ARMY AVIATION

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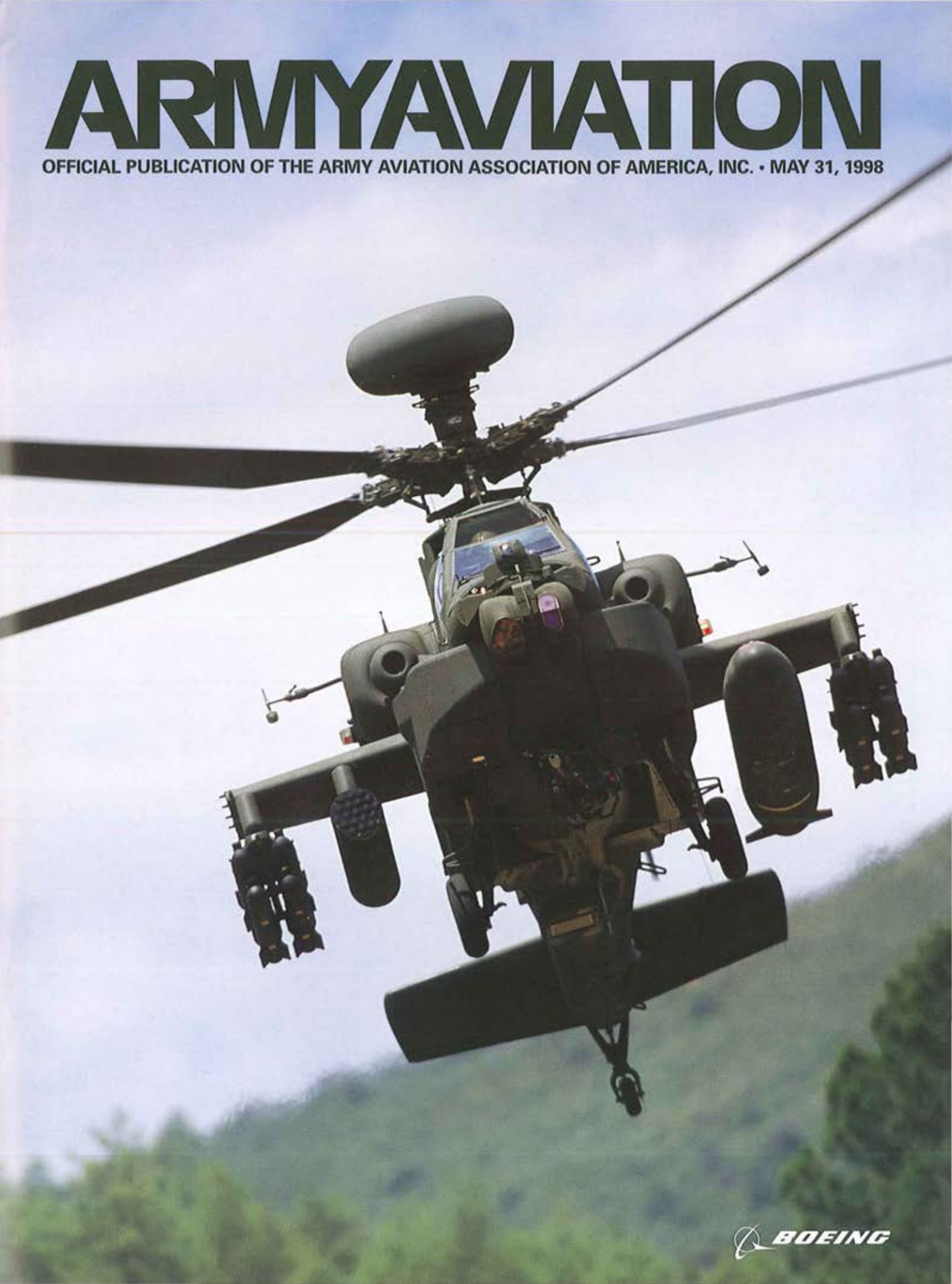

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on the cover

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'98 CONVENTION OVERVIEW

by Maj. Gen. Daniel J. Petrosky

"AAAA provides a forum to bring the entire aviation community together, to include our supporting partners from industry."

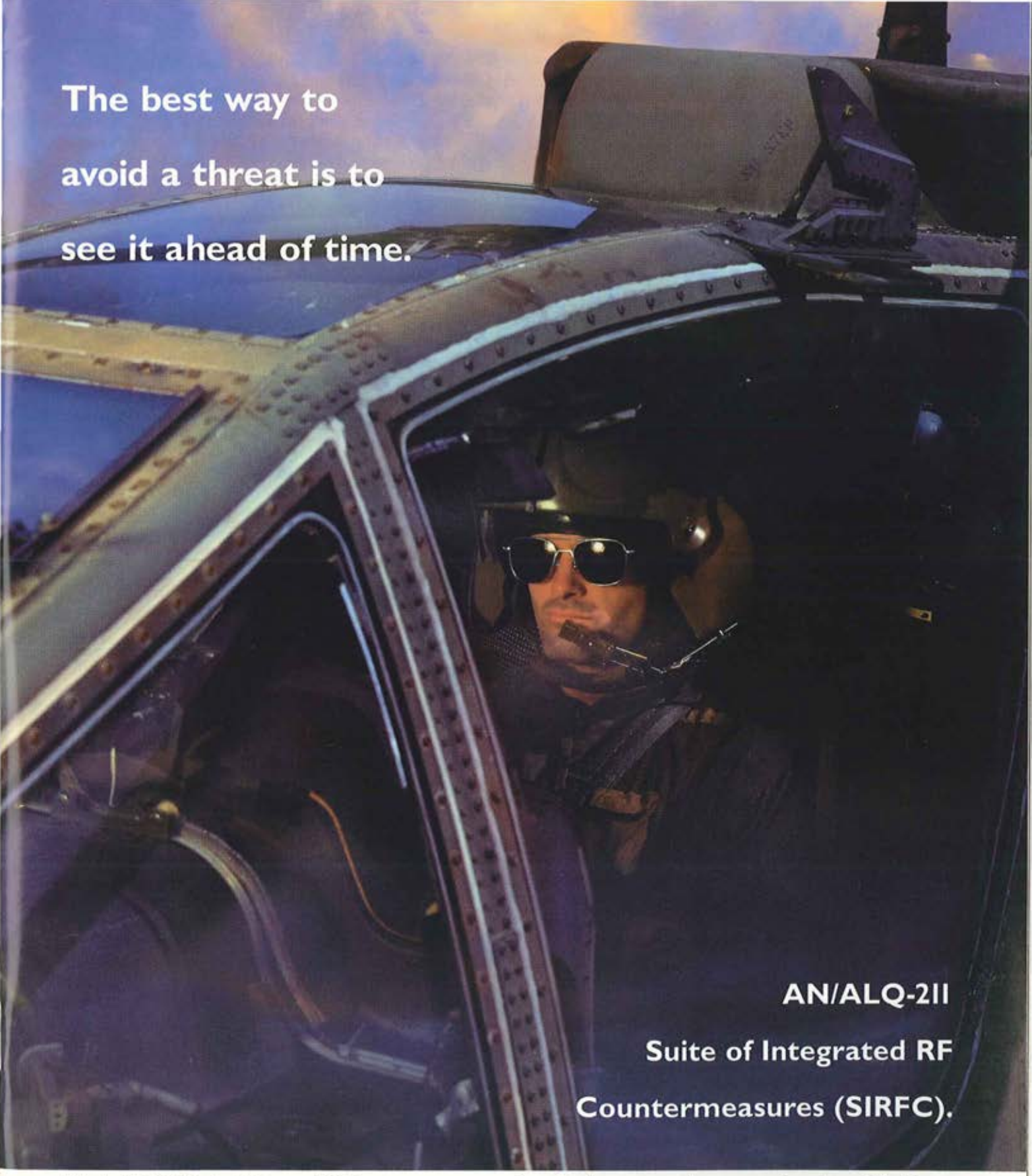
In the wake of the Aviation Leaders' Training Conference (ALTC) held at Fort Rucker in February, leaders of the aviation community gathered once again, this time in Charlotte, N.C., for the AAAA National Convention in what proved to be a most productive week.

I mention ALTC because it played an important role in leading up to a successful AAAA Convention. Taking the valuable feedback received from our senior aviation leaders during ALTC, the AAAA Convention was the next progressive step in seeking to move Army aviation from its current state along the Force XXI path toward Army-After-Next.

Unlike ALTC, AAAA provides a forum to bring the entire aviation community together, to include our supporting partners from industry. It is also a great opportunity for leaders of the combined arms team to address Army aviation from their perspective. In light of this, the agenda for this year's AAAA Convention began with a very motivating keynote presentation from Gen. Henry H. Shelton, chairman of the Joint Chiefs of Staff. I think everyone present thoroughly enjoyed his inspirational words and his obvious appreciation of the Army aviator. Although not an easy act to follow, Maj. Gen. Gibson, commander of Aviation Missile Command (AMCOM) and Maj. Gen. Snider, Program Executive Officer (PEO) for aviation, presented the latest information from their respective areas, both of which were enlightening and informative.

Next we featured commandants from the other branches of the combined arms teams. The input from these commandants is important because we execute our campaign plan for future operations, training and organizational structure inside a combined arms framework. We then focused on aviation operations in the heavy division of the future and specifically the fires and maneuver operation. Aviation will fight in conjunction with the infantry, the armor task forces, and the field artillery. We are exploring the use of the Tactical Airspace Integration System (TAIS), which we feel has real potential for Army XXI. TAIS provides the division commander situational awareness of the third dimension, the means to manage his own airspace in real time and the ability to distribute the information he receives from the air component commands for the employment of close air support and tactical airspace use. TAIS has the potential to provide the land component commander total third dimensional battlefield situational awareness.

Tying the discussions together, Maj. Gen.



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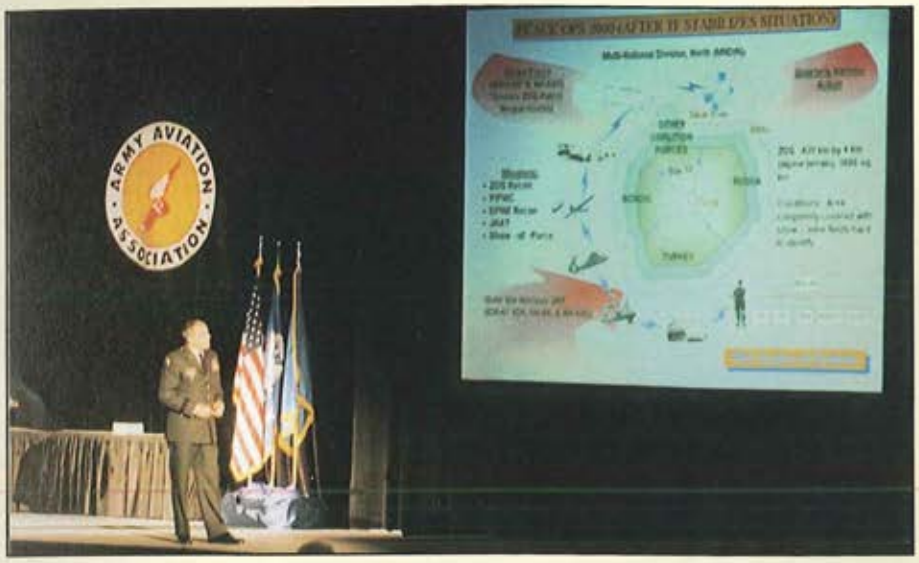
Lehowicz, commanding general of Operational Test and Evaluation Command (OPTEC) provided the key link between combined arms and industry. He discussed future needs of the combined arms team while addressing what OPTEC could do for industry as they conduct their business with the Army and the Department of Defense (DOD). He explained how OPTEC, TRADOC



"... all directorates and their deputies from Fort Rucker attended the convention in an effort to touch all of the floor exhibits."

and the PM community are moving toward Testing for Learning and how industry can get involved in the Testing for Learning environment. His message was well received by industry.

The AAAA National Convention is a great opportunity for Army aviation and industry to meet. For this reason, all directorates and their deputies from Fort Rucker, Ala., attended the convention in an effort to touch all of the floor exhibits, which provided outstanding interaction with our industry partners. The opportunities for members of the aviation community to exchange ideas with members of industry were key to the success of this year's convention. We were able to see what is available from industry, what good ideas our industry partners have, and we were able to articulate to them what our needs are – the needs of our branch.

To illustrate Fort Rucker's campaign plan, our display entitled "A Force of Change, A Force of Dominance," graphically depicted our plan of attack. It emphasized the importance of our industry partners and the teamwork required for success in achieving our long-term objectives. We demonstrated one of our successful teaming programs involving the National Guard Bureau (NGB) and industry. The key was the successful integration of nearly every aircraft simulation device on the display floor into our training environment.

The additional simulation devices displayed were the Combined Arms Tactical Trainers, individual trainers (from STRICOM), the Comanche Portable Cockpit, the Apache Fly Boxes, and the joint USAAVNC, PEO and NGB Force XXI Initiative collective simulator. Although this was impressive, the key was that all were connected together on a local area network (LAN), and then linked to a suite of modular, semi-automated force battlemaster workstations. The workstations created the virtual battlefield, complete with computer generated forces and various munitions effects. Additionally, an after-action review facility was available to provide full interactive multimedia capability as well as rehearsal capability for the crews.

This clearly is the path we must follow. We can no longer afford to build stand-alone stovepipe systems. This point was echoed throughout the conference, "We need flexibility built into every training system." In my address, I personally mentioned this point, while also expounding on what we have learned thus far and what we think our capabilities ought to be in the future.

Training remains key! As we move into this information Army, we are never going to move away from training – training becomes even more important. Industry has a vital role to play in Army training. To do it right they must understand how the Army – and specifically Army aviation – trains.

Training is all-encompassing, it involves leaders at all levels, and most importantly, it involves soldiers. An event occurring on the second day of the convention brought everything we do in focus. In this particular event, we inducted nine great Americans into the Aviation Hall of Fame. During the ceremony, we talked about our soldiers and we talked about our values. This

is what our Army is all about; whatever we do, whatever we provide, whatever the final product is for Force XXI, it will involve a soldier eventually going into harm's way. We must always keep this in mind.

To reinforce this point, Fort Rucker's streets and buildings are named after soldiers and units. We have printed biographies of these soldiers and units, further proclaiming their deeds and accomplishments. We teach our young lieutenants, warrant officers, and AIT students that come through Fort Rucker the values associated with these individuals, our branch and our Army. Everything we do is for the soldier – the soldier who may give up his or her life so that others may enjoy the freedom our country provides. Because of this, the equipment we develop and the procedures, and training we give them in peacetime is so vitally important.

The Hall of Fame ceremony was a very moving event to witness the night prior to the professional sessions. Every three years we honor those persons who have made an outstanding contribution to Army aviation, a doctrinal or technical contribution, an innovation with an identifiable impact on Army aviation, or efforts that were an inspiration to others. The Hall of Fame is located in the U.S. Army Aviation Museum at Fort Rucker, where the portraits of the inductees and descriptive narratives are displayed. It provides a constant reminder to us all, that we should never forget the bottom line of our business at hand.

The AAAA National Convention did indeed further the building block process of our Aviation Leaders' Training Conference. It was a superbly conducted, well-attended convention, and provided the Army aviation community a clear perception as we advance to Army-After-Next.

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

1998 AAAA CONVENTION KEYNOTE ADDRESS

Gen. Henry H. Shelton

[The following address, which has been edited for length, was given by Gen. Henry H. Shelton at the Army Aviation Association of America Annual Convention in Charlotte, N.C., on April 2. – Editor]

Good morning to each of you and thanks for the opportunity to be with you this morning. It's a great honor, because I truly have a special place in my heart for Army aviation.

Throughout my career I have served with, fought with and continuously admired my fellow soldiers in Army aviation. In Vietnam, Army aviation was our lifeline – the center of gravity for many of our operations – and no one served with more courage and more distinction than Army aviators and, I might add, the crew members who flew with them, fought with them and sometimes died with them.

