chick@us.army.mil

Missouri ARNG Aviation Support Facility #2

1255 Artillery Cir. Bldg. 5012
Fort Leonard Wood MO 65473
AASFC: MAJ Gordon E. Vandivort
C: (573) 329-9060
gordon.vandivort@us.army.mil

JEFFERSON CITY

State Adjutant General, Missouri National Guard
2302 Militia Drive
Jefferson City MO 65101-1203



TAG: BG Stephan L. Danner
C: (573) 638-9710
DSN: 555-9710
stephen.l.danner@us.army.mil

ATAG-Army: BG Larry D. Kay
C: (573) 638-9710
DSN: 555-9710
larry.d.kay@us.army.mil



Senior NCO: CSM James E. Schulte
C: (573) 638-9730
DSN: 555-9730
james.schulte@us.army.mil

State Army Aviation Officer, Missouri ARNG

Ike Skelton Training Site
2302 Militia Drive
Jefferson City MO 65101-1203
SAAO: COL Gary D. Herchenroeder
C: (573) 638-9634
DSN: 555-9634
gary.herchenroeder@us.army.mil

LEBANON

3rd Bn., 135th Avn. Regt.,
Missouri ARNG
301 West Fremont
Lebanon MO 655364241



Commander: LTC Lance J. Myler
C: (417) 588-2058
lance.myler@us.army.mil

XO: MAJ John Francis
C: (417) 588-2058
john.francis@us.army.mil
Senior NCO: SGM Scott Thieret
C: (573) 638-9824
scott.thieret@us.army.mil

SEDALIA

35th Cbt. Avn. Bde.
Missouri ARNG
2001 Clarendon Road
Sedalia MO 65301



Commander: COL Mark W. McLemore
C: (660) 827-9653
mark.mclemore@us.army.mil

S3: LTC David G. Dippold
C: (660) 827-8016
david.g.dippold@us.army.mil
XO: MAJ James Schreffler
C: (417) 690-2294
james.schreffler@us.army.mil

SIP: CW5 Robert A. Murrell
C: (660) 827-8016
robert.a.murrell@us.army.mil
ASO: CW5 Robert L. Moore
C: (660) 687-5764
robert.lynn.moore@us.army.mil
Avn. Maint. Off.: CW5 William Dub White
C: (660) 687-6671
william.d.white@us.army.mil
TACOPS Off.: CW5 Roby Sisk
C: (573) 329-9060
robby.sisk@us.army.mil



Senior NCO: CSM Robert (Bob) H. Maze
C: (660) 827-5607
robert.hilton.maze@us.army.mil

SPRINGFIELD

935th Avn. Spt. Bn.
1400 North Fremont Ave.
Springfield MO 65802



Commander: LTC Roger R. Bodenschatz
C: (573) 638-9627
DSN: 555-9627
roger.bodenschatz@us.army.mil

XO: MAJ Aaron L. Harrison
C: (417) 868-6077
aaron.harrison@us.army.mil
Senior NCO: CSM Javier R. Acosta
C: (660) 687-5527
DSN: 975-5527
javier.acosta@us.army.mil

1107th Theater Aviation Sustainment Maintenance Group (TASMG)

Missouri ARNG
2501 Lester Jones Avenue
Springfield Branson Airport
Springfield MO 658032513
Commander: COL William J. Thomas
C: (417) 874-8400
DSN: 555-9500
bj.thomas@us.army.mil

XO: LTC Thomas J. Burson
thomas.burson@us.army.mil
Senior NCO: CSM Randall R. Perkins
randall.perkins@us.army.mil

Missouri ARNG Army Aviation Flight Facility #3

2501 Lester Jones Avenue
Springfield MO 65803-9513
Supervisor: MAJ Joshua Hudgens
C: (417) 874-8459
joshua.hudgens@us.army.mil

WHITEMAN AIR FORCE BASE

1st Bn., 135th Cbt. Avn. Bde.
1 Attack Ave.
Whiteman Air Force Base MO 65305



Commander: LTC Charles D. Hausman
C: (660) 827-8013
charles.hausman@us.army.mil

XO: MAJ Christopher S. Moenster
C: (660) 687-2227
christopher.moenster@us.army.mil
Senior NCO: CSM William J. Vogel
C: (660) 827-8004
joe.vogel@us.army.mil

Missouri Army Aviation Support Facility #1

Whiteman Air Force Base MO 65305
AASF: MAJ Fin P. Carey
C: (660) 687-5773
DSN: 975-5773
fin.p.carey@us.army.mil

MONTANA

FORT HARRISON

State Adjutant General, Montana Army National Guard

P. O. Box 4789
Fort Harrison MT 59636
TAG: BG John E. Walsh
C: (406) 324-3000
DSN: 324-3010
john.walsh1@us.army.mil

HELENA

State Army Aviation Officer, Montana ARNG

Army Aviation Support Facility
P. O. Box 4789
Helena MT 59604-4789
SAAO: COL Scott R. Smith
C: (406) 324-3033
DSN: 324-3033

1st Bn., 189th Avn. Regt.

Montana ARNG
P. O. Box 4789
Helena MT 59604-4789
*Update Not Provided This Year



Commander: LTC Eric G. Waldorf
C: (406) 690-2289
DSN: 324-3506
eric.g.waldorf@us.army.mil

XO: MAJ David Shute
C: (406) 324-3048
DSN: 324-3506
david.shute@us.army.mil
S3: MAJ Kevin Settle
C: (406) 324-3506
DSN: 324-3048
kevin.settle@us.army.mil
S4: CPT Noah Genger
C: (406) 324-3509
noah.genger@us.army.mil
SIP: CW3 Travis Gronley
C: (406) 324-3059
travis.gronley@us.army.mil
ASO: CW4 David B. Fuller
C: (406) 324-3055
david.b.fuller@us.army.mil



Senior NCO: CSM Ronald Rasmuson
C: (406) 324-3055
DSN: 324-3055
ronald.rasmuson@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Montana ARNG Aviation Support Facility

P. O. Box 4789
Helena MT 59604-4789
*Update Not Provided This Year
AASFC: COL Scott R. Smith
C: (406) 324-3035
DSN: 324-3035
scotr.smith@mt.ngb.army.mil

NEBRASKA

GRAND ISLAND

Nebraska ARNG Aviation Support Facility #2

3010 Airport Road East
Grand Island NE 68801



Commander: LTC George B. Harris
C: (308) 309-8682
DSN: 279-8682
george.harris2@us.army.mil

LINCOLN

State Adjutant General, Nebraska Army National Guard

1300 Military Road
Lincoln NE 68508-1090
TAG: MG Judd H. Lyons
C: (402) 309-7210
DSN: 279-7210

State Army Aviation Officer, Nebraska ARNG

Army Aviation Support Facility #1
2601 NW 25th
Lincoln NE 68524-1898



SAAO: LTC Richard A. Gray
C: (402) 309-1818
DSN: 279-1818
richard.gray3@us.army.mil

Co. C (AA), 2nd Bn., 135th Avn. Regt.

Nebraska ARNG
2400 NW 24th Street
Lincoln NE 68524-1892

Commander: CPT Daniel L. Smith
C: (402) 309-1834
DSN: 279-1834
daniel.smith25@ng.army.mil
XO: CPT Jonathan Vavrafong
C: (402) 309-1871
DSN: 279-1871
jonathan.vavrafong@ng.army.mil
Training Off.: CW2 Zachary Hartmann
C: (402) 309-1772
DSN: 279-1772
zachary.hartmann1@ng.army.mil
Senior NCO: 1SG Tomas Ortiz
C: (402) 309-1766

DSN: 279-1766
tomas.ortiz@us.army.mil

Nebraska ARNG Aviation Support Facility #1

2601 NW 25th Street
Lincoln NE 68524-1898



Commander: MAJ Thaddeus Fineran
C: (402) 309-1803
DSN: 279-1803
thaddeus.fineran@us.army.mil

Ops. Off.: CPT Daniel L. Smith
C: (402) 309-1834
DSN: 279-1834
daniel.smith25@us.army.mil

NEVADA

CARSON CITY

State Adjutant General, Nevada National Guard

2460 Fairview Drive
Carson City NV 897016807
TAG: Brig. Gen. William Burks
C: (775) 887-7302
DSN: 530-7302
william.burks.1@ang.af.mil

LAS VEGAS

Joint Unmanned Aircraft Systems Center of Excellence
Creech Air Force Base
4250 Griffiss Avenue
Las Vegas NV 89191



Commanding General: BG Jeffrey N. Colt
C: (702) 404-0753
DSN: 682-0753
jeffrey.colt@us.army.mil

Deputy Commander: Vacant
C: (702) 404-1755
DSN: 384-1755

Chief of Staff: Mr. Bradley R. Ennen
C: (702) 652-0285
DSN: 682-0285
brad.ennen@nellis.af.mil

RENO

State Army Aviation Officer, Nevada ARNG

Army Aviation Support Facility
20000 Army Aviation Drive
Reno-Stead Airport
Reno NV 89506-1200
SAAO: COL Kim S. Labrie
C: (775) 972-2710
DSN: 530-2710
kim.labrie@us.army.mil
Senior NCO: SGM Patrick Moore
C: (775) 972-2722
DSN: 530-2722
patrick.moore6@us.army.mil

Nevada ARNG Aviation Support Facility

20000 Army Aviation Drive
Reno-Stead Airport
Reno NV 89506-1200
AASFC: MAJ Richard Ferguson
C: (775) 972-2701
DSN: 530-2701
richard.ferguson@us.army.mil

NEW HAMPSHIRE

CONCORD

State Adjutant General, New Hampshire

1 Minuteman Way
Concord NH 03301-5652
TAG: Maj. Gen. William N. Reddel III
C: (603) 225-1200
DSN: 684-9200
william.n.reddel@us.army.mil

State Army Aviation Officer, New Hampshire ARNG

Army Aviation Support Facility
26 Regional Drive
Concord NH 03301-5652
SAAO: COL Bryan Clements
C: (603) 225-1270
DSN: 684-9270
bryan.clements@us.army.mil

New Hampshire ARNG Aviation Support Facility

26 Regional Drive
Concord NH 03301-5652
*Update Not Provided This Year
AASFC: COL Frank Leith
C: (603) 225-1270
DSN: 684-9270
frank.leith@us.army.mil

NEW JERSEY

FORT MONMOUTH

U.S. Army Comm.-Elect. Research, Development & Engineering Center (CERDEC)

Fort Monmouth NJ 07703-5201
Director: Vacant
C: (732) 427-3967
DSN: 987-3967

Intelligence and Information Warfare Directorate (I2WD)

U.S. Army CERDEC
McAfee Center, Building 600
Fort Monmouth NJ 077035211

Director: Mr. Anthony Lisuzzo
C: (732) 427-5556
DSN: 987-5556
anthony.lisuzzo@us.army.mil

Deputy Director: Mr. Jan Moren
C: (732) 427-5210
DSN: 987-5210
jan.moren@us.army.mil

Military Deputy Director: LTC Cedric D. Lee

C: (732) 427-5219
DSN: 987-5219
cedric.lee@us.army.mil
Ch., EW Air/Gnd. Surv. Dir.: Mr. Ralph A. Troisio
C: (732) 427-5366
DSN: 987-5366
ralph.troisio@us.army.mil

Logistics and Readiness Center (LRC), CECOM

C-E Life Cycle Management Command
Bldg 1208 E., Third Floor
Fort Monmouth NJ 07003
Director: Mr. David G. Sharman
C: (410) 417-0203
DSN: 867-0203
david.g.sharman@us.army.mil
Deputy Dir.: COL James Riseley
C: (410) 417-0190
DSN: 867-0190
james.riseley@us.army.mil
LRC Associate Dir.: Mr. Carl D. Anderson
C: (732) 532-9530
DSN: 992-9530
carl.d.anderson@us.army.mil
LRC Associate Dir.: Mr. Charles (Mike) Carter
C: (410) 417-0418
DSN: 867-0418
mike.carter1@us.army.mil

Enterprise Soldier Aviation (ESA) Directorate

CECOM LRC
Bldg. 1200W, 1st Flr.
Fort Monmouth NJ 07703
Director: Mr. Joseph N. Cattelona
C: (732) 532-2332
DSN: 992-2332
joseph.cattelona@us.army.mil
Dep. Dir. (APG): Mr. Mark R. Breitweiser
C: (410) 417-0480
DSN: 867-0480
mark.breitweiser@us.army.mil
Dep. Dir. (FTM): Mr. Harry G. Ivory Jr.
C: (732) 532-8914
DSN: 992-8914
harry.ivory@us.army.mil
Ch., Int. Log. Spt. (ILS) Div.: Mr. Norman Y. Chen
C: (732) 532-5431
DSN: 992-5431
norman.chen@us.army.mil
Ch., Supply Chain Mgt. (SCM) Div.: Ms. Theresa J. Brown
C: (410) 417-0481
DSN: 867-0481
theresa.brown@us.army.mil
Ch., Prod. Lifecycle Mgt. (PLM) Div.: Vacant
C: (732) 532-5431
DSN: 992-5431

ARMY AVIATION 2010 Blue Book Directory

Aircraft Survivability Equipment Branch

IEW&S Dir., CECOM LRC
Fort Monmouth NJ 077035000
Chief: Ms. Linda C. Severini
C: (732) 427-5191
DSN: 987-5191
linda.c.severini@us.army.mil

U.S. Army C-E LCMC Software Engineering Center (SEC)

Bldg 1210, Rittko Ave.
Fort Monmouth NJ 07703-5207
*Update Not Provided This Year
Director: Mr. Nelson H. Keeler
C: (410) 436-9314(732) 532-8208
DSN: 992-8208
nelson.keeler@us.army.mil
Deputy Dir.: Mr. Stephen Kovacs
C: (732) 532-8205
DSN: 992-8205
stephen.kovacs@us.army.mil

Warfighter Mission Area

Software Engineering Center, CECOM
Fort Monmouth NJ 07703-5207
*Update Not Provided This Year
Chief: Mr. Joseph Ingrao
C: (732) 532-3309
joseph.ingrao@us.army.mil

JOINT BASE MCGUIRE-DIX-LAKEHURST

State Army Aviation Officer, New Jersey ARNG

Dept. of Military & Vet. Affrs
3650 Saylor's Pond Rd.
Joint Base McGuire-Dix-Lakehurst NJ 08640



SAO: COL John DiNapoli
C: (609) 562-0620
john.dinapoli@us.army.mil

244th Theater Aviation Brigade

11th Theater Avn. Cmd.
5231 South Scott Plaza
Bldg. 5231
Joint Base McGuire-Dix-Lakehurst NJ 086405700



Commander: LTC Thomas P. McLeary
C: (757) 878-4114x249
thomas.mcleary@usar.army.mil

XO: LTC Jason L. Walrath
C: (609) 562-7930
jason.walrath@usar.army.mil
S3: LTC Scott R. Morcomb
C: (847) 961-8458
scott.r.morcomb@usar.army.mil
ASO: CW5 Thomas R. Baker
C: (609) 562-7931
thomas.r.baker@usar.army.mil



Senior NCO: CSM Jamespeter M. Matthews
C: (254) 816-4204
jamespeter.matthews@usar.army.mil

1st Bn, 150th Avn. Regt.

28th Inf. Div.
New Jersey ARNG
129 Lawrence Road
Joint Base McGuire-Dix-Lakehurst NJ 08733

Commander: LTC John N. Metzler
C: (732) 323-2089
DSN: 624-2089
john.n.metzler@nj.ngb.army.mil
XO: MAJ Bruce Rodriguez
C: (732) 323-2461

bruce.rodriguez@us.army.mil
S3: MAJ Glen A. McElroy
C: (732) 323-2453
DSN: 624-2453

glen.mcelroy@us.army.mil
ASO: CW4 Thomas Frickanisce
C: (732) 323-2083
DSN: 624-2070

thomas.frickanisce@us.army.mil
SIP: CW4 Michael Polyak
C: (609) 671-4863
DSN: 624-4863

michael.polyak@us.army.mil
AMO: CW4 Eugene Vandergrift
C: (732) 323-2070
DSN: 624-2070

eugene.vandergrift@us.army.mil
Senior NCO: CSM Konrad Uldschmidt
C: (609) 671-4850
DSN: 445-9261
konrad.uldshmidt@us.army.mil

U.S. Army CERDEC Flight Activity

I2WD, CERDEC
Hangar #5, Dunn St.
Joint Base McGuire-Dix-Lakehurst NJ 08733-5009

Chief: Mr. Charles V. Maraldo Jr.
C: (732) 323-2121
DSN: 624-2121
charles.v.maraldo@us.army.mil

Sr. Aviator, Maint. Off., GFR.: Mr. Thomas J. Davis
C: (732) 323-2129
DSN: 624-2129
thomas.j.davis@us.army.mil

Safety Officer: Mr. Gary Amatrudo
C: (732) 323-2116
DSN: 624-2116
gary.amatrudo@us.army.mil

Technical Support/QA: Mr. Marco Budinich
C: (732) 323-4399
DSN: 624-4399
marco.budinich@us.army.mil

Eng. Br. Ch.: Ms. Gayle D. Grant
C: (732) 323-7367
DSN: 624-7367
gayle.grant@us.army.mil
Avn. Br. Ch.: Mr. Ronald C. Smith
C: (732) 323-2117
DSN: 624-2117
rc.smith@us.army.mil

New Jersey ARNG Aviation Support Facility #1

Bldg 307, NAES
Joint Base McGuire-Dix-Lakehurst NJ 08733

AASFC: CPT Eric J. Tolska
C: (732) 323-2070
DSN: 624-2070
eric.j.tolska@us.army.mil

LAWRENCEVILLE

State Adjutant General, New Jersey ARNG

101 Eggert Crossing Road
Lawrenceville NJ 086482805



TAG: MG Glenn K. Rieth
C: (609) 530-6957
glenn.rieth@dmava.state.nj.us

DCS, Aviation: COL John DiNapoli
C: (609) 562-0620
john.dinapoli@us.army.mil
Ch. Avn. Off.: LTC John F. Sheard
C: (609) 562-0805
john.f.sheard@us.army.mil

PICATINNY ARSENAL

Program Executive Officer for Ammunition and Picatinny Arsenal
Picatinny Arsenal NJ 078065000
*Update Not Provided This Year

Program Executive Officer Ammunition: Mr. James C. Sutton
C: (973) 724-7101
DSN: 880-7101

Senior NCO: CSM Larry C. Taylor
C: (973) 724-7104
DSN: 880-7104
larry.c.taylor@us.army.mil
Deputy PEO:
C: (973) 724-7102
DSN: 880-7102

Project Manager Combat Ammunition Systems: COL Ole A. Knudson
C: (973) 724-2003
DSN: 880-7102
ole.knudson@us.army.mil

Project Manager Close Combat Systems: COL Raymond H. Nulk
C: (973) 724-7041
DSN: 880-7041
raymond.nulk@us.army.mil

Project Manager Maneuver Ammunition Systems: Mr. Chris J. Grassano
C: (973) 724-5307
DSN: 880-5307
chris.grassano@us.army.mil

Project Director Joint Services: COL Andre C. Kirnes
C: (973) 724-5257
DSN: 880-5257
andre.kirnes@us.army.mil

WEST TRENTON

New Jersey ARNG Aviation Support Facility #2

152 Scotch Rd.
Trenton Mercer Airport
West Trenton NJ 08628-1302
AASFC: CPT Ryan J. Smith
C: (609) 671-4862
DSN: 445-9261
ryan.j.smith@us.army.mil

NEW MEXICO

HOLLOMAN AIR FORCE BASE

Army Air Div., WSMR

White Sands Missile Range
911 Dezonia
Holloman Air Force Base NM 883301089
Division Chief: Mr. Jon D. Edwards
C: (575) 679-1302
DSN: 349-1302
wsmrairops@conus.army.mil

SANTA FE

State Adjutant General, New Mexico Army National Guard

47 Bataan Boulevard
Santa Fe NM 87505-
TAG: MG Kenny C. Montoya
C: (505) 474-1202
DSN: 867-8202
kenny.montoya@nm.nbg.army.mil

State Army Aviation Officer, New Mexico ARNG

7001 Huey Road
Santa Fe NM 87507
SAO: COL Timothy Paul
C: (505) 474-1155
DSN: 867-1155
timothy.paul@us.army.mil

WHITE SANDS MISSILE RANGE

U.S. Army White Sands Missile Range, USA Developmental Test Command

100 Headquarters Avenue
White Sands Missile Range NM 88002-5000
Commanding General: BG John S. Regan
C: (575) 678-1102
DSN: 258-1102
wsmrcomd@conus.army.mil
CSM: CSM Ronnie D. Curry
C: (575) 678-1102
DSN: 258-1102

ARMYAVIATION 2010 Blue Book Directory

NEW YORK

FORT DRUM

10th Cbt. Avn. Bde.
10th Mountain Div. (Light)
Fort Drum NY 13602-



Commander: COL
Pedro G. Almeida
C: (315) 774-1096
DSN: 774-1096
pedro.almeida@
us.army.mil

Dep. Cdr.: LTC Shawn T. Prickett
C: (315) 774-1095
DSN: 774-1095
shawn.prickett@us.army.mil
XO: MAJ David McGurk
C: (315) 774-1138
DSN: 774-1138
david.mcgurk@us.army.mil
S-1: MAJ Cynthia Forde
C: (315) 774-0706
DSN: 774-0706
cynthia.forde@us.army.mil
S-3: MAJ Scott Gallaway
C: (315) 774-1882
DSN: 774-1182
scott.gallaway@us.army.mil

SIP: CW5 Matthew Carmichael
C: (315) 774-4076
DSN: 774-4076
matt.carmichael@us.army.mil
ASO: CW4 Keith Barker
C: (315) 774-0772
DSN: 774-0772
keith.barker@us.army.mil
AMO: CW4 William (Buck) Butler
C: (315) 774-1553
DSN: 774-1553
bill.butler1@us.army.mil



Senior NCO: CSM
Kenneth E. Patton
C: (315) 774-1123
DSN: 774-1123
kenneth.patton1@
conus.army.mil

1st Bn., 10th Avn. Regt.
20145 Hangar Access Rd.
Fort Drum NY 13602



Commander: LTC
David R. Kramer
C: (315) 774-1495
DSN: 774-1495
david.richard.
kramer
@us.army.mil

XO: MAJ Ryan M. Miedema
C: (315) 774-1422
DSN: 774-1422
ryan.miedema@us.army.mil
S3: MAJ Brook G. Lee
C: (315) 774-1426
DSN: 774-1426
brook.lee@us.army.mil

ASO: CW3 Michael W. Pracht
C: (315) 774-1441
DSN: 774-1441
michael.pracht@us.army.mil
SIP: CW4 Thomas R. Bruns
C: (315) 774-1445
DSN: 774-1445
thomas.r.bruns@us.army.mil
AMO: CW4 Brian K. Bentley
C: (315) 772-0366
DSN: 772-0366
brian.bentley1@us.army.mil



Senior NCO: CSM
Nicolas V. Carter
C: (315) 774-1423
DSN: 774-1423
nicolas.v.carter@
us.army.mil

2nd Bn., 10th Avn. Regt.
Building 19912
Wheeler-Sack Army Airfield
Fort Drum NY 13602



Commander: LTC
Lars A. Wendt
DSN: 315-774-1453
lars.wendt@
us.army.mil

XO: MAJ Joseph P. McClaine
DSN: 315 774-1368
j.mcclaine@us.army.mil
S3: MAJ Karl Wojtkun
DSN: 315 774-1330
karl.wojtkun@us.army.mil

SIP: CW4 Richard Arnold
DSN: 315 772-9171
richard.arnold1@us.army.mil
MG: CW4 Steve Donahue
DSN: 315 772-9171
steve.donahue@us.army.mil
AMO: CW4 Michael A. Bobkoskie
DSN: 315-772-1816
michael.bobkoskie@us.army.mil



Senior NCO: CSM
Carlos A. Escalera
DSN: 315 774-1367
carlos.escalera@
us.army.mil

3rd Bn., 10th Avn. Regt. (GSAB)
10th Combat Aviation Brigade
2049 Munns Corner Road
Wheeler-Sack Army Airfield
Fort Drum NY 13602



Commander: LTC
Dennis J. McKernan
C: (315) 774-1299
DSN: 774-1299
dennis.mckernan@
us.army.mil

S-3: MAJ Jeffrey S. Butler
C: (315) 774-1217

DSN: 774-1217
jeffrey.s.butler@us.army.mil
XO: MAJ Edward Miller
C: (315) 774-1268
DSN: 774-1268
edward.miller1@us.army.mil



Senior NCO: CSM
Ronald Dvorsky
C: (315) 774-1267
DSN: 774-1267
ronald.dvorsky@
us.army.mil

Co. C (AA), 3rd Bn., 10th Avn. Regt.
10th Cbt. Avn. Bde.
Fort Drum NY 13602
*Update Not Provided This Year
Commander:
DSN: 337-5743
Senior NCO: 1SG Michael Walling
DSN: 337-5565
michael.walling@us.army.mil

6th Sqdn., 6th Cav. Regt.
10th Cbt. Avn. Bde.
20135 Hangar Access Road
Wheeler-Sack Army Airfield
Fort Drum NY 13602



Commander: LTC
Christopher P.
Downey
C: (315) 774-1395
DSN: 774-1395
christopher.downey1
@us.army.mil

XO: MAJ Mark E. Herold
C: (315) 774-1322
DSN: 774-1322
mark.herold@us.army.mil
S3: MAJ Richard P. Tucker
C: (315) 774-0750
DSN: 774-0750
richard.tucker2.@us.army.mil
SIP: CW5 Timothy J. French
C: (315) 772-9308
DSN: 772-9308
timothy.french@us.army.mil
ASO: CW4 Bryan E. Boyd
C: (315) 772-7890
DSN: 772-7890
bryan.boyd@us.army.mil
MG: CW4 Jeffery Crownover
C: (315) 774-2325
DSN: 774-2325
jeffery.crownover@us.army.mil



Senior NCO: CSM
Patrick McGuire
C: (315) 774-1323
DSN: 774-1323
patrick.mcguire1@
us.army.mil

277th Avn. Spt. Bn.
10th Cbt. Avn. Bde., 10th Mount. Div.
20125 Hanger Access Drive
Fort Drum NY 13602



Commander: LTC
Albert H. Stiller
C: (315) 774-1296
DSN: 774-1296
albert.stiller@
us.army.mil

XO: MAJ Scott McFarland
C: (315) 774-1222
DSN: 774-1222
scott.mcfarland@us.army.mil
S-3: MAJ William B. Taylor
C: (315) 774-1026
DSN: 774-1026
william.b.taylor@us.army.mil
SPO: MAJ Luis E. Barraza
C: (315) 774-2686
DSN: 774-2686
luis.e.barraza@us.army.mil



Senior NCO: SGM
Zacchaeus Hurst
C: (315) 774-1223
DSN: 774-1223
zacchaeus.hurst@
us.army.mil

Wheeler-Sack Army Airfield
Aviation Division, Bldg P-2065, Rm 155
Hangar Access Drive
Fort Drum NY 13602-5000
*Update Not Provided This Year
Avn Officer and Airfield Cdr:
Mr. Joe White
DSN: 772-4480 or 5314
joe.white@us.army.mil
Airfield Facilities Manager: Mr. Ron
Blinebry
DSN: 772-7997 or 5314
ronald.blinebry@us.army.mil

LATHAM

**State Adjutant General, State of New
York, Div. of Military & Naval Affairs**
JFHQ-NY
330 Old Niskayuna Road
Latham NY 12110-2224
TAG: BG Patrick A. Murphy
C: (518) 786-4502
DSN: 489-4502
pat.murphy@us.army.mil

**State Army Aviation Officer, New
York ARNG**
Army Aviation Support Fac. #3
Albany International Airport
Latham NY 12110-2299
SAAO: COL Mark F. Burke
C: (518) 786-4399
DSN: 489-4399
mark.f.burke@us.army.mil

42nd Avn. Brigade, New York ARNG
42nd Inf. Div.
330 A Old Niskayuna Road
Latham NY 12110

ARMY AVIATION 2010 Blue Book Directory



Commander: COL Mark Stryker
C: (518) 786-4399
mark.stryker@us.army.mil



Senior NCO: CSM Thomas Rentz
C: (518) 242-0925
thomas.rentz@us.army.mil

New York ARNG Aviation Support Facility #3

Albany Country Airport
330 Old Niskayuna Rd.
Latham NY 12110-2299

AASFC: MAJ Kevin Ferreira
C: (518) 786-4360
DSN: 489-4360
kevin.ferreira@us.army.mil

NEW WINDSOR

U.S. Military Academy Flight Detachment

2nd Aviation Detachment
United States Military Academy
1005 1st Street
New Windsor NY 12553-



Commander: CW5 John F. Nailor
C: (845) 567-1209
john.nailor@usma.edu

SIP: CW5 Gregory Lloyd
C: (845) 567-1209
gregory.lloyd@usma.edu

ASO: CW3 Shawn J. Deel
C: (845) 567-1209
shawn.deel@usma.edu

Senior NCO: SFC Daniel R. Schulze
C: (845) 567-1209
daniel.schulze@usma.edu

ROCHESTER

642nd Avn. Spt. Bn.
42 Patriot Way
Rochester NY 14624



Commander: LTC Scott Norcutt
C: (716) 860-7289
scott.norcutt@us.army.mil

XO: MAJ John D. Nitka
C: (585) 783-5313
john.nitka@us.army.mil

Senior NCO: CSM James Haggerty
james.haggerty@us.army.mil

New York ARNG Aviation Support Facility #2

76 Patriot Way
Rochester NY 14624

Commander: MAJ Michael F. Charnley
C: (585) 783-5401
DSN: 343-5401
michael.charnley@us.army.mil

Operations Officer: CPT Eric Fritz
C: (585) 783-5403
DSN: 343-5403
eric.fritz@us.army.mil

Maintenance Officer: CW3 Steven Skoda
C: (585) 783-5425
DSN: 343-5425
steven.skoda@ng.army.mil

Safety Officer: CW5 Michael Zanghi
C: (586) 783-5400
DSN: 343-5400
michael.zanghi@ng.army.mil

UH-60 SIP: CW4 Mark Vahey
C: (586) 783-5406
DSN: 343-5406
mark.vahey@us.army.mil

RONKONKOMA

3rd Bn., 142nd Avn. Regt.

201 Schaefer Drive
Ronkonkoma NY 11779-7302

*Update Not Provided This Year

Commander: LTC Albert J. Ricci
C: (631) 471-0481
DSN: 489-0481
albert.ricci@us.army.mil

Senior NCO: CSM Chris Imbarrato
C: (518) 786-6059
christoph.imbarrato@ng.army.mil

New York ARNG Aviation Support Facility #1

201 Schaefer Drive
Ronkonkoma NY 11779-7302

AASFC: MAJ Jason C. Lefton
C: (631) 471-0481
DSN: 489-0481

jason.c.lefton@us.army.mil
SIP: CW4 Victor Figliuolo
C: (631) 471-0497

DSN: 489-0497
victor.figliuolo.us.army.mil

Maintenance Test Pilot: CW4 Peter Haack

C: (631) 471-0883
DSN: 489-0883
peter.haack@us.army.mil

Safety Officer: CW2 Richard A. Siracusano Jr.
C: (631) 471-0494
DSN: 489-0494

richard.siracusano@us.army.mil

VALHALLA

53d Troop Command, NYARNG

2 Dana Road
Valhalla NY 10595

*Update Not Provided This Year

Commander: BG Michael C. Swezey
C: (914) 784-8201
mike.swezey@us.army.mil

NORTH CAROLINA

FORT BRAGG

XVIII Airborne Corps

Office of the Commanding General
Fort Bragg NC 28310

Commanding General: LTG Frank G. Helmick
C: (910) 396-3111
DSN: 236-3111

XVIII Airborne Corps G3 Aviation Office

Fort Bragg NC 28310-5000

Corps G3 Aviation Officer: COL

Frederick H. Jessen

C: (910) 396-4402

DSN: 236-4402

frederick.jessen@us.army.mil

Aviation Deputy: LTC Sonny P. Vo

C: (910) 396-5611

DSN: 236-5611

son.p.vo@us.army.mil

Corps Avn. Standzn. Officer: CW4

Charles Molloy

C: (910) 396-7702

DSN: 236-7702

charles.molloy@us.army.mil

Corps TACOPS: CW5 Steven

Yatkowski

C: (910) 396-7702

DSN: 236-7702

steven.yatkowski@us.army.mil

AVSOGEN Officer: MAJ Jeffrey Shaw

C: (910) 396-4402

DSN: 236-4402

jeffrey.shaw@us.army.mil

NCOIC: SFC Cedric L. Gosier

C: (910) 396-5611

DSN: 236-5611

cedric.gosier@us.army.mil

82nd Cbt. Avn. Bde.