It was a young Capt. Shelton and SFC Robbinett, serving in Project DELTA with 5th Special Forces Group, who, after seven days of being pursued by the North Vietnamese, were lifted out of the jungle by a jungle penetrator attached to a UH-1H helicopter. As the last man being winched up, I looked up to see the rotor blades striking the tree tops. As I was pulled inside the aircraft I looked into the cockpit and saw the smiling face of Capt. Bob Moberg, who had a look of fierce determination on his face. I have never forgotten the feel of that vibrating Huey as he rolled out to take us away from there. I saw then, first hand, aviators who cared about that linkage with their ground partners, and their determination to make that operation go right and ensure that we were taken care of.

In Operation Desert Storm I was privileged to participate in the largest air-assault operation in history, a moment that none of us who were there will ever forget. More recently, in Somalia, Army aviation wrote another glowing page, on a day when the "uncommon courage" of your pilots and crews was truly a common virtue. I was proud to serve with you in Haiti, where massed formations of Army aircraft launching from Navy carriers ushered in a new era in joint operations. And one of the proudest days of my life came when my son Jeff was awarded the coveted wings of an Army aviator. So when I tell you that my connection to your community is a strong one, I mean it - heart and soul.

And I am especially glad to be with you today because, as the chairman, I am in the future business and the future of Army aviation has never been brighter. As many of you are aware, we are hard at work designing the joint force for the next century. And so today I'd like to speak to you about joint warfighting, and the important role Army aviation will play in it as we approach the next century.

It is our responsibility, that of each and every one of us, to do all in our power to see that we are ready for tomorrow, and that we do not allow complacency to take hold. In a very real sense that is one of the reasons that AAAA exists, to help us be as ready and as capable as we can possibly be.

What will the future look like in the year 2010? Almost certainly, we will not face a hostile superpower in the near term, but I think all of us understand that the world will remain an unpredictable, volatile and in many ways a dangerous place. There will be many who do not share our values, many who will challenge our interests, and many who will threaten our friends and allies. Some of these threats will look familiar; after all, armies, navies and air forces will still be with us, much as we know them today.

But the 21st century will also see the non-state actor come of age. Fanned by ancient religious and ethnic hatreds, many groups will challenge us at home and abroad.

Unlike past eras, terrorist groups and other non-state actors will have access to state-of-the-art technology. They will have secure communications, sophisticated, lightweight surface-to-air missiles, access to global positioning satellites and highly advanced computer technology – and perhaps most frightening of all, the weapons of the weak, weapons of mass destruction. The proliferation of advanced technology with military applications has been so rapid that our enemies in the next century will have capabilities they could only dream about in this one. And whether those enemies come in the form of nation-states, or rogue organizations pursuing their own agendas, they will challenge us asymmetrically, not where we are strong but where they think we are vulnerable. Now is the time to face those threats squarely, now when we have a window of opportunity, when we don't have to worry about a strategic rival that could threaten our existence as a nation.

"I saw then, first hand, aviators who cared about that linkage with their ground partners."

Our best thinking about how we should fight in the 21st century is found in Joint Vision 2010, our conceptual template for future joint operations. The four pillars of Joint Vision 2010 are its key operational concepts – dominant maneuver, precision engagement, focused logistics and full dimensional protection. There are also two "enablers":

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technological innovation and information superiority. Each of these is very powerful individually but they are not ends in themselves. The ultimate goal for joint warfighting in the future is decisive operations, the ability to win quickly and overwhelmingly across the entire range of operations or, in other words, full spectrum dominance.

"...you stayed, you fought and you kept faith with your buddies on the ground."

More than ever before, achieving a rapid decision on the battlefield, and in operations other than war, will be the hallmark of joint operations in the next century. But in thinking about the future there is a key error we must avoid, and that is to think that technology alone is the answer, that simply by fielding new and better systems we will maintain our lead.

History has taught us over and over again that technology alone is not the answer.

As all of you know, the quality of our people, the caliber of our leaders, and the operational concepts and doctrine we use to employ technology on the battlefield are the decisive factors. In the year 2010 our forces will be much smaller than they were in the Cold War. But if we do this right they'll be much, much better – and smaller is not better, better is better! And I can guarantee you that Army aviation is going to play a tremendous role in making us better for the future.

With the advent of advanced systems like Apache Longbow and Comanche – truly all-weather aircraft netted to information platforms, both manned and unmanned, and linked digitally to C2 nodes in the air and on the ground – we're going to see Army aviation assume a much more central role in land warfare and joint warfare.

If the mission calls for it, Army aviation will operate from naval platforms or off-shore installations. Army helicopters will feed real-time targeting information to strike planes, and vice versa, and with stand-off, precision-guided, fire-and-forget weapons we're looking at order-of-magnitude improvements in accuracy, lethality and survivability.

Some of the same pilots who trained on Hueys during the Cold War will be flying Comanches in the year 2010 – a leap-ahead in technology almost as great as the jump from the biplane to the stealth fighter.

In the Joint Force of 2010 Army aviation will be critical to dominating the Information War – the true high ground in future joint operations – and that's a war-winning capability we can't afford to do without.

Between now and then we have a lot of work to do, but the good news is that no military in history ever thought harder about its future than we are doing right now. And we're going to need your help. We've got to have your input, your good ideas, your innovation and originality to make the very most of what Army aviation can bring to the fight.

Just remember, in 2010 it won't be my problem. I'll be 300 miles east of here on the coast, fishin'! It will be your Army and your armed forces that will face the challenges of the next century. And we will get there because that is our contract with the American people. They expect the best military on the planet – that's what they have today and that's what we must give them tomorrow. At the end of the day we will field a joint force of unmatched capability and versatility, and Army aviation will be in the thick of it.

To the old-timers out there in the audience, let me say a simple "thank you and well done." You built a legacy of courage and excellence that will inspire the Army aviation community for generations to come. To the young men and women of Army aviation, let me say that you are a national treasure, and what you do for your country in the years to come will be terribly important to all of us. You've got a world full of challenge and adventure waiting for you, and I envy you what lies ahead!

As I close my remarks, my thoughts can't help but wander back to Somalia and that fateful day when Army aviation proved itself, once again, true to the greatness of its past. On that day, the third of October, 1993, two special operations soldiers, MSgt. Gary Gordon and SFC Randall Shugart, fast-roped into a blazing inferno in a heroic attempt to rescue their wounded friends on the ground below.

The whole nation knows about their deeds, for which they were awarded the Medal of Honor, but fewer know that their ship was hit by rocket-propelled grenades and streams of fire from automatic weapons. The actions of the pilots and crew, in keeping the aircraft aloft and in the fight, seemed to defy the laws of physics. And without their heroism and skill and that of their fellow fliers, few of our troops fighting on the ground would have survived that bloody day. On that day, as you always have, you stayed, you fought and you kept faith with your buddies on the ground.

There is a passage from scripture that helps us understand such courage, in words that might have been written for Army aviators. In the Book of Isaiah, the Lord speaks to the Prophet, saying "Whom shall we send ... and who will go for us?" And Isaiah answers, "Here I am, Lord, send me!"

Since the advent of the helicopter in Korea, through the many long years of the Vietnam conflict, in Grenada and Panama, and all the way up to the Tigris-Euphrates, over the snow-capped mountains of Bosnia and the rubbled streets of Mogadishu, on a thousand lonely and isolated battlefields from one end of the world to the other, that has been the spirit of Army aviation.

"Here I am. Send me!"

That matchless courage, that spirit of service and self-sacrifice, that willingness to do or die, lies at the very heart of what you do and who you are – and all America is grateful.

Thank you all, good luck and God bless you, and God bless the United States of America.

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Gen. Shelton is chairman of the Joint Chiefs of Staff, Washington, D.C.

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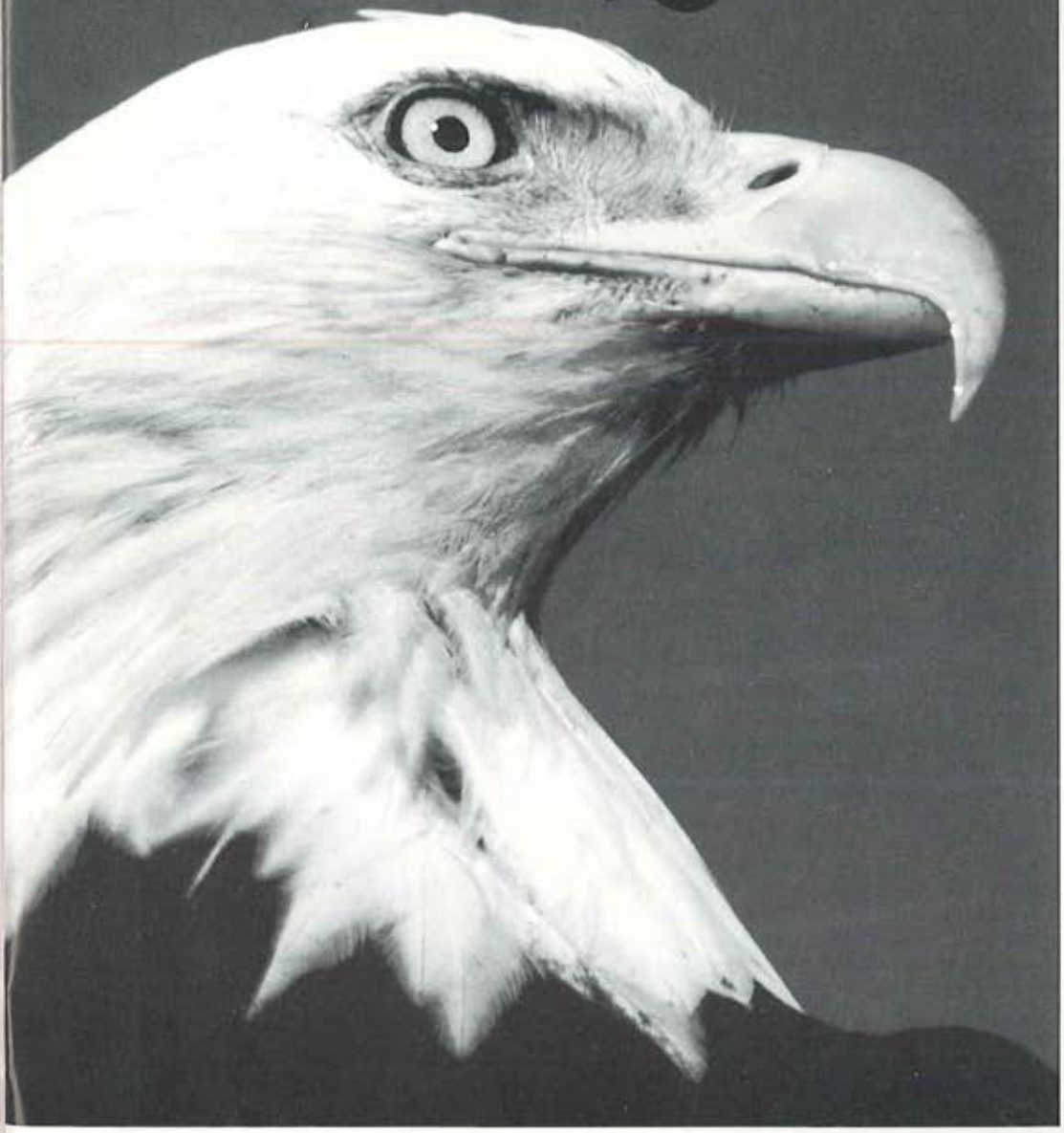

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Meeting Igor Sikorsky

by CWO 4 Robert E. Howard (Ret.)

It was 1959, and I was sitting in a classroom at the Sikorsky factory in Stratford, Conn., with nine other Army helicopter mechanics We were deep into the intricacies of the fully-articulated main rotor hub installed on the Army's H-34 helicopter when an elderly man in a too-large lab coat and baggy trousers entered through the rear door. The hat he carried in his hand looked as if it had been around as long as he had.

The new arrival seemed to be making a conscious effort not to disturb the class, so I figured he was there to empty out the wastebasket by the door. I was wrong: Our instructor straightened up from the rotorhead training device, stopped his technical discourse and, almost reverently, said, "Gentlemen, this is Mr. Igor Sikorsky." So much for my wastebasket theory!

"The legend proceeded to walk around and shake every student's hand, letting each know that he was honored to be a part of the Army aviation family."

"Igor Sikorsky." They were words that I, by then a high-stepping H-19 crew chief, never thought of as belonging to a real person. They were words that were written below distinguished looking head shots in aviation magazines; words rooted in the history of aviation itself.

But there he was, Igor Sikorsky the man. He was shorter than I would have imagined from the head shots I'd seen; I guess he just had a tall face. The legend proceeded to walk around and shake every student's hand, letting each know that he was honored to be a part of the Army aviation family. Sikorsky wasn't speechifying, he was personalizing.

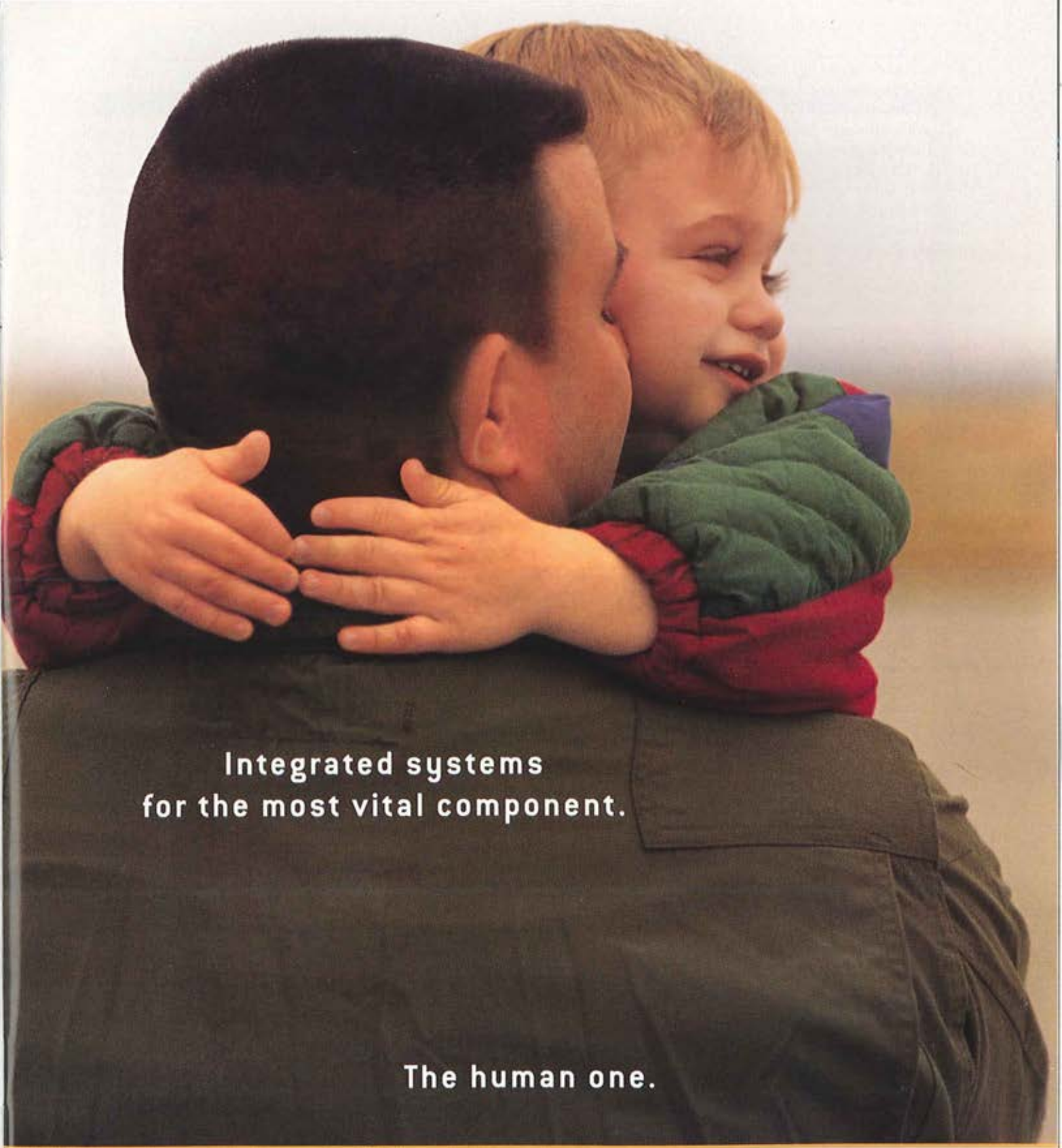
After Sikorsky left the room the instructor spoke in reverent tones about the unassuming man's dominant role in the development of rotary-wing flight, and about the active role he was still playing in the advancement of helicopter technology. The instructor went on to stress the tremendous respect and loyalty that every one of Sikorsky's employees held for him. This was not banana oil; it was a fact validated many times over in subsequent years by every Sikorsky Aircraft employee I ran into in the field and in other factory visits.

I especially remember being one of a group that visited Sikorsky's office as part of a factory tour. It was a few years after he had gone off to the Great Heliport in the Sky, and his longtime secretary guided us through his former place of work. Every single item in the office, down to the last pencil, was exactly as it was on his final day of work (though I do suspect she removed the mountains of paperwork said to have perpetually covered any available flat surface in the room.) The emotions evident in the secretary's remembrances testified to the unabashed combination of awe and fondness felt by everyone who worked with and for him.

This extraordinary level of respect and affection was a tribute to Igor Sikorsky's rare combination of phenomenal professional experience, insistence on quality products and service, and genuine concern for the welfare of those he worked with and those who used his helicopters.

His personal experience was in a stratosphere of its own. In 1910 the 21-year old Sikorsky designed and built his first two helicopters in his native Russia. Though unsuccessful in flight, his machines helped identify many problems and paved the way for rotary-wing development by every other pioneer in the industry.

Because of a general lack of interest (and funding) for vertical-takeoff aircraft by the world's aviation community at that time, Sikorsky switched to fixed-wing flight. After the 1917 Bolshevik revolution he left Russia and headed for America, where he became a leading world figure in the development of "flying boats." After about two decades of that he returned to his first love and his real calling: the development of a machine that could go straight up and down and fly in any direction. By



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1937 he had designed the VS-300, which eventually became the first successful helicopter with a main rotor/tail rotor configuration.

As with all early Sikorsky helicopters, the VS-300's first flight was made with the man himself at the controls. The aircraft ultimately evolved into the R-4 Hoverfly, the production version of which marked the commencement of the helicopter industry in America. The R-4 was the only U.S. military helicopter used operationally during World War II, and was also the first helicopter used by British forces.

Even in those early days Sikorsky had the utmost belief in the future of helicopters and an unwavering confidence in his own abilities to convince the world that such machines were far more than fantasy. And his creations' accomplishments helped prove that fact: His S-52 was the first helicopter to loop (1949); the S-55 (Army H-19) was the first troop/cargo carrier used in combat (Korea); the S-56 (Army's H-37) was the first with retractable landing gear (1953); the S-6l was the first to officially exceed 200 mph (1962); the S-67 was first to cross the Atlantic nonstop; and the S-60 (Army CH-54) set vertical ascent rate and altitude records in the early 1970s. Though helicopter development continually expanded to a number of other manufacturers, the real groundwork had been laid by Igor Sikorsky and his legion of employees.

The Army was, of course, a major beneficiary of Sikorsky helicopter development. Sikorsky aircraft played a vital role in moving Army aviation to the forefront of both combat and peacetime training operations during the formative years of rotary-wing flight, and in keeping Army aviation ahead of the pack through the fielding of increasingly advanced and capable helicopters.

I was fortunate to have had a variety of educational and enjoyable personal experiences with the Sikorsky organization. My introduction to the Sikorsky world began when I was assigned to Echterdingen Army Airfield, Germany, in the mid 1950s. We received a late-model H-19 during my time there, and all of us crewchiefs were hoping to get the job of crewing the big bird – it was our first and only "flight pay" aircraft. I didn't get it, but it was my first exposure to the great tech rep support that could be expected from the Sikorsky factory.

Another interesting experience occurred somewhere around 1970, when the ill-fated Cheyenne helicopter was gasping its final breaths. The Army was looking for a replacement, and initiated an Army Attack Helicopter (AAH) competition. I and a guy named Jesse Cozart – a veteran of Army aviation's "Grasshopper" days – were selected to maintenance-evaluate prototype versions of competing manufacturers. Under the arrangement, manufacturers were not required to build "final" prototypes. Rather, they were asked to demonstrate that they had the capability to comply with attack-type helicopter requirements.

The Sikorsky entry, known as the Blackhawk (not to be confused with today's utility UH-60 Black Hawk) was little short of amazing given the extremely short time Sikorsky's engineers had to put it together. Although it used much of the technology found on existing Sikorsky helicopters (fully articulated rotor head construction, "floating" tail boom and so on), sufficient modifications had been incorporated to show a strong potential for adapting the aircraft to attack missions. Jess and I found the Blackhawk to be the best among competing manufacturers in terms of maintainability, and the guys who flew it said it was one sweet-handling bird for that time.

After the Cheyenne was sent packing and initial replacement contractor assessments had been completed, official AAH bids were solicited and I ended up on the Source Selection Evaluation Board's Maintainability Assessment Team, honchoed by the Aviation Systems Command's Ron Powell.

I also served on the Integrated Logistics Systems Management Team in the area of maintenance training for military repairmen for the UH-60. Now, generally, my own observations over the years have shown that maintenance support training isn't exactly placed toward the top of the overall sales package totem pole by Army aircraft manufacturers. But the Sikorsky group showed a genuine, non-political concern for developing maintenance training programs of the highest caliber for their latest sale to the Army. That's not surprising when you hark back to Sikorsky himself taking the time to visit a small class of soldiers at a maintenance training session in a remote room of a plant that he owned. Though the great pioneer passed on before the UH-60 production model rolled off the line, his influence had not waned. The professional integrity of Igor the man had become the legacy of Sikorsky the plant.

"The professional integrity of Igor the man had become the legacy of Sikorsky the plant."

So, as just a run-of-the-mill stumblebum who can remember using a shammy to filter gas being poured into helicopters from five-gallon cans in a German pasture, I take my hat off to the Army Aviation Association of America for inducting into Army Aviation's Hall of Fame the Russian immigrant and American patriot who started it all; and for, many years later, providing me the forum to publicly salute that patriot, Mr. Igor I. Sikorsky, and the factory he founded.

And I, the stumblebum, got to go to that factory and shake his hand.

❖❖

CWO 4 Howard holds a bachelor's degree in professional aeronautics from Embry-Riddle Aeronaturical University and a masters degree in business administration. He is a member of the Colonial Virginia Chapter of AAAA, Fort Eustis, Va.

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Attack Helicopter Operations During the Division AWE

A FOXHOLE PERSPECTIVE

by Lt. Col. Douglas R. Eller

The high-fives can still be heard ringing down the hallways at Fort Hood, Texas. The division-level Advanced Warfighting Experiment is over, the BCTP final after-action review is complete, and the many participants from all over the United States are on their way home. Was the exercise a success? Absolutely. Does that mean everything was done to perfection? Absolutely not. After all, the key word in the AWE process is "experiment."

The purpose of this article is to provide a short "foxhole-level" view of attack helicopter operations conducted during the November 1997 division AWE at Fort Hood. This article is not meant to be an all-encompassing review of the exercise, for there is much analysis pending. Rather, it represents the raw experiences of a commander who led and fought the attack aviation equipment and organizations of tomorrow during two recent AWEs.

The March 1997 brigade-level AWE at the National Training Center at Fort Irwin, Calif., clearly demonstrated the awesome capabilities of the AH-64D Longbow Apache. Crews from the 1st Battalion, 4th Aviation Regiment, took two pre-production model AH-64Ds and a company of AH-64As to the NTC for the AWE. The results attained by the company-plus sized organization were impressive. The unit collectively killed as much as a well-trained, high-achieving AH-64A battalion. The Longbow Apache has subsequently been cited as a candidate for early acquisition due to its technology-leveraging potential.

During the summer and fall of 1997 the 1st Bn., 4th Avn., and every other unit in the 4th Infantry Division conducted preparatory training for the November 1997 division-level AWE. One of the main differences between the brigade- and division-level experiments was that the division experiment was executed in simulation (Corps Battle Simulation [CBS]) using 2003 organizations and equipment. For us, this meant that pilots manned CBS workstations and such other peripheral devices as the Battlespace Integrated Concept Emulation Program (BICEP). Battalion staff officers and their soldiers manned TOCs which utilized the new Army Tactical Command and Control Systems (ATCCS); Maneuver Control System-Phoenix (MCS-P), All Source Analysis System (ASAS) and Advanced Field Artillery Tactical Data System (AFATDS). RAH-66s and AH-64Ds were modeled in their objective battalion design configurations; nine Comanches and 15 Longbows per battalion.

The 4th Inf. Div., led by Maj. Gen. Scott Wallace, fought a much longer than normal simulation fight (nine days, versus four for the normal BCTP Warfighter), in an effort to stress the division and learn as much as we could in the experiment process. The division conducted offensive and defensive operations in the fictional country of Lantica, fighting four consecutive CAAs/TAs during the AWE.

The 4th Inf. Div. attack helicopters were used in traditional attack and cavalry roles – hasty attacks across the division front, deep attacks, RACO operations and security (screening) operations. Attack helicopters proved time and again to be the division's single most flexible, lethal and responsive killing system.

What did we learn about future attack operations during this AWE? First, let's do a reality check ... everyone knows that you need to be careful about the lessons you learn in simulation. Hunger, fatigue, mechanical breakdowns and the fog of war are very hard to model and replicate. CBS does a very good job of modeling Army aviation, but it ain't there yet! CBS was originally designed as a staff training model. In recent years, we have tried to hang a lot of "gizmos" onto it. But rather than get hung up on some small problems, what can and did we learn during our fights?

Use of new ATCCS-speeded execution. The new ASAS and MCS-P dramatically reduced attack helicopter planning and execution timelines. Digital intelligence templates and pictures were shared in minutes from division to brigade to executing battalion via the ASAS. This did not guarantee a perfect enemy picture, but it did ensure that intelligence was speedily shared, not hoarded! The MCS-P allowed the executing attack battalion commander to know what was happening across the divisional footprint (ground fight) in nearly real time. When combined, these two tools allowed for much quicker staff planning and execution sequences. They also created confidence among the staff and myself because their fidelity is much closer to reality than the analog method. A new Digital Decision Making Process is a logical progression point from here.

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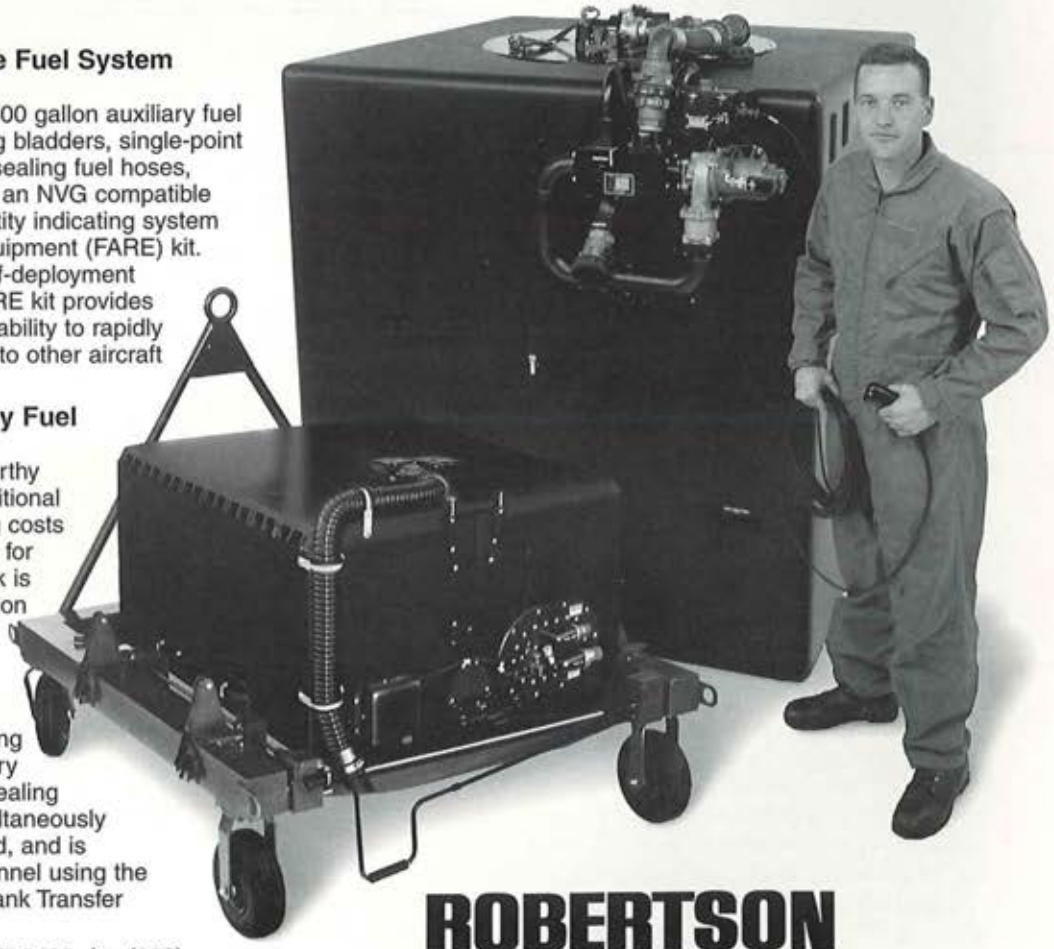

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Maximizing Use of Artillery. The AFATDS, the fire-support arm of the new ATCCS, makes use of field artillery quicker and more lethal than ever. The digital communications link between RAHILBA and the battalion fire-support element (FSE) was obviously simulated. The battalion FSE input AFATDS digital calls for fire direct from the pilots who "flew" our CBS aviation systems.

While I am reticent to use bomb damage assessment obtained in CBS to make a point, I need to do so in this case because the results were dramatic. During one particular screening mission, an enemy division attacked with battalion-sized organizations spread across a 40-kilometer frontage (not massed). A single attack helicopter company, with a Multiple Rocket Launch System (MRLS) battalion in direct support, took out an entire advancing World Class OPFOR (WCO) division by using direct and indirect fires. During this mission, the attack company conducted 90 calls for fire on ADA and maneuver targets over an eight-hour period. The artillery responded with improved munitions (such as MSTARS) that took out two-plus regiments. Coupling the Longbow Apache (LBA) and RAH-66 systems to dedicated supporting artillery through a digital link (an improved data modem or IDM), is a marriage made in heaven.

Use of Small Mission Packages. As we progressed through the AWE train-up process and the actual AWE in November, the brigade commander, Col. Steve Ferrell, and I became more and more convinced that smaller mission packages (one to two aircraft) were the way to go in many cases. With each helicopter able to electronically see eight km with its fire-control radars (FCRs), and the RAH-66 able to see even farther with its automated target detection and classification (ATDC) system, we intentionally did not mass aircraft (unless we chose to execute a decisive blow with organic weapons systems) because we wanted to maximize what they and we were seeing. Also, the number of attack helicopters allocated to the division was limited during this experiment, in an effort to stress the system.

In short, we normally had more missions for the Longbow and Comanche than we had airframes or crews. We routinely operated in small elements when the enemy picture was unclear. During these times, the movement-to-contact was the maneuver of choice. The onboard systems usually gave the advantage to the LBA/RAH-66. When the enemy picture was clearer, we used the FCRs and ATDCs to confirm what we thought we knew, then attacked at the best time and place. We were also frequently forced to use small packages when there were large terrain and time requirements. Some purists may fault the small package logic (principal of mass and the ability to see and suppress for your wingman), but remember this was an experiment. There is still much to be discovered in the construction of TTP and doctrinal manuals for these objective organizations.