82nd Airborne Division

1682 Longstreet Rd.

Fort Bragg NC 28310



Commander: COL Terry (T.J.) J. Jamison Jr.
C: (910) 432-1501
DSN: 236-1501
terry.jamison@us.army.mil

Deputy Commander: LTC Jeffrey A. Becker

C: (910) 432-2817

DSN: 236-2817

jeffrey.becker1@us.army.mil

XO: MAJ Jeffrey A.H. Shaw

C: (910) 396-7181

DSN: 239-7181

jeffrey.shaw@us.army.mil

S3: MAJ Matthew R Weinschel

C: (910) 432-2817

DSN: 236-2817

matthew.weinschel@us.army.mil

Stdzn. Off.: CW5 Leonard F. Glowacki

C: (910) 907-2858

DSN: 339-2858

leonard.glowacki@us.army.mil

ASO: CW5 Jon M. Lane

C: (910) 396-8458

DSN: 239-8458

jon.m.lane@us.army.mil



Senior NCO: CSM Larry D. Farmer
C: (910) 432-2064
DSN: 236-2064
larry.farmer@us.army.mil

1st Bn., 82nd Avn. Regt. (ARB)

82nd Cbt. Avn. Bde.

Bldg. P-1455 Longstreet Rd.

Fort Bragg NC 28310



Commander: LTC John Cyrulik
C: (910) 907-0025
DSN: 339-0025
john.cyrulik@us.army.mil

XO: MAJ Scott A. Myers

C: (910) 396-2454

DSN: 236-2454

scott.andrew.myers@us.army.mil

S3: MAJ Levi Dunton

C: (910) 432-1789

richard.dunton@us.army.mil



Senior NCO: CSM Kirk Inniss
C: (910) 907-0032
DSN: 339-0032
kirk.inniss@us.army.mil

2nd Bn., 82nd Avn. Regt.

82nd Cbt. Avn. Bde.

Bldg A-1983 Long Street

Fort Bragg NC 28310-



Commander: LTC Carey Wagen
C: (910) 432-7928
DSN: 236-7928
carey.wagen@us.army.mil

XO: MAJ David Bresser

C: (910) 432-7928

DSN: 239-7928

david.bresser@us.army.mil

S3: MAJ Jacob mong

C: (910) 907-2487

DSN: 337-2487

jacob.mong@us.army.mil



Senior NCO: CSM Thomas D. Hamilton
C: (910) 432-7928
DSN: 239-7928
thomas.d.hamilton@us.army.mil

ARMYAVIATION 2010 Blue Book Directory

3rd Bn., 82nd Avn. Regt. (GSAB)
82nd Cbt. Avn. Bde., 82nd Abn. Div.
Bldg. P1551
Simmons Army Airfield
Fort Bragg NC 283115000



Commander:
LTC Landy Dunham
C: (910) 396-8932
DSN: 236-8932
landy.dunham@us.army.mil

XO: MAJ Chad Uhl
C: (910) 396-5094
DSN: 236-5094
chad.uhl@us.army.mil
S3: MAJ Aric Arnold
C: (910) 396-8842
DSN: 236-8842
aric.arnold@us.army.mil



Senior NCO:
CSM Ronald Evans
C: (910) 396-4910
DSN: 236-4910
ronald.evans@us.army.mil

Co. C (AA), 3rd Bn., 82nd Avn. Regt.
Bldg P3262, Blackhawk St.
Fort Bragg NC 28310
*Update Not Provided This Year
Commander: MAJ Kyle Burrow
C: (910) 396-0028
DSN: 236-0028
kyle.burrow@us.army.mil
Senior NCO: 1SG Dean C. Bissey
dean.c.bissey@us.army.mil

1st Sqdn., 17th Cav. Regt.
82nd Cbt. Avn. Bde.
Bldg. A-1985 Longstreet Road
Fort Bragg NC 28310



Commander:
LTC Jeffrey Cheeks
C: (910) 432-4559
jeffrey.cheeks@us.army.mil

XO: MAJ Scott Leblond
C: (910) 432-8341
scott.leblond@us.army.mil
S3: MAJ Michael J. Bustos
C: (910) 432-8341
michael.j.bustos@us.army.mil



Senior NCO: CSM
Richard Sullivan
C: (910) 432-1407
richard.sullivan@us.army.mil

122nd Avn. Spt. Bn.
82nd Combat Aviation Brigade
Fort Bragg NC 28310



Commander:
LTC Darryl Gerow
C: (910) 396-8260
DSN: 236-8260
darryl.gerow@us.army.mil

XO: MAJ Jesse McFarland
C: (910) 396-7767
DSN: 236-7767
jesse.mcfarland@us.army.mil
S2/S3: CPT Jessica Gillespie
C: (910) 396-6101
DSN: 236-6101
jessica.l.gillespie@us.army.mil



Senior NCO:
CSM Lourdes
Berrios-Powell
C: (910) 396-8790
DSN: 236-8790
lourdes.berrios-powell@us.army.mil

U.S. Army Special Operations Command (USASOC)

U.S. Army Special Operations
Command
Fort Bragg NC 283109110



Spec. Asst. to the CG: BG Kevin W. Mangum
C: (910) 432-4366
DSN: 239-4366
kevin.mangum@us.army.mil

Director, Special Operations Aviation
U.S. Army Special Operations
Command
Fort Bragg NC 28307-5200



Director: COL
Steven D. Mathias
C: (910) 432-4366
DSN: 239-4366
steven.d.mathias@ahqb.soc.mil

Deputy Director:
Mr. Patrick H. O'Hara III
C: (910) 432-8481
DSN: 239-8481
patrick.ohara@us.army.mil
Aviation Safety Office: CW5 Gregory Dodson
C: (910) 432-3594
DSN: 239-3594
gregory.dodson@ahqb.soc.mil
MACOM SIP: CW5 Brian Ellis
C: (910) 432-7706
DSN: 239-7706
brian.ellis1@ahqb.soc.mil
Chief, Programs & Force Mod.: LTC Lance Calvert
C: (910) 432-2458
DSN: 239-2458
lance.calvert@ahqb.soc.mil

Chief, Plans & Ops.: MAJ R. Chris Black
C: (910) 432-4700
DSN: 239-4700
ronald.black@ahqb.soc.mil
NCOIC: SFC Andre Wren
C: (910) 432-7757
DSN: 239-7757
andre.wren@ahqb.soc.mil

2nd Bn., 130th Avn. Regt. (AOB)
164th TAOG
1559 Chinook Dr.
Fort Bragg NC 28307
Commander: LTC Todd M. Manion
C: (845) 849-0192
todd.manion@us.army.mil
Senior NCO: MSG Douglas Carter
C: (919) 664-7510
douglas.carter2@us.army.mil
ATC Off.: CPT Benny F. Collins
C: (919) 664-7515
benny.collins@us.army.mil

Aviation Division, DPTM
Simmons Army Airfield
Fort Bragg NC 28307-5000
*Update Not Provided This Year
Chief: Mr. Robert L. Beaty
C: (910) 395-6605
DSN: 236-6605
robert.beaty@us.army.mil
Airfield Safety Officer: Mr. James M. Pranger
C: (910) 396-6605
DSN: 236-6605
james.m.pranger@us.army.mil
Flight Standards/Simulation: Mr. Aaron Spencer
C: (910) 396-2092
DSN: 236-2902
aaron.spencer@us.army.mil

Aviation Support Facility - Bragg
Bldg P, 3642 Simmons Army Airfield
Fort Bragg NC 28310
*Update Not Provided This Year
Supervisor: Mr. Phillip W. Houston
C: (910) 396-5847
phillip.houston@usarmy.mil

MORRISVILLE

449th Theater Avn. Bde.
66th Theater Aviation Command
2050 National Guard Dr.
Morrisville NC 27560



Commander:
COL Marvin T. Hunt
C: (919) 664-6149
todd.hunt2@us.army.mil

XO: LTC Jeffrey L. Copeland
C: (704) 359-5812
jeffrey.copeland@us.army.mil



Senior NCO: CSM
Paul D. Godwin
C: (919) 664-6489
paul.d.godwin@us.army.mil

1st Bn., 130th Avn. Regt. (Attack)
North Carolina ARNG
2050 National Guard Drive
Morrisville NC 275600506
Commander: LTC Brian C. Pierce
C: (919) 664-6497
brian.c.pierce@us.army.mil
XO: MAJ Mark E. Pickett
C: (919) 664-7603
mark.e.pickett@us.army.mil
Senior NCO: CSM Gary D. Hamm
C: (919) 359-5807
gary.hamm@us.army.mil

Det. 17, Operational Airlift Support
North Carolina ARNG
2051 National Guard Drive
Morrisville NC 275602051
Commander: CW5 Randall Watkins
C: (919) 664-6248
DSN: 582-6248
randall.watkins@nc.ngb.army.mil
Senior NCO: SFC Deana Abernathy
C: (919) 664-6248
DSN: 582-9248
deana.abernathy@us.army.mil

North Carolina ARNG Aviation Support Facility #1
2050 National Guard Drive
Morrisville NC 27560-8002



AASFC:
MAJ B. Vance Hill
C: (919) 664-7506
bryan.v.hill@us.army.mil

RALEIGH

State Adjutant General, North Carolina Army National Guard
4105 Reedy Creek Road
Raleigh NC 27607-6410
TAG: MG William E. Ingram Jr.
C: (919) 664-6101
DSN: 582-9101
william.ingram@nc.ngb.army.mil

State Army Aviation Officer, North Carolina ARNG
Office of the Adjutant General
4105 Reedy Creek Road
Raleigh NC 27607-6410



SAAO:
LTC Todd Hunt
C: (919) 664-6149
DSN: 582-9149
todd.hunt2@us.army.mil

Prgm. Analyst: CW2 Daniel J. McAuliffe
C: (919) 664-6609
daniel.j.mcauliffe@us.army.mil
Budget Analyst: Ms. Wendy Denton
C: (919) 664-6150
wendy.denton1@us.army.mil

ARMYAVIATION 2010 Blue Book Directory

SALISBURY

North Carolina ARNG Aviation Support Facility #2
1235 National Guard Road
Salisbury NC 281457947



AASFC: LTC Jeffrey L. Copeland
C: (704) 359-5812
jeffrey.copeland@us.army.mil

NORTH DAKOTA

BISMARCK

State Army Aviation Officer, North Dakota ARNG
Army Aviation Support Facility
P.O. Box 5511
Bismarck ND 58502-5511
SAAO: COL Fred A. Karnik
C: (701) 333-4020
DSN: 373-4020
fred.karnik@us.army.mil

State Adjutant General, North Dakota National Guard
Fraine Barracks
P.O. Box 5511
Bismarck ND 58506-5511
TAG: MG David A. Sprynczynatyk
C: (701) 333-2001
DSN: 344-2001
david.sprynczynatyk@us.army.mil

North Dakota ARNG Aviation Support Facility
P. O. Box 5511
Bismarck ND 58506-2511
*Update Not Provided This Year
AASFC: MAJ David W. Hall
C: (701) 333-4086
DSN: 373-4086

OHIO

COLUMBUS

State Adjutant General, Ohio Army National Guard
2825 West Dublin Granville Rd.
Columbus OH 43235-2789
TAG: MG Gregory L. Wayt
C: (614) 336-7070
DSN: 346-7070
sao.oh@oh.ngb.army.mil

State Army Aviation Officer, Ohio ARNG
The Adjutant General's Dept.
2825 West Dublin Granville Rd.
Columbus OH 43235-2789
SAAO: COL Stuart K. Driesbach
C: (614) 336-7067
DSN: 346-7067
stuart.driesbach@us.army.mil

1st Bn., 137th Avn. Regt.
8174 S. Access Rd, Bldg 920
Columbus OH 43217-5920
*Update Not Provided This Year

Commander: LTC Anthony P. DiGiacomo
C: (624) 336-6103
DSN: 346-6103
anthony.digiaco@oh.ngb.army.mil
XO: MAJ Wes Ramp
C: (614) 336-6464
wes.ramp@us.army.mil
ASO: CW4 Dale L. Smith
C: (614) 336-6457
dale.smith@us.army.mil
Senior NCO: CSM Bruce L. Thomas
C: (614) 336-6126
DSN: 346-6126
bruce.l.thomas@oh.ngb.army.mil

Ohio ARNG Aviation Support Facility #2
7750 South Access Road, Bldg. 918
Columbus OH 432175918
Commander: MAJ Michael W. Smith
C: (614) 336-6401
DSN: 346-6401
michael.smith@oh.ngb.army.mil
Maintenance Officer: CPT Paul J. Tumidolsky
C: (614) 336-6372
DSN: 346-6372
paul.j.tumidolsky@us.army.mil

NORTH CANTON

Ohio ARNG Aviation Support Facility #1
5989 Airport Drive NW
Akron-Canton Airport
North Canton OH 44720-1483
*Update Not Provided This Year
AASFC: LTC Anthony P. DiGiacomo
C: (614) 336-6103
DSN: 346-6103
anthony.digiaco@us.army.mil
Maintenance Officer: CW2 Gary S. Adkins
C: (614) 336-6122
DSN: 346-6122
gary.adkins@oh.ngb.army.mil

OKLAHOMA

FORT SILL

Henry Post Army Airfield, Airfield Opns Div, DPTMS
4907 Post Road, Rm. 203
Fort Sill OK 73503-5100
*Update Not Provided This Year
Airfield Manager: Mr. Randy C. Palmer
C: (580) 442-4643
DSN: 639-4643
randy.c.palmer@conus.army.mil

LEXINGTON

Oklahoma ARNG Aviation Support Facility #1
16201 144th Street
Lexington OK 73051-9549
AASFC: MAJ Robert E. Bugner
C: (405) 217-8111
DSN: 628-8111
robert.bugner@us.army.mil

NORMAN

Oklahoma ARNG Fixed Wing Operations, Det. 46 OSA
Max Westheimer Airport
2232 Goddard Avenue
Norman OK 73069-8466
*Update Not Provided This Year
Commander: CW5 Chris A. Rau
C: (405) 228-5445
DSN: 628-5445
christopher.rau@us.army.mil

OKLAHOMA CITY

State Adjutant General, Oklahoma National Guard
3501 Military Circle
Oklahoma City OK 73111-4398
TAG: MG Myles L. Deering
C: (405) 228-5201
DSN: 628-5201
myles.deering@us.army.mil

State Army Aviation Officer, Oklahoma ARNG
3501 Military Circle
Oklahoma City OK 73111-4398



State Army Aviation Officer:
COL Jon M. Harrison
C: (405) 228-5606
DSN: 628-5606
jon.harrison@us.army.mil

Det. 1, Co. A, 641st Avn. Regt.
C-23 Sherpa Cargo Transport & Tactical
Oklahoma ARNG
Bldg 1011, 5920 Air Guard Drive
Oklahoma City OK 731791075
*Update Not Provided This Year
Commander: CW4 Roy E. Brown
C: (405) 228-5852
DSN: 628-5852
roy.brown@us.army.mil
Senior NCO: SSG Christopher W. Self
C: (405) 228-5852
DSN: 628-5852
christopher.self@us.army.mil

Det. 1, Co. A, 1st Bn., 114th Avn. Regt.
Will Rogers Air National Guard Base
5920 Air Guard Dr., Bldg. 1011
Oklahoma City OK 73179
Commander: CPT Bradley C. Dean
C: (405) 228-5463
bradley.dean@us.army.mil

TULSA

1st Bn., 245th Avn. Regt. (ATS)
Oklahoma ARNG
4220 N. Mingo Valley Expressway
Tulsa OK 741165200
*Update Not Provided This Year
Commander: MAJ Jon M. Harrison
C: (405) 228-5606
DSN: 628-5606
jon.harrison@us.army.mil

Oklahoma ARNG Aviation Support Facility #2
4242 N. Mingo Valley Expressway
Tulsa OK 74116-5200
AASFC: LTC Jon R. Greenhaw
C: (918) 832-6501
DSN: 628-6501
jon.greenhaw@us.army.mil

OREGON

PENDLETON

Oregon ARNG Aviation Support Facility #2
2110 NW 56th Drive
Pendleton Airfield
Pendleton OR 97801-
AASF Cdr.: MAJ Alan Gronewold
C: (541) 276-4544
alan.gronewold@us.army.mil

SALEM

State Adjutant General, Oregon Army National Guard
P. O. Box 14350
1776 Militia Way SE
Salem OR 97309-5047



TAG: MG Raymond F. Rees
C: (503) 584-3991
DSN: 355-3991
raymond.rees@us.army.mil

State Army Aviation Officer, Oregon ARNG
1776 Militia Way SE
Salem OR 973025047
SAAO: LTC Todd E. Farmer
C: (503) 584-3992
DSN: 355-3992
todd.farmer@us.army.mil

2nd Bn., 641st Avn. Regt.
1921 Turner Road SE
Salem OR 97302



Commander: LTC Christian F. Rees
C: (503) 584-3871
DSN: 355-3871
christian.f.rees@us.army.mil



Senior NCO: CSM Karen Jacobs-Harryman
C: (503) 584-3980
DSN: 355-3980
karen.jacobsharryman@us.army.mil

Oregon ARNG Aviation Support Facility #1
1776 Militia Way SE
Salem OR 97302-
*Update Not Provided This Year

ARMY AVIATION 2010 Blue Book Directory

Commander: MAJ Mark A. Ulvin
C: (503) 584-3308
DSN: 355-3308
mark.a.ulvin@us.army.mil

PENNSYLVANIA

ANNVILLE

**State Adjutant General,
Pennsylvania Army National Guard**
Bldg P-O-47 Fisher Avenue, FIG
Annville PA 17003-5002



TAG: MG Jessica L. Wright
C: (717) 861-8500
DSN: 491-8500
jessica.wright@pa.ngb.army.mil



Chief of Staff: COL Timothy Hilty
C: (717) 861-8640
DSN: 491-8640
timothy.hilty@us.army.mil

**State Army Aviation Officer,
Pennsylvania ARNG**
c/o Dept. of Military & Veterans Affairs
Fort Indiantown Gap
Annville PA 17003-5002



SAAO: COL Larie J. Wilson
C: (717) 861-8825
DSN: 491-8825
larie.wilson@us.army.mil

28th Cbt. Avn. Bde.
28th Inf. Div., Pennsylvania ARNG
Building 19-119
Fort Indiantown Gap
Annville PA 17003-5002

Commander: COL David E. Wood
C: (717) 861-9001
DSN: 491-9001
david.ernest.wood@us.army.mil
SIP: CW5 Dale Yoder
C: (717) 861-9852
DSN: 491-9852
dale.yoder@us.army.mil
Senior NCO: CSM Christopher S. Kepner
C: (717) 861-9003
DSN: 491-9003
christopher.kepner@us.army.mil

2nd Bn., 104th Avn. Regt.
Building 19-119
Fort Indiantown Gap
Annville PA 17003-5002
Commander: MAJ Joel Allmandinger
C: (717) 861-9561
joel.allmandinger@us.army.mil

Senior NCO: CSM Dell Christine
C: (717) 861-2573
dell.christine@us.army.mil

628th Avn. Spt. Bn.
28th Cbt. Avn. Bde
Bldg. 19-119, Fort Indiantown Gap
Annville PA 170035002
Commander: MAJ Dennis J. Sorensen
C: (717) 861-9034
DSN: 491-9034
dennis.j.sorensen@us.army.mil
Senior NCO: CSM Michael Gundrum
C: (717) 861-8969
DSN: 491-8969
michael.gundrum@us.army.mil

**Eastern Army National Guard
Aviation Training Site (EAATS)**
C/O DMVA
Bldg. 19-126, Fort Indiantown Gap
Annville PA 17003-5004



Commander: LTC Todd R. Levendoski
C: (717) 861-9802
DSN: 491-9802
todd.levendoski@us.army.mil

Deputy Commander: MAJ Todd J. Tuttle
C: (717) 861-9801
DSN: 491-9801
todd.tuttle@us.army.mil
**Commander, TASS Aviation Training
Battalion:** MAJ James R. Bittner
C: (717) 861-9901
DSN: 491-9901
james.bittner1@us.army.mil
**Commander, Aviation Support
Battalion:** MAJ Howard R. Lloyd
C: (717) 861-9102
DSN: 491-9102
howard.lloyd@us.army.mil



Senior NCO: CSM Michael R. Henry
C: (717) 861-9803
DSN: 491-9803
michael.r.henry@us.army.mil

**Pennsylvania ARNG Aviation
Support Facility**
DMVA
Bldg. 19-101, Fort Indiantown Gap
Annville PA 17003-5005
AASFC: COL Larie J. Wilson
C: (717) 861-8924
DSN: 491-8924
larie.wilson@us.army.mil
Ops. Off.: LTC Robert C. Allidson Jr.
C: (717) 861-8960
DSN: 491-8690
robert.allisonjr@us.army.mil
Airfield Supervisor: CPT Jared Sekellick
jared.sekellick@us.army.mil
ASO: CW3 Robert Hauber
C: (717) 861-2306
DSN: 861-8919
robert.hauber@us.army.mil

JOHNSTOWN

1st Bn., 104th Avn. Regt.
28th Avn. Bde, Pennsylvania ARNG
292 Aviation Drive
Johnstown PA 159027201
Commander: LTC John Kovac
C: (814) 532-7715
john.kovac1@us.army.mil
XO: MAJ Frank Tedeschi
C: (814) 532-7703
frank.tedeschi@us.army.mil
S3: MAJ Randy Lutz
C: (814) 532-7705
randy.lutz@us.army.mil
Senior NCO: CSM Sean Livolsi
C: (814) 532-7724
sean.livolsi@us.army.mil

**Johnstown Aviation Support Facility
USAR**
292 Aviation Drive
Johnstown PA 159027201
Supervisor: Mr. Daniel C. Wright
C: (814) 532-7619
daniel.c.wright@usar.army.mil

**Pennsylvania ARNG Aviation
Support Facility #2**
292 Aviation Drive
Johnstown PA 15902-7201
AASFC: LTC John D. Kovac
C: (814) 532-7715
john.kovac1@us.army.mil
Ops Off.: MAJ Michael Girvin
C: (814) 532-7730
michael.girvin2@us.army.mil
AMO: CW5 Charles L. Doyno
C: (814) 532-7718
charles.doyno@us.army.mil
ASO: CW4 Steven M. Price
C: (814) 532-7717
steven.m.price@ng.army.mil
Qual. Assur.: CPT Ernest Carlson
C: (814) 532-7728
earnest.carlson@us.army.mil
Exec. Admin.: Mrs. Nancy Bizjak
C: (814) 532-7715
nancy.bizjak@ng.army.mil

PHILADELPHIA

**Defense Contract Management
Agency, Boeing - Philadelphia**
P. O. Box 16859, MS P23-50
Philadelphia PA 19142-0859
Commander: CDR Steven J. Labows
C: (610) 591-8500
steven.labows@dcma.mil
Deputy Commander: Ms. Rosemary Ormsby
C: (610) 591-8502
rosemary.ormsby@dcma.mil
Chief of Flight Operations: MAJ Daniel P. Henzie
C: (610) 591-3030
daniel.henzie@dcma.mil
Senior NCO: SFC Frank G. Smith
C: (610) 591-7273
frank.g.smith@dcma.mil

TOBYHANNA

Tobyhanna Army Depot (TYAD)
11 Hap Arnold Blvd.
Tobyhanna PA 18466



Commander: COL Charles C. Gibson
C: (570) 615-7201
DSN: 795-7201
charles.gibson@us.army.mil

Dep. Cdr.: Mr. Frank W. Zardecki
C: (570) 615-7211
DSN: 795-7211
frank.zardecki@us.army.mil



Senior NCO: SGM Kelvin L. Spencer
C: (570) 615-7844
DSN: 795-7844
kelvin.leon.spencer@us.army.mil

Dir., Bus. Mgmt: Mr. Richard Woodworth
C: (570) 615-6660
DSN: 795-6660
rich.woodworth@us.army.mil
Dir., Prod. Mgmt: Mr. Patrick Esposito
C: (570) 615-7618
DSN: 795-7618
patrick.esposito@us.army.mil
Dir., Prod. Eng.: Mr. James Mangino
C: (570) 615-7886
DSN: 795-7886
james.mangino@us.army.mil
Dir., Cmd., Ctrl., Comp. (C4): Mr. George J. Bellas
C: (570) 615-7348
DSN: 795-7348
george.j.bellas@us.army.mil
Dir., Intel., Surv., Recon. (ISR): Mr. Robert A. Katulka
C: (570) 615-8677
DSN: 795-8677
robert.katulka@us.army.mil

WILLOW GROVE

2nd Bn., 228th Avn. Regt.
Bldg. 176
Naval Air Station-Joint Reserve Base
Willow Grove PA 19090
Commander: LTC Jerome T. Clarke
C: (215) 443-1605
jerome.t.clarke@us.army.mil
XO: MAJ Tracy Kennepp
C: (215) 443-1612
tracy.kennepp@usar.army.mil
Senior NCO: CSM Brian R. Ladlee
C: (215) 443-1619
brian.r.ladlee@usar.army.mil

**Aviation Support Facility - Willow
Grove**
Bldg 177
Naval Air Station
Willow Grove PA 190905110
*Update Not Provided This Year
Supervisor: Mr. Ralph C. Harvey
C: (215) 442-1601
DSN: 991-1601
ralph.c.harvey@usar.army.mil

ARMY AVIATION 2010 Blue Book Directory

RHODE ISLAND

CRANSTON

State Adjutant General, Rhode Island National Guard

645 New London Avenue
Cranston RI 02920-3097



TAG: MG Robert T. Bray
C: (401) 275-4102
DSN: 247-4102
robert.bray@us.army.mil

NORTH KINGSTON

State Army Aviation Officer, Rhode Island ARNG

Army Aviation Support Facility
Hangar 2, 104 Airport Street
North Kingstown RI 02852-7516
SAAO: COL Christopher P. Callahan
C: (401) 275-4501
DSN: 247-4501
chris.p.callahan@us.army.mil

Rhode Island ARNG Aviation Support Facility

Hangar 2, 104 Airport Street
Davisville Industrial Park
North Kingstown RI 02852-7516
*Update Not Provided This Year
AASFC: LTC Kenneth T. Gareau
C: (401) 275-4501
DSN: 247-4501
kenneth.gareau@ri.ngb.army.mil

SOUTH CAROLINA

COLUMBIA

State Adjutant General, South Carolina National Guard

1 National Guard Road
Columbia SC 29201-4766
TAG: MG Stanhope S. Spears
C: (803) 806-4217
DSN: 583-4217
stanhope.spears@sc.ngb.army.mil
Deputy Adjutant General: BG Lester D. Eisner
C: (803) 806-4215
DSN: 583-4215
lester.eisner@us.army.mil

State Army Aviation Officer, South Carolina ARNG

Office of the Adjutant General
1 National Guard Rd.
Columbia SC 29201-4766
SAAO: COL Paul T. Horry
C: (803) 806-1811
DSN: 583-1811
paul-horry@us.army.mil

EASTOVER

1st Bn., 151st Avn. Regt.
South Carolina ARNG
10311 Gamers Ferry Rd.
Eastover SC 290449314



Commander: LTC Jackie Ray Davis Jr.
C: (803) 806-1723
DSN: 583-1811
jakie.davis@us.army.mil

Senior NCO: CSM Lonnie M. Griffin
C: (803) 806-1826
DSN: 583-1826

2nd Bn., 151st Avn. Regt. (Sec. & Spt.)
59th Aviation Troop Command
10301 Gamers Ferry Road
Eastover SC 29044



Commander: LTC Wallace S. Bonds
C: (803) 806-1708
wallace.bonds@us.army.mil

Senior NCO: CSM M. Erik Brakeman
C: (803) 806-1709
marion.erik.brakeman@us.army.mil



South Carolina ARNG Aviation Support Facility
1325 South Carolina Road, Suite 41
Eastover SC 29044-5041
*Update Not Provided This Year
AASFC: COL Robert L. Scoggins Jr.
C: (803) 806-1811
DSN: 583-1811
robert.scoggins@sc.ngb.army.mil

SUMTER

351st Avn. Spt. Bn.
395 N. Pike West Road
Sumter SC 29150



Commander: LTC James B. Barkley
C: (803) 806-1817
james.b.barkley@us.army.mil

Senior NCO: Vacant
C: (803) 806-2426

SOUTH DAKOTA

RAPID CITY

State Adjutant General, South Dakota National Guard
2823 West Main Street
Rapid City SD 577028170



TAG: Maj. Gen. Steven R. Doohen
C: (605) 737-6702
DSN: 747-8702
sjdoohen9@aol.com

State Army Aviation Officer & Army Aviation Support Facility Commander

South Dakota ARNG
4750 Guard Road
Regional Airport
Rapid City SD 57703-8708
SAAO: COL Jon P. Murphy
C: (605) 737-6145
DSN: 747-6145 or 8145
jon.p.murphy@us.army.mil

TENNESSEE

JACKSON

Tennessee ARNG Aviation Support Facility #3

2254 Westover Road
Jackson TN 38301-9642
AASFC: MAJ Andrew Maguire
C: (731) 425-2304
DSN: 683-2500
andrew.maguire@us.army.mil
Flight Ops Off.: CPT Mark Jordan
C: (731) 425-2300
DSN: 683-2500
mark.jordan9@us.army.mil
ASO: CW3 Jayson D. Keel
C: (731) 425-0000
DSN: 683-2500
jayson.d.keel@us.army.mil
AMO: CW4 John S. McConnell
C: (731) 425-2339
DSN: 683-2500
john.s.mcconnell@us.army.mil
PC Officer: WO1 Ricky Patterson
C: (731) 425-2311
DSN: 683-2500
ricky.patterson@us.army.mil

LOUISVILLE

Tennessee ARNG Aviation Support Facility #2

2111 Army Drive
Louisville TN 37777-6300
AASFC: MAJ Melvin Clawson
C: (865) 985-4605
DSN: 683-4605
melvin.clawson@us.army.mil
Operations Officer: CPT Jacob May
C: (865) 985-4693
DSN: 683-4604
jacob.may@us.army.mil
Maintenance Officer: CW5 Dimas Deleon
C: (865) 985-4604
DSN: 683-4607
dimas.deleon@us.army.mil

NASHVILLE

State Adjutant General, Tennessee Army National Guard
3041 Sidco Dr.
Nashville TN 37204-1501



TAG: MG Terry Max Haston
C: (615) 313-3001
DSN: 683-3001
terry.max.haston@us.army.mil



Ch., Joint Staff:
COL William P. Wenzler
C: (615) 313-3002
DSN: 683-3002
william.wenzler@us.army.mil

SMYRNA

State Army Aviation Officer, Tennessee ARNG

Building 680
Volunteer Training Center
Smyrna TN 371672091
SAAO: LTC Kris E. Durham
C: (615) 355-3735
DSN: 683-3735
kris.durham@us.army.mil
State Aviation Training Officer: CPT John Rigdon
C: (615) 355-3963
john.rigdon@us.army.mil
Senior NCO: 1SG Roger Allen
C: (615) 355-3743
roger.allen2@us.army.mil

1st Sqdn., 230th Cav. Regt.

Bldg. 510
Volunteer Training Site
Smyrna TN 37167
Cdr.: LTC Robert L. Whitaker
C: (615) 355-3628
DSN: 683-3628
robert.l.whitaker1@us.army.mil
XO: MAJ Beason Layne
C: (865) 985-4605
beason.layne@us.army.mil
S3: MAJ Beason Layne
C: (615) 355-3628
beason.layne@us.army.mil
S4: CPT Steve Todd
C: (615) 355-3626
steven.todd1@us.army.mil
SIP: CW3 Dave Smith
david.l.smith4@us.army.mil
ASO: CW4 Andy Cordray
C: (615) 355-3698
lloyd.cordray@us.army.mil
Senior NCO: CSM Steve Burnett
C: (615) 355-3663
DSN: 683-3663
steve.burnett@us.army.mil

1st Bn., 107th Avn. Regt. (AOB)

Smyrna TN 37167
Commander: LTC Robert L. Whitaker
C: (615) 355-3694
robert.l.whitaker1@us.army.mil
Senior NCO: CSM Billy Batson
C: (615) 355-3694

Tennessee ARNG Aviation Support Facility #1

Volunteer Training Site
Bldg. 680 Fitzhugh Blvd.
Smyrna TN 37167-2091
AASFC: MAJ Joseph R. Spivey
C: (615) 355-3612
DSN: 683-3612
joseph.spivey@us.army.mil
Operations Officer: CPT Jay T. Deason
C: (615) 355-3696

ARMY AVIATION 2010 Blue Book Directory

DSN: 683-3696
jay.deason@us.army.mil
Maintenance Officer: CW5 James L. Houghton
C: (615) 355-3732
DSN: 683-3742
james.houghton@us.army.mil

TEXAS

AUSTIN

State Adjutant General, Texas Army National Guard
PO Box 5218
Austin TX 78763-5218
TAG: MG Jose S. Mayorga Jr.
C: (512) 465-5006
DSN: 954-5006
jose.mayorga@tx.ngb.army.mil

State Army Aviation Officer, Texas ARNG

Adjutant Generals Department
P.O. Box 5218
Austin TX 78763-5218
SAAO: COL Richard P. Adams
C: (512) 782-5167
DSN: 954-5167
richard.adams6@us.army.mil

36th Cbt. Avn. Bde.