Longbow and Comanche Mixes. Our missions "generally, usually, most of the time" used combined teams of Longbows and Comanches to prosecute the fight. The Comanche's stealth characteristics were key in allowing it to identify and suppress some very lethal ADA systems, and then to gain information on the disposition of the main body. By leading with the stealthy Comanches, we were then able to "pile on" with our Longbow Apaches at the critical time and place. This TTP worked time and time again. We did work pure Longbow or Comanche teams at times, driven by mission requirements. From my point of view, we were more survivable and more lethal (in simulation at least) when employed in this combination.

Deep Operations Planning Process. The 4th Inf. Div., like most other divisions and corps, has its own deep operations planning process. We found the process to still be valid and useful during AWE operations. The new ATCCS, MCS-P, ASAS, AFATDS and MDWS enabled us to be more responsive in both the planning and execution modes of our deep operations process. We also relearned that when you violate your own process or criteria, you set yourself up for disaster.

Manning Levels. We were manned at a one crew to one aircraft (1:1) ratio for this AWE. We also executed the brigade fighter management cycle religiously. The net results here were that time and again we had missions and airframes, but were unable to fly them due to crew availability. Officer spaces are always hard to come by, no matter what year you are fighting in. It may be time to relook this issue through some sort of cost-versus-benefit analysis. Perhaps a wartime TO&E augmentation is in order?

"...when you violate your own process or criteria, you set yourself up for diaster."

In summary, we learned a lot more during this AWE than the length of this article allows for. The Longbow Apache and RAH-66 were not only the dominant aviation systems during the AWE, they were probably the dominant maneuver system in the AWE (at least from my foxhole). With Longbow production now a reality, we must continue to ensure that the Comanche is produced for the fight of tomorrow. The new ATCCS are a quantum leap forward over their predecessors. All units need and deserve these systems ... today!

In this article I have deliberately tried not to use BDA count to make most of my points. While I am certainly very proud of our BDA production, it is my perception that we do not learn from the simulation process when we revert to "pac-man" procedures to "puff up" our BDA production.

In conclusion, we have only scratched the surface during this AWE. There will be many, many more chances to learn and prepare for the digital fight of tomorrow. I remain extremely confident that our collective futures are bright!

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Lt. Col. Douglas R. Eller is commander of the 1st Bn., 4th Avn. Regt., at Fort Hood, Texas.

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AH-64 APACHE

The readiness rates for 1997 are in and once again the AH-64 Apache posted some of its best rates ever. Sixteen of the Army's 25 AH-64A battalions exceeded Department of the Army goals for mission-capable aircraft. I'd like to offer my congratulations to everyone involved in the support and maintenance of the AH-64A!

Modernization of the AH-64A fleet continues even as Apache Longbows roll off the remanufacture line. Here are some of the highlights:

- Maintenance teams are installing the Embedded Global Positioning/Inertial Navigation System (EGI) on AH-64As equipped with the 137 Doppler navigation system. To date, we've completed 38 percent of the fleet.
- The retrofit of the T700-701 gas generator rotor section has been completed for on-wing engines, worldwide.
- The AVR-2A(V)1 laser warning receiver modification kicked off in February.
- A high-frequency radio for non-line-of-sight communications has completed preliminary testing and is headed out to the field for a user's assessment in an operational environment.
- Final designs have been approved to remove the optical relay tube (ORT) assembly and replace it with a flat-panel multifunction display.
- And, finally, Robertson Aviation is developing and qualifying an auxiliary fuel cell that will fit in the ammunition bay, providing the AH-64A or AH-64D with an additional 130 gallons of fuel while retaining 94 rounds of 30mm ammunition for self-defense.

The Longbow FCR and RFI programs have been extraordinarily successful. Eleven mission-capable FCRs and 14 RFIs had been delivered as of March 1998. Contracts are in place to ultimately buy a total of 227 FCRs at a unit cost reduction of nearly 70 percent less than the Lot 1 unit cost. The Longbow FCR and RFI are currently undergoing a three-month First Article Test at Yuma Proving Ground, Ariz., to verify that production units perform as well as or better than prototype units developed and tested earlier.

We have accepted 26 AH-64D production models into the inventory. The first AH-64Ds arrived at Fort Hood, Texas, in April, leading to a First Unit Equipped (FUE) date of July 16, 1998, for the 1st Cavalry Division's 1st Battalion, 227th Aviation.

Training is well underway at the Boeing facility in Mesa, Ariz. So far, 118 operators and 117 maintainers have completed AH-64D training. The AH-64D's maintenance data recorder and Interactive Electronic Technical Manuals (IETMs) will revolutionize the way attack helicopter battalions perform maintenance by replacing 32 manuals and 72,000 pages of paper. In a true team effort led by the U.S. Army Aviation Logistics School, a joint Army/contractor validation/verification (V/V) team conducted a more thorough V/V on the IETMs than has ever been conducted on any previous weapon system fielded to the U.S. Army. We're looking at numerous initiatives that will reduce the cost of ownership (see our web page at www.peoavn.redstone.army.mil). To that end, Apache has been selected to develop a pilot program called Prime Vendor Support which, if adopted, will improve the wholesale supply and repair system for both the AH-64A and the AH-64D at less cost, thus freeing funds for modernization.

It has been another extraordinary year for the Apache, far exceeding all expectations. Apaches have led the way by any measure in deployments, experiments to define the parameters of the digital force, and in acquisition and logistics reform. Congratulations to all for a great year!

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Col. Stephen G. Kee is the PM Apache at Redstone Arsenal, Ala.

UH-60 Black Hawk

The Utility Helicopters Project Manager's Office focuses on five product lines covering UH-60 and UH-1 life-cycle activities from concept development through retirement.

UH-60L Black Hawk production and fielding continues via the multi-service Multi-Year V Production contract. Army production is currently scheduled through fiscal year 1999, with deliveries into FY 00. "Plus-ups" have historically been associated with Black Hawk production, so that opportunity is a planning factor. Foreign Military Sales emphasis is increasing. The Sikorsky and General Electric companies – and the Defense Contract Management Command representatives at their facilities – are our partners. Fielding support is provided by the New York Air National Guard's 105th Airlift Group and U.S. Army Aviation and Missile Command (AMCOM). Once aircraft are fielded, another product line comes into focus.

Readiness and sustainment are products. Beyond supply and support activities, AMCOM directorates have teamed with the PM to attack Black Hawk stock-availability challenges. Other readiness enablers and cost-reduction vehicles include the multiservice Team Hawk cost-of-ownership reduction effort, Users' Conferences, Corpus Christi Army Depot (CCAD) UH-60A refurbishment, maintenance-trainer programs, site visits and the "TOP 10 Pick 2" program. Results are reflected in the accompanying chart. Our major readiness challenge is the aging of the UH-60A. Modernization is the path ahead.

UH-60Q Medevac integration and qualification continues. Operational test is the next major event for this state-of-the-art system, which is intended (pending testing success) to become a commonality baseline candidate for a modernized Black Hawk.

The Operational Requirement Document for modernized Black Hawk is in process via the Integrated Concept Team at the Directorate of Combat Developments (DCD) at

Fort Rucker, Ala. A strategy to contractually "incentivize" maximum commonality with the UH-60Q, the Improved Cargo Helicopter (ICH), MH-60, Navy CH-60 and other systems is planned to reduce future operation and support costs. Commercialization and modernization through spares strategies are also being integrated. Trade studies are underway to focus the PM business plan toward effective, efficient modernization. Trades include the newest PM UH product, a familiar system.

The UH-1, in retirement and sustainment, covers both utility and emerging light utility missions in the active and reserve forces. Huey challenges include safely lifting T53 engine operational restrictions, covering maintenance and overhaul for the extended life of the UH-1, and executing retirement schedules.

Five utility helicopter product lines require constant attention but provide mutual support and synergism and a great deal of satisfaction when requirements are met.

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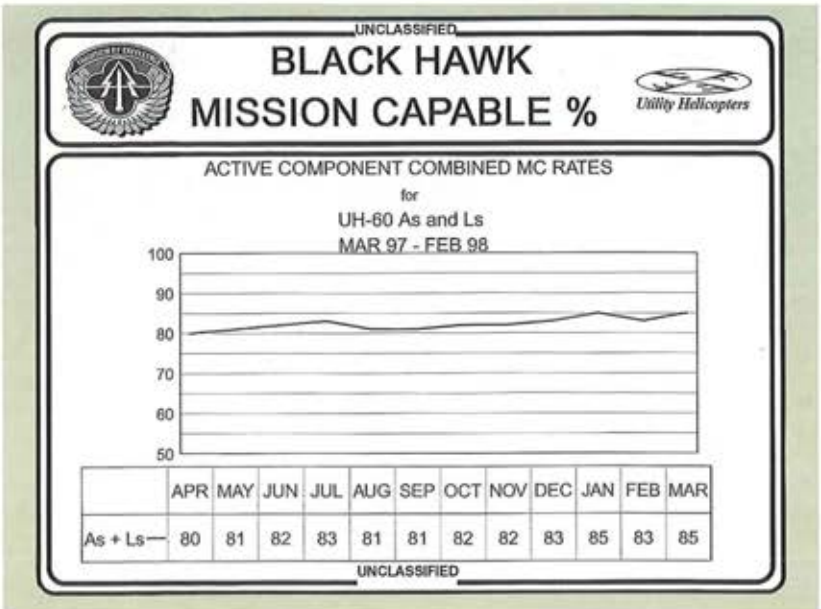
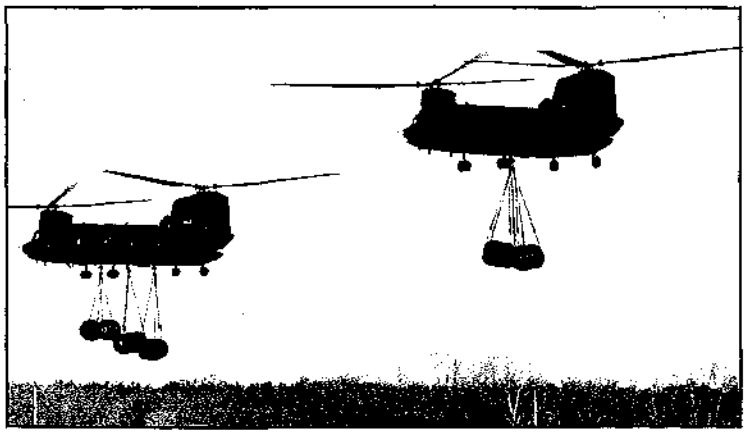
Col. Thomas M. Harrison is Program Manager, Utility Helicopters, at Redstone Arsenal, Ala. ■



CH-47 CHINOOK



The CH-47 remains the primary heavy-lift transportation enabler for the United States Army. Both before and after Desert Storm and most recently in Bosnia, the CH-47 has stood ready to handle a wide variety of heavy-lift missions in virtually every climate and condition. From combat assaults and combat service support to bridge building, fire fighting, mountain rescues and disaster relief, the CH-47 has been there.

Today we again stand ready to remanufacture the CH-47D fleet, which was first remanufactured beginning in 1982. It is imperative that we go forward with the Improved Cargo Helicopter (ICH) so that the fleet will be able to remain operationally ready well into the next century. With a CH-47 design useful service life of 20 years it is now time to enter the Engineering Manufacture Development Phase for the next series of the Chinook, since its replacement vehicle – the Joint Transport Helicopter (JTR) – will not enter service until 2020 at the earliest. Should the JTR be delayed, we will be in a position to exercise options to upgrade the entire fleet of CH-47D models to the ICH configuration.

Sustaining this reliable and effective heavy lift capability is the goal of the ICH program. ICH is both prudent and necessary, as it will bridge the gap to JTR. Present plans call for the remanufacture of the oldest 300 of the 431 CH-47D models now on hand.

Major accomplishments under the ICH program will include complete tear down and inspection of all fuselage structural elements and operating system components with remanufacture and replacement of all electrical, hydraulic and fuel lines. Additionally, fuselage "tuning" will be accomplished to reduce the vibratory effects of the "three-per-rev" and "six-per-rev" harmonics on the airframe. Fuselage tuning will not only improve the Chinook fuselage fatigue life, it will also reduce wear and tear on avionics and other operating systems.

Installation of a Mil. Std. 1553B data bus to accommodate a new communications/navigation suite will also be accomplished as part of the ICH. The new avionics architecture will not only address the problems of obsolete and unsupportable parts in the present cockpit, but – by being J-ATA compliant and open system structured – it will allow the CH-47 to remain an important integrated battlefield asset. Other advantages gained by the introduction of the new digitized avionics will be reduced pilot workload and enhanced operational safety.

Lastly – and under a separate budget line – upgrade of all Allied Signal Chinook engines to the new T55-GA-714A configuration with the addition of the Full Authority Digital Electronic Control (FADEC) will be undertaken. The Improved ICH will insure that the Army's heavy-lift fleet will be able to operate for at least another 20 years by reducing operating and support costs and maintenance expenses below current CH-47D levels.

Boeing and the Army have built the ICH program around the Integrated Process Team (IPT) concept, comparable to our efforts on the RAH-66 Comanche. Thanks to our IPT approach and such innovations as "Alpha Contracting" to facilitate initial understanding and expectations, we are well on the way to completing our contractual requirements. We expect to be under contract this spring and we look forward to the first ICH airframe induction at Boeing before the end of 1998 with initial deliveries to the field in 2002. Our goal is to reach a maximum production rate of 26 aircraft per year, giving us 300 ICH Chinooks before 2014.

In addition to the ICH program we have several CH-47D model initiatives underway that target operating and support costs and improved performance. Programs like the low-maintenance rotor hub, extended-range fuel tanks and new cargo-handling systems are being worked as future Planned Program Product Improvement initiatives.

The CH-47 Chinook has provided exceptional service to three generations of our nation's soldiers. Heavy-lift, rapid-response, flexible operations have been critical to success in the past and will be required again in the future. Traditional missions will continue to demand the Chinook's unique capabilities, as will evolving challenges. Chinooks are flown in 14 states by the National Guard and three Army Reserve units; they may therefore be called upon to respond to contingencies within our own borders. Finally, with the implementation of the ICH program, it is fair to say that the Chinook will serve our Army and America well into the next century.

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Col. Donald Burke Jr. is Acting Project Manager, Cargo Helicopter PMO, at Redstone Arsenal, Ala. ■

OH-58D KIOWA WARRIOR

Take the Army's OH-58D Kiowa Warrior, add numerous avionics upgrades and an upgraded engine and what do you have? You have an OH-58D Kiowa Warrior. Though the name remains the same, a number of enhancements have been made recently to the Kiowa Warrior to improve performance, avoid parts obsolescence and keep pace with the rapidly changing electronics technology. Though the name has not changed officially, some call the newly upgraded Kiowa Warriors "Enhanced Kiowa Warriors." Currently, 314 Kiowa Warriors have been fielded.

This past year has been a very busy time for the Kiowa Warrior program. All of the enhancements to the Kiowa Warrior were tested and qualified. We started fielding the enhanced Kiowa Warrior; 16 aircraft were delivered to 1st Squadron, 7th Cavalry, at Fort Hood, Texas, and 16 to 3rd Sqdn., 4th Cav., in Hawaii. Prior to that, eight aircraft known as Task Force XXI Kiowa Warriors were given to 1st Sqdn., 10th Cav., at Fort Hood. In March 1997 we participated in the Task Force XXI Advanced Warfighting Experiment as the first platform with an embedded "digitized" capability. Moreover, the Kiowa Warrior continues to play an active roll in keeping the peace in Bosnia.