36th Infantry Division
Texas ARNG
3701 Fighter Drive
Austin TX 787192557



Commander: COL Richard P. Adams
C: (512) 782-5066
richard.p.adams@us.army.mil

XO: LTC Richard Adams
C: (512) 782-5137
richard.adams6@us.army.mil



Senior NCO: CSM Anthony Simms
C: (512) 782-5426
anthony.simms1@ng.army.mil

Texas ARNG Aviation Support Facility #1

3711 Fighter Drive
Austin TX 78719-2557
*Update Not Provided This Year
AAASF:
C: (512) 782-3154

CONROE

1st Bn., 158th Avn. Regt.
4724 South Parkway Drive
Conroe TX 773034355
*Update Not Provided This Year
Commander: LTC Robert F. Singler
C: (936) 525-3385
robert.singler@us.army.mil

XO: MAJ Joshua Hegar
C: (936) 525-3380
joshua.hegar@usar.army.mil
S3: MAJ Edmund Naughton
C: (936) 525-3477
edmund.naughton@us.army.mil



Senior NCO: CSM Donald R. Montgomery
C: (936) 525-3394
montgomery.donald.r@usar.army.mil

Aviation Support Facility - Conroe

4724 South Parkway
Conroe TX 773034355
*Update Not Provided This Year
Supervisor: Mr. Kenneth P. Denney
C: (936) 525-3325
ken.denney@usar.army.mil

CORPUS CHRISTI

Corpus Christi Army Depot (CCAD)
308 Crecy Street, MS 11
Corpus Christi TX 78419-5260



Commander: COL Christopher B. Carlike
C: (361) 961-3771
DSN: 861-3771
christopher.carlike@us.army.mil

Deputy to the Commander for Maintenance Operations: Mr. Kresten Cook

C: (361) 961-6671
DSN: 861-6671
kresten.cook@us.army.mil

Actg. Director of Production

Management: Ms. Tammy H. Tuttle
C: (361) 961-3508
DSN: 861-3508
tammy.tuttle@us.army.mil

Director of Aircraft Production: Mr. James Kaylor

C: (361) 961-2016x22
DSN: 861-2016, x22
james.kaylor@us.army.mil

Director of Power Train Production:

Mr. Joe Herrera
C: (361) 961-3561x 236
DSN: 861-3561 x236
jherrera@us.army.mil

Director of Components Production:

Mr. Roy Hollins
C: (361) 961-3611
DSN: 861-3622
roy.hollins@us.army.mil

Director of Manufacturing: Mr. Moheb Asaad

C: (361) 961-4655x 246
DSN: 861-4545 x246
moheb.asaad@us.army.mil

Director of Quality Assurance: Mr. Larry Simone

C: (361) 961-3871
DSN: 861-3871
larry.simone@us.army.mil

Director of Security & Ind Risk Management: Mr. Peter T. Epperson

C: (361) 961-2455
DSN: 861-2455
peter.epperson@us.army.mil

Director of Resources Management:

Ms. Imelda Berumen
C: (361) 961-2271
DSN: 861-2271
imelda.berumen@us.army.mil

Director of Engineering Services:

Vacant
C: (361) 961-3001x261
DSN: 861-3001x261

Chief, Business Development Office:

Mr. Robert Straiton
C: (361) 961-3132x1
DSN: 861-3132x1
robert.straiton@us.army.mil
Senior NCO: Vacant
C: (361) 961-6746
DSN: 861-6746

FORT BLISS

3rd Bn., 210th Avn. Regt.

1733 Pleasanton Road
Fort Bliss TX 79916
*Update Not Provided This Year

Commander: LTC Manuel C. Diwa
C: (915) 569-6292
DSN: 979-6292
manuel.diwa@us.army.mil



Senior NCO: 1SG Russell W. Kirby
C: (915) 744-2584
DSN: 979-2584
russell.w.kirby@us.army.mil
XO: Mr. Martin E. Mattern
C: (915) 569-6344
DSN: 979-6344
martin.e.mattern@us.army.mil

S3: MAJ Ronald L. Ells
C: (915) 569-6323
DSN: 979-6323
ron.ells@us.army.mil

SIP: Mr. Charles P. Joyce
C: (915) 744-2062
DSN: 979-2062
charles.joyce@us.army.mil

SIP: CW4 John S. Anderson
C: (915) 744-2061
DSN: 979-2061
john.scott.anderson1@us.army.mil

204th Mil. Intel. Bn. (Aerial Reconnaissance)

470th MI Bde.
11176 SSG Sims St.
Fort Bliss TX 79918-8004
Commander: LTC Todd Brucker
C: (915) 569-6068
DSN: 979-6068
todd.brucker@mi.army.mil
S3: LTC Milton Quiros
C: (915) 569-6084
DSN: 979-6084
milton.quiros@mi.army.mil
XO: MAJ Tony Verenna
C: (915) 569-6067

DSN: 979-6067
tony.verenna@mi.army.mil
SIP: CW5 Todd Evans
C: (915) 569-6097
DSN: 979-6097
todd.evans@mi.army.mil
ASO: CW5 Michael Snelling
C: (915) 569-6058
DSN: 979-6058
michael.snelling@mi.army.mil
Senior NCO: CSM Kim Kautzman
C: (915) 569-6168
DSN: 979-6168
kim.kautzman@mi.army.mil

Biggs Army Airfield, USAADACEN

Aviation Div, DPTMS
11210 CSM Slewitzke Str.
Fort Bliss TX 79916-6816
*Update Not Provided This Year
Commander: CW4 Randall Stewart
C: (915) 568-8242
DSN: 978-8242
randall.stewart@emh10.bliss.army.mil

FORT HOOD

III Corps, G3 Air

Fort Hood TX 76544

Corps Avn. Off.:
COL Eduardo Gutierrez
C: (254) 288-5760
DSN: 738-5760
eduardo.gutierrez@us.army.mil



NCOIC: SFC Joe Rivers
C: (254) 288-1739
DSN: 738-1739
joe.rivers@us.army.mil

1st Air Cav. Bde.

Fort Hood TX 76545

Commander: COL John E. Novalis II
C: (254) 287-4253
john.novalis@us.army.mil



XO: LTC R. J. Garcia
C: (254) 289-5061
rj.garcia@us.army.mil
S3: MAJ Sean F. Huggins
C: (254) 285-5292
sean.f.huggins@us.army.mil
ASO: CW5 William Buchanan
C: (254) 288-4744
william.buchanan@us.army.mil
SIP: CW5 William E. Hamm
C: (254) 287-4793
william.e.hamm@us.army.mil
AMO: CW5 Cliff Mead
C: (254) 285-6397
cliff.mead@us.army.mil

ARMYAVIATION 2010 Blue Book Directory

TACOPS Off.: CW4 Santiago Torres
C: (254) 285-5307
santiago.torresjr@us.army.mil



Senior NCO: CSM
Glen Vela
C: (254) 287-5184
glen.vela@us.army.mil

1st Bn., 227th Avn. Regt.
1st Air Cav. Bde., 1st Cav. Div.
Bldg. 90039
Fort Hood TX 76544-



Commander: LTC
Douglas L.
Brockhard Jr.
C: (254) 288-0659
DSN: 738-0659
douglas.brockhard@us.army.mil

XO: MAJ Jamie L. Wallace
C: (254) 287-0658
DSN: 738-0658
jamie.wallace@us.army.mil

S3: MAJ Kelsey Smith
C: (254) 287-7375
DSN: 738-7375
kelsey.smith@us.army.mil

SIP: CW4 Jim A. Campbell
C: (254) 287-1614
DSN: 738-1614
jim.a.campbell@us.army.mil

ASO: CW4 Christopher A. Miles
C: (254) 287-1614
DSN: 738-1614
christopher.a.miles@us.army.mil

TACOPS Off.: CW4 Daniel McClinton
C: (254) 287-8245
DSN: 738-8245
daniel.mcclinton@us.army.mil

AMO: CW4 Donald Greer
C: (254) 287-1777
DSN: 738-1777
donald.greer@us.army.mil



Senior NCO: CSM
Anthony E. Smoots
C: (254) 287-0655
DSN: 738-0655
anthony.e.smoots@us.army.mil

2nd Bn., 227th Avn. Regt.
1st Air Cavalry Brigade
Bldg. 7005
Fort Hood TX 76544

*Update Not Provided This Year
Commander: LTC William H. Huff
C: (254) 553-4469
william.h.huff@us.army.mil
XO: MAJ Marcus Gengler
C: (254) 553-2806
marcus.gengler@us.army.mil
S3: MAJ Paul Berg
C: (254) 553-5060
paul.berg@us.army.mil

SIP: CW4 Kenneth Gunter
C: (254) 553-2797
kenneth.gunter@us.army.mil
ASO: CW3 TJ Saari
C: (254) 553-2760
tj.saari@us.army.mil
AMO: CW3 Jonathon Brecheisen
C: (254) 220-6788
jonathon.brecheisen@us.army.mil
Senior NCO: CSM Jose Soliz
C: (254) 553-4468
jose.soliz@us.army.mil

3rd Bn., 227th Avn. Regt.
1st Air Cavalry Bde.
90038 Clark Rd.
Fort Hood TX 76544



Commander: LTC
S. Blake Alexander
C: (254) 285-5644
blake.alexander@us.army.mil

XO: MAJ Bryan Woodcock
C: (254) 285-5534
bryan.woodcock@us.army.mil
S3: MAJ Richard Zygodlo
C: (254) 285-0368
richard.zygodlo@us.army.mil

SIP: CW4 Terry L. Brewer
C: (254) 285-0409
terry.brewer@us.army.mil

ASO: CW4 William R. Liller
C: (254) 285-5642
william.liller@us.army.mil

AMO: CW3 George Aldridge
C: (254) 285-0409
george.aldridgeiii@us.army.mil
TACOPS Off.: CW3 Michael D. Erickson

C: (254) 285-0409
michael.d.erickson@us.army.mil



Senior NCO: CSM
Eric S. Pitkus
C: (254) 285-5538
eric.s.pitkus@us.army.mil

4th Bn., 227th Avn. Regt. (Attack/Recon)
1st Air Cav. Bde., 1st Cav. Div.
Fort Hood TX 76544



Commander: LTC
Jeffrey W. White
C: (254) 285-5827
jeff.white3@us.army.mil

XO: MAJ Daniel Legereil
C: (254) 285-5791
daniel.legereil@conus.army.mil
S3: MAJ Ryan Welch
C: (254) 285-5779
ryan.welch@conus.army.mil
SIP: CW4 William C. Miller III
C: (254) 285-6074
william.c.miller1@us.army.mil

ASO: CW4 Patrick V. Rourke
C: (254) 258-6074
patrick.rourke@us.army.mil
MTFE: CW4 Frank Turinsky
C: (254) 287-7413
frank.turinsky@us.army.mil
MG: CW4 Anthony Lombardi
anthony.lombardi@us.army.mil



Senior NCO: CSM
Douglas K. Greene
C: (254) 285-5848
douglas.greene@us.army.mil

1st Sqdn., 7th Cav. Regt.
4th Brigade (Aviation)
1st Cav. Div.
Fort Hood TX 76545-5113
*Update Not Provided This Year
Commander: LTC William Salter
C: (817) 287-2811
DSN: 737-2811

XO:
C: (817) 287-4080
DSN: 737-2811
SIP: CW4 Richard Guy
C: (817) 288-1034
DSN: 737-2811

ASO: CW3 Travis Wallace
C: (817) 288-1036
DSN: 737-2811

MTFE: CW4 Dave Larson
C: (817) 287-3945
DSN: 737-2811

Senior NCO: CSM Raymond F. Chandler
C: (254) 287-6524
DSN: 737-2811

615th Avn. Spt. Bn.
1st Air Cav. Bde.
Bldg. 90093
Fort Hood TX 76544



Commander: LTC
Harold D. Hooks Jr.
C: (254) 553-5218
harold.hooks@us.army.mil

XO: MAJ K. Brogan Farren
C: (254) 285-5061
kathleen.farren@us.army.mil
Senior NCO: CSM Gary L. Durant
C: (254) 553-5213
gary.durant@us.army.mil

4th Cbt. Avn. Bde.
4th Infantry Division (MECH)
Fort Hood TX 765445000



Commander: COL
Daniel E. Williams
daniel.williams1@us.army.mil

DCO: LTC David Applegate
david.applegate@us.army.mil

XO: MAJ Tammy Baugh
tammy.baugh@us.army.mil
S3: MAJ Parker Frawley
parker.frawley@us.army.mil
Senior CWO: CW5 Lance V. McElhiney

lance.mcelhiney@us.army.mil
SIP: CW5 Duward C. Bean
C: (254) 618-8170
DSN: 318-834-1047
duward.bean@us.army.mil
ASO: CW4 Leonel Toribio
C: (254) 618-8171
DSN: 318-834-1131
leonel.toribio@us.army.mil
AMO: CW4 William P. Miller
C: (254) 553-2235
william.patrick.miller@us.army.mil



Senior NCO: CSM
Donald Rose
DSN: 318-834-3016
donald.rose@us.army.mil

1st Bn., 4th Avn. Regt. (Atk/Recon)
Cbt. Avn. Bde., 4th Inf. Div. (Mech)
Fort Hood TX 765445000

Commander: LTC Charles R. Bowery
C: (254) 287-6744
charles.bowery@us.army.mil

XO: MAJ Joseph Parker
C: (208) 340-8121
jparker1@us.army.mil

S3: MAJ James R. Yastrzemycky
C: (208) 340-6595
james.yastrzemycky@us.army.mil

Senior CWO: CW4 Brian Umstead
C: (254) 553-2235
brian.umstead@us.army.mil

ASO: CW4 Steven Talbot
C: (254) 553-2235
steven.talbot@us.army.mil

SIP: CW4 Rob Valdez
C: (254) 553-2235
robert.valdez@us.army.mil

AMO: CW5 Brian Twigg
C: (254) 287-3541
brian.twigg@us.army.mil

MG: CW3 Isaac Sauer
C: (254) 553-2235
isaac.sauer@us.army.mil

Senior NCO: CSM Timothy C. Todd
C: (254) 553-2235
timothy.c.todd@us.army.mil

2nd Bn., 4th Avn. Regt.
4th Cbt. Avn. Bde. 4th Inf. Div. (Mech)
Fort Hood TX 76544-5200

*Update Not Provided This Year
Commander: LTC Peter N. Eberhardt
C: (254) 287-1600
DSN: 737-1600

pete.eberhardt@conus.army.mil
XO: MAJ Joseph S. Degliuomini
C: (254) 286-6639
DSN: 566-6639

joseph.degliuomini@conus.army.mil
S3: MAJ Ryan Neersta
C: (254) 286-6640
DSN: 566-6640

ryan.neersta@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Senior CWO: CW5 Raymond A. (Tony) Quinones
C: (254) 286-5724
DSN: 566-5724
raymond.quinones@conus.army.mil
ASO: CW4 Larry T. Carleton
C: (254) 287-0762
DSN: 737-0762
larry.t.carleton@conus.army.mil
SIP: CW4 John R. Eastmoore
C: (254) 287-0765
DSN: 737-0765
john.eastmoore@conus.army.mil
AMO: CW4 Derek Muller
C: (254) 287-0779
DSN: 737-0779
derek.muller@us.army.mil
Senior NCO: CSM Donald L. Rose
C: (254) 287-1171
DSN: 737-1171
donald.rose@conus.army.mil

Co. C (AA), 2nd Bn., 4th Avn. Regt.
4th Cbt. Avn. Bde.
Bldg 7021
Fort Hood TX 76544-5000
*Update Not Provided This Year
Commander: MAJ Edward Mandril
C: (254) 539-1436
DSN: 738-1436
edward.mandril@us.army.mil
Senior NCO: 1SG James Marvin
james.marvin@us.army.mil

3rd Bn, 4th Avn. Regt.
4th Cbt. Avn. Bde.
Fort Hood TX 765445000
*Update Not Provided This Year
Commander: LTC Ronald Garth Lukow
C: (254) 449-5850
ronald.g.lukow@us.army.mil
XO: MAJ Raymond Herrera
C: (254) 287-0949
raymond.herrera@us.army.mil
S3: CPT David T. Powell
C: (254) 287-0956
david.thomas.powell@us.army.mil
Senior CWO: CW5 Michael J. Scheller
C: (254) 553-2235
michael.scheller@us.army.mil
SIP: CW3 Barry Sledd
C: (254) 287-0956
marry.sledd@us.army.mil
ASO: CW3 Christopher Bell
C: (254) 287-0956
christopher.bell@us.army.mil
AMO: CW3 Robert Bergeron
C: (254) 287-0956
robert.bergeron@us.army.mil
Senior NCO: CSM Charles L. Graywrightington
C: (254) 449-5851
charles.graywrightington@us.army.mil

4th Bn., 4th Avn. Regt.
Bldg 87004
16th & Battalion
Fort Hood TX 765445000
*Update Not Provided This Year
Commander: LTC Jeffery B. Thompson
C: (254) 285-6364
jeffery.b.thompson@us.army.mil

S3: MAJ John Cochran
C: (254) 285-6579
john.cochran@us.army.mil
XO: Vacant
C: (254) 285-6636
Senior CWO: CW5 Gary A. Fewins
C: (254) 285-6360
gary.fewins@us.army.mil
ASO: CW3 Joseph Stephenson
C: (254) 285-6360
joseph.stephenson@us.army.mil
SIP: CW4 Christopher Haver
C: (254) 285-6649
christopher.haver@us.army.mil
Master Gunner: CW4 Charles Dodd
C: (254) 285-6360
charlie.dodd@us.army.mil
AMO: CW4 Kevin E. Smith
C: (254) 285-6360
kevin.smith14@us.army.mil
Senior NCO: CSM Mark Grumbach
C: (254) 285-6362
mark.grumbach@us.army.mil

404th Avn. Spt. Bn.
Avn Bde, 4th Inf. Div.
Fort Hood TX 765445000
*Update Not Provided This Year
Commander: LTC David A. George
C: (254) 553-0102
DSN: 663-0102
david.a.george@conus.army.mil
SPO: MAJ Wayne Vornholt
C: (254) 287-3541
wayne.vornholt@conus.army.mil
XO: CPT Antoinette Daoud
C: (254) 553-0084
DSN: 663-0084
antoinette.daoud@us.army.mil
MTP: CW5 James Krueger
C: (254) 288-7429
DSN: 738-7429
Co. B (AVIM) Cdr.: MAJ Raymond Herrera
C: (254) 288-7265
DSN: 738-7265
raymond.herrera@us.army.mil
Senior NCO: CSM Mickey W. Somers
C: (254) 553-0127
DSN: 663-0127
mickey.somers@us.army.mil

21st Cav. Bde. (Air Cbt.)
FORSCOM
Bldg. 7019
Fort Hood TX 76544-5038
*Update Not Provided This Year
Commander: COL Morgan M. Lamb
C: (254) 288-2300
DSN: 738-2300
morgan.lamb@us.army.mil
Deputy Cdr.: LTC Douglas L. Brockhard Jr.
C: (254) 288-2302
DSN: 738-2302
douglas.brockhard@us.army.mil
S3: MAJ Joseph W. Bishop
C: (254) 288-2304
DSN: 738-2304
joseph.w.bishop@us.army.mil
SIP: CW5 Alan Gollmyer
C: (254) 288-2069
DSN: 663-2069
alan.gollmyer2@us.army.mil

ASO: CW4 Thomas Frierson
C: (254) 532-9811
thomas.frierson@us.army.mil
Senior NCO: CSM Frankie L. Woods
C: (254) 288-2313
DSN: 738-2313
frankie.woods@us.army.mil

166th Avn. Bde.
Bldg. 410
761st Tank Battalion Ave.
Fort Hood TX 76544



Commander: COL Lawrence H. Madkins III
C: (254) 553-5079
DSN: 663-5079
lawrence.madkins@us.army.mil

XO: LTC Brent Boyd
C: (254) 553-5088
DSN: 663-5088
brent.boyd@us.army.mil



Senior NCO: CSM Chris Amagliani
C: (254) 553-5079
DSN: 663-5079
amagliani.chris@conus.army.mil

1st Bn., 229th Avn. Regt.
16th & Ironside
Fort Hood TX 76544



Commander: LTC Dale Watson
C: (254) 288-7423
DSN: 725-7423
dale.watson@us.army.mil



Senior NCO: CSM Kevin Rubio
C: (254) 288-3443
DSN: 725-3443
kevin.rubio@us.army.mil

XO: MAJ Anthony Asborno
C: (254) 288-5229
DSN: 725-5229
anthony.asborno@us.army.mil
S3: MAJ Merv Brott
C: (254) 288-5297
DSN: 725-5297
merv.brott@us.army.mil

1st Bn., 291st Avn. Regt.
Bldg. 410
761st Tank Battalion Ave.
Fort Hood TX 76544
Commander: LTC Charles Attales
C: (243) 553-5497
charles.attales@us.army.mil
XO: MAJ John Snow
C: (254) 449-3004
john.snow1@us.army.mil

Senior NCO: SGM John Taylor
C: (254) 630-9325
john.taylor3@us.army.mil

1st Bn. (Tng. & Spt.) (Avn.), 351st Regt.
166th Aviation Brigade (TS) Div, 1st Army
Bldg. 410 761st Tank Battalion Rd.
Fort Hood TX 76544
Commander: LTC Jonathan Gass
C: (254) 291-3982
jonathan.gass@us.army.mil
XO: MAJ Richard Schildman
C: (254) 289-9576
richard.schildman@us.army.mil
S3: MAJ Jeffrey Christy
C: (254) 681-6024
jeffrey.christy@us.army.mil
Senior NCO: SGM Peter Garretson
C: (254) 630-7261
peter.garretson@us.army.mil

7th Bn., 158th Avn. Regt.
Bldg 7020 HAAF
Fort Hood TX 76544



Commander: LTC Walter Bradley
C: (254) 288-6375
walter.bradley@us.army.mil

XO: MAJ Richard Sherman
C: (913) 782-1077
tank.sherman@us.army.mil
S-3: MAJ Brent Boyd
C: (254) 285-6513
brent.boyd@us.army.mil



Senior NCO: CSM John M. Gregory
C: (254) 285-6509
john.gregory@us.army.mil

15th Mil. Intel. Bn. (Aerial Exploitation)
Bldg 90033
Fort Hood TX 76544-5056



Commander: LTC Daryl D. Foss
C: (254) 288-9427
DSN: 738-9427
daryl.foss@conus.army.mil

XO: LTC Joseph Dipasquale
C: (254) 288-9260
DSN: 738-9260
joseph.dipasquale@us.army.mil
S3: MAJ Kevin Counts
C: (254) 288-1918
DSN: 738-1918
kevin.counts@us.army.mil
Co. A Cdr.: CPT Kristin Ferriter
C: (254) 288-9249

ARMY AVIATION 2010 Blue Book Directory

DSN: 738-9249
 kristin.ferriter@conus.army.mil
Co. B Cdr.: CPT Michael Weipert
 C: (254) 288-9777
 DSN: 738-9777
 michael.weipert@conus.army.mil
SIP: CW5 Kevin Etter
 C: (254) 288-1180
 DSN: 738-1180
 kevin.etter@us.army.mil
ASO: CW5 Paris D'Avanzo
 C: (254) 288-1180
 DSN: 738-1180
 paris.davanzo@us.army.mil



Senior NCO: CSM
 Thomas W.
 Eisenmann
 C: (254) 288-9706
 DSN: 738-9706
 thomas.w.eisenmann@conus.army.mil

**U.S. Army Operational Test
 Command (USAOTC)**
 91012, Station Ave. (WFH)
 Fort Hood TX 76544-5068



CG: BG Donald M.
 MacWillie
 C: (254) 288-9700
 DSN: 738-9700
 donald.macwillie@us.army.mil

Aviation Test Directorate, USAOTC
 91012 Station Ave. (WFH)
 Bldg 91002
 Fort Hood TX 76544-5065



Director: Mr. Jann
 Stovall
 C: (254) 288-9992
 DSN: 738-9992
 jann.stovall@us.army.mil

Actg. Dep. Dir.: Mr. David Laack
 C: (254) 288-1614
 DSN: 738-1614
 david.laack1@us.army.mil



Senior NCO: MSG
 Christopher A.
 Marker
 C: (254) 288-9915
 DSN: 738-9915
 christopher.a.marker@us.army.mil

**Manned Aaft. Test Div., Avn. Test
 Dir., USAOTC**
 91012 Station Avenue (WFH)
 Bldg 91002
 Fort Hood TX 765445068
Div. Ch.: LTC Brian Apgar
 C: (254) 288-1817
 DSN: 738-1817
 brian.apgar@us.army.mil

Senior NCO: SFC Christopher D.
 Cooper
 C: (254) 288-9633
 DSN: 738-9633
 christopher.d.cooper@us.army.mil
Attack Recon. Br. Supervisor:
 Vacant
 C: (254) 288-1614
 DSN: 738-1614
Lift Br. Supervisor: Vacant
 C: (254) 288-9213
 DSN: 738-9213

**Unmanned Aircraft Test Div., Avn.
 Test Dir., USAOTC**
 91012 Station Avenue (WFH)
 Bldg 91002
 Fort Hood TX 76544-5068



Division Chief: LTC
 Jeffrey Gorres
 C: (254) 288-9774
 DSN: 738-9774
 jeffrey.gorres@us.army.mil

Deputy: Mr. Larry M. Coon
 C: (254) 288-1875
 DSN: 738-1875
 larry.m.coon@us.army.mil
Division NCOIC: SFC Richard F. Davis
 C: (254) 288-1865
 DSN: 738-1865
 richard.f.davis@us.army.mil

Aviation Support Facility - Hood
 Bldg 7027
 Fort Hood TX 765445047
 *Update Not Provided This Year
Supervisor: Mr. Robert E. Schultz
 C: (254) 288-7611
 robert.e.schultz@usarmy.mil

FORT SAM HOUSTON

U.S. Army North/5th Army
 1400 East Grayson
 Suite 152
 Fort Sam Houston TX 782347000



**Deputy
 Commanding
 General:** MG Perry
 L. Wiggins
 C: (210) 221-0405

**U.S. Army North/5th Army (ASCC) G-3
 Air Division**
 1400 East Grayson Street
 Suite 143
 Fort Sam Houston TX 782347000
 *Update Not Provided This Year



**Chief, Air
 Operations Cell:**
 LTC Anthony
 Cornett
 C: (210) 221-1058
 DSN: 471-1058
 anthony.cornett@us.army.mil

Deputy Chief: Mr. Kevin Skorupa
 C: (210) 221-9091
 DSN: 471-9091
 kevin.skorupa@us.army.mil
Chief, G3 Space Ops: LTC Kenneth
 Klock
 C: (210) 221-0700
 DSN: 471-0700
 kenneth.klock@us.army.mil

**U.S. Army South/6th Army (ASCC)
 G-3 Air Division**
 2450 Stanley Road, Suite 501
 Fort Sam Houston TX 782345046



Chief: Mr. Raymond
 F. O'Neill Jr.
 C: (210) 295-6273
 DSN: 421-6273
 raymond.oneill@us.army.mil

Fixed Wing TACOPS Off.: CW5
 Stephen J. Kurinij
 C: (210) 295-6285
 DSN: 421-6285
 stephen.j.kurinij@us.army.mil
Rotary Wing TACOPS Off.: CW5
 Curtis W. Bell
 C: (210) 295-6955
 DSN: 421-6955
 curtis.w.bell@us.army.mil
Aviation Safety Officer: CW3 Travis
 Westfall
 C: (210) 295-6838
 DSN: 421-6838
 travis.westfall@us.army.mil
Aviation Equipment Specialist: Mr.
 Nelson Lind
 C: (210) 295-6708
 DSN: 421-6708
 nelson.lind@conus.army.mil
Aviation Standardization Specialist:
 Mr. Robert Dillard
 C: (210) 295-6367
 DSN: 421-6367
 robert.dillard@conus.army.mil
Aviation Operations Specialist: Mr.
 Martin Griffith
 C: (210) 295-6168
 DSN: 421-6168
 martin.griffith1@us.army.mil
Aircraft Dispatcher/Admin. Asst.: Ms.
 Maritza Perez
 C: (210) 295-6393
 DSN: 421-6393
 maritza.e.perez@conus.army.mil

FORT WORTH

90th Avn. Spt. Bn.
 Fort Worth Army Reserve Complex
 11280 White Settlement Rd.
 Fort Worth TX 76108



Commander: LTC
 Dennis Snelling
 C: (817) 935-7804
 DSN: 421-6586
 dennis.snelling@us.army.mil

XO: MAJ Gregory A. Dunbar
 C: (817) 935-7800
 gregory.a.dunbar@usarmy.mil



Senior NCO: CSM
 Jeffrey Darlington
 C: (817) 935-7803
 jeffrey.darlington@usarmy.mil

**Defense Contract Management
 Agency, Bell Helicopter Textron**
 P.O. Box 1605
 Fort Worth TX 76101-1605
Commander: COL Keith Danel
 C: (817) 280-7000
 DSN: 477-7000
 keith.danel@dcm.a.mil

GRAND PRAIRIE

**Texas ARNG Aviation Support
 Facility #3 (DAASF)**
 1009 Lakecrest Drive
 Grand Prairie TX 75051-3497
AASFC: LTC James B. Hardy
 C: (512) 782-6466
 DSN: 954-6466
 james.b.hardy@us.army.mil

HOUSTON

1st Bn., 149th Avn. Regt.
 1182 Ellington Field
 Houston TX 77034
 *Update Not Provided This Year

Commander:
 C: (512) 782-3940
 DSN: 954-3940

XO:
 C: (512) 782-3907
 DSN: 954-3907

S3:
 C: (512) 782-3935
 DSN: 954-3935

Senior NCO:
 C: (512) 782-3934
 DSN: 954-3934

Army Astronaut Detachment
 NASA/Lyndon B. Johnson Space Center
 Mail Code CB, 2101 NASA Parkway
 Houston TX 770583607

Commander: COL Timothy J. Creamer
 C: (281) 244-6586
 tj.creamer@us.army.mil

Astronaut: COL Douglas H. Wheelock
 C: (281) 241-6586
 douglas.wheelock@us.army.mil

Astronaut: COL Timothy L. Kopra
 C: (281) 244-6586
 tim.kopra@us.army.mil

Astronaut: LTC Robert S. Kimbrough
 C: (281) 244-6586
 shane.kimbrough@us.army.mil

Astronaut: LTC Mark T. Van de Hei
 C: (281) 244-6586
 mark.vandehei@us.army.mil

Administrative Technician: Ms. Lou
 Moss
 C: (281) 244-6586
 lou.moss-1@nasa.gov

ARMY AVIATION 2010 Blue Book Directory

Houston Army Aviation Support Facility (HAASF)

1183 Ellington Field
Houston TX 77034-5597
*Update Not Provided This Year
AASFC: LTC Rick Adams
C: (512) 421-6352
DSN: 954-6352
richard.adams6@us.army.mil
Deputy: CW5 Ron McGahen
C: (512) 782-6337
DSN: 954-6337
neil.mcgahe@us.army.mil

SAN ANTONIO

Airfield Operations Division, G3/5/7
Installation Management Command
J.M. Business Park
11711 N IH35 Suite
San Antonio TX 782345491



Div. Ch.: Mr. Stewart Wyland
C: (210) 424-8306
stewart.wyland@us.army.mil

San Antonio Army Aviation Support Facility

5500 IH 10 East
San Antonio TX 78219-4599
*Update Not Provided This Year
Facility Commander: LTC Troy D. Meuth
C: (512) 782-3523
DSN: 954-3523
troy.meuth@us.army.mil

UTAH

DRAPER

State Adjutant General, Utah Army National Guard
12953 S. Minuteman Drive
PO Box 1776
Draper UT 84020-1776
TAG: MG Brian L. Tarbet
C: (801) 523-4400
DSN: 766-4400
brian.tarbet@us.army.mil