Improvements to the Kiowa Warrior

This is a very exciting time for the Kiowa Warrior program. A number of equipment enhancements, in development for the last several years, are now being fielded. These enhancements include:

- An improved engine with a Full Authority Digital Engine Controller (FADEC) known as the 250-C30.
- A satellite and ring-laser-gyro-based navigation system known as the Embedded

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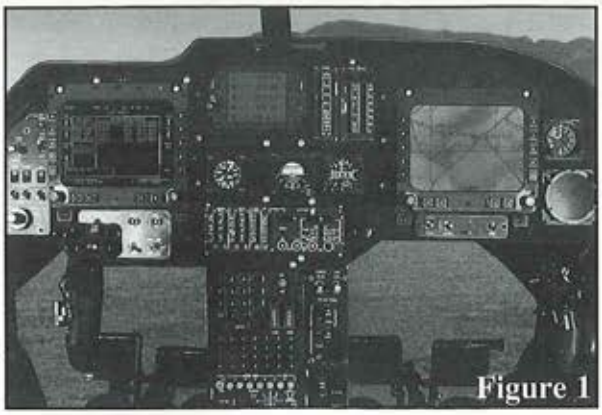

Figure 1

Increased situation awareness was provided by the digital map display of the Kiowa Warrior in Task Force XXI. This display showed friendly and enemy positions and was updated by digital EMF messages received through the SINCGARS SIP radio and the IDM.

Global Positioning System (GPS) and Inertial Navigation System (INS) (EGI).

- A new mission computer, known as the Improved Master Controller Processor Unit (IMCPU).
- A digital moving-map display.
- An image-transfer system that allows images taken from the Mast Mounted Sight (MMS) to be sent over the air using the SINCGARS radio.
- An upgraded communications system that includes the Improved Data Modem (IDM) and AN/ARC-201D radio.

Task Force XXI

With the exception of the improved engine, an early look at the Kiowa Warrior upgrades was gained at the Task Force XXI Advanced Warfighting Experiment in March 1997. The eight Kiowa Warriors participating in the experiment carried special software that allowed them to communicate on the tactical internet using Variable Message Format (VMF) messages. This provided a situational-awareness display showing updated friendly and enemy positions on the aircraft's moving map display [see figure 1]. The Kiowa Warrior is the first system in the Army to integrate these capabilities into the onboard mission electronics. Even though the new mission equipment had not been fully wrung out, the experiment demonstrated that the situational awareness provided by the tactical Internet was of significant benefit to the OH-58D crew.

System I Safety Enhancement Program (S/SEP)

The S/SEP combines all of the mission electronics and engine enhancements of the Enhanced Kiowa Warrior and adds energy-absorbing crew seats and a cockpit airbag system. The S/SEP is a program in which all of the approximately 300 fielded Kiowa Warriors will be brought back to Bell Helicopter and upgraded to the enhanced configuration.

Future Upgrades

The future looks very bright for the Kiowa Warrior. Since the aircraft has a glass cockpit with programmable displays and digital data buses, it is called upon quite frequently to support new programs and demonstration efforts. The Kiowa Warrior recently participated in a demonstration of a SINCGARS SIP+ radio containing combat-identification features. These same aircraft features, programmable displays and digital data buses make the Kiowa Warrior a good candidate for avionics-upgrade programs.

Currently in Development

The Kiowa Warrior program is busy integrating the following:

- An ARC-220 'high-frequency radio.
- IDM+ with Embedded Battle Command (EBC).
- The Comanche's switchable laser rangefinder/designator, which will provide eye-safe operation for training while retaining the current designation capability.

Further down the road, the Kiowa Warrior program is looking at the potential of incorporating a Radio Frequency Interferometer, a MIL-STD-1760 weapons interface, and the Joint Tactical Radio.

One thing is certain, the Kiowa Warrior will continue to evolve throughout its life as it continues to support the Army through 2024.

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Lt. Col. James E. Weger is Product Manager, Kiowa Warrior, at Redstone Arsenal, Ala. Mike Wilson is a project engineer for Westar Corp. in St. Louis, Mo. ■

FIXED WING AIRCRAFT

The Product Management Office (PMO) for Army fixed-wing aircraft is faced with unique, multifaceted challenges. The PMO's mission is to develop, procure, sustain, modify and dispose of nearly 300 turbo-prop and jet cargo, passenger transport and reconnaissance aircraft.

C-23

The fixed-wing fleet is maintained by life-cycle contractor support (LCCS) and contractor logistics support (CLS) contracts. The Army's C-12/RC-12/U-21 short-range utility aircraft are maintained by the AGES Group. The C-23 cargo aircraft are maintained by Duncan Aviation and the UC-35A medium-range utility aircraft are maintained by Dyncorp. The Air Force is responsible for the maintenance contracts for the C-20 with Saberliner, the C-21 with Serv-Air and the C-26 with Merlin.

In addition to the sustainment of the Army fixed-wing fleet, the PMO is now managing the delivery of additional C-23s and UC-35s. Another item of significant importance to the fleet is the upgrade of the C-12 cockpit to replace an obsolete avionics suite. The office's priority list also includes implementation of:

- Global Air Traffic Management (GATM) – Procurement of communications, navigation and surveillance equipment necessary to meet GATM requirements.
- Digitization – Allows commanders and staff to continuously plan, communicate intent and coordinate operations while in transit.
- Aviation Safety Equipment – Enhanced Ground Proximity Warning System (EGPWS) and Traffic Alert and Collision Avoidance

THANK YOU TO ALL CONTRIBUTORS FOR YOUR GENEROUS SUPPORT OF THE AAAA SCHOLARSHIP FOUNDATION.

EDUCATION
THE WINGS TO FLY

A good education is equivalent to wings of flight. It provides the power to reach the aspirations of curious, eager minds. In the past 35 years, the AAAA Scholarship Foundation has given more than 810 young people the wings to fly.

The AAAA Scholarship Foundation has not done this alone. Assistance has come from generous individual and corporate contributions, substantially increasing award amounts over the years. The annual awards now range from a four-year scholarship of $15,000 to numerous $1,000 and $5,000 grants, as well as interest-free loans.

Individual and corporate contributions to the AAAA Scholarship Foundation are tax deductible. Opportunities to contribute include one-time donations, memorial scholarships and permanently funded grants. Contributions are also taken through the Combined Federal Campaign.

For more information or to make a contribution, contact:

AAAA Scholarship Foundation, Inc.
49 Richmondville Ave.
Westport, CT 06880-2000
(203) 226-8184
Fax: (203) 222-9863
aaaa@quad-a.org

System (TCAS) II.

The PMO has initiated Avionics Working Group Integrated Product Teams (IPTs) to establish plans that will ensure the fixed-wing fleet's compliance with Future Air Navigation Systems (FANS)/GATM requirements and to evaluate requirements and technologies in the areas of GATM, safety, digitization, Joint Precision Approach and Landing System (JPALS), and Navigation Warfare (NAVWAR).

The Fixed-Wing PMO is also participating in the construction of a fixed-wing operational concept and a doctrine. The PMO also works with the PM Aerial Common Sensor to help develop the future of the Special Electronic Missions Aircraft community while ensuring the present is sustained through sound RC-12 aircraft maintenance. Finally, expanded roles of the very low cost fixed-wing platforms should be explored in the interest of saving operating and support dollars.

SAIC of Dothan, Ala., maintains the Fixed Wing Home Page at http://www.snowhill.com/~saic and/or www. fwpmo.com. This is an outstanding, interactive source of information for field users. All in all, the future looks bright for the Army's fixed-wing fleet.

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Lt. Col. William G. Lake is the PM Fixed-Wing at Redstone Arsenal, Ala. ■

UAVs

Unmanned aerial vehicles (UAVs) provide commanders an "over the hill/horizon" capability for reconnaissance, surveillance, target acquisition and battle-damage assessment. The Army has continued a parallel material approach with short- and close-range UAV requirements. The air platforms are differentiated by their range, endurance and payload capacities. The systems are integrated into corps/division and brigade intelligence and target-acquisition OPFACs. The goal is to have common data links, control stations and support structures. The Joint Tactical UAV Program Office at Redstone Arsenal was pleased to see the standup of Aviation and Missile Command in fiscal year 1998, which renewed the roots of UAV development in the Army aviation community.

Hunter

The Hunter UAV has logged more than 3,400 flight hours in the last two years, assisting the Army in developing UAV concepts of operations (CONOPS) and providing initial UAV operator training. These activities include teaching commanders how to effectively utilize UAVs to gain information dominance on the battlefield; integrating manned and unmanned aircraft operations; and demonstrations of alternative payloads. Hunter's unparalleled success during two rotations at the National Training Center at Fort Irwin, Calif., has led the Army to deploy a system there permanently to support continued UAV spiral development.

During naval CONOPS development at Fallon Naval Air Station, Nev., Hunter provided video to manned aircraft for use during combat search and rescue missions, POW raids, route reconnaissance and bombing runs. In addition, Hunter's communication-relay package provided communications among manned aircraft, operations control and "downed" pilots.

Hunter is also proving its versatility as a payload demonstration platform. Payloads demonstrated on Hunter include:

- a laser designator which guided laser-guided munitions to their targets;
- communication and radar intelligence payloads that detect, identify and locate communication/radar signals;
- communication and radar jammers that jam radios, data links and radars; and
- a non-lethal precision-delivery system capable of precise delivery of CS gas, stingball grenades and electronic sound devices.

As UAVs mature we are beginning to see evidence that they are being incorporated into warfighter planning. Two examples of this are:

- the use of Hunter to provide live UAV video via satellite in support of target acquisition, surveillance and battle damage assessment for a Navy Tomahawk operational test launch at Eglin Air Force Base, Fla., and
- the passage, via Hunter, of threat radar data directly to strike aircraft armed with stand-off weapons.

Outrider

As its ACTD phase is drawing to a close and with a total of 59 flights (49 flight hours) as of Mar. 9, 1998, the Outrider UAV is being readied to enter a military utility assessment (MUA). In this MUA – to be held from Mar. 16 to June 30, 1998, at Fort Hood, Texas – the Army and Marine Corps will evaluate the Outrider UAV system to determine if it meets their UAV needs. Decision makers will use MUA results to determine how quickly the Outrider system enters the acquisition process and joins the Army's digitized force.

Only recently have battlefield commanders gained first-hand knowledge of the situational awareness that a tactical UAV provides. As those commanders continue to learn to exploit the UAV's capabilities, the UAV will become an essential part of the force. It is our goal to ensure that we have the UAVs commanders will need.

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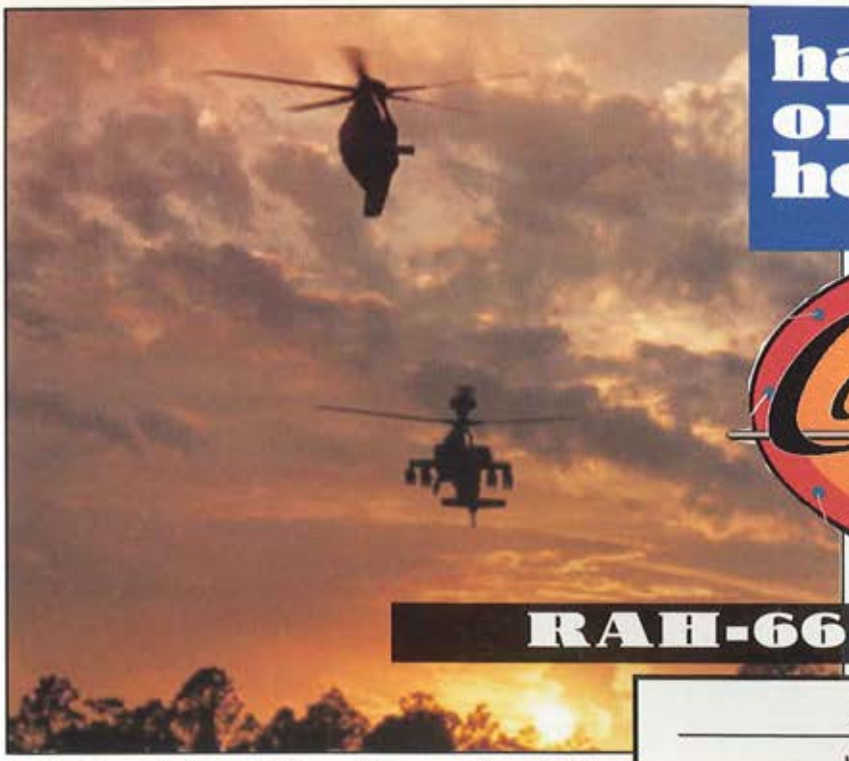
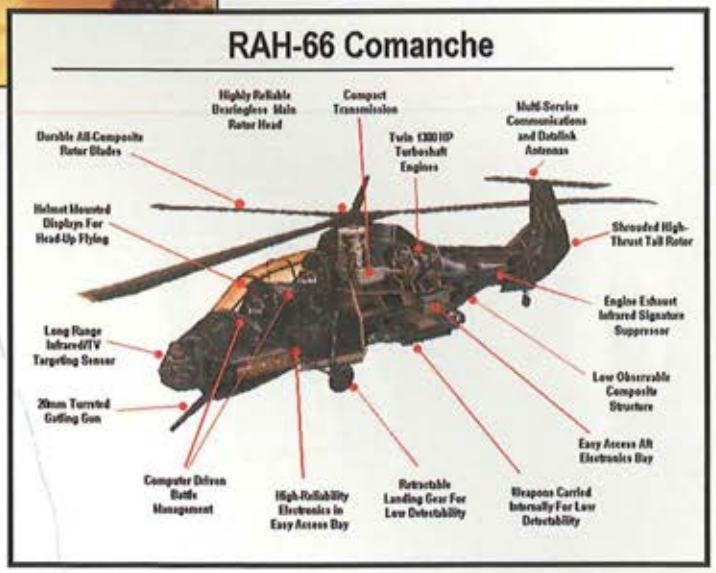
Col. Michael I. Howell is PM, Joint Tactical Unmanned Aerial Vehicles, at Redstone Arsenal, Ala.

hardware on the horizon



RAH-66 COMANCHE



Poised on the future horizon of Army aviation with its advanced hardware technology, the RAH-66 Comanche helicopter emerges from the treeline as a formidable force to team with the Apache on the digital battlefield. The two aircraft will possess superior capabilities never before experienced in the world of armed helicopter aviation. The advanced technology of the Comanche will allow it to perform vital missions – primarily as an armed reconnaissance platform – while complementing the Apache in the attack role.

Development of the Comanche is making solid progress with the testing of the prototype aircraft at Sikorsky Aircraft's test facility in West Palm Beach, Fla. There, the first flying prototype helicopter has completed 74 flights for a total of 83.0 flight hours. The first prototype is dedicated to attaining airworthiness qualification and validating major concepts that contribute to the aircraft production design. The advanced technology incorporated in the Comanche has yielded numerous and impressive envelope and system-development milestones thus far.

The Comanche's aerodynamic design, light-weight composites and materials, bearingless main rotor, fly-by-wire flight controls, retractable landing gear, unique fantail design, and high-power, twin-turboshaft engines have allowed the prototype to achieve a forward level-flight true airspeed of 171 knots. In sideward flight, the aircraft has thus far reached 60 knots to the right and 75 knots to the left. Rearward flight has been accomplished to a speed of 70 knots. As a measure of structural integrity, the aircraft has been tested to 1.78 Gs, 2.0 Gs, and 2.1 Gs at 80, 100 and 120 knots, respectively. The prototype currently climbs at 2,000 feet per minute at 80 knots, which exceeds performance predictions. At present there are no known impediments to continued envelope expansion out to the full limit of the aircraft's operational flight envelope (OFE).

These notable aircraft statistics have been achieved in a developmental prototype flown at a primary test gross weight, much higher than the production aircraft's primary mission gross weight of 11,700 lbs. This higher prototype gross weight is due primarily to approximately 1,400 pounds of required flight test instrumentation.

Another noteworthy tool utilized in the development and testing of the Comanche dynamic components is the Propulsion System Test Bed (PSTB). The unique PSTB is able to demonstrate and test all of Comanche's drive train and related hardware. The test bed has so far accumulated 578 total-run hours. The PSTB allows testers to subject the components to much more severe test conditions than would be possible with the prototype aircraft. Thus, the PSTB is a risk-reduction tool for the actual flight portion of the test program. Typically, the test bed leads the development and testing of the aircraft. All of Comanche's critical dynamic components are first demonstrated and qualified for aircraft use as a part of the total PSTB effort.

As prototype number two prepares to fly in 1999, the testing of the aircraft will concentrate on developing the advanced reconnaissance mission equipment package. Additional hardware systems to be tested are the Electro-Optical Sight System (EOSS), Helmet Integrated Display Sight Subsystem (HIDSS), and the Integrated Communications, Navigation and Identification Avionics (ICNIA) system. Related testing will include communication antennas, radar cross section (RCS) and infrared (IR) signatures.

Comanche is destined to become a full-spectrum dominance platform. Its inherent digital capabilities ensure its importance to the maneuver commander as the information provider of choice.

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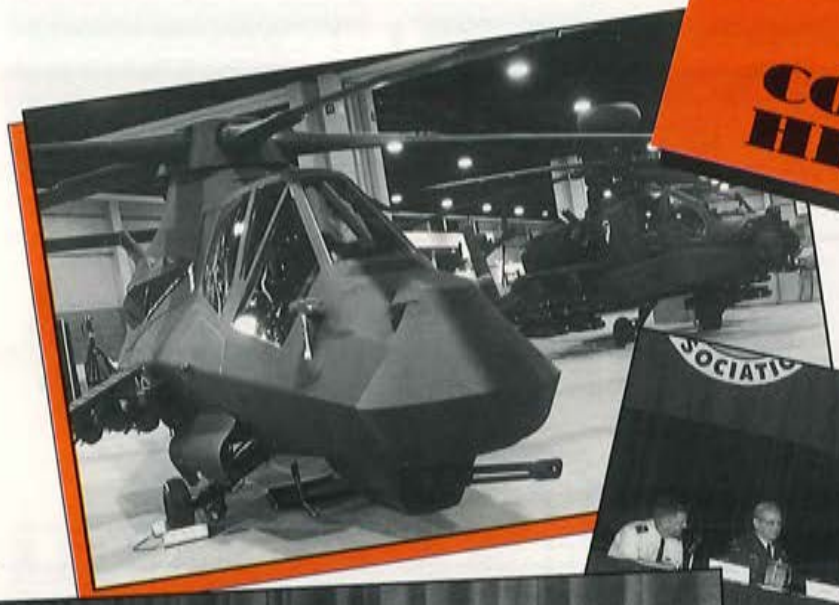
Brig. Gen. Joseph L. Bergantz is the Program Manager, Comanche, at Redstone Arsenal, Ala. ■

1998 AAAA CONVENTION HIGHLIGHTS

Charlotte, N.C.

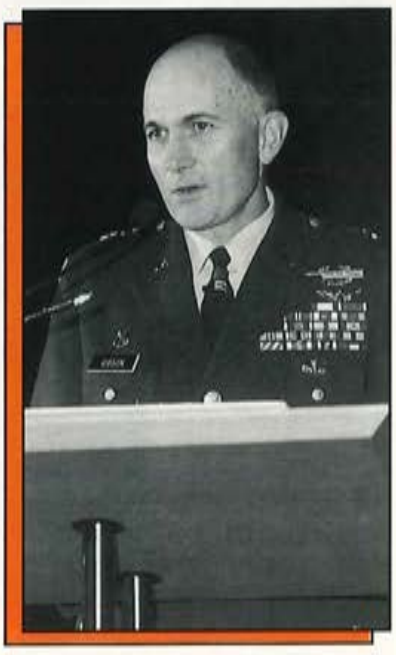


The 1998 AAAA Annual Convention in Charlotte, N.C., 1-4 April 1998 was a tremendous success. From landing a dozen aircraft on an overpass atop the six lane interstate to the final event, the AAAA Annual Banquet, everyone pulled together, including local and state agencies, fire and police departments and especially the North Carolina Army National Guard. The rapport between the aviators and the community was truly amazing with our aircrews being welcomed to the firehouses for visits and lunches.

Some of the highlights included the first public display of Comanche and Apache Longbow together, the induction of nine new members into the Army Aviation Hall of Fame, including three Medal of Honor recipients, and a very strong professional program organized by our Presentation Chairman, Maj. Gen. Dan Petrosky. The program was kicked off by the chairman of the Joint Chiefs, Gen. Shelton and featured other speakers like Maj. Gen. James R. Snider, PEO Aviation, and Maj. Gen. Emmitt E. Gibson, CG AMCOM, Maj. Gen. George H. Harmeyer, CG U.S. Army Armor Center, MG Leo Baxter, CG U.S. Army Field Artillery Center, and MG Larry G. Lehowicz, CG U.S. Army Operational Test & Evaluation Command.

In all the attendance was up to the highest levels in five years, with over 40 active duty and reserve component and retired general officers and SES in attendance. Strong exhibitor support also helped the event equal last year's revenue despite the numerous mergers and acquisitions that have taken place among our industry partners over the last year.

Clockwise above from upper left: AAAA President Maj. Gen. Dave Robinson, Ret. opens the professional sessions and introduces the keynote speaker, Gen. Shelton. Maj. Gen. Gibson, Maj. Gen. Snider , and Maj. Gen. Petrosky completed the Army Aviation picture with briefings from the AMCOM, PEO and Branch Chief perspectives.

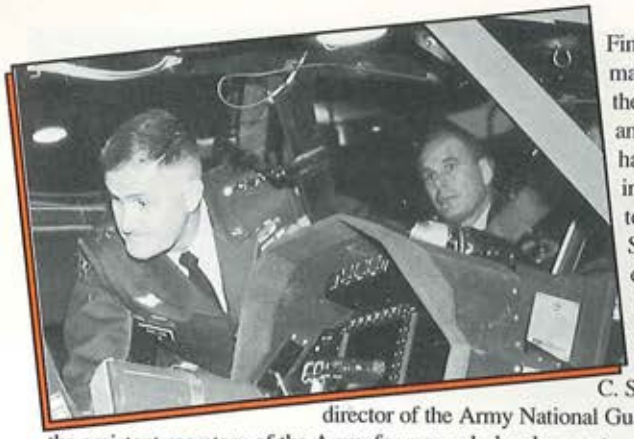


Recognizing excellence is a big part of what AAAA is all about. On Thursday evening the nine newest members of the Army Aviation Hall of Fame were inducted (see last month's issue for details on their individual accomplishments). It was an extremely moving event that really brought home the sacrifices that have been made and how much today's aviators owe to those on whose shoulders they stand. Pictured at left is Hall of Fame Inductee CWO 4 William T. Hargrove, Sr., Ret. and his family along with HOF Chairman Maj. Gen. George W. Putnam, Jr., Ret. (right). Hall of Fame members pictures are placed on permanent display along with their citations at the Army Aviation Museum at Fort Rucker, Ala.

Right: Dr. Kenneth J. Oscar, assistant secretary of the Army, was the guest speaker at the Saturday night AAAA Banquet which honored the AAAA National Awardees who received their awards earlier in the week.

Pictured at left are the 1997 AAAA National Awardees (see last issue for details on their individual accomplishments) who include from left to right: Soldier of the Year, Spec. Michael R. Swingle, D Company, (AMC) 82nd Aviation Bde; CSM Donald K. Henry, Senior NCO, Active Unit of the Year, 1/1Aviation Regiment; Col. Jesse M . Danielson, Commander, Robert M. Leich Award unit, Directorate of Combat Developments, Fort Rucker; Lt. Col. John M. Kelley, Commander, Active Unit of the Year; James H. McClellan Aviation Safety Award winner, CWO 4 John H. Aberg (160th Special Operation Aviation Regiment); Diane Ottolini, Joseph P. Cribbins, DAC of the Year; Commander of the USAR Unit of the Year, 1st Lt. Michael J. Livatino, B Company, 6-52 Aviation (TA); Aviator of the Year, CWO 4 Michael E. Sheldon, D Troop, 1-10 Cav; and ARNG Unit of the Year Senior NCO, 1st Sgt. Eugene Joe Baker, 126th Medical Company (AA).

At right, members of the VMI Color Guard and escorts pose with the Army Aviation Branch Chief, Maj. Gen. Petrosky at the Banquet.



Finally, there were many VIP visits to the Convention and the exhibit hall this year including from top left, Gen. Shelton, the chairman of the Joint Chiefs, Brig. Gen. Roger C. Schultz, the new director of the Army National Guard, Lt. Gen. Paul J. Kern, military deputy to the assistant secretary of the Army for research development and acquisition, the First Light Breakfast Speaker; and perhaps the most important VIP of all, the American Taxpayers. On the final afternoon of the convention the show was opened to the public so that they could see for themselves what Army aviation is all about. It was a terrific sight to see all the kids and their parents visiting with the aviators touring the Army aircraft and learning about our nation's defense community.

See you next year in Nashville, Tenn. 9-12 May 1999!

arrivals/departures

LT. COLONELS
Bacon, James, P.O. Box 1412, Fredericksburg, VA 22402.

MAJORS
Benter, George W., 802 Mallard Court, Clarksville, TN 37042.
Boneta, Otto F.W., 115 Edinburg Drive, Enterprise, AL 36330.
Braley, William, Sr, 100 Ferguson Road, Yorktown, VA 23693.
Gates, Robert E., 432 Runnymede Dr., Fayetteville, NC 28314.

CAPTAINS
Bianchi, Joseph S., 2640 Lisa Ann Drive, North Pole, AK 99705.
Cole, James V., 116 E. Luzon, Fort Bragg, NC 28307.
Lacy, Benjamin H., 10032 Linden Place Dr., Seminole, FL 33776.

CWO 4s
Aylworth, Warren A., Apache TAFT Abu Dhabi, APO AE 09853.

CWO 3s
Braughton, Terry W., 5590 Whithorn Ct, Fayetteville, NC 28311.

CWO 2s
Bobeck, Raymond D., 15 Honduras Ln, Cheektowaga, NY 14225.
Nicol, Matthew R., Wright Brothers Chp Treas, 5777 Sylvia Drive, Dublin, OH 43016.

WO 1s
Recer, Travis Q., 505 Briarwood, Apt. A-2, Enterprise, AL 36330.
Sizelove, Joel B., 116 Nancy Road, Enterprise, AL 36330.
Tucker, Robert S., 810 Goodson Street, Enteprise, AL 36330.

ENLISTED SOLDIERS
Christman, Jason E. Sgt., 1363 M.L. King Jr. Dr., Copperas Cove, TX 76522.
Torres, Francisco 1st Sgt., 5334 Heather St., Hope Mills, NC 28348.

DACS
Evans, Jon F. Mr., 217 Nathan Hale Drive, Madison, AL 35758.
Weigartz, Thomas A. Mr., 121 Woodland Trail, Madison, AL 35758.

CIVILIAN
Armstrong, Britton L., VMI, Box 80114, Lexington, VA 24450.
Armstrong, Stanley V., VMI, Box 124, Lexington, VA 24450.
Bhavsar, Miten K., VMI, Box 80423, Lexington, VA 24450.
Eckert, Jennifer L., 2200 Garland Dr., No. 11, Missoula, MT 59802.
Hugg, Andrea, 4904 Woodview Avenue, Austin, TX 78756.
Milbery, Gregg I., P.O. Box 13105, Tucson, AZ 85732.

RETIRED/OTHER
Stinnett, Robert L. Lt. Col., 2346 Lincoln N.W., Lawton, OK 73505.
Wolfington, Bob J. Mr., 202 Thomas Drive, Dothan, AL 36301.

calendar

☞**July 1-5.** Vietnam Helicopter Pilots Association (VHPA) 15th Annual National Reunion, Fort Worth, Texas. For details call Don Joyce, "Shrimpboat W4", (407) 870-5367.

☞**July 24-25.** AAAA Scholarship Foundation, Inc. Scholarship Selection Meeting, Arlington, Va.

☞**Aug 18.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Fort Rucker O'Club. Contact CWO 2 Jim Kennedy, (334) 255-3411.

☞**Aug 19-23.** The Army Otter-Caribou Association 13th Annual Reunion. Contact Bruce Silvey, P.O. Box 20471, St. Petersburg, FL. 33742. Tel: (800) 626-8194.

☞**Sept 18.** Army Aviation Center Chapter Fall Golf Classic Tournament, Fort Rucker. Call CWO 2 Jim Kennedy, (334) 255-3411.

☞**Oct 12.** AAAA National Executive Board Meeting, Washington, D.C.

☞**Oct 12-14.** 1998 AUSA Annual Meeting, Sheraton Washington Hotel & Omni Shoreham Hotel, Washington, D.C.

☞**Oct 24.** Army Aviation Center Chapter 7th Annual Chili 5K Race and Cook-Off, Fort Rucker. Call Capt. Rich Carroll, (334) 255-3395.

☞**Nov 17.** Army Aviation Center Chapter General Membership Meeting and Member Appreciation Night, Fort Rucker, O'Club. Contact CWO2 Jim Kennedy, (334) 255-3411.

☞**Jan. 11-13, 1999.** AUSA/AAAA Aviation Symposium, Fairview Park Marriott, Falls Church, VA.

marketplace

mailbox

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

Dear Editor:

It was with great surprise that I received the February issue of Army Aviation. I must admit that I had forgotten about the articles I had written for your magazine so long ago.

It was thanks to your magazine printing my articles that I later had some books on helicopters published. A publisher in Washington saw the articles and commissioned a book on the development of Soviet helicopters. Unfortunately he withdrew but Jane's in London took on the project and two editions of the book were published. Since then I have had two other books published and a major hand in another. So I can thank Army Aviation Magazine for setting me on the way! Thank you again.

Best regards,
Yours sincerely,
John Everett-Heath

Dear Editor:

How nice it was to read in your March-April issue that another California National Guard unit has been recognized for its outstanding work over the course of a year characterized by floods, fires and earthquakes.

Yet as I read the award citation for the 126th Medical Company I was annoyed that nowhere did it say the air ambulance unit was based in California. We in California know the unit is based here; it would be nice for the rest of AAAA's membership to know it as well. With the drawdown, budget cuts, early retirements and ever-diminishing flying-hour allocations, it's nice to know that at least one unit is still given the opportunity to serve its state and community – and to serve them so well!

The 126th Med. Co. earned bragging rights – so tell the world the 126th is from California!

Capt. Erik L. Thiesmeyer
Los Alamitos Army Air Field, Calif.

Dear Editor:

Nick Congemi, a new AAAA member and attending his first ever AAAA convention, had a cardiac episode at the convention center and was rushed to the local hospital. Nick is home in St. Louis now and doing well, and wishes to thank those persons who provided such quick assistance at the center. He didn't get names but is very grateful to those who called the ambulance and helped him aboard. He also says that the hospital doctors and staff did a great job in getting him examined and medicated so rapidly and effectively. He also says he hopes to meet those folks who helped at next year's convention and thank them personally.

As usual the AAAA folks saw trouble and got on it right away. I'm always proud to be a member of this organization.

Sincerely,
Paul L. Hendrickson

Dear Editor:

Each month, I read with relish the articles of senior aviation officers highlighting the modernity of our branch, its equipment, soldiers and training. Having served with Army aviation since my 1992 graduation from West Point, I always hoped to see our branch serve its soldiers, officers and civilians alike. Unfortunately, my desire to see our branch grow is perpetually tempered by the branch's losers among our rhetoric of modernity: "unmodernized" pilots.

I am a captain and a Huey pilot with no aircraft to fly. Though senior leaders talk of battlefield systems and the Apache Longbow and the future deployment of the Comanche, officers like me do insignificant jobs unrelated to aviation, with long-forgotten skills in long-ignored aircraft.

What is so irksome – and what deserves the attention of our senior leadership – is why I am still in the Army. I have no future in the branch as a captain with six years in the military, but the Army will not release me to pursue other professional goals. Instead, I am held in the military until the completion of my flight school commitment, even though I do not fly (and have only entered the cockpit five times in four years). It seems patently unfair that unmodernized officers are forced to fulfill their flight school commitments even though they never fly.