State Army Aviation Officer & Dir. of Avn. and Safety, Utah ARNG

12953 South Minuteman Drive
PO Box 1776
Draper UT 84020-1776
SAAO: COL Rodney S. Robinson
C: (801) 523-4418
DSN: 766-4418
rodney.robinson@us.army.mil

WEST JORDAN

97th Avn. Bde.
West Jordan UT 840847812
*Update Not Provided This Year
Commander: COL Rodney S. Robinson
C: (801) 432-4418
DSN: 766-4418
rodney.robinson@us.army.mil

1st Bn., 211th Avn. Regt.
7602 South Airport Road
West Jordan UT 840847812
*Update Not Provided This Year



Commander: LTC James M. Bledsoe
C: (801) 816-3490
DSN: 766-3490
james.bledsoe2@us.army.mil

Senior NCO: CSM Gary C. Stearman
C: (801) 816-3514
DSN: 766-3514
gary.stearman@us.army.mil

2nd Bn., 211th Avn. Regt.
7602 South Airport Road
West Jordan UT 84084-7812
*Update Not Provided This Year

Commander: LTC Lamar Blair
C: (801) 523-4418
DSN: 766-3603
lamar.blair@us.army.mil
Senior NCO: CSM Travis Heywood
C: (801) 816-3512
DSN: 766-3512
travis.heywood@us.army.mil

Utah ARNG Aviation Support Facility

7563 South Airport Road
West Jordan UT 84084-7812
*Update Not Provided This Year
Commander: LTC James M. Bledsoe
C: (801) 816-3490
DSN: 766-3490
james.bledsoe2@us.army.mil

VERMONT

COLCHESTER

State Adjutant General, Vermont Army National Guard
Green Mountain Armory
789 Vermont National Guard Road
Colchester VT 054463099
TAG: Maj. Gen. Michael D. Dubie
C: (802) 338-3124
DSN: 636-3124
tagvt@vt.ngb.army.mil

SOUTH BURLINGTON

State Army Aviation Officer, Vermont ARNG

Vermont ARNG Army Aviation Support Facility
141 Shamrock Road
South Burlington VT 05403-6097



SAAO: COL William S. Stirewalt
C: (802) 338-3502
DSN: 636-3502
william.stirewalt@us.army.mil

Vermont ARNG Aviation Support Facility

141 Shamrock Road
South Burlington VT 05403-6097
*Update Not Provided This Year

AASFC: COL William S. Stirewalt
C: (802) 338-3502
DSN: 636-3502
william.stirewalt@us.army.mil

VIRGINIA

ALEXANDRIA

U.S. Army Test and Evaluation Command (USATEC)
4501 Ford Avenue
Alexandria VA 22302-1458
Executive Dir.: Dr. James Streilein
C: (703) 681-9360
DSN: 761-9360
james.streilein@us.army.mil
Senior NCO: CSM Stephen Flood
C: (703) 681-0401
DSN: 761-0401
stephen.flood@us.army.mil
Technical Director: Mr. Brian Simmons
C: (703) 681-9367
DSN: 761-9367
brian.simmons@us.army.mil
Chief of Staff: COL Roderick Burke
C: (703) 681-9364
DSN: 761-9364
roderick.burke@us.army.mil
DCSOPS: COL Thomas McGrath
C: (703) 681-6836
DSN: 761-6836
thomas.mcgrath1@us.army.mil
Aviation Officer: Mr. Mike Cumbie
C: (703) 681-4985
DSN: 761-4985
robert-cumbie@us.army.mil

U.S. Army Evaluation Center (USAEC)

4501 Ford Avenue
Alexandria VA 22302-1458
Director: Mr. Brian M. Simmons
C: (703) 681-9872
DSN: 761-9872
brian.simmons@atec.army.mil
Technical Director: Mr. Frank Apicella
C: (703) 681-9877
DSN: 761-9872
frank.apicella@atec.army.mil

Maneuver Air Evaluation Directorate (MAED), Army Evaluation Center

4501 Ford Avenue
Alexandria VA 22311-
*Update Not Provided This Year
Director: COL Donald Bridge
C: (703) 681-0795
DSN: 761-0795
donald.bridge@us.army.mil
Senior NCO: MSG Allan Rhaburn
C: (703) 681-2932
DSN: 761-2932
allan.rhaburn@us.army.mil

Defense Contract Management Agency (DCMA)

6350 Walker Lane, Suite 300
Alexandria VA 22310-3241
Director: Mr. Charlie E. Williams Jr.
C: (703) 428-1700
DSN: 328-1700
charlie.williams@dcma.mil

ARLINGTON

Joint Aircraft Survivability Program Office (JASPO)

Crystal Gateway #4, Suite 1103
200 12th Str. S.
Arlington VA 22202
*Update Not Provided This Year
Program Manager: Mr. Dennis Lindell
C: (703) 604-1104
DSN: 327-3509
dennis.lindell@navy.mil

National Guard Bureau (NGB)

1411 Jefferson Davis Hwy.
Arlington VA 22202-3259
*Update Not Provided This Year
Chief: Gen. Craig R. McKinley
C: (703) 614-3087
DSN: 224-3087

National Guard Bureau (NGB), J-3

1411 Jefferson Davis Hwy.
Arlington VA 22202-3259
Director, Domestic Operations: MG Timothy J. Wright
tj.wright@us.army.mil

Army National Guard

111 South George Mason Drive, Room 2A514B
Arlington VA 22204-
Director: MG Raymond Carpenter
C: (703) 607-7004
DSN: 372-7004
Dpty. Director: BG Timothy J. Kadavy
C: (703) 607-7004

Army Aviation and Safety Division

Army National Guard Readiness Center
111 S. George Mason Drive
Arlington VA 22204-1382
Chief: COL Garrett P. Jensen
C: (703) 607-7701
DSN: 327-7701
garrett.p.jensen@us.army.mil
Deputy Chief: Mr. Robert Godwin
C: (703) 607-7702
DSN: 327-7702
robert.godwin@us.army.mil
Operations/Training Branch Chief: LTC Warner Ward
C: (703) 607-7711
DSN: 327-7711
warner.ward@us.army.mil
Systems Readiness Branch Chief: LTC David Cooper
C: (703) 607-7721
DSN: 327-7721
david.cooper@us.army.mil
Safety/Standardization Branch Chief: LTC Michael R. Ford
C: (703) 607-7731
DSN: 327-7731
michael.r.ford@us.army.mil
Programs Integration Branch Chief: Mr. Thomas Petrick
C: (703) 607-7714
DSN: 327-7714
thomas.petrick@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

BLACKSTONE

State Adjutant General, Virginia National Guard
Building 316, Fort Pickett
Blackstone VA 238246316
TAG: Maj. Gen. Robert B. Newman Jr.
C: (434) 298-6102
DSN: 438-6102
robert.newmanjr@us.army.mil

FALLS CHURCH

Office of the Surgeon General
5111 Leesburg Pike
Sky 5, Suite 401
Falls Church VA 220413258
*Update Not Provided This Year
Medical Evacuation Officer: LTC William Howard
C: (703) 681-8195
DSN: 761-8195
william.howard2@us.army.mil

FORT BELVOIR

U.S. Army Materiel Command (AMC)
9301 Chapek Road
Fort Belvoir VA 220605527



DCG/Chief of Staff:
LTG James H. Pillsbury
C: (703) 806-9700
DSN: 656-9700
james.h.pillsbury@us.army.mil

DCG-ARNG: MG Kevin R. McBride
C: (703) 806-8692
DSN: 656-8692
kevin.r.mcbride@us.army.mil

Aviation Division, Current Ops, G3, AMC

9301 Chapek Road
Fort Belvoir VA 220605527
*Update Not Provided This Year
Chief: Mr. John A. Savelli
C: (703) 806-9893
DSN: 656-9893
john.savelli@us.army.mil
Deputy & AMC Stdzn. Off.: Mr. Theodore B. Brodzinski Jr.
C: (703) 806-9320
DSN: 656-9320
ted.brodzinski@us.army.mil
Safety Office, AMC
9301 Chapek Road
Fort Belvoir VA 220605527
*Update Not Provided This Year
Aviation Safety Manager: Mr. John Manfre
C: (703) 806-8711
DSN: 656-8711
john.manfre@us.army.mil

U.S. Army Aeronautical Services Agency
9325 Gunston Rd
Bldg. 1466, Suite N319
Fort Belvoir VA 22060-5582



Commander: COL Robert T. Hess
C: (703) 806-4862
DSN: 656-4862
robert.hess@us.army.mil

Director of Policy, Plans & Programs: LTC Philip Forsberg
C: (703) 806-4867
DSN: 656-4867
philip.forsberg@us.army.mil
Operations Branch: CW5 Ralph E. Ferrell
C: (703) 806-0686
DSN: 656-0686
ralph.ferrell@us.army.mil
Airfields Branch: LTC Rogers Stinson
C: (703) 806-3742
DSN: 656-3742
rogers.stinson@us.army.mil
Transformation & Initiatives Branch:
LTC John Wolf
C: (703) 806-2266
DSN: 656-2266
john.wolf@us.army.mil
Instrument Proc. Br.: Mr. Freddie Johnson
C: (703) 806-4410
DSN: 656-4410
freddie.johnson@us.army.mil
Airspace Br.: MAJ Edward G. Douglas
C: (703) 806-4872
DSN: 656-4872
edward.g.douglas@us.army.mil



Senior NCO: MSG Daryl Boles
C: (703) 806-4870
DSN: 656-4870
daryl.boles@us.army.mil

Operational Support Airlift Agency (OSAA)
6970 Britten Drive, Suite 201
Fort Belvoir VA 22060-5133



Commander: COL Michael E. Bobeck
C: (703) 806-7008
DSN: 656-7008
michael.bobeck@us.army.mil

Dep. Cdr.: LTC Laurence Howl
C: (703) 806-7016
DSN: 656-7016
laurence.howl@us.army.mil



Senior NCO: CSM Jeffery L. McClure
C: (703) 806-7585
DSN: 656-7585
jeffery.mcclure@us.army.mil

12th Avn. Bn.
AAOG
8926 Gavin Road
Fort Belvoir VA 22060-5123



Cdr.: LTC Douglas C. Van Weelden
C: (703) 806-7315
DSN: 656-7315
douglas.vanweelden@conus.army.mil

XO: MAJ Timothy W. Johnson
C: (703) 806-7577
DSN: 656-7577
tim.w.johnson@us.army.mil
S3: MAJ Stephen Woodside
C: (703) 806-7608
DSN: 656-7608
stephen.woodside@us.army.mil
SIP: CW4 Ben Hays
C: (703) 806-7062
DSN: 656-7062
ben.hays@us.army.mil
ASO: CW4 Roger S. Hopkins
C: (703) 806-7335
DSN: 656-7335
froger.s.hopkins@conus.army.mil
Senior NCO: Vacant
C: (703) 806-7311

State Army Aviation Officer, District of Columbia ARNG

Army Aviation Support Facility
7000 Britten Drive
Davison Army Airfield
Fort Belvoir VA 22060-5726
SAAO: LTC Maureen E. Bellamy
C: (703) 806-7702
DSN: 656-7702
maureen.bellamy@us.army.mil

District of Columbia ARNG Army Aviation Support Facility

Davison Army Airfield
7000 Britten Drive
Fort Belvoir VA 22060-5106
*Update Not Provided This Year
AAFSC: LTC Maureen E. Bellamy
C: (703) 806-7702
DSN: 656-7702
maureen.bellamy@us.army.mil

Soldier Warrior Project Office

10125 Kingman Road
Fort Belvoir VA 220605820
*Update Not Provided This Year
Chief: COL David W. Riggins
C: (704) 704-3816
wil.riggins@us.army.mil



Night Vision & Electronic Sensors Directorate, CERDEC

10221 Burbeck Road
Fort Belvoir VA 22060-5806
*Update Not Provided This Year
Director: Dr. A. Fenner Milton
C: (703) 704-1040

DSN: 654-1168
Deputy Director: Mr. Larry L. Fillian
C: (703) 704-1168
DSN: 654-1168

Project Manager, Night Vision/RSTA
10221 Burbeck Road
Suite 430
Fort Belvoir VA 22060-5806
*Update Not Provided This Year
Project Manager: COL Michael Bowman
C: (703) 704-3450
DSN: 654-3450
michael.bowman@nvl.army.mil
Deputy Project Manager: Mr. John R. Gresham
C: (703) 704-3444
DSN: 654-3444
jgresham@nvl.army.mil
Acting Technical Director & Chief of Tech Div.: Mr. Robin Whitworth
C: (703) 704-1391
DSN: 654-1391
robin.whitworth@nvl.army.mil
Product Manager, FLIR: LTC Linda Herbert
C: (703) 704-1192
DSN: 654-1192
linda.herbert@nvl.army.mil

FORT MONROE

U.S. Army Training and Doctrine Command (TRADOC)
7 Fenwick Drive
Bldg. 37
Fort Monroe VA 23651-5000
Commanding General: GEN Martin E. Dempsey
C: (757) 788-3514
DSN: 680-3514

Army Capabilities Integration Center (ARCIC)

33 Ingalls Rd.
Bldg. 133
Fort Monroe VA 236515000

Dpty. Dir./Chief of Staff: MG Walter L. Davis
C: (757) 788-2029
DSN: 680-2029
walt.davis@us.army.mil

Aviation Div., Generating Force Training Directorate (GFTD)

DCS G-3/5/7, TRADOC
Fort Monroe VA 236511092

Aviation Officer/Chief: Mr. Tony Johnson
C: (757) 788-5638
DSN: 680-5638
tony.johnson7@us.army.mil

Standardization Branch: CW5 Glenn Beck

C: (757) 788-5683
DSN: 680-5683
glenn.beck@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Operations Branch:: Mr. Ted Rodriguez
C: (757) 788-5618
DSN: 680-5618
ted.rodriguez@us.army.mil

JOINT BASE LANGLEY-EUSTIS

U.S. Army Aviation Logistics School (USAALS)

Building 2717
Joint Base Langley-Eustis VA 23604-



Commander: COL Terence W. Reeves
C: (757) 878-6850
DSN: 826-6850
terence.reeves@us.army.mil

Deputy to the Commander: Mr. Mark S. Jones
C: (757) 878-6850
DSN: 826-6850
mark.s.jones@us.army.mil



Sergeant Major: CSM Lloyd G. Morant
C: (757) 878-6850
DSN: 826-6850
lloyd.morant@us.army.mil

Department of Attack Helicopter Training

USAALS
Bldg 2715-C McMahon Place
Joint Base Langley-Eustis VA 23604-5415

Director: LTC Timothy P. Healy
C: (757) 878-4513
DSN: 826-4513

tim.healy@us.army.mil
Dep. Dir.: Mr. Tom Blake
C: (757) 878-1640
DSN: 826-1640

tom.blake@us.army.mil
Senior NCO: SGM Drury M. Puckett
C: (757) 878-0313
DSN: 826-0313

drury.puckettiii@us.army.mil
Department of Aviation Systems Training
USAALS
Bldg. 2731
Joint Base Langley-Eustis VA 23604-5433

Director: Vacant
C: (757) 878-4370ext 222
DSN: 826-4370 x 222
Senior NCO: SGM Martin D. Dickinson
C: (757) 878-4370ext 242
DSN: 826-4370 x242
martin.dickinson@us.army.mil

Department of Aviation Trades Training

USAALS
Bldg. 2715-F
Joint Base Langley-Eustis VA 23604-
Director: Vacant
C: (757) 878-5039
DSN: 826-5039

Dep. Dir.: Mr. Richard L. Jackson
C: (757) 878-6294
DSN: 826-6294
richard.l.jackson2@us.army.mil
Senior NCO: SGM Richard Wilson
C: (757) 878-3556
DSN: 826-3556
richard.wilsonjr@us.army.mil

Department of Training, Plans and Evaluation

USAALS
Bldg. 2717-P
Joint Base Langley-Eustis VA 23604-5421

Director: LTC Ronald M. Teixeira
C: (757) 878-2221ext 2223
DSN: 826-2221x2223
ronald.teixeira@us.army.mil

Dep. Dir.: Ms. Irene Hill
C: (757) 878-2221ext 2224
DSN: 826-2221x2224
irene.hill@us.army.mil

1st Bn., 222nd Avn. Regt.

1010 Monroe Avenue
Joint Base Langley-Eustis VA 23604



Commander: LTC James E. Huber
C: (757) 878-2724
DSN: 826-2724
james.e.huber@us.army.mil



Senior NCO: CSM Marion E. Arnett
C: (757) 878-3407
DSN: 826-3407
marion.arnett@us.army.mil

Aviation Applied Technology Directorate, (AATD)

Building 401, Lee Blvd
Joint Base Langley-Eustis VA 23604-5577



Commander: COL Thomas H. Bryant
C: (757) 878-2208
DSN: 826-2208
thomas.h.bryant@us.army.mil

Deputy Commander: Ms. Sandra M. Hoff
C: (757) 878-3507
DSN: 826-3507
sandy.hoff@us.army.mil

Chief, Platform Technology Division: Mr. Ned A. Chase
C: (757) 878-3025
DSN: 826-3025
ned.chase@us.army.mil

Chief, Rapid Prototyping Division: Mr. George V. Dimitrov
C: (757) 878-6229
DSN: 826-6229
george.dimitrov@us.army.mil

Chief, Power Systems Division: Mr. Ming L. Lau
C: (757) 878-5875
DSN: 826-5875
mingleung-lau@us.army.mil
Chief, Systems Integration Division: Mr. Raymond H. Wall
C: (757) 878-2103
DSN: 826-2103
raymond.wall@us.army.mil

5-159th GSAB (USAR)

24th & Taylor Street, Bldg. 1034
Joint Base Langley-Eustis VA 23604-5594



Commander: LTC Thomas P. McCleary
C: (757) 878-4114Ext 249
thomas.mccleary@us.army.mil

XO: MAJ Stacey C. Cetin
C: (757) 878-4114Ext 252
stacey.c.cetin@us.army.mil
Senior NCO: CSM Anthony L. Simpson
C: (757) 878-4114Ext 244
anthony.l.simpson@us.army.mil

Aviation Division, DPTMS

Felker Army Airfield
2408 Condon Road
Joint Base Langley-Eustis VA 236045212

*Update Not Provided This Year

Chief, Aviation Division & Airfield Manager: Mr. John R. Musser III
C: (757) 878-2138
DSN: 826-2138
john.musseriii@us.army.mil

Airfield Operations Manager: Mr. Dee Trotter
C: (757) 878-3398
DSN: 826-3398
dee.trotter@us.army.mil

Aviation Support Facility - Eustis

Bldg. 2448
Joint Base Langley-Eustis VA 236045215

*Update Not Provided This Year

Supervisor: Mr. J. Kelly Huck
C: (757) 878-0613x 222
DSN: 826-0613 x222

james.huck@usar.army.mil
QC Test Pilot: Mr. James M. MacVaugh
C: (757) 878-0613x 251
DSN: 826-0613 x251

james.macvaugh@usar.army.mil
PC Test Pilot: Mr. James D. Adkins
C: (757) 878-0613x 250
DSN: 826-0613 x250
james.d.adkins@usar.army.mil

Technology Applications Program Office (TAPO)

U.S. Special Operations Command
Building 401, Lee Blvd.
Joint Base Langley-Eustis VA 236045577

Project Manager: COL Patrick Mason
C: (757) 878-3299x224
DSN: 826-3299, x224

patrick-mason@us.army.mil
Deputy PM: Mr. Frank Keesee
C: (757) 878-3299x237
DSN: 826-3299, x237

franklin.p.keesee@us.army.mil
Product Manager, MH-47 Program:

LTC Randy Murray
C: (757) 878-0730x232
DSN: 826-0730, x232

randy.murray@us.army.mil
Product Manager, MH-60 Program:

LTC Steven B. Clark
C: (757) 878-0730x222
DSN: 826-0730, x 222

steven.bobby.clark@us.army.mil
Product Manager, Mission Enhanced Little Bird (MELB) Program:

Mr. Keith Hoff
C: (757) 878-3299x226
DSN: 826-3299, x226

keith.j.hoff@us.army.mil
Product Director, Mission

Equipment: LTC David Wolons
C: (757) 878-3299x248
DSN: 826-3299 x248

dave.wolons@us.army.mil

SANDSTON

State Army Aviation Officer, Virginia ARNG

Army Aviation Support Facility
Richmond International Airport
700 Portuee Road
Sandston VA 23150-5050



SAAO: LTC James W. Ring
C: (804) 236-7301
DSN: 441-7301
jim.ring@us.army.mil

2nd Bn., 224th Avn. Regt.

700 Portuee Road
Sandston VA 23150-5050



Commander: LTC Neal J. Edmonds
C: (804) 236-7330
DSN: 864-7330
neal.edmonds@us.army.mil

S3: MAJ Garry J. Kusilka
C: (804) 236-7326
DSN: 864-7326

garry.kusilka@us.army.mil



Senior NCO: CSM Lester A. Kipp
C: (804) 236-7385
DSN: 864-7385
lester.kipp@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Virginia ARNG Aviation Support Facility

Richmond International Airport
700 Portugee Road
Sandston VA 23150-5050



AASFC: LTC James W. Ring
C: (804) 236-7301
DSN: 864-7301
jim.ring@us.army.mil

WASHINGTON

JOINT BASE LEWIS-McCHORD

Aviation Division, Lewis-McChord
U.S. Army Garrison
Gray AAF Bldg. 3082

Joint Base Lewis-McChord WA 98433

Division Chief: Mr. Robert Rodriguez
C: (253) 966-6137
DSN: 347-6137

robert.h.rodriguez@us.army.mil

ATC Chief: Mr. John Graf
C: (253) 966-6136
DSN: 347-6136

john.graf@us.army.mil

Gray AAF Operations Officer: Mr. Steele Clayton
C: (253) 967-6676
DSN: 357-6676

john.s.clayton@us.army.mil

Vagabond AHP Operations Officer: Mr. Ken Gordon
C: (509) 577-3719
DSN: 638-5525

kenneth.gordon@us.army.mil

Airfield Safety: Mr. Otto Rabe
C: (253) 966-6138
DSN: 347-6138

otto.rabe@us.army.mil

66th Theater Aviation Command
Washington ARNG
Bldg. 6225

Joint Base Lewis-McChord WA 98430



Commander: COL Stephan Kent
C: (253) 912-3443
steve.kent@us.army.mil

Dep. Cdr.: COL Tristan Atkins
C: (253) 912-3443
tristan.atkins@us.army.mil

Chief of Staff: LTC Bruce Linton
C: (253) 912-3443
bruce.linton1@us.army.mil

Senior NCO: CSM David Eden
C: (253) 912-3443
david.eden@us.army.mil

1st Bn., 168th Avn. Regt. (GSAB)

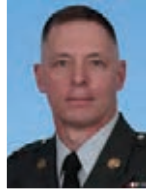
Washington ARNG
Bldg. 6225
Joint Base Lewis-McChord WA 98430-5094



Commander: LTC Daniel H. Dent
C: (253) 912-3410
daniel.dent@us.army.mil

XO: MAJ William Johnston
C: (253) 512-8633
william.johnston2@us.army.mil

S3: MAJ Daniel N. Brewer
C: (253) 912-3807
daniel.n.brewer@us.army.mil



Senior NCO: CSM William Spaulding
C: (253) 912-3408
DSN: 370-5406
william.spaulding@us.army.mil

Co. B, 1st Bn., 214th Avn. Regt. (USAR)

Box 116, Bldg. 3273
Gray Army Airfield

Joint Base Lewis-McChord WA 98433

Commander: MAJ Joshua R. Hegar
C: (253) 966-5338
joshua.hegar@usar.army.mil

4th Sqdn., 6th Cav. Regt.

1st Cav.
Box 339500, Mail Stop 12
Joint Base Lewis-McChord WA 98433-9500



Commander: LTC Jay F. Klaus
C: (253) 966-6905
DSN: 347-6905
jay.klaus@us.army.mil

XO: MAJ Frank L. Turner
C: (253) 966-2904
DSN: 347-2904

frank.turner@us.army.mil

S3: MAJ James Faulkner
C: (253) 966-3779
DSN: 347-3779

james.faulkner@us.army.mil

Stdzn. Off.: CW4 Don R. Fuller
C: (253) 966-7919
DSN: 347-7919

donald.r.fuller@us.army.mil

ASO: CW3 Dean C. Starr
C: (253) 966-7201
DSN: 347-7201

dean.c.starr@us.army.mil

TACOPS Off.: CW4 Craig Bostic
C: (253) 966-0080
DSN: 347-0080

craig.bostic@us.army.mil



Senior NCO: CSM Scott A. Spiva
C: (253) 966-6984
DSN: 347-6984
scott.spiva@us.army.mil

4th Bn., 160th Special Opns. Avn. Regt. (Airborne)

3030 41st Division Dr.
Joint Base Lewis-McChord WA 98433

Commander: LTC Heath J. Niemi
C: (253) 966-5021
DSN: 347-5021

heath.niemi@soar.army.mil

XO: MAJ William Braman
C: (253) 966-5033
DSN: 347-5033

william.braman@soar.army.mil

S3: MAJ Carl J. Johnson
C: (253) 966-5967
DSN: 347-5967

carl.johann.johnson@soar.army.mil

Senior WO: CW5 Derrick H. Crager
C: (253) 966-6550
DSN: 347-6550

derrick.h.crager@soar.army.mil

ASO: CW5 Michael E. Cuthbert
C: (253) 966-6553
DSN: 347-6553

michael.e.cuthbert@soar.army.mil

Senior NCO: CSM Chris A. Bosowski
C: (253) 966-5051
DSN: 347-5051

chris.bosowski@soar.army.mil

Aviation Support Facility - Lewis
Bldg 3273
Gray Army Airfield

Joint Base Lewis-McChord WA 984339500

*Update Not Provided This Year

Supervisor: Mr. Bob T. Agee
C: (253) 967-3089
DSN: 357-3089

bob.agee@usar.army.mil

SIP: Mr. Richard Bovey
C: (253) 967-2908
DSN: 357-2908

richard.bovey@usar.army.mil

ASO: Mr. Scott Salkovics
C: (253) 967-2944
DSN: 357-2944

scott.salkovics@usar.army.mil

QC Supervisor: Mr. Bryan Campbell
C: (253) 966-5312
DSN: 357-5312

bryan.campbell@usar.army.mil

SPOKANE

Washington ARNG Aviation Support Facility #2

P. O. Box 19069
Spokane International Airport
Spokane WA 99219-9069

*Update Not Provided This Year

AASFC:
C: (509) 458-5427
DSN: 820-7427

TACOMA

State Adjutant General, Washington Army National Guard

One Militia Drive, Bldg. One
Camp Murray

Tacoma WA 98430-5000

TAG: Maj. Gen. Timothy J. Lowenberg
C: (253) 512-8201
DSN: 323-8201

timothy.lowenberg@wa.ngb.army.mil

Assistant Adjutant General: BG Gordon D. Toney

State Army Aviation Officer, Washington ARNG

Camp Murray
Tacoma WA 98430-5152

SAAO: COL Stephen G. Kent
C: (253) 912-3820
DSN: 323-3820

steve.kent@us.army.mil

Washington ARNG Aviation Support Facility #1

Camp Murray
Tacoma WA 98430-5152

*Update Not Provided This Year

AASFC:
C: (253) 964-7200
DSN: 323-7200

WEST VIRGINIA

BRIDGEPORT

Fixed Wing ARNG Aviation Training Site (FWAATS)

1000 Fixed Wing Drive
Bridgeport WV 26330-0453

*Update Not Provided This Year

Commander: LTC Jeffrey E. Urso
C: (304) 201-3806
DSN: 661-3806

jeffrey.urso@us.army.mil

Senior NCO: MSG Kevin J. Wood
C: (304) 201-3805
DSN: 661-3805

kevin.wood1@us.army.mil

CHARLESTON

State Adjutant General, West Virginia Army National Guard

1703 Coonskin Drive
Charleston WV 25311-1085

TAG: MG Allen E. Tackett
C: (304) 561-6316
DSN: 623-6316

allen.tackett@wv.ngb.army.mil

WHEELING

West Virginia ARNG Aviation Support Facility #2

538 Girtys Point Road
Wheeling WV 260039202

*Update Not Provided This Year

AASFC: LTC Larry A. Graham
C: (304) 277-2733
DSN: 201-3500

larry.a.graham@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

WILLIAMSTOWN

State Army Aviation Officer, West Virginia Army National Guard
West Virginia ARNG Aviation Support Facility #1
387 Aviation Drive
Williamstown WV 26187-
SAAO: COL Joseph M. Bongiovanni
C: (304) 464-4383
DSN: 661-3400
joseph.bongiovanni@wv.ngb.army.mil

772nd Avn. Troop Cmd.
285 Aviation Drive
Williamstown WV 26187
*Update Not Provided This Year
Commander: LTC Larry A. Graham
C: (304) 201-3530
DSN: 661-3530
larry.graham@us.army.mil
Senior NCO: CSM Daniel H. Little
C: (304) 201-3433
DSN: 661-3433
daniel.h.little@us.army.mil

Det. 28, Operational Support Airlift (OSA)
387 Aviation Drive
Williamstown WV 26187
Commander: CW4 Steven P. Owens
C: (304) 201-3400
DSN: 661-3400
steven.p.owens@us.army.mil
Senior NCO: SFC Steve Shamblin
C: (304) 201-3400
DSN: 661-3400
steve.shamblin@us.army.mil
West Virginia ARNG Aviation Support Facility #1
387 Aviation Drive
Williamstown WV 26187-
*Update Not Provided This Year
Commander:
C: (304) 201-3500
DSN: 661-3500

WISCONSIN

FORT MCCOY

Co B, 6th Bn., 52nd Aviation Regt.
US Army Reserve
Building 6058 Army Airfield
Fort McCoy WI 54656-
Commander: MAJ Mark D. Smith
C: (608) 388-5641
DSN: 280-5641

Aviation Support Facility - McCoy
Fort McCoy WI 54656-5143
*Update Not Provided This Year
Supervisor: Mr. Glenn M. Jensen
C: (608) 388-5641
DSN: 280-5641
glenn.jensen@usar.army.mil

MADISON

State Adjutant General, Wisconsin Army National Guard
2400 Wright St.
Madison WI 537088111
TAG: Brig. Gen. Donald P. Dunbar
C: (608) 242-3001
DSN: 724-3001
donald.p.dunbar@ng.army.mil

State Army Aviation Officer, Wisconsin ARNG
Office of the Adjutant General
Dept. of Military Affairs
2400 Wright Street
Madison WI 53704-2572
SAAO: COL Jeffrey D. Paulson
C: (608) 242-3140
DSN: 724-3140
jeffrey.paulson2@us.army.mil

1st Bn., 147th Avn. Regt.
1954 Pearson Street
Madison WI 53704-2517
*Update Not Provided This Year
Commander: LTC Martin J. Pond
C: (608) 242-3875
martin.j.pond@us.army.mil

Wisconsin ARNG Aviation Support Facility #2
1950 Pearson Street
Traux Field
Madison WI 53704-2517
AASFC: LTC Stephen Watkins
C: (608) 242-3901
DSN: 724-3901
steve.watkins@us.army.mil

WEST BEND

Wisconsin ARNG Aviation Support Facility #1
105 Trenton Road
West Bend WI 53095-8985
*Update Not Provided This Year
AASFC: MAJ Matthew J. Strub
C: (262) 334-9154
DSN: 724-7540
matthew.strub@us.army.mil

WYOMING

CHEYENNE

State Adjutant General, Wyoming National Guard
5500 Bishop Boulevard
Cheyenne WY 820031709
TAG: MG Edward L. Wright
C: (307) 772-5234
DSN: 388-5234
edward.wright@wy.ngb.army.mil

State Army Aviation Officer, Wyoming ARNG
Army Aviation Support Facility
4600 Powderhouse Road
Cheyenne WY 82009-4807
SAAO/AASF: COL Scott H. Schofield
C: (307) 772-5999
DSN: 388-5999
scott.schofield@ng.army.mil

Co. C (AA), 5th Bn., 159th Avn. Regt.
Wyoming ARNG
5500 Bishop Boulevard
Cheyenne WY 82009-
*Update Not Provided This Year
Commander: CPT Theron Ritzman
C: (307) 772-5247
DSN: 943-5247
theron.ritzman@us.army.mil

Wyoming ARNG Aviation Support Facility
4600 Powderhouse Road
Cheyenne WY 82009-4807