Flying has little role in their professional development of lieutenants, captains and majors in Army aviation. I have only flown 160 hours since flight school, and most of those were during my six-month stint as a platoon leader in Korea. For junior officers, training as an aviator is an extremely low priority. This is due not just to the minimal number of flying jobs for these officers (platoon leader, company commander), but also due to the overriding focus on toiling in positions identically held by officers in other branches, such as S-1, S-4 and so on.

Officers from the 1970s and 1980s tell stories of their arrival at their first units after flight school, where they were handed the keys to an aircraft and told to "fly." Although this was not entirely safe, it allowed commissioned officers to hone their flying skills early and well, so they could lead their better-trained warrant officers. Sadly, this no longer occurs and our commissioned officers squeak along with poorly learned aviation skills and too few hours to back up their authority.

These two issues – forcing unmodernized pilots to remain in service and removing flying from the critical tasks of commissioned officers – tell me that Army aviation ignores the needs of its pilots and therefore itself.

After six years, I feel these painful issues must receive attention or it will destroy our branch, just as it is truly reaching modernity.

Sincerely yours,
Cpt. Neal J. Zuckerman

Iowa's Schultz to Be Guard Director

Brig. Gen. Roger C. Schultz, deputy adjutant general of the Iowa National Guard, has been tapped to succeed Maj. Gen. William A. Navas as director of the Army National Guard.

Schultz enlisted in the Iowa Army National Guard in 1963 and in 1966 entered the Iowa Military Academy Officer Candidate School. He was commissioned a second lieutenant in 1967 and served on federal active duty in Vietnam from 1968 to 1969. A graduate of the U.S. Army Infantry Officer Basic Course, the U.S. Army Jungle School, the Infantry Officer Advanced Course, the United States Army Command and General Staff College and the United States Army War College, Schultz received his undergraduate degree from Upper Iowa University and his masters degree from Pennsylvania's Shippensburg University.

His past assignments include infantry platoon, company, battalion and brigade commands, as well as duty as chief of staff of the Iowa Army National Guard. Schultz was appointed as the Iowa Guard's deputy adjutant general in March 1995, and since September 1997 has been the Defense Department's deputy director of military support – a position in which he coordinates military assistance to states and local governments in times of disaster.

Schultz will assume his new position when Navas retires later this year.

In response to numerous enquiries, the **Department of Defense's TRICARE Support Office** has published updated guidance outlining the priorities for health care in uniformed services medical treatment facilities. Those priorities are:

- First: Active-duty service members;
- Second: Active-duty family members who are enrolled in TRICARE Prime (for the purpose of determining access priority, survivors of military sponsors who died on active duty, who are enrolled in TRICARE Prime, are included in this priority group);
- Third: Retirees and their family members and survivors who are enrolled in TRICARE Prime;
- Four: Family members of active-duty service members who are not enrolled in TRICARE Prime (for the purpose of determining access priority, survivors of military sponsors who died on active duty, who are not enrolled in TRICARE Prime, are in this priority group); and
- Fifth: All other eligible persons.

Eligible retirees and their family members and survivors who are enrolled in TRICARE Prime should experience improved access to military hospitals. Those who decide not to enroll in Prime may find their opportunities for space-available care reduced, because most of the space at military hospitals and clinics will be devoted to TRICARE Prime enrollees.

Judy Parker of Enterprise, Ala., is the first inductee into the **Honorable Order of Anne Morrow Lindbergh**. Mrs. Parker, wife of retired Lt. Gen. Ellis Parker, was honored for her lifetime of support for Army aviation and the aviation community worldwide.

Named for the wife of famed aviator Charles Lindbergh, the award was created by the Army Aviation Center to honor the voluntary contributions made to Army aviation by "exceptional individuals" of exemplary integrity and moral character.

Maj. Gen. Daniel J. Petrosky, Aviation Branch Chief and commanding general of the Army Aviation Center, presented the award at a Fort Rucker ceremony. Parker was cited for her "leadership, foresight and spokesmanship" throughout her long association with the U.S. Army, an "inspirational" association that "has greatly improved the quality of life for soldiers and their families worldwide".

AAAA contributed $500.00 to underwrite the initial purchase of the lapel pins for the award.

AVIATION EDUTAINMENT

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

From Maj. James R. Bullinger, NEB Member at Large

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

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

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

The Boeing Company has announced that full-scale production of the AH-64D Apache for the Royal Netherlands Air Force is well under way at the firm's Mesa, Ariz., facility. The first two aircraft were to be handed over in April, and will form the backbone of the RNAF's Gilze-Rijen-based 302 Squadron. The unit is scheduled to be operational with 15 AH-64Ds by 2000. While awaiting the -D model Apaches, Dutch pilots have been flying 12 AH-64As leased from the U.S. Army. Boeing will produce 30 new AH-64Ds for the Netherlands over the next several years, as well as 67 new examples for the British Army in partnership with Britain's GKN Westland Helicopters, Ltd.

AAAA NEWS

New Chapter Officers

Army Aviation Center:
Maj. Charles R. Reed, Treasurer; Col. Davis D. Tindoll, Jr., USAAVNC Representative; CWO3 Raymond A. (Tony Quinones, Civil Affairs/VP for Warrant Officer Affairs.

Colonial Virginia:
Capt. Jack W. Bone, VP Membership; Sheila I. Visconti, VP Programming/Publicity; CWO3 John K. Charchar, VP Scholarships; Maj. John J. Gallagher, VP Reserve Affairs; Sgt. Maj. John H. Weber, VP Enlisted Affairs.

Land of Lincoln:
1st Lt. Ladda T. Duckworth, Secretary.

Narragansett Bay:
Staff Sgt. John M. Walsh, Treasurer.

Rising Sun:
Capt. Christopher J. McCombs, VP Awards; Staff Sgt. Maurice A. Desmarais, VP Membership.

Taunus:
Col. Ronald R. Reichelderfer, President.

AAAA Soldiers of the Month

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

Spec. Amnouay Sivixay
February 1998
(Talon Chapter)

AAAA Instructors of the Quarter

A Chapter Program to Recognize Outstanding Aviation Instructors on a Quarterly Basis

Staff Sgt. Ronald L. Larsen
2nd Quarter FY98
(Colonial Virginia Chapter)

New AAAA Industry Members

E Z Info, Inc.
Atchison, KS

Fabrico Dry Storage Systems/FANA Shrinkwrap Division
Flat Rock, MI

Lifesaving Systems Corp.
Apollo Beach, FL

Safe Flight Instrument Co.
White Plains, NY

Veridian
Huntsville, AL

Aces

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

Ms. Cynthia J. Colon
Maj. Robert D. Marcinkowski
CWO3 Ronald J. McKinstry
Maj. David W. Phares
Capt. Charles L. Weaver, Jr.

In Memoriam

Col Frederick K. Gorgas

NORTH TEXAS CHAPTER 1998 EXECUTIVE BOARD & ADVISORY BOARD

The 1998 North Texas Chapter Executive Board has been elected. Pictured above left to right are: Lt. Col. Garry M. Bass, Ret., Assistant VP Programs, Lt. Col. James R. Barkley, Ret., VP Public Affairs, Robert J. Reschack, VP Membership, Ray Swindell, Senior VP, Wally Herzog, Secretary, Robert A. Brady, President, George Coutoumanos, VP Industry Relations, Thomas J. Daley, Treasurer, Leroy L. Worm, Advisory Board. Other Advisory Board members not pictured are James J. Ulakovic, VP Programs, James P. Schwalbe, Lt. Col Eddie E. Moore, Ret., and Thomas A. Russell.

SAVANNAH CHAPTER
Fort Stewart/Hunter Army Airfield, GA

The Savannah Chapter of AAAA held a quarterly general membership meeting on 8 January 1998. The meeting consisted of discussion of chapter business, a presentation of Aviation Operations in Bosnia, and the award of the AAAA Soldier of the Month Award for November 1997 and January 1998.

(above left to right) Col. Bernardo C. Negrete, Chapter President, LTC Sidney L. Strickland, Ret., VP Retired Affairs, Sgt. Brian S. McMurry, B/1-3 Avn., November 1997 Soldier of the Month, 1st Sgt. Rodney L. Biddle, Acting VP Enlisted Affairs.

(above left to right) Col. Bernardo C. Negrete, Chapter President, SSG Matthew J. Martin, B/3-160th SOAR(A), January 1998 Soldier of the month, LTC Sidney L. Strickland, Ret., VP Retired Affairs, 1st Sgt. Rodney L. Biddle, Acting VP Enlisted Affairs.

WASHINGTON-POTOMAC CHAPTER

SFC Pamela L. Shugart, VP Programs and Col. Joseph L. Ferreira, President of the newly combined Washington-Potomac Chapter present CPL Rolfini A. Whidbee, USMCR with a $756.00 check for the 1997 U.S. Marine Corps Reserve Toys for Tots Campaign at the Army National Guard Readiness Center Christmas Party on December 11, 1997. All proceeds were donated from a Washington Redskins Tickets Raffle and an Animated Aviator Snoopy Raffle.

NEW MEMBERS

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

ALOHA CHAPTER
HONOLULU, HI
CPT Todd A. Dellert
CPT Bernie P. Miller II
MAJ John C. Sauer

ARIZONA CHAPTER
MESA, AZ
Ms. Claudia S. Becker
Mr. James C. Kolding
SGT Troy J. Larsen
Mr. Brad Pedersen

ARMADILLO CHAPTER
CONROE, TX
Ms. Andrea Hugg

AVIATION CENTER CHAPTER
FORT RUCKER, AL
WO1 Guy D. Ballard
CW4 David L.A. Bouse
WO1 Fred J. Bundy
2LT Tony Castillo, Jr.
2LT Cameron S. Curtis
WO1 Charles S. Curtis
WO1 Jason G. Davis
WO1 Charles M. Day
WO1 Douglas J. Dolson, Jr.
2LT Stephen L. Durel
2LT Michael O. Fleener
WO1 Angela D. Freeman
CPT Octavious L. Gibbons
WO1 Bret C. Gray
WO1 Frederick L. Hall
WO1 Thomas N. Hall
WO1 William C. Hanzlik
2LT George L. Hasselback
WO1 Philip A. Hettich
Ms. Jeanette B. Hill
WO1 Michael S. Hodges
Mr. Jack Allan Holmes
CPT Chris J. Hyde
CPT Ron L. Jackson
WO1 Seth T. Jayne
2LT Nicholas C. Jenkins
WO1 Floyd J. Joffrion
2LT Michael J. Kanzler
2LT Nicholaus Kaszczuk
WO1 John H. Kinnard III
Ms. Charla A. Lawrence
WO1 William D. Lincoln
1LT Aaron E. Lohmann
WO1 Niall D. Lyons
WO1 Brian C. MacPhee
WO1 Philip A. Mann
WO1 Stanley Masnica
WO1 Matthew P. McElroy
2LT Thomas G. McFall
2LT Tim M. McGrew
WO1 Craig A. Porter
WO1 Matthew L. Presnal
CPT Ronald C. Pruitt
2LT James C. Rae
2LT Paul J. Reader
WO1 Travis Q. Recer
WO1 James M. Riley
WO1 Keith D. Sanders-Vereen
WO1 Robert O. Schick
CW4 Michael E. Sheldon
WO1 Scott A. Sherman
WO1 James W. Shostedt
WO1 Joel B. Sizelove
WO1 Adam S. Taylor
WO1 Jean-Pierre Thebergo
WO1 Robert S. Tucker
CW2 Wilfride Bonilla-Ward
2LT Charles H. Wilkins
WO1 Andrew M. Winzenburg
1LT Mark O. Worley

CEDAR RAPIDS CHAPTER
CEDAR RAPIDS, IOWA
Ms. Joyce M. Dierks
Mr. Michael T. Dupree
Mr. R.J. Gabel, Jr.
Mr. William A. Gross
Mr. Martin J. Litfin
Mr. John J. Meehan
Mr. Gregory K. Nelson
Ms. Judy K. Skow
Mr. Thomas M. Sohner
Mr. Michael J. Thome
Mr. David R. Vieth

CENTRAL FLORIDA CHAPTER
ORLANDO, FL
Mr. Robert H. Edge
Mr. Mike Kerrigan
Mr. John Loughe
Mr. Jim Molnar
Mr. William L. Randall

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MSG John B. Boehmer
PVT Michael R. Bohler
SGT Patrick G. Curran
1SG Maurice R. Hammond
CW5 Edmund W. Hubard
Mr. Vaughn S. Leslie
Mr. Chuck Moeller
SFC Henry R. Rathbone
MAJ Richard H. Reichelt
CW4 Thomas C. Schwallie

CONNECTICUT CHAPTER
STRATFORD, CT
Mr. Mike Lico

DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
Mr. Justin J. Mortimer

FLYING TIGERS CHAPTER
FORT KNOX, KY
Mr. Claude E. Benson
Mr. Larry R. DeMott
Mr. Bruce Mason
COL G. Patrick Ritter
Dr. Lynn E. Snyder

GREATER ATLANTA CHAPTER
ATLANTA, GA
MAJ(P) Stanley C. Mason
Mr. Clyde D. Smith

GREATER CHICAGO AREA CHAP.
CHICAGO, IL
Mr. Edward Dailey
Mr. Ronald Denney
SSG Victor A. Imhoff
Mr. Ashley Ross
Ms. Bernadette Wozniak

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FORT IRWIN, CA
CPT Greg Z. Thompson

INDIANTOWN GAP CHAPTER
INDIANTOWN GAP, PA
MAJ David W. Russell

IRON MIKE CHAPTER
FORT BRAGG, NC
CW3 Terry W. Braughton
CPT James V. Cole
WO1 David A. Condte
SGT Robert F. Demuro
SPC Loris R. Elmore
LTC Stuart B. Hamilton
CW2 Evelyn M. Higgs
SPC Jason L. Hunt
SPC Greg D. Norton
1LT Curtis L. Pierce, II
SPC William S. Riley
SPC Jason A. Stacy
1SG Francisco Torres, Jr.
PFC Brian B. Wood

LEAVENWORTH CHAPTER
FORT LEAVENWORTH, KS
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Mr. John T. Growney
LTC David D. Key

LINDBERGH CHAPTER
ST. LOUIS, MO
Mr. Clinton H. Moor
CW4 Don M. Muschler
Mr. John P. Winkelmann

MACARTHUR CHAP. NEW YORK/
LONG ISLAND AREA, NY
Mr. Peter H. Fleiss
Mr. William T. Forrester
Mr. Joe Gordon
Mr. Donald F. Greene
Mr. Randall A. Greene
Mr. Al Warg

MONMOUTH CHAPTER
FORT MONMOUTH, NJ
LTC Anthony J. Carlucci
Mr. Wayne A. Charpie

MORNING CALM CHAPTER
SEOUL, KOREA
MAJ Jonathan M. Johnson

NARRAGANSETT BAY CHAPTER
N. KINGSTOWN, RI
LTC John A. Macdonald

NILE DELTA CHAPTER
CAIRO, EGYPT
MAJ Shawn P. Johnson
COL Robert G. Lawrence, Ret.