*Update Not Provided This Year
AASFC:
C: (307) 772-5999
DSN: 943-5999

U.S. TERRITORIES

GUAM

BARRIGADA

State Adjutant General, Guam ARNG
430 Army Drive, Bldg. 300
Barrigada GU 96913-4421
TAG: MG Donald J. Goldhorn
C: (671) 735-0406
donald.godhorn@gu.ngb.army.mil
CCWO: CW5 Francis A. Pablo
C: (671) 735-0413
francis.pablo@us.army.mil

PUERTO RICO

SAN JUAN

State Adjutant General, Puerto Rico Army National Guard
P. O. Box 9023786
San Juan PR 00902-3786
TAG: BG Antonio J. Vicens-Gonzalez
C: (787) 289-1631
antonio.j.vicens@ng.army.mil



State CSM: CSM Pedro Gonzalez
C: (787) 289-1627
pedro.gonzalez9@ng.army.mil

State Army Aviation Officer, Puerto Rico ARNG
Army Aviation Support Facility
P.O. Box 39023786, Mail Stop #26
San Juan PR 00902-3786
SAAO: COL Ricardo A. Falcón
C: (787) 722-3916x5000
ricardo.falcon@ng.army.mil

Puerto Rico ARNG Aviation Support Facility
P. O. Box 3786, Mail Stop No. 26
San Juan PR 00902-3786
*Update Not Provided This Year
AASFC: LTC Jose Roig
C: (787) 722-3916
jose.roig@us.army.mil

VIRGIN ISLANDS

CHRISTIANSTED

State Adjutant General, Virgin Islands Army National Guard
4031 La Grande Princess, Lot 1B
Christiansted VI 00820-4353
TAG: MG Renaldo Rivera
C: (340) 712-7710
renaldo.rivera@vi.ngb.army.mil

ST. CROIX

Deputy Chief of Staff, Safety & Aviation, Virgin Islands ARNG
Army Avn. Operating Facility
P. O. Box 2270, Kingshill
St. Croix VI 00851-2270

DCS AV: LTC Edgardo I. Morales
C: (340) 712-7891
DSN: 727-7891
edgardo.morales@vi.ngb.army.mil

Virgin Islands ARNG Aviation Operating Facility

P. O. Box 2270, Kingshill
St. Croix VI 00851-2270
*Update Not Provided This Year
AAOFC: LTC Edgardo I. Morales
C: (340) 712-7890
edgardo.morales@vi.ngb.army.mil

CENTRAL AMERICA

HONDURAS

1st Bn., 228th Avn. Regt.
Joint Task Force Bravo, U.S. Army South
Unit 5704
Soto Cano AB, Honduras
APO AA 340425704



Commander: LTC James Kanicki
C: 011-504-237-8833x6503
DSN: 449-6503
james.kanicki@jtfb.southcom.mil

XO: MAJ Aaron Angell
C: 011-504-237-8833x6504
DSN: 449-6504
aaron.angell@jtfb.southcom.mil
S-3: MAJ Edward Meyers
C: 011-504-237-8833x6655
DSN: 449-6655
edward.meyers@jtfb.southcom.mil
Senior NCO: CSM Lucio Deanda
C: 011-504-237-8833x6502
DSN: 449-6502
lucio.deanda@jtfb.southcom.mil

AFRICA

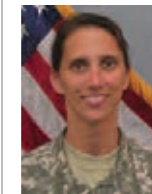
EGYPT

Aviation Company, Task Force Sinai (MFO)
Unit #31520
APO AE 09832
*Update Not Provided This Year
Commander:
C: 011 972 8628 1081 x2882

EUROPE

BELGIUM

Supreme Allied Commander Europe Helicopter Flight Detachment
Unit 21409
APO AE 09705-
*Update Not Provided This Year
Commander: MAJ Gail E. Atkins
C: (32) 68-27-5277
DSN: 314-361-5277
gail.atkins@us.army.mil



ARMYAVIATION 2010 Blue Book Directory

SIP: CW4 Joseph Sante
C: (32) 68-27-5070
DSN: 314-361-5070
joseph.santee@us.army.mil

MTP: CW4 Norman R. Mayo
C: (32) 68-27-5060
DSN: 314-361-5060
norman.mayo@us.army.mil

ASO: CW3 Lance Oldham
C: (32) 68-27-5762
DSN: 314-361-5762
lance.oldham@us.army.mil
Operations: CW4 Max T. Buzzard
C: (32) 68-27-5544
DSN: 314-361-5544
max.buzzard@eur.army.mil



Senior NCO: SFC
Justin A. Hood
C: (32) 68-27-5492
DSN: 314-361-5492
justin.hood@us.army.mil

GERMANY

U.S. Africa Command
Unit 29951
APO AE 097519951



Director of Strategy, Plans and Programs:
MG Richard J. Sherlock Jr.
DSN: 314-421-4169
richard.sherlock@aficom.mil

U.S. Army Europe and Seventh Army
Unit #29351
APO AE 09014-0101
Commanding General: GEN Carter F. Ham
C: 011-49-6221-39-4100
DSN: 314-377-4100
cg@hq.hqsareur.army.mil

U.S. Army Europe & Seventh Army, G3, Aviation Division
Unit 29351
APO AE 09014-

USAREUR Aviation Officer: COL
Keith D. Ladd
C: (49) 6221-57-7169
DSN: 314-370-7169

keith.ladd@eur.army.mil
Deputy Aviation Officer: Mr. James P. Phillips

C: (49) 6221-57-9461
DSN: 314-370-9461
james.phillips1@eur.army.mil
Senior NCO: SFC Mario L. Salomone
C: (49) 6221-57-9473
DSN: 314-370-9473
mario.l.salomone@eur.army.mil

U.S. Army Europe and Seventh Army, G4, Aviation Office
Unit 29351
APO AE 09014-

*Update Not Provided This Year
Chief: Mr. Brian M. Hapner
C: (49) 6221-57-7760
DSN: 314-370-7760
brian.hapner@us.army.mil

Aviation Logistics Management Specialist: Vacant
C: (49) 6221-57-8532
DSN: 314-370-8532

Aviation Logistics Branch, 21st Theater Sustainment Command
Unit 23203
APO AE 09263-



Ch., Avn. Log. Br.:
Mr. William (Sandy)
J. Sanders
C: (49) 631-413-8766
DSN: 314-484-8766
william.sanders@us.army.mil

Avn. Log. Prgm. Mgr.: Mr. Larry Mull
C: (49) 631-413-7370
DSN: 314-484-7370
larry.mull@us.army.mil
Avn. Log. Tech: CW4 Alexander Hochheimer
C: (49) 631-413-7192
DSN: 314-484-7192

alexander.hochheimer@us.army.mil
Actf. Maint. Supervisor: SFC Gerald M. Frank
C: (49) 631-413-8521
DSN: 314-484-8521
gerald.frank@us.army.mil
Apache Lead: SSG Daniel J. Davis
C: (49) 631-413-7995
DSN: 314 484-7995
daniel.davis4@us.army.mil



Senior NCO: SGM
Danny J. Davis
C: (49) 631-413-8766
DSN: 314-484-8766
danny.davis1@us.army.mil

Theater Avn. Sustainment Mgr. Europe
Theater Avn. Sustainment Mgr. Europe
CMR 418
APO AE 09058
Commander: LTC Tildon K. Allen
C: (49) 621-779-4477
DSN: 314 382-4477
tildon.allen@us.army.mil
XO: Mr. Fabriel Ortiz
C: (49) 621-779-4478
DSN: 314 382-4478
fabriel.ortiz@us.army.mil
S3: Mr. Randall Strand
C: (49) 621-779-5467
DSN: 314 382-5467
randall.strand@us.army.mil

U.S. Army Flight Operations Detachment (AFOD)
HQ USAREUR & 7th Army
Unit 29351
APO AE 090149351



Commander: CW5
Tomas M. Shacklee
C: (49) 6221-17-6201
DSN: 314 373-6201
tomas.shacklee1@eur.army.mil
Master Gunner: Vacant
C: (49) 09802-832-739
DSN: 314 467-2739
TACOPS Officer: CW5 Michael Apple
C: (49) 09802-832-739
DSN: 314 467-2739
micahel.apple@us.army.mil



Senior NCO: SFC
George A. Kennedy
C: (49) 6221-17-6201
DSN: 314 373-6201
george.kennedy@eur.army.mil

USAPAT Europe Flight Detachment
PSC 2, Box 12489
Ramstein AB
APO AE 09012

*Update Not Provided This Year



Commander: MAJ
Jack C. Hunnicutt
C: 011 49 63714 70234
DSN: 314-480-0234
jack.hunnicutt@ramstein.af.mil



Senior NCO: 1SG
Julio N. Martinez
C: 011 49 63714 70244
DSN: 314-480-0244
julio.martinez@ramstein.af.mil

12th Cbt. Avn. Bde.

V Corps
CMR 454, Katterback Army Airfield
APO AE 09177

*Update Not Provided This Year



Commander: COL
Robert C. Doerer
C: (49) 09802-832-623
DSN: 314 467-2623
robert.doerer@us.army.mil

Dpty. CO: LTC Richard Gordon
C: (49) 09802-832-623
DSN: 314 467-2623

richard.gordon@us.army.mil

XO: MAJ Daniel Ruiz
C: (49) 09802-832-623
DSN: 314 467-2623

daniel.ruiz@us.army.mil

S3: MAJ Bradley Barker
C: (49) 09802-832-880
DSN: 314 467-2880

bradley.barker@us.army.mil

SIP: CW5 John Pratt
C: (49) 09802-832-739
DSN: 314 467-2739

john.pratt@us.army.mil

ASO: CW4 James Hogg
C: (49) 09802-832-739
DSN: 314 467-2739

james.hogg@us.army.mil

Master Gunner: Vacant
C: (49) 09802-832-739
DSN: 314 467-2739

TACOPS Officer: CW5 Michael Apple

C: (49) 09802-832-739

DSN: 314 467-2739

micahel.apple@us.army.mil

AMO: CW5 Keith Langewisch
C: (49) 09802-832-231
DSN: 314 467-2231
keith.langewisch@us.army.mil



Senior NCO: CSM
David L. Perkins
C: (49) 09802-832-623
DSN: 314 467-2623
david.perkins@us.army.mil

3rd Bn., 158th Avn. Regt.

12th Cbt. Avn. Bde.
CMR 454, Katterback Army Air Field
APO AE 09177

Commander: MAJ Christian Huettmeyer
C: (49) 9802-832-545
DSN: 314 467-2545

christian.huettmeyer@us.army.mil

XO: MAJ Barton Johnke

C: (49) 9802-832-355

DSN: 314 467-2355

barton.johnke@us.army.mil

SIP: CW3 Kevin Huggins

C: (49) 9802-833-173

DSN: 314 467-3173

kevin.huggins@us.army.mil

ASO: CW4 Immanuel Delacruz

C: (49) 9802-832-667

DSN: 314 467-2667

immanuel.delacruz@us.army.mil

TACOPS Officer: CW3 Erik Adler

C: (49) 9802-833-173

DSN: 314 467-3173

erik.adler@us.army.mil

PC Officer: CW2 Derrick Holland

C: (49) 9802-833-868

DSN: 314 467-2868

derrick.holland@us.army.mil

Senior NCO: CSM Trefus E. Lee

C: (49) 9802-833-008

DSN: 314 467-3008

trefus.lee@us.army.mil

5th Bn., 158th Avn. Regt.

12th Cbt. Avn. Bde.
CMR 408, Katterback Army Airfield

APO AE 09177

*Update Not Provided This Year

Commander: LTC Jack Bone

C: (49) 09802-83-2626

DSN: 314 467-2626

jack.bone@us.army.mil

XO:

C: (49) 09802-83-3056

DSN: 314 467-3056

SIP: CW4 Daniel Mariscal

C: (49) 09802-83-3063

DSN: 314 467-3063

daniel.mariscal@us.army.mil

ASO: CW4 Joseph S. Bowen

C: (49) 09802-83-3063

DSN: 314 467-3063

joseph.s.bowen@us.army.mil

TACOPS Officer: CW2 Brook Swartz

C: (49) 09802-83-2175

DSN: 314 467-2175

brookswartz@us.army.mil

Senior NCO: CSM John Moore

C: (49) 09802-83-3054

DSN: 314 467-3054

john.moore6@us.army.mil

ARMY AVIATION 2010 Blue Book Directory

Co. C (AA), 5th Bn., 158th Avn. Regt.
12th Cbt. Avn. Bde.
Katterbach
APO AE 09250
*Update Not Provided This Year
Commander: MAJ Robert Kneeland
C: 011-49-9802-832-2514
DSN: 467-2793
robert.kneeland@us.army.mil
Senior NCO: 1SG Abdel Guzman
abdel.guzman@us.army.mil

2nd. Bn., 159th Avn. Regt.
12th Cbt. Avn. Bde.
CMR 416, Storck Barracks, Illesheim
APO AE 09140-
*Update Not Provided This Year
Commander:
LTC Kevin J. Christensen
C: (49) 09841-83-4961
DSN: 314-467-4961
kevin-christensen@us.army.mil
XO: MAJ Gregory S. Tily
C: (49) 09841-83-4960
DSN: 314-467-4960
gregory.s.tily@us.army.mil
SIP:
C: (49) 09841-83-4412
DSN: 314-467-4412
ASO: CW4 Mark Knigge
C: (49) 09841-83-4411
DSN: 314-467-4411
mark.knigge@us.army.mil
Master Gunner: CW4 James Papp
C: (49) 09841-83-4415
DSN: 314-467-4415
james.papp@us.army.mil
TACOPS Officer: CW4 Stephen D. Middaugh
C: (49) 09841-83-4970
DSN: 314-467-4970
stephen.d.middaugh@us.army.mil
Senior NCO: 1SG Edgardo M. Cuadrado
C: (49) 09841-83-4971
DSN: 314-467-4971
edgardo-cuadrado@us.army.mil

3rd Bn., 159th Avn. Regt. (ARB)
CMR 416
APO AE 09140



Commander: LTC
Scott Dickey
C: 49 9841-83-4317
DSN: 314-467-43174286
scott.dickey@eur.army.mil

XO: MAJ Timothy Hummel
C: 49 9841-83-4292
DSN: 314-467-4292
timothy.hummel@eur.army.mil
S3: MAJ Lee S. Fennema
C: 49 9841-83-4292
DSN: 314-467-4292
lee.fennema@us.army.mil
SIP: CW4 George R. Kessler
C: 49 9841-83-4783
DSN: 314-467-4783
george.r.kessler@us.army.mil
ASO: CW3 Alberto Fraticelli
C: 49 9841-83-4241
DSN: 314-467-4241
alberto.fraticelli@eur.army.mil
Master Gunner: CW3 Kevin M. Martin
C: 49 9841-83-4617
DSN: 314-467-4617
kevin.m.martin@eur.army.mil

AMO: CW4 Scott W. Dibble
C: 49 9841-83-9841
DSN: 314-467-9841
scott.dibble@eur.army.mil
Senior NCO: CSM John P. Sundermann
C: 49 9841-83-4295
DSN: 314-467-4295
john.sundermann@eur.army.mil

1st Bn., 214th Avn. Regt.
12th Cbt. Avn. Bde.
CMR 418, Mannheim
APO AE 090581777



Commander: LTC
Richard G. Watson
C: (49) 621-779-5315
DSN: 314-382-5315
richard.watson@eur.army.mil

XO: MAJ Bryan K. Cohoon
C: (49) 621-779-5313
DSN: 314-382-5313
bryan.cohoon@eur.army.mil
SIP: CW4 Gregory Fellows
C: (49) 611-705-5439
DSN: 314-337-5439
gregory.fellows@eur.army.mil
ASO: CW4 Edward C. Simmons
C: (49) 621-779-5498
DSN: 314-382-5498
edward.c.simmons@eur.army.mil



Senior NCO: CSM
Stephen Tillman
C: (49) 621-779-5314
DSN: 314 382-5314
stephen.d.tillman@us.army.mil

Co. C (AA), 1st Bn., 214th Avn. Regt.
1st Bn., 214th Avn. Regt. (GSAB)
CMR 402, Landstuhl
APO AE 09180

Commander: MAJ Patrick A. Zenk
C: (49) 6371-86-8681
DSN: 486-8681
patrick.zenk@us.army.mil
Senior NCO: 1SG Kyle Brunell
C: (49) 6371-86-8660
DSN: 486-8660
kyle.brunell@us.army.mil

412th Avn. Spt. Bn.
12th CAB
CMR 454, Shipton Kaserne, Katterbach
APO AE 09264



Commander: LTC
George (Sam)
Hamontree III
DSN: 318-483-2924
george-hamontree@us.army.mil

XO: MAJ Brian Loftin
DSN: 318-483-2449
brian.lofton@us.army.mil
SPO: MAJ Ellis Baker
DSN: 318-483-2888
ellis.r.baker@us.army.mil

B CO (AVIM): MAJ Jeffrey Amos
DSN: 318-483-2898
jeffrey.amos@us.army.mil
Senior Warrant Officer/MTP: CW4
Ervin T. Kovacs
DSN: 318-483-4150
ervin.t.kovacs@us.army.mil



Senior NCO: CSM
Jorge O. Soriano
DSN: 318-483-2938
jorge.soriano@us.army.mil

3rd Bn., 58th Avn. Regt. (AOB)
12th Cbt. Avn. Bde.
CMR 416, Storck Barracks, Illesheim
APO AE 09140

Commander: LTC Richard Gordon
C: (49) 162-255-0233
DSN: 314 467-5064
richard.gordon@us.army.mil
Senior NCO: SGM Joe Chang
C: (49) 162-255-0236
DSN: 314 467-5065
joe.chang@us.army.mil

1st Mil. Intel. Bn. (Aerial Exploitation)
CMR 467
Unit 29623 Box 82
APO AE 090960082



Commander: LTC
Timothy D. Brown
C: 49-611-705-5416
DSN: 314-337-5416
timothy.d.brown@us.army.mil

Dep. Cdr.: MAJ

Todd R. Kishpaugh
C: 49-611-705-6402
DSN: 314-337-6402
todd.kishpaugh@us.army.mil
XO: MAJ Stephen J. Peters
C: 49-611-705-5683
DSN: 314-337-5683
stephen.peters1@us.army.mil
SIP: CW5 Arthur L. Johanson
C: 49-611-705-5838
DSN: 314-337-5838
art.johanson@us.army.mil
ASO: CW5 Jeffrey B. Freelove
C: 49-611-705-5846
DSN: 314-337-5846
jeffrey.freelove@us.army.mil



Senior NCO: CSM
David A. Little
C: 49 611-705-6363
DSN: 314-337-6363
david.a.little@us.army.mil

Joint Multi-national Training Center - Grafenwoehr
Bldg 2078
Grafenwoehr Army Airfield Operations
APO AE 09114-5413
*Update Not Provided This Year

Manager: Mr. Steven Shaw
C: (49) 9641-83-6878
DSN: 314 475-6878
steven.m.shaw@us.army.mil
ATC Chief: Mr. Joseph Tindall
C: (49) 9641-83-8132
DSN: 314 475-8132
joseph.tindall@eur.army.mil
Airfield Opns. Manager: Johannes Schraml
C: (49) 9641-83-7147
DSN: 314 475-7147
johannes.schraml@eur.army.mil

Joint Multi-national Readiness Training Center - Hohenfels
Falcon Team
CMR 414
APO AE 09173



Senior Aviation Trainer: LTC Brian E. Dillon
C: 49-9472-835867
DSN: 314-520-5867
brian.dillon@eur.army.mil

Dpty. Avn. Trainer: MAJ Johnathan Tackaberry
C: 49-9472-835896
DSN: 314-520-5896
johnathan.tackaberry@eur.army.mil
Avn. Ops. Trainer: MAJ Stephen O. Murphy
C: 49-9472-835886
DSN: 314-520-5886
stephen.o.murphy@eur.army.mil



Senior NCO: CSM
Michael Clowser
C: 49-9472-835352
DSN: 314-520-5352
michael.clowser@eur.army.mil

WESTERN ASIA

AFGHANISTAN

BAGRAM

Task Force ODIN-Afghanistan
Bagram, Afghanistan
APO AE 09354

Commander: LTC John M. Hinck
C: (254) 288-3888
DSN: 318-845-6011
john.hinck@us.army.mil
XO: MAJ Timothy B. Marlowe
C: (254) 288-3888
DSN: 318-845-6011
timothy.marlowe@us.army.mil
S3: MAJ Reagan M. Baldwin
C: (254) 288-3888
DSN: 318-845-6003
reagan.baldwin@us.army.mil
Senior NCO: CSM Terry L. Sparks
C: (254) 288-3888
DSN: 318-845-6011
terry.sparks@us.army.mil

Theater Aviation Maintenance Program
Forward Operating Base Steele, Bagram
APO AE 09356
*Update Not Provided This Year

ARMY AVIATION 2010 Blue Book Directory

Lead Rep.: Mr. Steve Forman
DSN: 312-231-2134
formans@mmcs.army.mil
Deputy: Mr. Robert L. Davis
robert.lamar.davis@us.army.mil

KABUL

U.S. Forces-Afghanistan (Operation Enduring Freedom)
APO AE 09356
Deputy Commander-Support: MG Timothy P. McHale
timothy.p.mchale@us.army.mil

Combined Security Transition Command-Afghanistan (Operation Enduring Freedom)
APO AE 09356
Asst. CG for Afghan Police Development: BG Anne F. Macdonald

IRAQ

United States Forces - Iraq
Operation Iraqi Freedom
APO AE 09342
Director, J-2: BG Mark W. Perrin
DSN: 318-835-1465

J33 Air, U.S. Forces-Iraq
HQ, USF-I, CENTCOM
Unit 42001
APO AE 09342



Director: COL Eduardo Gutierrez
DSN: 318-435-2624
eduardo.gutierrez@iraq.centcom.mil

Dep. Dir.: LTC David Wilder
DSN: 318-435-2623
david.wilder@iraq.centcom.mil
Ch., Avn. Plans: LTC Shawn Czehowski
DSN: 318-435-2805
shawn.czehowski@iraq.centcom.mil
Ch., Avn. Ops: LTC Blake Burslie
DSN: 318-435-2808
blake.burslie@iraq.centcom.mil
Stdzn. Off.: CW5 Carl Farrow
DSN: 318-435-2626
carl.farrow@iraq.centcom.mil



NCOIC: SFC Joe Rivers
DSN: 318-435-2619
joe.rivers@iraq.centcom.mil

Task Force ODIN-Iraq
COB Speicher, Iraq
APO AE 09393
*Update Not Provided This Year



Commander: LTC Mark A. Moser
C: (254) 288-3288
DSN: 318-845-6011
mark.moser@us.army.mil

XO: MAJ Nestor Beretto
C: (254) 288-3288
DSN: 318-845-6011
nestor.beretto@us.army.mil
S3: MAJ Mark Gladney
C: (254) 288-3288
DSN: 318-845-6003
mark.gladney@us.army.mil



Senior NCO: CSM Mickey W. Somers
C: (254) 287-1998
mickey.somers@us.army.mil

Theater Aviation Maintenance Program-Iraq
TAMP-IRAQ
Logistics Support Area Anaconda
APO AE 09391

*Update Not Provided This Year
Chief: LTC Brock Gaston
DSN: 312-992-3986 x 1-7848
tampiraq-chief@mmcs.army.mil
XO: LTC Vernon Atkinson
DSN: 312-992-3986 x 1-7835
tampiraq-xo@mmcs.army.mil
Operations: SGM Alan Miller
DSN: 312-992-3986 x 1-7813
tampiraq-operations@mmcs.army.mil
Logistician Deputy: CPT Antonio Rey Pineda
DSN: 312-992-3986 x 1-7840
tampiraq-logistics@mmcs.army.mil
Senior NCO: Vacant
DSN: 1-7819

KUWAIT

Theater Aviation Maintenance Program
Udairi Airfield
Kuwait
APO AE 09305

*Update Not Provided This Year
Lead Rep.: Mr. Cruz Gonzalez
DSN: 318-828-1984
cruz.gonzalez@us.army.mil
Deputy: LTC Bert Godlewski
bert.godlewski@us.army.mil

PACIFIC

JAPAN

78th Avn. Bn. (Provisional)
Unit 45007
APO AP 963385007



Commander: LTC Robert W. Brinson Jr.
C: 81 46 407 4287
DSN: 315-263-4287
bob.brinson@us.army.mil

XO: MAJ Thomas K. Brede
C: 81 46 407 4288
DSN: 315-263-4288
thomas.brede@us.army.mil
S3: MAJ Francisco C. Paulino Jr.
C: 81 46 407 5152
DSN: 315-263-5152
francisco.paulino@us.army.mil

ASO: CW4 David R. Draper
C: 81 46 407 3789
DSN: 315-263-3789
david.r.draper@us.army.mil
UH-60 SIP: CW3 Jessie D. Eismann
C: 81 46 407 5451
DSN: 315-263-5451
jessy.eismann@us.army.mil
UC-35 SIP: CW4 John W. Daniel Jr.
C: 81 46 763 4593
DSN: 315-264-4593
john.danieljr@us.army.mil



Senior NCO: 1SG William M. Maloney
C: 81 46 263 5841
DSN: 315-263-5841
william.m.malloney@us.army.mil

KOREA

U.N. Command/Combined Forces Command/U.S. Forces Korea/Eighth U.S. Army
CINC, UNC/CFC/USFK
Unit 15237
APO AP 96205-0010
Assistant Chief of Staff, C-3/J-3 / Deputy CG: MG John A. Macdonald
C: 011-82-279-15-4260
DSN: 315-725-4260
john.macdonald4@us.army.mil

Aviation Office, Eighth U.S. Army
PSC 303 Box 27
Unit 15236
APO AP 96204-

Chief, Aviation Division: LTC Darryl Langford
C: 011-822-7913-4996
DSN: 315-723-4996
darryl.langford@us.army.mil
Plans/Ops Off.: CPT George P. Mann
C: 011-822-7913-6286
DSN: 315-723-6286

george.p.mann@us.army.mil
Stdzn. Off.: CW5 In Y. Kim
C: 011-822-7913-3512
DSN: 315-723-3512
in.y.kim@us.army.mil

ASO: CW5 Brian B. Dew
C: 011-822-7913-3510
DSN: 315-723-3510
brian.dew@us.army.mil

AMO: CW5 Ronald J. McKinstry
C: 011-822-7913-3510
DSN: 315-723-3510
ronald.mckinstry@us.army.mil

ATC Coordinator: Mr. Daniel A. Robinson
C: 011-822-7913-6115
DSN: 315-723-6115

dan.robinson@us.army.mil
Senior NCO: SGM Dexter L. Kimble
C: 011-822-7913-4251
DSN: 315-723-4251
dexter.kimble@us.army.mil

2nd Infantry Division
Eighth U.S. Army
Camp Red Cloud
APO AP 962585041



Assistant Division Command (Support): BG Kelly J. Thomas
C: 011-82-31-690-3934
DSN: 315-753-3934
kelly.thomas@us.army.mil

2nd Cbt. Avn. Bde.
2nd Inf. Div.
Unit 15711
Camp Humphreys
APO AP 962715711



Commander: COL James T. Barker
C: (82) 505-753-6991
DSN: 315 753-6991
james.barker@us.army.mil

Dep. Cdr.: LTC Enrique Ortiz
C: (82) 505-753-8881
DSN: 315 753-8881
enrique.ortizjr@us.army.mil

XO: MAJ George Ferido
C: (82) 505-753-3938
DSN: 315 753-3938

george.ferido@us.army.mil
S3: MAJ Romeo Macalintal
C: (82) 505-753-8522

DSN: 315 753-8522
romeo.macalintal@us.army.mil

S4: MAJ James S. Durham
C: (82) 505-753-8214

DSN: 315 753-8214
james.s.durham@us.army.mil

Bde. CWO: CW5 James R. Massey
C: (82) 505-753-7956

DSN: 315 753-7956
james.r.massey@us.army.mil

ASO: CW5 Jon C. Weston
C: (82) 505-753-7870

DSN: 315 753-7870
jon.c.weston@us.army.mil

Standardization Officer: CW5 Rich Chenault
C: (82) 505-753-3059

DSN: 315 753-3059
rich.chenault@us.army.mil

Master Gunner: CW5 Robert Novak
C: (82) 505-753-8881

DSN: 315 753-8881
robert.novak1@us.army.mil



Senior NCO: CSM Leeford Cain
C: (82) 505-753-3937
DSN: 315 753-3937
leeford.cain@us.army.mil

2nd Bn., 2nd Avn. Regt.
2nd Cbt. Avn. Bde., 2nd Inf. Div.
Unit 15427
K-16 Air Base
APO AP 962025427

ARMY AVIATION 2010 Blue Book Directory



Commander: LTC Erik O. Gilbert
C: (82) 505-741-6064
DSN: 315 741-6064
erik.gilbert@us.army.mil

XO: MAJ Darren Buss
C: (82) 505-741-6062
DSN: 315 741-6062
darren.buss@us.army.mil
S3: MAJ Aaron McPeake
C: (82) 505-741-6621
DSN: 315 741-6621
aaron.mcpeake@us.army.mil
Bn. Ch. WO: CW4 Matthew Munsey
C: (82) 505-741-6043
DSN: 315 741-6043
matthew.munsey@us.army.mil
Stdzn. Off.: CW3 Stan Turnage
C: (82) 505-741-6307
DSN: 315 741-6307
stan.turnage@us.army.mil
AMO: CW3 David Mozden
C: (82) 505-741-6171
DSN: 315 741-6171
david.mozden@us.army.mil



Senior NCO: CSM Randall Brewster
C: (82) 505-741-6055
DSN: 315 741-6055
randall.brewster@us.army.mil

3rd Bn., 2nd Avn. Regt. (GSAB)
2nd Cbt. Avn. Bde., 2nd Inf. Div.
Unit 15188
APO AP 96271-5188



Commander: LTC Erik Rude
C: (82) 505-753-6809
DSN: 315 753-6809
erik.rude@us.army.mil

XO: MAJ James E. Tully
C: (82) 505-753-6813
DSN: 315 753-6813
james.e.tully@us.army.mil
S3: MAJ Justin Avery
C: (82) 505-753-6840
DSN: 315 753-6840
justin.avery1@us.army.mil
SIP: CW4 Gary W. Dye
C: (82) 505-753-6811
DSN: 315 753-6811
gary.w.dye@us.army.mil
ASO: CW3 Edward Schell
C: (82) 505-753-3876
DSN: 315 753-3876
edward.schell@us.army.mil



Senior NCO: CSM Derrick Merriwether
C: (82) 505-753-6811
DSN: 315 753-6811
derrick.merriwether@us.army.mil

Co. C (AA), 3rd Bn., 2nd Avn. Regt.
Unit 15248
Camp Humphreys, Korea
APO AP 962710716
*Update Not Provided This Year

Commander: MAJ Josephine E. Thompson
C: (82) 31-618-6378
DSN: 753-6378
josephine.e.creel@korea.army.mil
Senior NCO: 1SG Walter L. Taylor II
C: (82) 31-618-6378
DSN: 753-6378
walter.l.taylor@korea.army.mil

4th Bn., 2nd Avn. Regt. (ARB)
2nd Cbt. Avn. Bde.
Unit 15712
Camp Humphreys
APO AP 962715712



Commander: LTC Thomas G. Rowell
C: 011 82-31-690-8058
DSN: 315 753-8058
thomas.rowell@korea.army.mil

XO: MAJ Shawn D. Dalton
C: (82) 31-690-7488
DSN: 315 753-7488
shawn.d.dalton@korea.army.mil
S3: MAJ Jason T. Cook
C: (82) 31-690-6195
DSN: 315 753-6195
jason.t.cook@korea.army.mil
SIP: CW4 Craig D. Yerdon
C: (82) 31-690-7264
DSN: 315 753-7264
craig.yerdon@korea.army.mil
ASO: CW3 Eugene M. Murphy
C: (82) 315 753-7509
DSN: 315 753-7509
eugene.m.murphy@korea.army.mil



Senior NCO: CSM Robert Felder
C: (82) 31-690-8320
DSN: 315 753-8320
robert.felder@korea.army.mil

602nd Avn. Spt. Bn.
Unit 15725
APO AP 96271



Commander: LTC Julius A. Rigole
C: 82 10-4610-7440
DSN: 315 753-3338
julius.rigole@us.army.mil

XO: MAJ Song V. Huynh
C: 82 10-4610-7386
DSN: 315 753-3322
song.huynh@us.army.mil
S3: CPT Jimmie L. Canupp
C: 82 10-4610-5712
DSN: 315 753-3412
jimmie.canupp@us.army.mil
ASO: CW2 Thomas J. Hinson
C: 82 31-690-3354
DSN: 315 753-3334
thomas.hinson1@us.army.mil
Senior NCO: CSM Antoine Duchatelier
C: 82 10-4610-7483
DSN: 315 753-3337
antoine.duchatelierjr@us.army.mil

RECOGNIZE ARMY AVIATION EXCELLENCE!

Open for Nominations AAAA FUNCTIONAL AWARDS

SUSPENSE Oct 1, 2010

- Air/Sea Rescue
- Medicine Award
- Trainer of the Year
- Fixed Wing Unit of the Year
- ATC Company of the Year
- ATC Controller of the Year
- DUSTOFF Medic of the Year
- ATC Facility of the Year
- ATC Technician of the Year
- ATC Manager of the Year

SUSPENSE Nov 1, 2010

- AAAA Logistics Unit of the Year Award
- AAAA Materiel Readiness Award for a Contribution by a Small Business or Organization
- AAAA Materiel Readiness Award for a Contribution by an Individual Member of Industry
- AAAA Materiel Readiness Award for a Contribution by a Major Contractor
- AAAA Materiel Readiness Award for a Contribution by an Industry Team, Group, or Special Unit

AAAA NATIONAL AWARDS **SUSPENSE Jan 1, 2011**

- Outstanding Aviation Unit
- Active Aviation Unit
- ARNG Aviation Unit
- USAR Aviation Unit
- Soldier of the Year
- Rodney J.T. Yano NCO of the Year
- Robert M. Leich Award
- James H. McClellan Safety Award
- Joseph P. Cribbins DAC of the Year
- Henry Q. Dunn Crew Chief of the Year
- Michael J. Novosel Aviator of the Year



Nomination forms are available from the AAAA National Office, 755 Main Street, Suite 4D, Monroe, CT 06468-2830.
Telephone: (203) 268-2450 FAX: (203) 268-5870 and on the AAAA Website: www.quad-a.org.

2010 AAAA Scholarship Foundation Awardees

2010 AAAA Scholarship Foundation Provides \$279,500 to 187 National Awardees

One of the most significant AAAA membership benefits is the annual AAAA Scholarship Foundation, Inc.'s quarter of a million dollar program of scholarships and interest free loans. This year was no exception - the program for 2010 included a total of \$279,500 in 186 scholarships and 1 loan – our largest program in the Foundation's history! The competition was as tough as ever with the top 70 freshmen attaining a 4.0 or higher grade point average (GPA).

The AAAA National Scholarship Selection Committee met Friday afternoon and all day on Saturday, July 23rd and 24th to chose this year's scholarship awardees.

All references to names units, location or to a member's relative and ranks are removed from the files for boarding and are revealed only after all files are voted and selections are made. The students are judged solely on their own merits.

Thanks to all the members of the Committee for the diligent review and grading of hundreds of eligible applicant files. There were 384 applicants boarded with an impressive overall selection rate of 49 percent.

The success rates per demographic group were:

- 33% of Enlisted applicants won awards
- 44% of Warrant applicants won awards
- 48% of Commissioned applicants won awards
- 58% of DAC applicants won awards.

The bad news is that there were 90 applicants who never completed their paperwork and therefore their files were not boarded.

While we saw an increase this year in the number of AAAA chapters that participated by raising money and having up to \$1,500 matched by the Foundation, almost half of our chapters are still NOT participating. If your chapter raises just \$1,000 in the course of the year, the national Foundation will match it and at least two applicants from your chapter will benefit. Smaller chapters only need to raise \$500 to participate. Ask your chapter officers for more information. All chapters are required to have a vice president for scholarships.

AAAA does an excellent job benchmarking our chapters and providing help to chapters who ask for assistance. Your chapter VP for Scholarships is the key POC for the Foundation when help is needed. All of our chapters should leverage the tremendous expertise and experience that the Foundation can provide in organizing, fund raising, and building a scholarship base.

Remember, 100 percent of your donations go directly to scholarships because AAAA pays ALL overhead costs of the Foundation which is a separate corporation.

Take a look through the following pages and please join me in congratulating our awardees. And get your local chapter leadership to sponsor a scholarship for your own chapter, if there isn't one already. If you have any questions about the program contact us at (800) 722-ARMY, or aaaa@quad-a.org

COL Robert P. Birmingham, Ret.
President, AAAA Scholarship Foundation, Inc.



Helen Cribbins Memorial Scholarship
\$12,000 - \$3,000 for 4 years - Brittany P. McKenney - Daughter of CW4 Marvin McKenney, Midlothian VA - College of William and Mary



Joseph P. Cribbins Memorial Scholarship
\$12,000 - \$3,000 for 4 years - Christopher N.G. Russell - Son of COL Marvin Russell, Williamsburg VA - University of Virginia



GEN Frank S. Besson Jr. Memorial Scholarship
\$4,000 - \$1,000 for 4 years - Michael R. Messitt - Son of LTC Todd Messitt, West Point NY - University of Notre Dame



Arizona Chapter Hugh M. Dimmery Memorial Matching Scholarship
\$4,000 - \$2,000 for 2 years - Kimberly C. Sassenrath - Daughter of COL Timothy Sassenrath, Mesa AZ - University of Arizona



Arizona Chapter Joe C. Koch Memorial Matching Scholarship
\$4,000 - \$2,000 for 2 years - Samantha M. Swinsick - Daughter of Mr. Scott Swinsick, Mesa AZ - Arizona State University



LTG William B. Bunker Memorial Scholarship
\$3,500 - \$1,750 for 2 years - Samantha R. Courts - Daughter of COL Michael Courts, Dupont WA - University of Washington



Tennessee Valley Chapter (Colleen Hipp) Matching Scholarship
\$3,000 - \$1,500 for 2 years - Mary C. King - Daughter of Dr. Robert King, Madison AL - Auburn University



Washington-Potomac Chapter (R.F. Molinelli) Matching Scholarship
\$3,000 for 1 year - Ashley R. Hendrickson - Daughter of LTC David Hendrickson, Arlington VA - University of Virginia



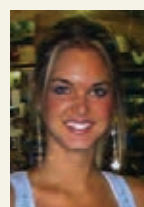
Washington-Potomac Chapter (Lavern E. Weber) Matching Scholarship
\$3,000 for 1 year - Megan A. Crozier - Daughter of LTC William Crozier, La Plata MD - Penn State University



Washington-Potomac Chapter (Paul Kelly) Matching Scholarship
\$3,000 for 1 year - Erin M. Fisher - Daughter of MAJ John Andrews, Bethesda MD - University of Maryland



EADS North America Corporate Matching Scholarship
\$3,000 - \$1,500 for 2 years - Joseph L. Bartos - Son of LTC Alan Bartos, Houston TX - University of Texas



Central Florida Chapter Matching Scholarship
\$3,000 for 1 year - Taylor P. Sutton - Daughter of LTC Douglas Sutton, Melbourne FL - Univ. of Central Florida

2010 AAAA Scholarship Foundation Awardees



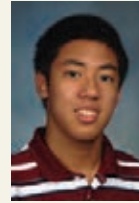
Central Florida Chapter Matching Scholarship
\$3,000 for 1 year - Alexandria J. Waters - Daughter of Mr. Harold Waters, Cary NC - University of North Carolina



Connecticut Chapter Matching Scholarship
\$3,000 for 1 year - Ian J. Roy - Son of Mr. Martin Roy, Newington CT - Temple University



Connecticut Chapter Matching Scholarship
\$3,000 for 1 year - Zachary M. Enright - Son of Mr. Michael Enright, Windsor CT - Abilene Christian University



Mid-Atlantic/Monmouth Chapter Matching Scholarship
\$2,500 - \$1,250 for 2 years - Sheldon C. Wong - Son of Mr. William Wong, Eatontown NJ - Rutgers University



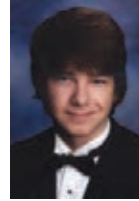
Tennessee Valley Chapter (50th Anniversary) Matching Scholarship
\$2,000 - \$1,000 for 2 years - Shayla N. Olson - Daughter of Mr. Roger Olson, Madison AL - University of Alabama



Tennessee Valley Chapter (Cagle) Matching Scholarship
\$2,000 - \$1,000 for 2 years - Travis J. Atchley - Son of Mr. William Atchley, Athens AL - University of Alabama



Tennessee Valley Chapter (Powell) Matching Scholarship
\$2,000 - \$1,000 for 2 years - Molly M. Mahan - Daughter of Mr. James Mahan, Lacey's Spring AL - University of Alabama



Tennessee Valley Chapter Christopher W. Gavora Memorial Matching Scholarship
\$2,000 for 1 year - Travis A. Gajkowski - Son of Mr. Bernard Gajkowski, Hampton Cove AL - Auburn Univ.



Tennessee Valley Paul Bogosian Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Caitlin R. Frey - Daughter of Mr. David Frey, Union Grove AL - Auburn University



Washington-Potomac Chapter LTG Harry Kinnard Scholarship
\$2,000 - \$2,000 for 1 year - Kelsey W. Hamilton - Daughter of LTC Mark Hamilton, Fairfax Station VA - Auburn University



Boeing Corporate Matching Scholarship
\$2,000 - \$1,000 for 2 years - Allison R. Martin - Daughter of Mr. Steven Martin, Trabuco Canyon CA - California Lutheran University



Northrop Grumman Corporate Matching Scholarship
\$2,000 - \$1,000 for 2 years - Blake L. Sutton - Daughter of LTC Douglas Sutton, Melbourne FL - Univ. of Central Florida



Connecticut Chapter Matching Scholarship
\$2,000 - \$2,000 for 1 year - Alexandra K. Hoyt - Daughter of Mr. James McGennis, West Hartford CT - Manhattanville College



Connecticut Chapter Matching Scholarship
\$2,000 for 1 year - Barrett R. Brooks - Daughter of SGM Richard Brooks, Salem CT - Bryant University



Griffin Chapter CW2 Terry Thomas Memorial Matching Scholarship
\$2,000 - \$1,000 for 2 years - Amber E. Learn - Daughter of CW3 Philip Learn, APO AE - University of Alabama



Griffin Chapter CW3 Timothy Breneman Memorial Matching Scholarship
\$2,000 - \$1,000 for 2 years - David A. Wood - Son of LTC David Wood, Lancaster PA - University of Notre Dame



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Sydney A. Hulebak - Daughter of Ms. Sandi Hulebak, Hampton Cove AL - Berry College



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Rebecca M. Hauser - Daughter of Mr. James Hauser, Madison AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Megan M. Hager - Daughter of COL Jeffrey Hager, Madison AL - University of Missouri



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Parin S. Majewski - Daughter of COL James Herberg, Madison AL - University of Florida



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Hannah E. Rose - Daughter of Mr. Arthur Rose, Florence AL - Freed-Hardeman University



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Megan E. Cotton - Daughter of LTC Edmund Cotton, Huntsville AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Gregory A. Gabbert - Son of COL Jeffrey Gabbert, Madison AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Rebekah D. Mohr - Daughter of Mr. Jerry Mohr, Grant AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Maria C. Dwyer - Daughter of COL Stephen Dwyer, Madison AL - Samford University



Tennessee Valley Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Molly E. Stephan - Daughter of Mr. David Stephan, Madison AL - University of Alabama



Thunder Mountain Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Ariel L. Boyd - Daughter of CPT Shane Boyd, Sierra Vista AZ - Columbus College of Art & Design



Voodoo Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Whitney L. Bourgeois - Daughter of CW4 Gerald Bourgeois, Houma LA - Louisiana College

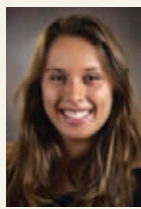
2010 AAAA Scholarship Foundation Awardees



Voodoo Chapter Matching Scholarship
\$2,000 - \$1,000 for 2 years - Travis D. Sequeira - Son of CW4 Stephen Maldonado, Luling LA - Louisiana Tech University



Washington-Potomac Chapter (John J. Stanko) Matching Scholarship
\$2,000 for 1 year - Kimball A. Hicks - Sibling of Mr. Guy Hicks, Arlington VA - Brigham Young University



MSG Gary I. Gordon & SFC Randall D. Shughart Memorial Scholarship
\$1,500 for 1 year - Ashley N. Reed - Daughter of LTC James Reed, Enterprise AL - Univ. of South Alabama



Mid-Atlantic/Monmouth Chapter (Aplet/Gobel Memorial) Matching Scholarship
\$1,500 for 1 year - Connor J. Smith - Son of CW5 Ronald Smith, Jackson NJ - Rutgers University



Mid-Atlantic/Monmouth Chapter (COL James E. Young) Matching Scholarship
\$1,500 for 1 year - David B. Bogner - Son of Mr. Adam Bogner, Eatontown NJ - University of Maryland



Mid-Atlantic/Monmouth Chapter (Dean/Kelly) Matching Scholarship
\$1,500 for 1 year - Eliana S. Lisuzzo - Daughter of Mr. Tony Lisuzzo, Fort Monmouth NJ - George Washington University



Mid-Atlantic/Monmouth Chapter (Hogelin/O'Donnell) Matching Scholarship
\$1,500 for 1 year - Benjamin R. Matthews - Son of LTC Horace Matthews, Ashburn VA - Virginia Tech



Washington-Potomac Chapter (McNair) Matching Scholarship
\$1,500 for 1 year - Sarah R. King - Daughter of COL Gregory King, Burke VA - Charleston Southern University



Sikorsky (Igor Sikorsky) Corporate Matching Scholarship
\$1,500 for 1 year - Michael T. Nicolett - Son of Mr. Tom Nicolett, Monroe CT - James Madison University



Lindbergh Chapter Matching Scholarship
\$1,500 for 1 year - Kody C. Kolb - Son of MAJ Thomas Kolb, St. Louis MO - University of Minnesota



Midnight Sun Chapter Matching Scholarship
\$1,500 for 1 year - CodieAnn E. DeHaas - Daughter of COL Timothy DeHaas, Chugiak AK - University of Washington



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Ashley N. Wills - Daughter of LTC Michael Wills, Huntsville AL - University of North Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Kristen A. McFalls - Daughter of Mr. Michael McFalls, Madison AL - Auburn University



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Christopher C. Muschek - Son of LTC Richard Muschek, Madison AL - Auburn University



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Kaitlin M. Mayes - Daughter of Mr. Kevin Mayes, Harvest AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Eric R. Morgan - Son of Mr. Lowell Morgan, Huntsville AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Marcella R. Atchley - Sibling of Ms. Dianne Atchley, Athens AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Chelsea N. Burgess - Daughter of Mr. James Burgess, Killen AL - University of North Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Zachary A. Rose - Son of Mr. Arthur Rose, Florence AL - Freed-Hardeman University



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Hillary P. Papich - Daughter of Mr. Will Papich, Decatur AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,500 for 1 year - Sarah M. Rathbun - Daughter of Ms. Donna Rathbun, Madison AL - University of Alabama



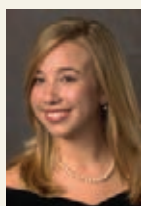
Thunder Mountain Chapter Matching Scholarship
\$1,500 for 1 year - William A. Yoder - Grandchild of Mr. James Basta, Tampa FL - University of Florida



Washington-Potomac Chapter (Joseph P. Cribbins) Matching Scholarship
\$1,500 for 1 year - Kristina L. Hamm - Grandchild of Mr. Edward Decker, Vienna VA - Eastern Kentucky University



Carolyn L. Chapman Memorial Scholarship
\$1,000 for 1 year - Victoria L. Hokanson - Daughter of COL Dan Hokanson, Salem OR - University of San Diego



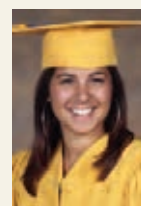
COL John J. Stanko, Jr., Scholarship
\$1,000 for 1 year - Katherine V. Phillips - Daughter of CW4 Mark Phillips, York PA - College of William and Mary.



Don and Ruth Luce Memorial Scholarship
\$1,000 for 1 year - Rebecca A. Shultz - Daughter of CW5 Michael Shultz, Clarksville TN - Murray State University



Justin K. Bhansali Memorial Scholarship
\$1,000 for 1 year - Derek J. Gautreaux - Son of LTC Jay Gautreaux, Madison AL - University of Alabama



90th Anniversary of Fort Monmouth Scholarship
\$1,000 for 1 year - Alexandra Maloney - Grandchild of Mr. Nicholas Martino, Toms River NJ - Rowan University

2010 AAAA Scholarship Foundation Awardees



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year -
Hannah F. Juergens -
Daughter of COL
Richard Juergens, El
Paso TX - El Paso
Community College



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year -
Steven T. Seidband -
Son of Mr. Joel
Seidband, Enterprise AL
- Auburn University



Colonial Virginia Chapter Matching Scholarship
\$1,000 for 1 year -
Sarah C. Habermehl -
Daughter of CW4
James Habermehl,
Disputanta VA - Ohio
State University



Connecticut Chapter Matching Scholarship
\$1,000 for 1 year -
James G. Sarno -
Grandchild of Mr. Joel
DiMaggio, Farmingdale
NY - Frostburg State
University



Lindbergh Chapter Matching Scholarship
\$1,000 for 1 year -
Mariam Shahsavarani -
Grandchild of Mrs.
Bunny Johnson, Hot
Springs Village AR -
Washington University



Lindbergh Chapter Matching Scholarship
\$1,000 for 1 year -
Amanda S. Williams -
Daughter of LTC
Michael Williams,
Alhambra IL - Illinois
Wesleyan University



Lindbergh Chapter Matching Scholarship
\$1,000 for 1 year -
Christian P. McNeil -
Grandchild of Mr. Larry
Johnston, Saint Louis
MO - Greenville
College



Mid-Atlantic Chapter 244th Aviation Brigade Matching Scholarship
\$1,000 for 1 year - Amy
L. Wuyscik - Daughter
of Mr. Edward Wuyscik,
Port Deposit MD -
Towson University



Mid-Atlantic/Monmouth Chapter (MAJ R. Kahl-Winter) Matching Scholarship
\$1,000 for 1 year - Megan L.
Rodriguez - Daughter of
MAJ Bruce Rodriguez,
Monmouth Junction NJ
- Philadelphia Univ.



North Texas II Chapter Matching Scholarship
\$1,000 for 1 year -
Lane A. Granberry -
Grandchild of MAJ
Glenn Granberry, Tyler
TX - Texas A&M
University



North Texas Chapter IV Matching Scholarship
\$1,000 for 1 year -
Amber N. Francis -
Daughter of CW3 Leon
Francis, Roanoke TX -
University of North
Texas



North Texas Chapter Matching Scholarship
\$1,000 for 1 year -
Amanda P. Brackman -
Daughter of MAJ
Tommy Brackman,
Bedford TX - Tulane
University



North Texas Chapter V Matching Scholarship
\$1,000 for 1 year -
Madeline C. Chais -
Grandchild of CPT John
Honaker, Southlake TX
- University of Michigan



Stonewall Jackson Chapter (SSG Darryl D. Booker) Matching Scholarship
\$1,000 for 1 year - John C. Kagi -
Son of MSG Albert Kagi,
Mechanicsville VA -
University of North
Carolina



ACME Electric Corporate Matching Scholarship
\$1,000 for 1 year -
Tyson M. Adams - Son
of MAJ Jay Adams,
Harker Heights TX -
University of Houston



Art and Dotty Kesten AAPI Corporate Matching Scholarship
\$1,000 for 1 year -
Claire P. Callaway -
Daughter of Mr. Kevin
Callaway, Enterprise AL
- Biola University



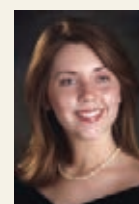
Bannister Enterprises Corporate Matching Scholarship
\$1,000 for 1 year -
John D. Gramke - Son
of CW4 James
Gramke, Palm Bay FL -
University of Central
Florida



Bell Corporate Matching Scholarship
\$1,000 for 1 year -
Lauren C. Wolfe -
Daughter of Mr. Douglas
Wolfe, Flower Mound
TX - Texas State
University



Colonial Aerospace Group: W01 Arthur F. Chaney Scholarship
\$1,000 for 1 year -
Kristin A. Keith -
Daughter of CW4
William Keith, Mililani HI
- Lipscomb University



CSC Corporate Matching Scholarship
\$1,000 for 1 year -
Paige M. Dexter -
Daughter of LTC Carroll
Dexter, Enterprise AL -
University of Alabama



L-3 Communications Vertex Aerospace Corporate Matching Scholarship
\$1,000 for 1 year -
Danielle E. Tobin -
Daughter of LTC Vincent
Tobin, Southlake TX -
Baylor University



Meggitt Defense Systems Corporate Matching Scholarship
\$1,000 for 1 year -
Kacie E. Lundy -
Daughter of COL
Michael Lundy,
Wahiawa HI - University
of Richmond



QinetiQ North America Corporate Matching Scholarship
\$1,000 for 1 year -
Jamie E. Kennedy -
Daughter of LTC James
Kennedy, Enterprise AL
- Auburn University



Robertson Fuel Systems, L.L.C - John R. Rawling Corporate Matching Scholarship
\$1,000 for 1 year -
Jacqueline M. Gordon,
Tucson, AZ - University
of Phoenix-Online



S3 Inc. Corporate Matching Scholarship
\$1,000 for 1 year -
Rebekah A. Rogers -
Daughter of CW5
Gregory Rogers,
Huntsville AL - Auburn
University



Sikorsky II (Igor Sikorsky) Corporate Matching Scholarship
\$1,000 for 1 year -
Angelica N. Ferrazzi -
Daughter of Mr.
Thomas Ferrazzi,
Waterbury CT - Boston
College



The Robertson Foundation Corporate Matching Scholarship
\$1,000 for 1 year -
Sandra S. Wood -
Daughter of CSM Brian
Wood, Manhattan KS -
University of Miami.



The Robertson Foundation Corporate Matching Scholarship
\$1,000 for 1 year -
Caitlin R. Adams -
Daughter of MSG
Randolph Adams, Fort
Drum NY - Keuka
College

2010 AAAA Scholarship Foundation Awardees



The Robertson Foundation Corporate Matching Scholarship
\$1,000 for 1 year - Charles S. Dew - Son of CW3 Charles Dew, Holly Springs NC - North Carolina State University



The Timken Aerospace Transmissions LLC-Purdy Systems Corporate Matching Scholarship
\$1,000 for 1 year - Robert J. Caiazzo - Son of Mr. Robert Caiazzo, Essex CT - Tufts Univ.



URS Federal Services Corporate Matching Scholarship
\$1,000 for 1 year - Caitlin E. Pennycuick - Daughter of COL Richard Pennycuick, APO AE - University of New Hampshire



7/17th Cavalry Association Heritage Scholarship
\$1,000 for 1 year - Amanda K. Speare, Grand Forks, ND - University of Minnesota



Mike Novosel Dustoff Association Heritage Scholarship
\$1,000 for 1 year - Christopher A. Dobbertien - Son of CDR Mark Dobbertien, Orange Park FL - University of Notre Dame



Otter-Caribou Heritage Scholarship
\$1,000 for 1 year - Brandilynne E. Schierland - Grandchild of CPT Robert Henderson, Berkeley CA - Luther College



Otter-Caribou Heritage Scholarship
\$1,000 for 1 year - Casey L. Johnson - Grandchild of LTC Samuel Kaiser, Belton TX - College of William and Mary



Otter-Caribou Heritage Scholarship
\$1,000 for 1 year - Kathrine L. Byrd - Grandchild of SFC Benford Byrd, Buhl AL - Freed-Hardeman University



Potomac Knights Chapter, 114th Aviation Company Heritage Scholarship
\$1,000 for 1 year - Kristen N. Fish - Grandchild of COL Paul Gale, Burke VA - James Madison University



VHPA - 361st AVN Co "Pink Panthers" Heritage Scholarship
\$1,000 for 1 year - Kalyn L. Oden - Grandchild of CW4 James Oden, Rogers AR - University of Arkansas



Vietnam Helicopter Pilots Association Heritage Scholarship
\$1,000 for 1 year - David J. Fulbrook - Son of Dr. Jim Fulbrook, Fairfax VA - Virginia Tech



Vietnam Helicopter Pilots Association Heritage Scholarship
\$1,000 for 1 year - Madelyn L. Keyser - Daughter of Mr. Richard Keyser, Castro Valley CA - University of Pennsylvania



Vietnam Helicopter Pilots Association Heritage Scholarship
\$1,000 for 1 year - Rachel L. Koenig - Grandchild of CW4 Darell Koenig, Louisville KY - James Madison University



Vietnam Helicopter Pilots Association of Florida Heritage Scholarship
\$1,000 for 1 year - Stephen T. Nee III - Grandchild of COL Hal Kushner, Daytona Beach FL - Wake Forest Univ.



COL Larry and Julie Holcomb Scholarship
\$1,000 for 1 year - Nicholas L. Molinelli - Son of COL David Molinelli, Papillion NE - Colorado State University



CW3 Stephen A. Hansen Memorial Scholarship
\$1,000 for 1 year - Brittany N. Adams - Daughter of MAJ Jay Adams, Harker Heights TX - City University of New York



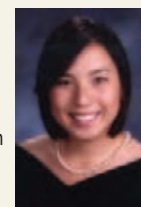
CW4 Jimmy B. Johnston & Family Individual Matching Scholarship
\$1,000 for 1 year - Cynthia N. Tran - Daughter of Mr. Chuck Tran, Corpus Christi TX - Univ. of Texas-Pan American



Sandra Ann Emerson Memorial Scholarship
\$1,000 for 1 year - Katherine E. Laky - Daughter of CW4 Ronald Ingram, Harker Heights TX - Texas A&M University



Terry & Bonnie Reininger Scholarship
\$1,000 for 1 year - Courtney M. Schutze - Grandchild of COL Joseph Levinson, Austin TX - North Lake College



MG & Mrs. Charles F. Drenz Scholarship
\$1,000 for 1 year - Jessica G. Milbern - Daughter of CW5 Joel Milbern, Fayetteville NC - University of North Carolina



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Nicole L. Stratman - Daughter of MAJ Cortney Stratman, Clarksville TN - University of Tenn. Knoxville



Air Assault Chapter Matching Scholarship
\$1,000 for 1 year - Jennifer R. Ryan - Spouse of LTC Philip Ryan, Springfield VA - Austin Peay State University



Aloha Chapter Matching Scholarship
\$1,000 for 1 year - Erin A. Henkel - Daughter of CW2 Greg Henkel, Pahoehoe HI - Hawaii Community College



Aviation Center Chapter (Army Flight Support) Matching Scholarship
\$1,000 for 1 year - Daley A. Kappenman - Daughter of Mr. Jeffrey Kappenman, Enterprise AL - Univ. of Missouri



Aviation Center Chapter (Boeing) Matching Scholarship
\$1,000 for 1 year - Emily A. Clark - Daughter of CW4 Todd Clark, Enterprise AL - University of Alabama



Aviation Center Chapter (CSC) Matching Scholarship
\$1,000 for 1 year - Julia M. Stroud - Daughter of CW4 Dale Stroud, Enterprise AL - Auburn University



Aviation Center Chapter (DRS) Matching Scholarship
\$1,000 for 1 year - Mary J. Bishop - Daughter of LTC Anthony Bishop, Enterprise AL - University of South Alabama



Aviation Center Chapter (Dyncorp) Matching Scholarship
\$1,000 for 1 year - Kaitlin A. Statz - Daughter of COL William Statz, O'Fallon IL - New College of Florida

2010 AAAA Scholarship Foundation Awardees



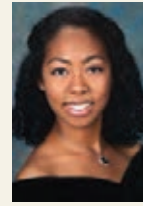
Aviation Center Chapter (SES) Matching Scholarship
\$1,000 for 1 year - Taylor M. Smith - Daughter of COL Eric Smith, Prattville AL - University of Alabama



Aviation Center Chapter (Sikorsky) Matching Scholarship
\$1,000 for 1 year - Rachael A. Culver - Daughter of Mr. Laird Culver, Enterprise AL - University of Alabama



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Eric F. Vicente-Flores - Son of CPT Raymond Santiago, Enterprise AL - Spring Hill College



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Mia E. Donley - Daughter of COL Freemon Donley, Dothan AL - Auburn University



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Bethany L. Martin - Daughter of MSG Carl Martin, Enterprise AL - Huntingdon College



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Corinne M. Beckinger - Daughter of COL Richard Beckinger, Enterprise AL - Univ. of North Alabama



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Sara F. Carroll - Daughter of CW5 Michael Carroll, Enterprise AL - University of Alabama



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Steven C. Carter - Son of LTC William Carter, Enterprise AL - Birmingham Southern College



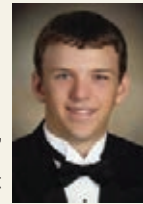
Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Johanna M. Almquist - Daughter of LTC Brian Almquist, Enterprise AL - Kansas State University



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Kylie R. Akins - Daughter of CW4 Rex Akins, Enterprise AL - Harding University



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - David P. McKeon - Son of COL Joseph McKeon, Enterprise AL - University of Alabama at Birmingham



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Christopher J. Evelyn - Son of COL Thomas Evelyn, Enterprise AL - University of Alabama



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Sara E. Coursey - Daughter of Mr. Paul Coursey, Fort Rucker AL - Troy State University



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Adam K. Hottell - Son of MAJ Kevin Hottell, Enterprise AL - Troy State University



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Mary Ashley Krogh - Daughter of COL Anthony Krogh, Fort Rucker AL - Savannah College of Art & Design



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Carolyn M. Webers - Daughter of Mr. Joseph Webers, Enterprise AL - University of Alabama



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Zachary N. Ciranni - Son of Mr. Nicholas Ciranni, Enterprise AL - Auburn University



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Taylor E. Cooper - Grandchild of CW4 Robert Cooper, Enterprise AL - University of Tenn. Knoxville



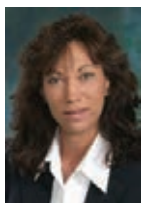
Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Adele K. Webber - Spouse of MSG David Webber, Enterprise AL - Wallace State Community College



Aviation Center Chapter Matching Scholarship
\$1,000 for 1 year - Lauren E. Hohbach - Daughter of CW5 Brent Hohbach, Ozark AL - University of Alabama



Colonial Virginia Chapter Matching Scholarship
\$1,000 for 1 year - Jerona M. Archie - Grandchild of COL Howard Williams, Virginia Beach VA - University of Texas at Houston



Colonial Virginia Chapter Matching Scholarship
\$1,000 for 1 year - Barbara A. Selje - Spouse of CW5 Robert Selje, Williamsburg VA - Thomas Nelson Community College



Delaware Valley Chapter - Harry McGinniss Scholarship
\$1,000 for 1 year - Sarah R. Adams - Daughter of CW4 Mark Adams, Evans Mills NY - State University of New York



Delaware Valley Chapter - Harry McGinniss Scholarship
\$1,000 for 1 year - Jamie D. Ballew - Daughter of LTC Mark Ballew, Media PA - Widener University



Delaware Valley Chapter - Harry McGinniss Scholarship
\$1,000 for 1 year - Leah H. Spalding - Daughter of LTC William Spalding, Wyndmoore PA - Colgate University



Delaware Valley Chapter - Harry McGinniss Scholarship
\$1,000 for 1 year - Carolyn H. Spalding - Daughter of LTC William Spalding, Wyndmoore PA - Lafayette College



Delaware Valley Chapter - Harry McGinniss Scholarship
\$1,000 for 1 year - Sarah E. Stidley - Daughter of CSM Richard Stidley, Savannah GA - University of Georgia



Easy 40 Memorial, Jack H. Dibrell/Alamo Chapter Matching Scholarship
\$1,000 for 1 year - Tyler E. Ogg - Grandchild of LTC Thomas Grant, Boerne TX - University of Texas

2010 AAAA Scholarship Foundation Awardees



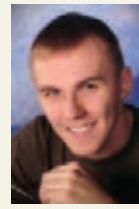
Empire Chapter Matching Scholarship
\$1,000 for 1 year - Christopher M. Rawson - Son of SFC Steven Rawson, Ballston Spa NY - RIT



Idaho Snake River Chapter CPT Ed W. Freeman Memorial Matching Scholarship
\$1,000 for 1 year - Natasha S. Mounsey, Cataldo, ID - California State University



Idaho Snake River Chapter Mr. Jesse Phelps Memorial Matching Scholarship
\$1,000 for 1 year - AnJeanette Woodworth - Daughter of CW3 Randall Woodworth, Meridian ID - Utah



State University Jack Dibrell/Alamo Chapter Matching Scholarship
\$1,000 for 1 year - Andrew J. Fristoe - Son of LTC Jonathan Fristoe, Gambrells MD - University of Dubuque



North Texas Chapter Dallas Military Ball Matching Scholarship
\$1,000 for 1 year - Tyler J. Walker - Son of Mr. Norman Walker, North Richland Hills TX - Texas Christian University



North Texas Chapter Frank Radspinner Memorial Scholarship
\$1,000 for 1 year - Melissa A. Willingham - Daughter of CW4 William Willingham, Canton OH - Ohio Valley University



North Texas Chapter George H. Schultz Memorial Matching Scholarship
\$1,000 for 1 year - Christian R. Jackson - Son of CDR Richard Jackson, Shapleigh ME - University of Florida



North Texas Chapter Harry Frazier Senior NCO Matching Scholarship
\$1,000 for 1 year - Emily K. Sikes - Daughter of CW4 Kenneth Darlington, Bosque Farms NM - Univ. of New Mexico



North Texas Chapter Mike Kawa Matching Scholarship
\$1,000 for 1 year - Brendon P. Brye, Winona, OH - University of North Dakota



Old Tucson Chapter LTC Benny Cobb Memorial Matching Scholarship
\$1,000 for 1 year - Hillary P. Campbell - Daughter of COL Kenneth Campbell, Tucson AZ - Northern Arizona University



Old Tucson Chapter LTC Benny Cobb Memorial Matching Scholarship
\$1,000 for 1 year - Stephanie N. Sullivan - Daughter of SSG Raymond Sullivan, Casa Grande AZ - University of Arizona



Rio Grande Chapter CW4 Keith Yoakum Memorial Scholarship
\$1,000 for 1 year - Lela M. Ruck - Daughter of CPT Lance Ruck, El Paso TX - Texas Tech University



Rio Grande Chapter Matching Scholarship
\$1,000 for 1 year - Shannon R. McBride - Daughter of MG Kevin McBride, Rehoboth MA - Northeastern University



Rising Sun Chapter Matching Scholarship
\$1,000 for 1 year - Philip R. Churchill - Son of CW4 Terrence Churchill, Clancy MT - University of Montana



Tarheel Chapter Matching Scholarship
\$1,000 for 1 year - Christopher M. Hogan - Son of CW4 Gary Hogan, Georgetown TX - University of Texas



Tarheel Chapter Matching Scholarship
\$1,000 for 1 year - Jessica M. Crandall - Grandchild of COL Bruce Crandall, Manchester WA - Penn State University



Tarheel Chapter Matching Scholarship
\$1,000 for 1 year - Sarah E. Anthony - Daughter of MAJ Paul Schmitz, Lincoln NE - University of Nebraska



Tarheel Chapter Matching Scholarship
\$1,000 for 1 year - Sean M. Hood - Son of CW5 James Hood, Manhattan KS - Kansas State University



Tennessee Valley Chapter CSM Isaac B. Sheffield Matching Scholarship
\$1,000 for 1 year - Erika L. Drake - Daughter of Mr. Lee Drake, Madison AL - University of Alabama



Tennessee Valley Chapter CW4 James V. Torney Matching Scholarship
\$1,000 for 1 year - Corey C. Fry - Son of Mr. Christopher Fry, Madison AL - Mississippi State University



Tennessee Valley Chapter LTC Steven D. Moore Matching Scholarship
\$1,000 for 1 year - Zachary W. Murray - Son of Mr. Gilbert Murray, Madison AL - University of Alabama



Tennessee Valley Chapter MAJ Jeffrey DeCarlo Matching Scholarship
\$1,000 for 1 year - Samantha E. Mayes - Daughter of Mr. Kevin Mayes, Harvest AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,000 for 1 year - Scott E. Harkey - Son of MG Joe Harkey, Hampton Cove AL - University of Alabama



Tennessee Valley Chapter Matching Scholarship
\$1,000 for 1 year - Jennifer M. Sabourin - Daughter of Mr. Brian Sabourin, Huntsville AL - Mississippi State University



Tennessee Valley Chapter Matching Scholarship
\$1,000 for 1 year - Erin L. McDaniels - Daughter of COL Lloyd McDaniels, Madison AL - Middle Tennessee State University



Tennessee Valley Chapter Matching Scholarship
\$1,000 for 1 year - David J. Hauser - Son of Mr. James Hauser, Madison AL - University of Alabama



Utah Chapter Matching Scholarship
\$1,000 for 1 year - Jessica K. Leblow - Daughter of LTC Theodore Leblow, Provo UT - Brigham Young University



Utah Chapter Matching Scholarship
\$1,000 for 1 year - Tyler G. Hartvigsen - Son of LTC Greg Hartvigsen, Kaysville UT - Weber State University

2010 AAAA Scholarship Foundation Awardees



Washington-Potomac Chapter Matching Scholarship
\$1,000 for 1 year -
Brianna L. Kuiper -
Daughter of COL
Marcus Kuiper, Fairfax
VA - James Madison



University Washington-Potomac Chapter Matching Scholarship
\$1,000 for 1 year -
Rebecca A. Zeitz -
Daughter of LTC Gary
Zeitz, Fredericksburg VA
- University of Mary



Washington Washington-Potomac Chapter Matching Scholarship \$1,000 for 1 year - Lauren E. Hamilton - Daughter of LTC Mark Hamilton, Fairfax Station VA - Auburn University



Washington-Potomac Chapter Matching Scholarship
\$1,000 for 1 year -
Brandon T. Haugh - Son
of COL Jeffrey Haugh,
Westminster MD -
University of Maryland



Washington-Potomac Chapter Matching Scholarship
\$1,000 for 1 year -
Jared C. Allen - Son of
Mr. Michael Allen,
Havre de Grace MD -
Manchester College



AAAA Life Member (LTC Cloyd V. Taylor, Ret.) Memorial Scholarship
\$1,000 for 1 year -
Katrina E. Kahler -
Daughter of CW4 Paul
Kahler, Murfreesboro
TN - Samford University



AAAA Scholarship Interest-Free Loan
\$4,000 - \$1,000 for 4
years - Taylor C. Leming
- Grandchild of MAJ Joe
Leming, Newport News
VA - University of Mary
Washington

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for next year's AAAA
Scholarship Foundation's
program is May 1, 2011.

Deadline for Applications to the 2011 AAAA Scholarship Program is May 1, 2011

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Industry News

And Announcements Related to Army Aviation Matters

Editor's note: Companies can send their Army Aviation related news releases and information to editor@quad-a.org.

PAC-CMU Flight Test Autonomous Collision Avoidance/LZ Selection System



PHOTO: PIASECKI AIRCRAFT CORP.

Piasecki CMU Autonomous Collision Avoidance & LZ Selection System on Boeing ULB Test Bed.



Piasecki CMU Autonomous Collision Avoidance Flight Testing

Piasecki Aircraft Corp. and Carnegie Mellon University have developed and flight demonstrated a navigation/sensor system in June 2010 that enables full-size, autonomous helicopters to fly at low altitude while avoiding obstacles; evaluate and select suitable landing sites in unmapped terrain; and land safely using a self-generated approach path. Autonomous flight at low altitude and landing zone evaluation/selection is an unprecedented feat with a full-size helicopter. This technology has been developed to allow future unmanned helicopters to evacuate wounded soldiers from contaminat-

ed or live-fire battlefields and to resupply forward military bases. The technology is also applicable as a pilot aid to help both military and civilian pilots avoid obstacles, such as power lines, and select landing sites in unimproved areas such as emergency scenes, even when operating in low-light or low-visibility conditions. In mid-June, the Piasecki/Carnegie Mellon team flight tested the navigation/sensor system at The Boeing Company's Rotorcraft Systems facility in Mesa, AZ, using the Unmanned Little Bird helicopter test bed (Fig.1). The Piasecki/Carnegie Mellon sensor package and naviga-

tion, mapping and collision avoidance software repeatedly demonstrated the ability to land in cluttered environments. In each case, the navigation/sensor system had to map an unknown area where large and small obstructions limited the possible landing sites – circumstances typical of a military or civilian medical evacuation mission. The system was able to reliably identify level landing sites with clear approach paths that were accessible for evacuating a simulated casualty. The system also was able to detect and maneuver around a manlift extended to a height of 60 feet while flying at a speed of more than 20 knots (Fig 2). Flight tests also demonstrated the sensor package was able to detect high-tension wires over desert terrain. The demonstration was the culmination of work sponsored by the U.S. Army's Telemedicine and Advanced Technology Research Center (TATRC) through a Small Business Innovation Research (SBIR) program with Piasecki Aircraft and Carnegie Mellon's Robotics Institute, supplemented with significant additional funding from Piasecki.

Contracts – (From various sources. An “*” by a company name indicates a small business contract)

Sikorsky Awarded UH-60M FMS Conversion Contract

Sikorsky Aircraft Corp., Stratford, CT, was awarded on July 6 a \$6,666,930 firm-fixed-price contract. This contract is definitization of not-to-exceed price for the conversion of 9 UH-60M Black Hawk helicopters into unique aircraft configuration for the Bahrain Defense Force, Foreign Military Sales Case BA-B-UIR. Contractor will also provide technical publication; integrated logistics support; field service representative; warranty; and ferry flight technical shipping support. Work is to be performed in Stratford, CT, with an estimated completion date of Dec. 31, 2012.

KW Engine Contract Awarded to Rolls Royce

Rolls Royce Corp., Indianapolis, IN, was awarded on July 7 a \$7,195,380 firm-fixed-price contract. This requirement is for 15 gas turbine engines, Model 250/C30R/3, to support the OH-58D Kiowa Warrior safety enhancement program. Work is to be performed in Indianapolis, IN, with an estimated completion date of Dec. 31, 2012.

Shadow PBLC Awarded to AAI

AAI Corp., Hunt Valley, MD, was awarded on July 12 a \$37,962,239 cost-plus-fixed-fee contract. This effort is to increase funds and exercise options on the Shadow tactical unmanned aircraft system performance-based logistics contract. Work is to be performed in Hunt Valley, MD, with an estimated completion date of Oct. 31, 2010.

TSI Awarded Hunter Revitalization

Northrop Grumman Systems Corp., Technical Services, Inc., Sierra Vista, AZ, was awarded on July 13 a \$47,250,000 cost-plus-fixed-fee contract. This contract is to provide capability-based rotations support for Operation Enduring Freedom/Operation Iraqi Freedom and revitalization for the Hunter unmanned aircraft system. Work is to be performed in Sierra Vista, AZ, with an estimated completion date of July 14, 2011.



PEOPLE ON THE MOVE

FLIGHT SCHOOL GRADUATES

AAAA congratulates the following officers graduating from the Initial Entry Rotary Wing (IERW) courses at the U.S. Army Aviation Center of Excellence, Fort Rucker, Ala. AAAA provides standard aviator wings to all graduates and sterling silver aviator wings to the distinguished graduates of each flight class.

66 Officers, July 8

AH-64D Track

- WO1 Dustin L. Heise * HG
- LT Joshua A. Caldwell DG
- LT Christopher R. Beckwith *
- WO1 Christopher A. Bennett *
- WO1 Eric I. Bridge
- CW2 Christopher J. Delgado*
- WO1 Trent M. Dodson
- LT William R. Dula
- WO1 Tyson A. Edkin
- WO1 Nicholas M. Egbert *
- CW2 Justin M. Fagan *
- LT James P. Hart *
- CW2 Michael W. James
- WO1 Jeffrey L. Jones *
- WO1 Cameron D. Landies
- WO1 Reuben J. Lesondak
- WO1 Jason T. Read *
- WO1 Roberto Salinas
- LT Mary Katherine Schuster

- LT Merritt W. Thomas *
- WO1 Jacob M. Uber
- WO1 Joseph P. Van Drimmelen

CH-47D Track

- WO1 Ethan S. Jacobs DG
- LT Justin W. Brown
- WO1 Daniel D. Brum
- WO1 Johnny Callahan
- WO1 Brandon S. Dewhurst
- WO1 Jordan M. Frizzell
- WO1 Devon T. Hall
- LT Justin S. Hinds *
- WO1 Joseph M. Marth
- WO1 Kevin M. Millard

OH-58D/R Track

- LT Arthur N. Clymer *
- LT Curtis B. Dotson, Jr.
- LT Joseph D. Hall *
- LT Timothy L. Laroche
- WO1 Patrick W. Pittman
- WO1 Holly N. Runals *
- WO1 Cory J. Swanson
- WO1 Michael P. Walton

UH-60 Track

- LT Timothy C. Walsh DG
- WO1 Emily G. Simburger DG
- LT Kimberly E. Adams
- LT Patrick S. Barrington
- WO1 Bryant G. Cable
- LT Andrew J. Cremona
- WO1 Mark E. Davis *
- LT Christopher K. Fleming
- WO1 Brian D. Gilmour
- LT Julian L. Harden
- WO1 Ryan M. Holz
- WO1 Michael W. Huber

- WO1 Brent M. Johnson
- LT Stephen C. Merrill
- LT Derek J. Mintle
- LT Zachary R. Mitchell
- WO1 Trailson N. Moore
- WO1 Martin C. Morzan
- WO1 Jarrod G. Nash *
- WO1 Daniel J. Peterson
- LT Adam R. Potts
- LT Ryan A. Sajdak *
- LT Daniel S. Spratt
- LT Jason Stanley
- LT Kyle Unger
- LT Kyle P. Vandingstee

37 Officers, July 22

OH-58D/R Track

- WO1 Colin P. Hightower * HG
- WO1 Michael J. Bontekoe DG
- WO1 Joshua M. Cardinal *
- WO1 John D. Kemp
- LT Adam T. Kenyon
- WO1 Michael M. King
- WO1 Benjamin A. Marquis*
- LT Patrick McDonald
- WO1 Fernand P. Muffoletto
- WO1 Paul J. O'Farrell *
- WO1 EliSamuel Quinones *
- LT Jeffrey S. Salem

UH-60 Track

- LT Scott N. Dimaio HG
- WO1 Jared W. Marsh HG
- LT Charles S. Watson HG
- CW2 Stacey L. Jaffett DG
- LT Mark R. Sudweeks DG
- WO1 Justin M. Arfa

- WO1 Dennis R. Baker
- WO1 Donald M. Black *
- LT Jason M. Burwick
- LT Armando R. Castellano
- LT Michael D. Ferrer
- LT Daniel M. Gazzano
- LT Ross J. Gemmill
- LT Celma Gonzalez *
- LT Adam T. Hanisch
- WO1 Greg R. Heckathorn
- LT Steven E. Hill
- LT Ryan D. Lundquist
- CW2 Steven A. Mullett *
- LT Travis J. Payne
- LT Hayden A. Piscal
- LT Justin A. Stirling
- LT Michael E. Sudweeks
- LT Kendz M. Toussaint
- WO1 Eric J. Williams

55 Officers, August 5

AH-64D Track

- WO1 Frank R. Caruccio HG
- LT Daniel H. Nordin * DG
- WO1 James W. Altaffer *
- LT Jacob B. Blakeslee
- WO1 Jerry E. Colton
- WO1 Bradley J. Craig
- LT Nathan B. Dyer *
- WO1 Nathan C. Estes
- LT David R. Galbreath
- CW2 Bobby F. Gentry *
- WO1 Matthew L. Ingle *
- WO1 Steven J. Larmay *
- LT Timothy B. Light
- WO1 Reginald E. Oliver *
- WO1 Dagoberto W. Quiroz *
- CW2 James C. Smith *
- WO1 David P. Stewart *
- CW2 Timothy W. Storey
- WO1 Brant M. Wayment *
- LT Whitney B. Winchester *
- WO1 Michael P. Zesiger

CH-47D Track

- LT Victor A. Munoz DG
- LT Trevor P. Weaver

UH-60 Track

- LT Joel O. Castro HG
- LT Bradley T. Fickett HG
- CW2 Alexander H. Carr HG
- WO1 Matthew Crowley HG
- LT James C. Keaton DG
- WO1 Steven J. Atencio
- WO1 Matt N. Boyd
- CW2 Brent D. Claassen *
- LT Brian M. Calcagno
- WO1 Kelly J. Collins
- LT Nicholas J. Cortez
- CPT Brent D. Groeneveld
- LT David J. Grojean
- WO1 Louis G. Haberkorn
- CW2 Shawn M. Hansen
- LT Kyla G. Johnson
- LT Kevin P. Kannett
- WO1 Summer R. Kunard
- LT Quinn R. Meyers
- WO1 Edwin A. Montgomery
- WO1 Dustin P. Niu
- WO1 Anthony J. Pallotto
- WO1 Devon A. Pinnegar
- LT Adam W. Rackers
- WO1 Jonathan D. Ruud
- WO1 Eric B. Thornburg
- LT Amanda M. Waldusky
- LT Kurt T. Wernicke
- CPT Michael G. Wieneke
- WO1 Sylvester P. Wilson
- WO1 Jon T. Woerheide
- WO1 Steven C. Wright

DG = Distinguished Graduate
 HG = Honor Graduate
 * = AAAA Member
 + = Life Member

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POTM

PEOPLE ON THE MOVE

CHANGE OF COMMAND

Novalis Takes The Reins At 1st ACB



During the 1st Air Cavalry Brigade, 1st Cavalry Division's change of command ceremony, MG Daniel B. Allyn (center), commander, 1st Cav. Div., from Berwick, Maine, transfers 1st ACB's colors from COL Douglas M. Gabram (right), of Cleveland, to **COL John E. Novalis II** (left), from Willamsport, PA, the incoming commander for 1st ACB, July 7 on Cooper Field at Ft. Hood, TX. Gabram's two-year command included a year-long deployment to Iraq; his next assignment is executive officer to LTG Michael Oates, director of the Joint Improvised Explosive Device Defeat Organization. Novalis comes to the 1st ACB directly from the National War College, Ft. McNair, Washington, DC.

Macklin Takes Command of ATSCOM/164th TAOG



Forces Command (FORSCOM) Deputy Commanding General, LTG Joseph F. Peterson passes the ATSCOM colors to **COL James R. Macklin Jr.** on July 8, as Macklin assumed command of the Air Traffic Services Command (ATSCOM) and 164th Theater Airfield Operations Group (TAOG) in a change of command ceremony located at the Aviation Museum, Fort Rucker AL. Also in the photo are the outgoing commander, COL Jon P. Goodsmith, and the 164th TAOG CSM Ronaldo N. Ronsairo. ATSCOM and 164th TAOG are directly subordinate to FORSCOM.

Palumbo Takes Over Army Alaska



BG Raymond P. Palumbo accepts the U.S. Army Alaska colors from LTG Benjamin R. Mixon, U.S. Army Pacific commanding general, signifying the beginning of Palumbo's tenure as USARAK CG during a July 12 change of command ceremony at Buckner Field, Ft. Richardson, AK.

4th Battalion Night Stalkers Welcome New Commander



LTC Heath J. Niemi accepts the battalion colors from COL John W. Thompson, commander of the 160th Special Operations Aviation Regiment (Airborne) as he assumed command of 4th Battalion, 160th SOAR(A), from LTC Michael J. Hertzendorf during a ceremony at Joint Base Lewis-McChord, Tacoma, WA, July 15. Niemi has been with the Night Stalkers in a variety of positions since 2000. A nearly 15-year veteran Night Stalker, Hertzendorf's next assignment will be as Chief of Staff for the newly-forming Army Special Operations Aviation Command at Ft. Bragg, NC.

CHANGE OF CHARTER/ RESPONSIBILITY

Non-Standard Rotary Wing Aircraft Assumption of Charter



COL Norbert E. Vergez (middle) accepts the Assumption of Charter as the new Project

Manager for Non-Standard Rotary Wing Aircraft with Randall B. Harkins (left), his deputy. They pose with BG William T. Crosby (right), Program Executive Officer for Aviation, July 1 during the official uncasing of the flag and standup of the seventh and newest Project Office in PEO Aviation. The office began with approximately two people and has grown to 60 people.

Project Office for Armed Scout Helicopter Change of Charter



COL Robert E. Grigsby (left) accepts the Charter from BG William T. Crosby (right), as the new Project Manager for Armed Scout Helicopters during a ceremony July 1, 2010 at Redstone Arsenal, AL

Joint Cargo Aircraft Program Transfer



(From left) Roderick A. Bellows, Joint Cargo Aircraft (JCA) Program Director (US Army); Carole H. Hubbard, Army Procuring Contracting Officer; James Leighty, Air Force Procuring Contracting Officer; and COL Mark Foringer, Air Force C-27J Program Manager make history during a ceremonial signing of the JCA contract modification June 9 at the L-3 Communications building in Huntsville. The Army has officially transferred the JCA program prime contract to the Air Force. The JCA program is currently undergoing Multi-service Operational Test & Evaluation (MOTE) scheduled to last throughout the summer and the completion of program transfer is expected no later than Oct. 2010.

PROMOTIONS

Two Aviators Selected for Promotion to BG Secretary of Defense Robert M. Gates announced on August 27 that the President nominated the following Army Competitive Category colonels for promotion to the rank of brigadier general: Congratulations to **COL Timothy J. Edens**, Deputy Commander, U.S. Army Aviation Center of Excellence (USAACE), Fort Rucker, AL and **COL James M. Richardson**, Deputy Commander, 1st Cavalry Division, Fort Hood, TX.

POTM

PEOPLE ON THE MOVE

Iron Eagles Have Landed



COL Daniel E. Williams, the 4th Cbt. Avn. Bde. commander, Command Chief Warrant Officer **CW5 Lance E. McElhiney** and **CSM Donald L. Rose**, the 4th CAB command sergeant major, uncase the 4th CAB colors in a ceremony at Camp Marmal, Afghanistan July 16, 2010. The 4th CAB is deployed under Regional Command – North as part of the International Security Assistance Force for twelve months.

UAS Company To Wear USASOC Patch



The 160th Special Operations Aviation Regiment (Airborne) commander, **COL John W. Thompson**, talks with the Soldiers of Quick Reaction Capability 2, the unmanned aerial systems company, following a patch ceremony at Libby Army Airfield, Fort Huachuca, AZ, July 19, authorizing unit soldiers to wear the USASOC shoulder patch as a result of their attachment to the 160th SOAR(A). Thompson and Regiment Warrant Officer, CW5 Bob Witzler, presided over the ceremony and presented USASOC patches to the company commander and first sergeant.

1st CAB Takes Over In Northern Iraq



U.S. Soldiers from the **1st Squadron, 6th Cavalry Regiment**, a scout and reconnaissance squadron from the Combat Aviation Brigade, 1st Infantry Division, raise their unit's flag in a transfer of authority cere-

mony in Mosul July 23. The CAB, 1st Inf. Div. is the Army's first enhanced combat aviation brigade, commanding nearly 4,000 troops and several hundred aircraft. It is scheduled to be the Army's sole aviation asset supporting Operation New Dawn by this September.

AWARDS

Robinson Retires



(From left) MG James R. Myles, commanding general U.S. Army Avn. and Missile Life Cycle Mgmt. Cmd. (AMCOM); LTG (Ret.) Tony Jones; BG William T. Crosby, PEO Aviation; COL Keith W. Robinson, LTG (Ret.) John M. Curran, and MG James O. Barclay III, commanding general, U.S. Army Avn. Ctr. of Excellence (USAACE).

COL Keith W. Robinson proudly accepts the Honorable Order of St. Michael, Silver Award, from BG William T. Crosby, during his retirement ceremony July 1. Robinson thanked his predecessors and mentors and quoted a phrase from one of his favorite authors, Richard Bach: "Every person, all the events of your life are there because you have drawn them there. What you choose to do with them is up to you." Robinson is retiring after more than 25 years of military service. Other awards he received were the Legion of Merit, Certificate of Appreciation from the President, PEO Plaque, US Flag, and Certificate of Retirement.

Andrel Picked For Daedalian Award



MG (Ret.) Ronald K. Andreson (left) presented the Daedalian Exceptional Pilot Award to **CW2 Raymond Andrel**, a UH-60M pilot with the 159th Combat Aviation Brigade, 101st Airborne Division (Air Assault) during a ceremony July 16 at 4th Battalion headquarters at Ft.

Campbell, KY. Andrel was selected to receive the award for his superb airmanship and bravery while supporting Operation Enduring Freedom 09-11 in Afghanistan. In July, a combat patrol had been ambushed by anti-Afghan forces and five U.S. Soldiers were wounded requiring medical evacuation, while the rest of the troops were out of ammo and water. Andrel requested and received approval for an emergency resupply. While loading troops and supplies, his crew and aircraft came under attack by small arms and rocket propelled grenades (RPG), but continued valiantly and with disregard for their own safety, finishing the mission and saving coalition lives. The Order of Daedalians had its genesis in 1921 and the award honors and pays tribute to the men and women who risk their lives flying in service to the nation.

CCAD Achieves VPP Star Status



Corpus Christi Army Depot earned Star Status for excellence in employee safety and health following an on-site visit and evaluation by the U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) on July 15. The Voluntary Protection Program achievement culminates a five-year effort to improve safety conditions for the workforce at the depot. CCAD joins Tobyhanna Army Depot and Crane Army Ammunition Activity as only the third Army Materiel Command organization to receive the designation.

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AAA News

ORDER OF ST. MICHAEL and OUR LADY OF LORETO AWARDS

Aviation Center Chapter



CW5 Benny Aguirre, Warrant Officer Career College, Ft. Rucker, AL, receives the Bronze Order of St. Michael from COL Mark T. Jones, Commandant of the Warrant Officer Career College, on June 8, 2010 during the 1st Annual Warrant Officer Summit at Ft. Rucker, AL.

Mount Rainier Chapter



The Silver Order of St. Michael is presented to **COL (Ret.) Wallace N. Turner** (left) on July 11, 2010, at Golf Club, Joint Base Lewis-McChord, Tacoma, WA by Mount Rainier Chapter President, MAJ Clayton E. Braun. Turner, the former 66th Theater Aviation Command (TAC) commander and Washington Army Nat'l Guard State Army Aviation Officer, retired on 30 June after 27 years of service. He will be moving to Florida.



LTC Jeffrey C. Allen, XO, TF Raptor, 1-168th Avn. (GSAB) is presented a Bronze Order of St. Michael by Mount Rainier Chapter president, MAJ Clayton E. Braun (right) and 66th TAC com-

mander, COL Stephen G. Kent during a chapter meeting on July 10, 2010 at the Cascade Club, Joint Base Lewis-McChord, Tacoma, WA. Allen was recognized for outstanding service on the occasion of his change of duty to Rear Det. commander, for the 1-168th GSAB.



LTC Daniel H. Dent, S-3, TF Raptor, 1-168th Avn. (GSAB) receives a Bronze Order of St. Michael from Mount Rainier Chapter president, Braun (right) and 66th TAC commander, Kent, on July 10, 2010 during a chapter meeting at the Cascade Club, Joint Base Lewis-McChord. Dent, who takes command of TF Raptor, was recognized for his significant contributions to pre-deployment task force training as the unit prepares to support Operation Iraqi Freedom.



LTC Bruce C. Linton, outgoing commander of TF Raptor, 1-168th Avn. (GSAB), is recognized with a Bronze Order of St. Michael during a chapter meeting at the Cascade Club, Joint Base Lewis-McChord on July 10, 2010. Presented by Mount Rainier Chapter president, Braun (right) and 66th TAC commander, Kent, for outstanding duty performance, Linton assumes the duties of 66th TAC chief of staff.

Phantom Corps Chapter



CSM Ronnie Garrett, 166th Avn. Bde. CSM, Ft. Hood, TX, receives a Silver Order of St. Michael from brigade commander, COL Paul J.

Ambrose, on June 23, 2010 at Ft. Hood on the occasion of his retirement after 32 years of service, culminating in 13 years as a command sergeant major. He was recognized for career-long achievements capped off by his efforts to transform the 166th Avn. Bde. which have had a profound impact on Army Reserve and Army National Guard aviation mobilization training, validation, and deployment.



CW4 Floyd J. Keller (left) and **MAJ William D. "Casey" Clyde** are awarded the Bronze Order of St. Michael by 2nd Bn., 227th Avn. Regt. commander, LTC Ralph J. Litscher during a ceremony at Ft. Hood, TX on June 30, 2010. Clyde was recognized for his achievements as the Co. C, 2-227th GSAB commander and Keller for his accomplishments as the 2-227th GSAB standardization pilot.

Tennessee Valley Chapter



COL (Ret.) Melvin J. McLemore, Assistant Vice President, Science Applications International Corporation (SAIC), Huntsville, AL is awarded the Silver Order of St. Michael by Tennessee Valley Chapter president, LTC (Ret.) William C. Weaver on May 7, 2010 at a company off-site in Huntsville on the occasion of his retirement. McLemore was recognized for meritorious contributions to Army Aviation, AAAA, and the local chapter over a 30-year military career and 44 years of support to AAAA. He will remain in Huntsville. Shown with him here are his wife, Wanda (left), and daughter, Debbie McLemore Baugh.

Join AAAA Today!

AAAA: Supporting the U.S. Army Aviation Soldier and Family

NEW MEMBERS

Air Assault Chapter
MSG Arthur W. Agnew, Ret.
WO1 Randy S Maier

Armadillo Chapter
CPT Randall J Smith

Aviation Center Chapter
WO1 Lawrence H Aitken
2LT Ryan D. Ball
WO1 Matthew B Beard
2LT Eric T. Becker
2LT Charles C Binney
1LT William R Bush
2LT James R. Carver
2LT Clint R. Chamberlain
WO1 Joshua M. Chason
2LT Kelly W. Clapp
1LT Kyle W. Crom
WO1 Paul R. Deaver
2LT Jeffrey T Dow
CPT Scott W. Dunkle
WO1 Michael J. Dykman
WO1 Brian M. Earley
2LT Jonathan D. Ferber
WO1 Quentin L. Friend
WO1 Joseph K. Gehlbach
2LT William A. Gillespie
MAJ Richard C. Gmitter
2LT Gregory J Graham
WO1 Joshua E. Hageman
WO1 Aaron J. Haggard
WO1 Max R. Hall
2LT Kyle J. Hoffman
WO1 Benjamin P Holloday
2LT Jennifer L. Howell
WO1 Robert A Ibrahim
2LT Jacob D Ingebritson
1LT John J. Kealy
MAJ David D. Lambert
Jesse A. Lambert
WO1 Kenneth M LaSeur
WO1 Brandon J. Lee
WO1 Christopher B. Link
2LT Craig A Maddy
WO1 Jason E. Manthey
WO1 Joshua A. Marles
WO1 Alexander P Miller
2LT Steven P. Mooradian
CPT Gregory R. Myrick
WO1 Brad M Nelson
WO1 Keith A Nelson
WO1 Arthur W Orr
CPT Arthur C. Oswesili
WO1 Bradley G Painter
2LT Matthew J Palange
WO1 Robert D. Patrick
WO1 Jeffrey L Phelps
2LT Wesley R Pipkin
WO1 Brian J. Poplawski
WO1 Joshua I Ratcliff
WO1 Alan D. Rawleigh
WO1 Edward T. Reinhold
WO1 Chad A Risberg
2LT Joshua J Risner
WO1 Michael A Roach

CPT Thomas R. Ronay
WO1 Joshua N Ronlcainen
WO1 Donald A. Seelye
2LT Alexander M. Shushunov
WO1 Jordan H. Simmons
1LT Joseph E. Simmons
WO1 Viatcheslav Skroznikov
WO1 Christina E Smith
2LT William S Smith
WO1 Michael J. Sperlak
2LT Kevin J. Tippens
1LT Chavela Trumble
WO1 Robert R. Tyson
WO1 Daniel Ryan West
WO1 Andrew J. Wickman
WO1 David J Williams
WO1 Jason A Wyllie
WO1 James R Wynn
WO1 John Yasar

Central Florida Chapter
Susan K. Abascal
COL Douglas A. Boone, Ret.
Stephen Stankiewicz

Colonial Virginia Chapter
SFC Jerry D Adams
LTC Scott R. McMichael, Ret.
1SG Alexander A. Tejada

Connecticut Chapter
Kenneth C Pace

Delaware Valley Chapter
CW4 Robert V. Drapala
WO1 Jamie F. Drennen
2LT Jessica E Stephenson

Empire Chapter
LTC Mark F. Slusar

Flying Tigers Chapter
1SG Jerry M Cowart

Greater Atlanta Chapter
2LT Travis B. Holmes

Griffin Chapter
SSG Charles E. Greene
CW4 Jerry D. Hollars
CW4 Kevin D. Huggins
MAJ Christopher W. Wingate

Iron Mike Chapter
CW2 Arthur F Doucette
1SG Christopher A Roche
SSG Ian P. Sheridan

Jimmy Doolittle Chapter
WO1 James M Honour
CW3 Carl D Hughes Jr.
CW5 Eric S. Puette
MSG Eric C. Turner

Magnolia Chapter
2LT Eric M. Tisdale

Mid-Atlantic Chapter
SFC Heather E. Aldridge
Lee Anderson
CW2 Tom Frickanisce Jr.
Michael R. Jacobs
Joanne C. Powell
Louisa M. Rott
Gregor D. Scott
Craig B. Teufer

Morning Calm Chapter
SSG Eric I. Hendrickson
SSG Andrew J. Reeves

Mount Rainier Chapter
MAJ James H. Bridgann
SGT Dereck S. Dinkins
CPT Jesse C Mann

Narragansett Bay Chapter
LTC Martin J. Pond

North Star Chapter
WO1 Brian R Nuth

North Texas Chapter
CW2 Jeffery A. Clark, Ret.
LTC J.C. Droke Jr., Ret.
CSM John Pate, Ret.

Old Tucson Chapter
SPC Jose A Coronado

Rhine Valley Chapter
SSG Rene R. Rodriguez

Savannah Chapter
MSG Marcus S. Brown
1SG Danvis D Bryan
CW3 Daniel B. Ellis
CSM Louis C Felicioni
SSG Shayvonne D Frazier
CW2 Lucas Gambrill
1SG Eugene B O'Day

ShowMe Chapter
SSG Thomas L. Hall

Southern California Chapter
CPT Rex C Agbuya
COL Howard E. Kinney, Ret.

Stonewall Jackson Chapter
CPT James G. Sheldon

Tarheel Chapter
2LT Lance A. Cutter
SGT Beverly B. Littleton
SPC Bennett H. Logan
CPT Erika A. Noyes
CPT Patrick J. Szvetitz
SPC Rebekah E. Thompson
SPC Hailey N. Thornton

Tennessee Valley Chapter
Muhand A Ahmed
Francisco L. Collazo
Paul H. Daniels
Stephen W. Davis
Gabriel L. Mena
Stephanie A. Sanders
Tawni L Sanders

Thunder Mountain Chapter
SGT Christopher J. Daigle

Volunteer Chapter
SGT Darrell F. Lee
SGT James E. Rumsey

Voodoo Chapter
SPC Casey L. Bullen
SGT Durrell D. Williams

No Chapter Affiliation
CPT Kacie N. Anderson
LTC Frank K. Cole, Ret.
1LT Justin S Hinds
CW4 Dirk Markestein
Barry D. Smith

2LT Travis Tarbox
WO1 James E. Tellen
2LT Matthew P Young

Lost Members

Help us locate a lost member and receive a one month extension to your AAAA membership!
Contact us at (203) 268-2450 for more information.

SGT Kenneth Afholderbach
BG Robert F. Akin, Ret.
Fred L. Alcorn
SPC Dusty K. Ashcraft
CW2 Jesse D Baise
WO1 Andrew G. Balcer
2LT Michael J. Baldi
WO1 Mathew T. Blodgett
LTC Richard Boyer
SGT James Branch
Tom Brauer
WO1 John R. Briggs Jr.
SGT Fredrick J. Brown
2LT Michael D. Bruce
Brendan P. Brye
WO1 Adam P. Busch
WO1 Daniel R. Button
Juan A. Cantu
SPC Mitchell W. Castleberry
E. W. Cavanaugh
Thomas C. Charella
CDT Byron L. Critchfield
SPC Eric R. Cunningham
WO1 Ian E. Davis
TSgt David A. Dawson III
WO1 Joel C. Delgado
2LT Kenneth R. Dougher
LTC Landy D. Dunham
Shane G. Eddy
SSG Nathan J. Edwards
SPC Richard R Emmert
CW2 Ben G. Fisher
LTC David J. Fitzpatrick
MAJ Luis M. Fontanez-Rolon
WO1 Anthony A. Gallas
Ms. Katherine J. Garrick
1LT Brandon B. Gilles
WO1 Gabriel V. Gomez
WO1 Jeremy J.L. Gray
WO1 Nathanael P. Greene
WO1 Josh L. Haney
WO1 Christopher E. Hanson
CW3 Marcus H Hazel
Mr. Shawn B. Hefner
CW3 Stanley C. Holstein
WO1 Benjamin C. Jackson
LTC Keith M. Johnson
WO1 Nicholas S. Johnson
SSG Ikaika E. Kang
2LT Nathan A. Klein
Jeff Knight
WO1 Michael K. Kosmack

WO1 Matthew J. Kravulski
LTC Theodore M. Leblow
CPT Robert A. Lombard
SFC Robert L. Lowry
2LT Reuben J. Mabry
WOC Bryan W. Marchman
Mrs. Jack L. Marinelli
2LT Fernando E. Martinez
WO1 Joseph H. Mason
2LT Ross B. McClure
LTC Brian S. McNaughton
CW2 Benjamin A. Michael
SGT Douglas B. Miller
PFC Keely H. Misemer
2LT Michael J. Moran
Michael Mozeleski
SPC John E. Mulder
WO1 Marcus T. Nakamura
Jason Natwick
SFC Rafael Ocasio Jr.
CPT John G. Osterson
2LT Jessica M. Owens
SSG Randy G. Owens Jr.
LTC Jack Parkhurst
SGT Benjamin S. Parks
COL Lloyd J. Petty, Ret.
WO1 Christopher S. Pimley
CDT Kyle A. Plussa
LTC Shawn T. Prickett
SPC Ronald Pyzalski
WO1 Daniel S.T. Ramsey
WO1 Jordan L. Ray
SPC James D. Riley
Mario Ritz
SGT Matthew J. Rivera
SGT Violeta Rivera
1LT Chase L. Roe
2LT Matthew R. Rosebaugh
SPC Jason N. Saito
SSG Giovanni A. Santos
Nancy A. Santos
CDT Eric R. Sapyta
CPT J. B. Sawyer
COL Kevin G. Scherrer, Ret.
Sam Sensing
WO1 Mathew M. Simmons
CW2 Kenneth L. Singleton
1LT Callista B. Sorenson
WO1 Fernando Soto
2LT Joseph A. Stack
WO1 David M. Staruch
WO1 Aaron L. Stone
Rob Stone
CSM Jean P. Thomas Jr.
CPT Peter A. Thomas
WO1 Kyle "Ross" Thomman
CPT Clinton Underwood
WO1 Michael J. Viola III
2LT Joseph S. Viverette
CPT Brian M. Wade
SPC Bradley Weaver
Mike Wells
WO1 Adam M. White
WO1 Jason R. Yarros

AAA News

Much To Do In So Little Time

Members of Congress returned from the Independence Day district work period to a very busy 34 days of in-session time remaining to complete a large amount of legislation for fiscal year 2010 so they can go back to their districts to campaign for the mid-term elections.

The House has targeted to adjourn on Oct. 8.

Immediate attention was expected to be placed on approving the stalled unemployment insurance bill, the 2010 Defense supplemental bill and the 13 appropriations bills as well as confirming the Supreme Court nominee.

The House National Defense Authorization Act was passed in May and the Senate version is expected to go to the Senate floor for a vote in July.

Many of the goals The Military Coalition (TMC) has been focused on are expected to be approved in the joint conference and sent to the President for signature. A possibility remains that the President may exercise a promised veto of the bill if it contains an alternate engine for the Joint Strike Fighter program. In the absence of approving all of the appropriations, as a must do, a continuing resolution is expected to be needed to permit government to continue operating on Oct. 1.

A number of the heavy lifting legislative issues that include the START arms control treaty, the energy bill, the immigration reform bill and the campaign finance reform may be pushed into FY 2011.

On July 20 Carle Goodwin was sworn in as the replacement West Virginia Senator, for Sen. Robert Byrd (D-WV) who died in June, by Vice President Joseph R. Biden, Jr. in time to make the 60th vote for cloture on the emergency jobs benefits bill.

DoD Supplemental Budget Delayed

The House on July 1 approved its version of the Defense supplemental. The bill contains the \$58.8B bill approved by the Senate in May plus a \$21B amendment for domestic programs that might otherwise be hard to pass.

These programs include pay for teachers, police and firefighters that were not fully supported with funding cuts from other programs.

A standoff between the two chambers over increasing the federal budget deficit may drive the approval of the bill until late in this work period that ends on Aug. 9. In response DoD is developing an emergency plan to deal with the lack of supplemental funds for Afghanistan and Iraq.

Since the Pentagon accounts are on their last legs late in the fiscal year and in spite of intensive actions, certain Army and Marine Corps accounts are expected to run dry in Aug.

\$100 Billion Defense Efficiency Initiative

On June 28 Defense Secretary Robert Gates introduced a sweeping overhaul of the way the Pentagon does business. The aim is to



LEGISLATIVE REPORT

COL Curtis J. Herrick (Ret.)

AAAA Representative to The Military Coalition (TMC)

find \$100B in savings over five years beginning in 2012 and to apply freed-up resources elsewhere to accomplish more within the overall DOD funding.

At a breakfast on the same day, the Defense Acquisition Chief, Ashton Carter, explained the savings we are seeking will not be found overnight. It has taken years for the excessive costs and unproductive overhead to creep into our business processes, and it will take years to work them out.

Nine-Month Deployments

The Army Chief of Staff, Gen. George Casey, announced that the Army is studying shifting to an active Army 9-month battlefield deployment with a 3-year dwell time at home beginning in 2014. The plan requires the Iraq withdrawal to happen on schedule, the active Army strength to remain at 547,000 soldiers and access to Reserve Component units.

Achieving dwell-time goals for all soldiers is difficult because of the high demands for certain specialties, such as signal, aviation, intelligence and military police. Casey acknowledged the impact of longer deployments on soldiers and their families.

During the next 12 to 18 months the Army will transition to a new rotational formula that better supports the needs of a force in protracted conflict. Recognizing the need to rely more on the reserve components, three former senior leaders have been chartered to determine how the RC should be structured in the future.

New 2010 Pay Alternative

After the House National Defense Authorization bill increased the 2011 military pay increase to 1.9 percent, the family separation allowance by \$35 and the hostile fire and imminent danger pay by \$35, Sen. Jim Webb (D-VA) began considering another approach.

Webb was reported to be planning an amendment to the bill that would use the \$370M that would have been needed for the 0.5 percent increase to provide a \$150 pay raise to combat troops in Iraq and Afghanistan, provide increases to the family separation allowance and the hostile fire and imminent danger pay, and leave the rest of the force at the 1.4 percent increase level. He was said to be working with DoD officials who believe the 1.9 percent raise for the entire force is unnecessary.

The TMC supports the House version of the

NDAAs that continues an 11-year string of increases to close the pay gap of 2.4 percent between the military and the private sector based on the Consumer Price Index.

Joint UAS Use Plan

In response to a Mar. 26, 2010 Government Accountability Office report, the Army and the Air Force have prepared a plan to better collaborate in the joint use of Unmanned Aircraft Systems. The plan is being staffed within the services and is reported to spell out how the services can work together in better planning of the UAS fleets and training of crews and leaders.

National Intrepid Center of Excellence

On June 24, Mr. Arnold Fisher of the Intrepid Fallen Heroes Fund presented the keys at the grand opening of The National Intrepid Center of Excellence at the National Naval Medical Center in Bethesda, MD.

The NICoE will serve as a treatment hub for service members and veterans diagnosed with traumatic brain injury and psychological health conditions. In addition, The Fisher House Foundation is building a 21-room residence next door for the exclusive use of the NICoE attendees and families.

Absentee Voter Registration

The Federal Voting Assistance Program has launched an online voter registration program to help military members, their voting age dependents and overseas voters better navigate the registration process in advance of the mid-term Nov. elections.

The online voter registration assistance provides a completed form for signature and the appropriate voting district address and delivery information (mail, fax or e-mail). In 2008, FVAP learned from local election officials that many registrations and absentee votes were rejected because they were incomplete and received late.

To make your votes count in Nov., register and request your absentee ballot early at <http://www.fvap.gov>.

PTSD Claims Process Simplified

The VA announced that the new regulation for PTSD liberalizes the evidentiary standard for veterans claiming service connection for post traumatic stress disorder, regardless of their period of service.

AAAA: Supporting the U.S. Army Aviation Soldier and Family

A A A A B O O K R E V I E W

A Hundred Feet Over Hell:

Flying with the men of the 220th Recon Airplane Company Over I Corps and the DMZ, Vietnam 1968-1969.

By Jim Hooper

Reviewed by MG Jerry R. Curry, U.S. Army, Retired



The impressive part that Army Aviation played in winning the War in VietNam is yet to be written. In the meantime many excellent books on Army Aviation have come out covering bits and pieces of the conflict and specific battles, such as "I Was a Soldier Once and Young," a book that was turned into an excellent movie starring Mel Gibson. Army Aviation came of age in the jungles, deltas and highlands of VietNam. It was an honor to be there to participate and watch its birth and development.

Jim Hooper's book "A Hundred Feet over Hell" finally puts into its proper place the role performed by Army reconnaissance aircraft, called L-19 Bird Dogs, a role which is mostly forgotten by other writers. While it is a chronology of one year in the life of the 220th Recon Airplane Company, 1968 to 1969, it is so much more than that. Having formed and led the 220th from Fort Lewis, WA to Phu Bai in I Corps, I can say without hesitation that Hooper captures the spirit of combat in a way that

is thrilling and at the same time instructional.

It is truly a "this is how it really was" story. Only those who have looked death in the eye hour after hour and day after day can truly appreciate the contributions Bird Dog units made to the Army's successes in VietNam, despite having to fly too low and too slow and too often.

The book is a wonderful primer on the requirements for a successful mixture of reconnaissance, aviation, and war. Every new helicopter pilot put out by Fort Rucker should be required to read Hooper's book — just to get them in the "mood" for what war is really like when lived from a cockpit.

Major General (Retired) Jerry R. Curry is a former Army Aviator and author of "From Private to General; an African American Soldier Rises Through the Ranks."

For claims submitted after July 12, 2010, the VA will no longer require time-consuming corroboration of a PTSD stressor related to fear of hostile military or terrorist activity and associated situation of the veteran's service.

A VA psychiatrist or psychologist will confirm that the claimed stressor is adequate to support a diagnosis of PTSD. The VA adjudicators will then decide whether the claimed stressor is consistent with the veteran's service.

More information is available at http://www.va.gov/PTSD_QA.pdf.

Iraq And Afghanistan 'Presumptive' Illnesses

On May 18, 2010, the Department of Veterans Affairs proposed a regulation in the Federal Register to establish new presumptions of service connection for nine specific infectious diseases associated with military service in Southwest Asia during the Persian Gulf War, or in Afghanistan, on or after Sept. 19, 2001.

Since the Persian Gulf War has not been officially declared ended, veterans serving in Operation Iraqi Freedom are eligible for the VA's new presumptions.

A final regulation will be published after consideration of the comments received in 60 days. With this proposed presumptive conditions ruling, a veteran will have to only show service in Southwest Asia or Afghanistan and a

current diagnosis of one of the nine diseases to apply for disability compensation.

Go to <http://www.publichealth.va.gov/exposures/> for more information.

VA Medication Copayment Increase

Effective July 1, veterans who generally have higher incomes and no service connected disabilities, referred to as Priority Group 7 and 8, will have an increase of \$1 for each 30-day supply of VA outpatient medications.

Veterans in Priority Groups 2 through 6 are not affected by the change.

Priority Group 1 veterans with a military service related 50% or greater disability are exempt from medication copayment.

Veterans experiencing difficulty paying copayments for outpatient medication should discuss the matter with their local VA enrollment coordinator.

DOD MyCAA Analysis Continues

On Jul. 20, DoD changed the Military Spouse Career Advancement Account program toward the spouses of the lower-ranking service members in the pay grades of E1-E5, W1-W2 and O1-O2. The aid will drop from \$6,000 to \$4,000 with an annual cap of \$2,000.

Reserve component spouses must start and finish their courses while their spouse is on Title 10 orders. The program can only be used for

associate's degrees, professional licensing or certification and not bachelor's or graduate degrees.

When applications skyrocketed in Jan., DoD paused the program allowing only those already enrolled to continue during an analysis.

MyCAA changes are a return to the original purpose to help military spouses with the greatest need successfully enter, navigate and advance in portable careers. Spouses currently in the program who do not meet the new guidelines may continue until Oct. 21.

VSI/SSB Recoupment Resumes

In compliance with the federal law that prohibits military members from receiving both separation and retirement pays for the same period of service, the Defense Finance and Accounting Service will resume recoupment of military retirees' Voluntary Separation Incentive / Special Separation Benefit and other separation pays in Aug. 2010. The DoD review that began after DFAS halted recoupment from retired pay in June 2009 is complete.

With the assistance of Congress the law has been amended to allow increased flexibility to accommodate financial hardships some retirees might experience by reducing recoupment amounts from 90 to 40 percent of a service member's retired pay.

Affected retirees will receive notification at least 90 days before recoupment begins.

AAA News



NEW ORDER OF ST. MICHAEL RECIPIENTS

SILVER

CW5 Jeffrey A. Reichard
CW5 Kenneth D. Roach, Ret.
COL Wallace Turner

BRONZE

CW4 John Steventon, Ret.
CW3 Richard Filipone, Ret.
MAJ Thomas Schrader
MAJ Sherri Sharpe
CW3 Jeremie ZABko
1SG Gloria Cain
CPT Nestor Echeverria
CW4 Gary Murphy
MAJ John Morris III
CSM John W. Brown
COL Dale A. Hall
CSM Robert H. Brickley
LTC Steven L. Shugart
CW4 Terry R. Houston
1SG Anthony K. Sigmund
CW4 Stephen W. Williams
COL J. Mark Traylor
MAJ Marc Anhtony Roe
LTC Michael G. Schellinger
MAJ Marc A. Roe
Matthew D. Shattuck
1SG Brian L. Booth
COL Donald L. Bridge
CW4 Scott W. Nissen
LTC Richard Diamond, Ret.
Roger W. Yates
LTG Joseph F. Peterson
LTC Drew Thomas
MAJ Spencer J. Clouatre
MAJ Chesley D. Thigpen
CW3 Marcus H. Hazel
CW3 Brock A. Olbert
1SG Phillip Peguese
CPT Steven B. Templeton
CW4 Todd C. Thelin
SFC Kurt J. Brunell, Ret.
Anthony Lisuzzo
Jeffrey S. Curtis
Debi Horne
Kevin O'Brien

MAJ Mathew Masias
CPT Jeremy D. Eubanks
CPT Todd L. Casterline
COL Guy C. Shultz

NEW CHAPTER OFFICERS

Aviation Center Chapter
LTC D. Michael Flowers, VP
Membership

Bavarian Chapter
LTC Brian Dillon, President
MAJ Jonathan Tackaberry,
Secretary
CPT Ian Fuller, VP Awards
MAJ Peter Digiorgio, VP
Scholarships
MSG Charles Dees, VP
Enlisted Relations
CW4 Joel Anderson, Treasurer

Corpus Christi Chapter
COL Christopher Carlile,
President

Empire Chapter
LTC Albert Ricci, Senior Vice
President; MAJ Kevin Ferreira,
VP Membership

Greater Atlanta Chapter
Jack Sondag, Treasurer CW4
Jerry Cannon, VP Programs
Kristin Blake, VP Membership
Glenn Carr, VP AAHF

Idaho Snake River Chapter
LTC Ralph Myers, President

Volunteer Chapter
MAJ Andrew Maguire, Senior
Vice President
CPT Mark Jordan, Secretary
1SG Roger Allen, Treasurer

Morning Calm Chapter
COL James Barker, President
1LT Michael Chase, VP
Membership

Northern Lights Chapter
LTC Michael McCurry, Senior
Vice President
MAJ DeAnna Bridenback, VP
Scholarships
CSM Lucio Vandevoorde, VP
Membership
1SG Stephen Garvin,
1SG Kirk Parsons
CPT Hope M. Wroblewski,
Assistant VP Membership
1SG Karl Utter, Assistant VP
Membership

Tennessee Valley Chapter
Gary S. Nennering, President

VMI/VWIL Chapter
CDT Katherine Hoang,
Treasurer

SOLDIER OF THE MONTH

SGT John P. Brode
May 2010
Washington-Potomac Chapter

SPC Colby R. Gillis
May 2010
Washington-Potomac Chapter

SPC Jose A. Coronado
July 2010
Old Tucson Chapter

SGT Tracey L. Norris
July 2010
Jimmy Doolittle Chapter

CW2 Vargas-Lebron J. Pedro
August 2010
Alamo/Jack H. Dibrell Chapter

SGT Angela M. Perry
June 2010
Jimmy Doolittle Chapter

1LT Samuel J. Scallon
July 2010
Alamo/Jack H. Dibrell Chapter

SGT Abram A. Spillman
April 2010
North Texas Chapter

SSG Jesus A. Ceballos
May 2010
North Texas Chapter

**DISTINGUISHED INSTRUCTOR
OF THE MONTH**
GS-09 Robert E. Dorsey
July- September 2010
Colonial Chapter

ACEs
SFC Eugene T. Bordelon
Voodoo Chapter

MAJ Albert Carreon, Jr. Ret.
Tennessee Valley Chapter

COL Robert D. Carter, Ret.
Aviation Center Chapter

MAJ Jakie R. Davis, Jr.
Jimmy Doolittle Chapter

CPT Nestor J. Echeverria
Aviation Center Chapter

CW5 Richard D. Fortune
Tarheel Chapter

CW5 Lemuell E. Grant, Ret.
Jimmy Doolittle Chapter

CSM Lonnie M. Griffin
Jimmy Doolittle Chapter

SFC Lorri J. Ihrig
Jimmy Doolittle Chapter

CPT Timothy J. Lewis
Aviation Center Chapter

LTC Michael McClellan, Ret.
Tennessee Valley Chapter

Helen Marinus
Mid-Atlantic Chapter

SSG Eric J. Martins
Colonial Virginia Chapter

Oscar Recio
Corpus Christi Chapter

CPT Peter C. Wright, III
Jimmy Doolittle Chapter

NEW LIFETIME MEMBERS
COL John C. Bonnette
CPT Robert G. Browning
LTC Richard B. Debany
CW2 Josef M. Gonzalez
CW4 Daniel T. Heggie
COL Karen Lloyd, Ret.
LTC Lori L. Robinson
LTC Robert P. Shadoan, Ret.
CW4 Steven A. Shore
LTC Brian C. Stehle
CPT Patrick J. Szvetitz
CW3 Scott Wargo, Ret.
SPC Eldon Wilson, Ret.
LTC Broddus H. Wright III

NEW INDUSTRY MEMBERS
Day Construction Co.
EmergentViews, Inc.
Intevac Photonics, Inc.
United Support Solutions, Inc.

NEW SUSTAINING MEMBER
Southwest Research Institute

IN MEMORIAM
LTC Michael McCloy, Ret.

AAAA: Supporting the U.S. Army Aviation Soldier and Family

UPCOMING EVENTS

OCTOBER 2010

- Oct 12-14 **8th Annual Luther G. Jones Aviation Summit**, Corpus Christi, TX
- Oct 19-21 **HELMOT XIV, AHS/AAAA Helicopter Military Operations Technology Mtg.**, Williamsburg, VA
- Oct 25-27 **AUSA Annual Meeting**, Washington, DC
- Oct 25 **AAAA Scholarship Board of Governors Meeting**, Washington, DC
- Oct 25 **AAAA National Executive Board Meeting**, Washington, DC
- Oct 26 **AAAA Hall of Fame Trustee Meeting**, Washington, DC

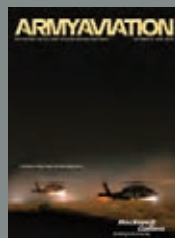
NOVEMBER 2010

- Nov 1-5 **US Army Warrant Officers Association (USAWOA), Annual Meeting of the Members (AMM)** Huntsville, AL
- Nov 15-18 **AAAA Aircraft Survivability Symposium**, Huntsville, AL

DECEMBER 2010

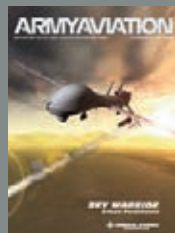
- Dec 13-15 **AAAA Unmanned Aircraft Systems Symposium (UAS)**, Arlington, VA

ARMY AVIATION UPCOMING SPECIAL FOCUS:



October

- Aircraft Survivability Equipment
- Aviation Maintenance Update



November

- Unmanned Aircraft Systems
- Air Traffic Services

Contact: **Bob Lachowski**
Advertising Director Tel: (203) 268-2450 x 131
E-mail: bob@quad-a.org



ARMY AVIATION ASSOCIATION OF AMERICA

755 Main Street, Suite 4D, Monroe, CT 06468-2830
203-268-2450, Fax 203-268-5870, Web www.quad-a.org



UNITED STATES ARMY WARRANT OFFICERS ASSOCIATION

SIMULTANEOUS MEMBERSHIP FORM

AAAA Membership Place "X" in appropriate box
 New Rejoin Renew Data Change Life

USAWOA Membership Place "X" in appropriate box
 New Rejoin Renew Data Change Life

PURPOSE: To maintain organizational records. Used by national, region, and chapter officers, office staff and members (when approved) to generate mailing lists, chapter and region rosters, etc. Failure to furnish information may result in members not receiving the Monthly Magazine, ballots, letters and other correspondence of importance to the membership. Incorrect information may result in erroneous computation of statistical & financial reports and/or credit for prior membership.

MEMBERSHIP DATABASE INFORMATION
 Last five digits of your SSN: _____ Rank: _____ MOS: _____ Branch: _____
(Last 5 digits of SSN is used to identify you & is used for your member number. It is not released to anyone for any purpose)

First Name _____ MI _____ Last _____ Suf _____ Joined Service(yy/mm) _____
 Address _____ Date Birth (yyyy-mm-dd) _____
 City State ZIP+4 Home Tel _____

Unit of Assignment _____ Work Tel * (DSN for OCONUS work phones otherwise commercial) _____
 Spouse (First Name) _____ FAX Tel: _____

E-Mail Addresses *
(*AKO - us.army.mil preferred)(If both military and civilian are used, place preferred one first)

RELEASE OF INFORMATION Place "X" in appropriate box: I DO I DO NOT
want the above information released if requested by other members and/or to be provided to the membership-benefit companies affiliated with these organizations. Regardless of option checked, no information is released outside of these organizations.

CURRENT STATUS Place "X" in appropriate box
 Active Army ARNG* USAR* Retired Former Warrant Officer
 Associate (all others) *AGR please check ARNG or USAR Male Female

CERTIFICATIONS Place "X" in appropriate box
 I HOLD a Warrant issued to me by the Secretary of the Army
 I HAVE HELD a Warrant issued to me by the Secretary of the Army (If NO check Associate above)
 I AM I AM NOT entitled to wear several National Defense Medals

TERM OF MEMBERSHIP Place "X" in appropriate box - only one dues category please
 INITIAL ONE-YEAR MEMBERSHIP FOR WO1s ONLY AT NO COST
 REGULAR/ASSOCIATE MEMBER DUES 1 Yr \$50 2 Yrs \$100
 3 Yrs \$150 5 Yrs \$250
 RETIRED MEMBER DUES 1 Yr \$37 2 Yr s \$74
 3 Yr s \$111 5 Yrs \$185

Check or Money Order for dues is enclosed, made out to "AAAA".
 Charge my: VISA MC AMEX Diner's Club

Credit Card# (No DEBIT) _____ 3 digit sec. code _____ Expires mm/yy _____

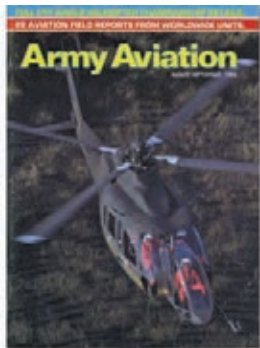
CHAPTER AFFILIATIONS (Check one)
 Please affiliate me with the chapters near my home.
 Affiliate me with the _____ Chapters
 Please DO NOT affiliate me with any specific chapters.

Applicant's Signature and Date _____ Optional Sponsor or Recruiter (rank & name) _____
Simultaneous MemberShip Form 600-DS (Fill-in) (Revised May 2008)

Art's Attic

By Mark Albertson

Art's Attic is a look back each month 25 years ago and 50 years ago to see what was going on in ARMY AVIATION Magazine. Art Kesten is our founder and first publisher from 1953 to 1987. He is also the founder of the AAAA in 1957 and served as its Executive Vice President. Each month contributing editor Mark Albertson will select a few key items from each historic issue. The cartoon, right, was done back in 1953 by LT Joe Gayhart, a friend of Art's and an Army Aviator, showing the chaos of his apartment-office in New York City where it all began.



25 YEARS AGO

AUGUST/SEPTEMBER 1985

First Female Graduate

Geraldine A. Siegel became the first female aviator to graduate from the four-week OH-6 instructor course

held at the Eastern Army National Guard Aviation Training Site located at Fort Indiantown Gap, PA. CW2 Siegel is attached to Detachment 1, HHC, 131st Signal Battalion Birmingham, AL. In the photo, Siegel is shown with her instructor, CW3 Bernard Reth.



Aviation Six-Pack



In an Army Aviation first, six Apache helicopters were stowed aboard an Air Force C-5A. The Galaxy airlifted its cargo from Arizona to Ft. Rucker, AL. The Apaches will be assigned to flight training duties. In addition, the C-5 airlift was a dry run to test loading procedures for the rapid deployment of the Army's newest attack helicopter.

A Look Back

A flight of L-4 Piper Cubs flies in review over Fort Sill, OK. This photo was probably taken no later than the summer of 1942. This is evident from the soldiers riding in the trucks. They are wearing the M1917/M1917A "Doughboy" helmet. On August 7, 1942, the First Marine Division hit the beaches at Guadalcanal wearing the new M-1 "Steel Pot" helmet.



50 YEARS AGO

AUGUST 1960

The Fabulous 50s saw the rise of suburbia, Elvis, the hoola-hoop and the fear of Reds under every bed. It was also a time for some of the most outlandish flying machines. Here are just a few from Army Aviation archives:

DeLackner HZ-1DE

This had James Bond written all over it: The HZ-1 or "Aerocycle." This lifting machine was designed to offer the soldier mobility across the atomic battlefield. The advantage of Aerocycle was that any GI could be trained to use it in just twenty minutes. But the Army found that the practicability of the HZ-1 did not warrant additional purchases beyond the 12 procured for evaluation purposes.



Curtiss-Wright VZ-7AP

Another in the plethora of experimental VTOL platforms was this open cockpit oddity offered by Curtiss-Wright. The VZ-7AP featured an Artouste IIB turbo engine for power and four ducted fans for lift. Speed:

32 mph. Crew: 2. Prospects: Zero. The Army canceled the program in 1960.

Avrocar VZ-9AV

This one is right out of *Earth vs. The Flying Saucers*, Columbia Pictures, 1956. The VZ-9 was a disc-shaped research vehicle built by AVRO Aircraft Limited of Canada, co-sponsored by the U.S. Army and Air Force. Avrocar was a scientific approach to vertical takeoffs and landings and rode on a cushion of air. At altitude it was expected to handle like any other aircraft and do so at speeds upwards of 1,500 mph. The disc proved a bust. It was unstable at altitudes above three feet. And the greatest speed attained was a blistering 35 mph.



Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine highlights a member of the Hall of Fame.

Nominations for the 2012 induction into the Hall of Fame are currently being accepted, with a deadline date of June 1, 2011.

Contact the AAAA National Office for details at (203) 268-2450.

LIEUTENANT COLONEL BRUCE P. CRANDALL (RETIRED)

ARMY AVIATION HALL OF FAME 2004 INDUCTION

LTC Bruce P. Crandall (Ret.) received his wings in the first aviator class at Camp Rucker, AL, in 1955.

He participated in mapping operations from Africa to the Arctic and in Central and South America, where he was director of the first project using military satellites for terrestrial mapping.

He has been a fixed and rotary wing test pilot and helped to develop and test the airmobile concept and doctrine he so effectively helped implement in Vietnam.

Crandall served in the Dominican Republic and two tours in Vietnam.

His 750 combat operations in Southeast Asia included the famed Battle of the Ia Drang Valley, during which he saved more than 70 wounded soldiers and provided ammo critical to the survival of the U.S. ground unit.

For his actions, he was awarded the Congressional Medal of Honor.

In 1966, Crandall flew two more night rescue missions which evacuated 12 wounded from a unit in heavy contact with the enemy.

He received the 1966 Aviation and Space Writers Helicopter Heroism Award for this daring rescue.

In addition to his many military awards for gallantry and service, Crandall was the seventh Army inductee in the "Gathering of Eagles," a U.S. Air Force organization honoring contributors to aviation, and he received the Silver DeFleury Medallion for his contributions in engineering and aviation.

In 2010, he was promoted to the rank of colonel by the Army Vice Chief of Staff, rectifying an administrative error from 35 years prior.





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