OLD TUCSON CHAPTER
MARANA, AZ
Mr. Gregg I. Milberg

PHANTOM CORPS CHAPTER
FORT HOOD, TX
SGT Jason E. Christman
LTC John Donahue
Mr. Dudley Mark McMillin
Mr. Gary L. Vaughn

PIKES PEAK CHAPTER
FORT CARSON, CO
SPC Christopher J. Staud

RHINE VALLEY CHAPTER
MANNHEIM, GERMANY
Mr. Clyde Radcliff

RISING SUN CHAPTER
CAMP ZAMA, JAPAN
SSG Maurice A. Desmarais
CPT Christopher J. McCombs

SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
SFC William D. Newbold

SINAI CHAPTER
SINAI, EGYPT
SPC Anthony G. Butcher

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LOS ANGELES, CA
Mr. Randy Dutton
Mr. Richard E. Gunther
Mr. Robert J. Tatge

STONEWALL JACKSON CHAP.
SANDSTON, VA
CW3 Joseph W. Puckett
MAJ Paul E. Smith

TALON CHAPTER
ILLESHEIM, GERMANY
SPC Julie A. Carignan
SPC Amnouay Sivixay

TENNESSEE VALLEY CHAPTER
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Mr. Russell Chunn
Mr. Loren Dickerson
Mr. Jon F. Evans
Mr. Jack Hallmark
COL James D. Hornaday
Mr. John F. Langbehn
Mr. Mike Matuszewski
Dr. William C. McCorkle
Mr. Bob G. Noblitt
Mr. Seymour Peckins
Ms. Angela Pounders
Ms. Sandra Ratley
Mr. B. Keith Roberson
Mr. Michael A. Roddy
COL Galen D. Rosher, Ret.
Ms. Gail Schrader
Mr. Frederick C. Schwartz
Mr. Roger L. Simmons
Mr. Richard G. Stairhime
MAJ John D. Stevens
Dr. Frankie Stewart
Mr. William B. Wahlheim
Ms. Jodi S. Weiner
Ms. Caroline White
Mr. Joseph Williams

VIRGINIA MILITARY INSTITUTE
LEXINGTON, VA
CDT Britton L. Armstrong
CDT Stanley V. Armstrong
CDT Miten K. Bhavsar

WASHINGTON-POTOMAC
CHAPTER
WASHINGTON, DC
BG Avi Barber
MAJ George N. Boras
COL Robert G. Ford, Ret.
Mr. Dana Griffin
Mr. Keith Jackson
Mr. W. Deane Stanley

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ROCHESTER, NY
CW2 Raymond D. Bobeck
CPT Daniel U. Golinski
MAJ Chris E. Holliday

WRIGHT BROTHERS CHAPTER
COLUMBUS, OHIO
Mr. Peter J. Wagner

MEMBERS WITHOUT
CHAPTER AFFILIATION
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Mr. Red Bickerstaff
Mr. James D. Crowder
COL Joe I. Durant, Ret.
Cadet Jennifer L. Eckert
COL George B. Faulhaber
MW4 Robert P. Giffin, Ret.
CPT Thomas W. Gilligan
1LT Gerald D. Green, Ret.
2LT Joseph C. Grenner
MAJ Rick Jalad
CW5 Glenn Kluttz
Ms. Barbara A. Maness
Mr. Sam Maness
Mr. Brad McClarren
Mr. Thomas M. Rice
Mr. Robert P. Skulsky
LTC Robert L. Stinnett
SGT Scott A. Thompson
Mr. Tom White

In Memoriam
Lt. Col. Thomas A. Fichter, Ret.

Lt. Col. Thomas A. Fichter, Ret., 59, died 26 April 98 after a roller blading accident on Tuesday evening April 21, 1998. Tom was a 31 year member of AAAA and Director of Business Development for DynCorp, Fort Worth, Texas, at the time of his death. The family asks that donations be made to : Barnes Jewish Hospital, Foundation Office, 216 South Kings Hwy, St. Louis, MO 63110, Attn: Donna Stoops. Phone: (314) 362-5000.

President's Message

Maj. Gen. John D. Robinson, Ret.

Having just returned from Charlotte, N.C. and a very successful AAAA Convention, we are now anticipating the coming year with renewed energy. Industry responded with an exciting array of exhibits while the professional sessions supported by Maj. Gen. Dan Petrosky, Maj. Gen. Jim Snider, and Maj. Gen. Emmitt Gibson and their respective teams presented aviation in all of its dimensions. The chairman of the Joint Chiefs of Staff, Gen. Hugh Shelton, keynoted the Convention, remained to present national awards, and then visited the Exhibit Hall. Dr. Kenneth J. Oscar, assistant secretary of the Army for research, development & acquisition, was our Banquet speaker and gave a thoughtful perspective on acquisition issues. In addition to these activities, nine individuals were inducted into the Aviation Hall of Fame in a very moving ceremony. The city of Charlotte proved capable of hosting our Convention and left no stone unturned in making us feel welcome. We had the highest attendance in five years and hosted over 40 general officers at the event. If you were unable to attend, you really missed a good time. Lynn Coakley and the National Office team made it all look easy. Well done and thank you!

During the Convention we held a National Executive Board meeting and affirmed by acclimation Bill Harris as our Executive Director. The NEB also voted to accept the Contract Review Committee's recommendation to ratify a contract drafted through the joint efforts of the Committee and our contractor, AAPI. This action builds on the important work done in the past few years to write a contract that will serve both parties in these changing times. The details of the contract will be available shortly.

I am pleased to report our Strategic Planning Committee has made considerable progress in helping us to chart a future course relative to the changing environment. Led by Brig. Gen. Harry Bendorf, Ret, the group has focused on a Washington presence through the assistance of "Associates" who can help to tell the Army Aviation story among senior leaders. Lt. Gen. Jack Mackmull, Ret., has agreed to chair a Resolutions Committee that will help sharpen aviation issues and concerns. In addition, the Committee is working on a number of membership initiatives to better serve the various segments of our membership.

As you may have already noticed, Army Aviation magazine has a new look and we eagerly anticipate expanding the format permitting more professional materials and information about our members and local activities.

We have begun collaboration with AUSA on a number of activities to move ahead together on parallel paths as champions of the "Army's Aviation." The Apache Longbow rollout at Fort Hood and the next Aviation Symposium in Washington D.C. highlight actions we are working on now.

As we move the Association ahead in the coming months, your ideas are certainly welcome in response to what we are doing or what we may not be doing. Send us an email at aaaa@quad-a.org and you will definitely get a reply.

JACK DIBRELL/ALAMO CHAPTER

Fifth U.S. Army bid farewell to its most senior deputy commander, Maj. Gen. Walter H. Yates, Jr., in ceremonies held Jan. 20, 1998, in the post's historic Quadrangle.

Hosted by Lt. Gen. Joseph Kinzer, commander of Fifth U.S. Army, the ceremony marked the retirement of Yates following more than 34 years of service covering a wide range of combat stateside and overseas assignments.

Brig. Gen. (Ret) Charles E. Canedy, treasurer of the Jack Dibrell Alamo Chapter, presented Yates with the Order of Saint Michael Gold Award for his significant contributions to Army aviation over 33 years of his career. Yates is the only recipient of all three levels of the Order of Saint Michael.

Previously awarded the Order of Saint Michael Bronze and Silver awards, he continued his pursuit of aviation excellence during his most recent tour of duty in the Fifth U.S. Army. In this role, Yates served as the Fifth Army commanders eyes and ears for all aviation issues. As such, he oversaw an extensive review of reserve component aviation units with the 21-state Fifth Army areas of operations.

Yates departs San Antonio for his native Hattiesburg, Miss., where he lived prior to joining the service in 1963. In a distinguished and diverse career, Yates served in the infantry, armor and aviation fields. His assignments include three tours in Vietnam, numerous command and staff positions at Fort Carson, Colo., and Fort Rucker, Ala., two positions with the Pentagon's joint staff, and assistant commander of the 3rd Armored Division spanning the time it deployed to Saudi Arabia during Operation Desert Storm.

Yates' military decorations include the Distinguished Service Medal, the Defense Superior Service Medal, the Distinguished Flying Cross, and the Bronze Star, among other authorized badges, medals and ribbons.

Yates is married to the former Donna Everett. They have three children, Walter III, Hope and Michelle.

(above left to right) Brig. Gen. (Ret.) Charles E. Canedy, Maj. Gen. Walter H. Yates, Jr. and Mrs. Donna Yates.

North Country Chapter

Maj. Gen. Lawson W. Magruder III (left) and Col. David P. Brostrom (right), Chapter President, presenting Col. (Ret.) William S. Reeder, Jr., Ret., with the Order of Saint Michael Silver Award on 20 Feb 98.

Soldier of the Month awardees standing with Maj. Gen. Magruder, Col. Brostrom and Order of Saint Michael (Silver) awardee Col. (Ret.) William S. Reeder, Jr., Ret. Pictured left to right are Col. Brostrom, Spc. Martinez, Spec. Walsh, SFC. Hosenfeld, Col. (Ret.) William Reeder, Sgt. Benitezburgos, Spec. Suzuki and Sgt. Amin.

Army Aviation Center Chapter

Army Aviation Center Chapter Sponsors Boy Scout Troop 50

The Cub Scouts of Pack 50 are all smiles as Col. Lee Gore (far left), Army Aviation Center Chapter president presents a symbolic check of support to Cub Master Roger Dionne, for Fort Rucker's Boy Scout Troop 50. The check represents $330 worth of Boy and Cub Scout manuals, handbooks, neckerchiefs and slides recently purchased and donated by the local AAAA chapter. "We are very grateful for AAAA's gift," said Dionne, "It really helps to add to the quality of our programs." Gore stated it was a pleasure to present the donation on behalf of the more than 1,700 Aviation Center chapter members. The chapter has sponsored BSA Troop 50 since 1995.

AAAA photo/Maj. James Bullinger

Morning Calm Chapter

Above: Lt. Gen. Randolph W. House, CG, Eighth United States Army (EUSA) (center) receives Bronze Order of Saint Michael medal and certificate. He is joined by Maj. Gen. Daniel J. Petrosky (left) and Col. James R. Myles, CDR, 17th Avn. Bde., President Morning Calm Chapter (right).

Maj. Gen. Richard Stephenson, Ret. (left) and Col. James R. Myles (right) stand before gleaming ice sculpture at the recent Morning Calm Chapter Winter Formal at Grand Hyatt, Itaewon, Seoul. Maj. Gen. Stephenson was the Guest Speaker at the event.

Legislative Report

Col. Sylvestor C. Berdux, Jr., Retired
AAAA Representative to The Military Coalition (TMC)

VA CLARIFIES RULES FOR HEALTH-CARE ENROLLMENT

Washington, D.C. – In response to incorrect information distributed by others on the Internet, the Department of Veterans Affairs (VA) is clarifying recent changes regarding veterans' eligibility for health care. VA is required by law to establish an enrollment system for health-care services to be in place by Oct. 1, 1998. While veterans must be enrolled to receive care, it does not mean that veterans who have not applied for enrollment by that date will lose their eligibility for VA health care.

Veterans can apply and be enrolled at the time they are in need of VA health care. Veterans who have received VA health-care services since Oct. 1, 1996, will have an application processed automatically on their behalf.

Applicants will be placed in one of seven enrollment priority groups specified by Congress. Based on the priority they are assigned, the number of other veterans requesting to be enrolled, and the funds available for VA health care, VA will determine how many veterans can be served. Veterans will be notified by mail beginning in late spring whether or not their application for enrollment has been accepted.

After Oct. 1, 1998, some veterans may still be treated without being enrolled. Veterans with service-connected disabilities may be treated for those disabilities, and veterans who were discharged or released from active duty for a disability incurred or aggravated while on active duty may be treated for that disability within the first 12 months after their discharge. Veterans who are classified as being service-disabled with a rating of 50 percent or greater will continue to be eligible for VA health-care services without making application for enrollment.

While veterans in these categories do not have to be enrolled to be treated, they are encouraged to do so to help VA plan its services and allocate its resources.

Those who are enrolled will be eligible for inpatient and outpatient services, including preventive and primary care. Other services include: diagnosis and treatment; rehabilitation; mental health and substance abuse treatment; home health, respite and hospice care; and drugs and pharmaceuticals in conjunction with VA treatment.

Veterans accepted for enrollment will be eligible to receive care at any of VA's more than 1,100 service sites. While enrollment must be renewed every year, a veteran's enrollment will automatically be renewed unless he or she chooses not to re-enroll, or unless VA resources limit the number of veterans the department can cover. Certain veterans will be asked to provide income information annually in order for VA to properly classify them within the enrollment system, as required by law.

To apply for enrollment, veterans should call, write or visit their nearest VA health-care facility. Most facilities have designated special enrollment coordinators to assist veterans and their families, and to answer any questions they may have or visit the VA home page (www.va.gov) for full and correct information.

FEDERAL EMPLOYEES HEALTH BENEFITS PROGRAM (FEHBP-65)

The Military Coalition is still picking up key congressional supporters of our efforts to win legislation to test allowing Medicare-eligible to enroll in the same Federal Employees Health Benefits Program (FEHBP-65). As of April 21, 1998, we are past the half way mark in both the House, with 222 co-sponsors and the Senate with 56 co-sponsors.

Earlier I reported that Senate Majority Leader Trent Lott (R-MS) was receptive to the initiative. But some legislators still remain skeptical. At a recent hearing, the House National Security Military Personnel Subcommittee's Ranking Minority Member, Rep. Gene Taylor (D-MS), expressed serious reservations about FEHBP-65, in part because he believes some military associations are giving their members the impression that it will be "free health care." Associations aren't being straight with their members, he said, if they have not made it crystal clear that if FEHBP-65 is enacted, participants who choose to enroll in it will have to pay the same premiums federal civilians do. In case you missed it, the approximate cost of FEHBP in 1998 is $603 per year for an individual and $1471 per year for a family regardless of age. As TMC has stated repeatedly, we think FEHBP provides better coverage at less cost than virtually all commercial supplementals.

For an excellent source on comparing the costs of various options see TROA's booklet, "FEHBP-65: The Fix For the Broken Health Care Promise". Nobody will be forced to enroll in FEHBP-65 if they don't want to. Congress has no excuse to deny a test of offering FEHBP-65 (the same option every other federal retiree already enjoys) to those uniformed services retirees who need and want it. For large numbers of older retirees, enlisted and officer alike, FEHBP-65 is a far fairer and less costly deal than they have now.

ANOTHER FEDERAL EMPLOYEES HEALTH BENEFITS PROGRAM (FEHBP) HITS THE HOUSE

Reps J.C. Watts (R-OK), Randy "Duke" Cunningham (R-CA), William Thornberry (R-TX), and 36 others introduced a new bill (H.R. 3613) that TMC hopes will further increase pressure on Congress to authorize a test of enrolling Medicare-eligible retirees in the Federal Employees Health Benefits Program (FEHBP). This Bill would authorize a seven-year FEHBP program, allowing successively greater numbers of enrollees each year. Enrollment would be limited to Medicare-eligible the first two years, but would be opened to other retired beneficiaries after that. Unfortunately, other agencies are now raising some stumbling blocks to H.R. 3613.

First, many in Congress oppose including younger retirees on the basis that they don't believe the government should authorize two competing insurance plans (CHAMPUS/Tricare and FEHBP) for this population (that's not an issue for the Medicare-eli-

gible, who aren't entitled to CHAMPUS/Tricare).

Second, Service leaders oppose opening access to all retirees because they think it will hurt medical readiness. Their concern is that FEHBP will draw retirees away from military treatment facilities. They see this as bad because it takes away needed opportunities for military doctors to practice medicine more related to wartime needs (e.g., young, healthy active duty members and dependents don't offer as many opportunities for surgery as older patients). This would put pressure on the Pentagon to reduce military medical manning and infrastructure that is needed to meet wartime needs.

Third, the Office of Personnel Management (which administers FEHBP and insists that military enrollees would have to be managed as a separate group) has warned Congress this would raise premiums for military enrollees above the FEHBP rates federal civilians pay. According to the OPM report: "Experience under the FEHB program has demonstrated that annuitants without Medicare eligibility are responsible for program costs nearly twice as high as active employees and Medicare-eligibles. Unlike in the FEHB program this proposal does not include younger enrollees, i.e., active-duty dependents, who would help offset the higher costs of under-age-65 retirees and dependents [Note: over-65s are cheaper because Medicare pays most of the cost and FEHBP is second-payer]. An all-retiree risk pool would require higher premium rates and to the degree enrollees must share premium costs, healthier individuals will decline participation, causing premiums to increase further."

These are the same problem areas that led The Military Coalition to focus its initial FEHBP initiatives (H.R. 1766 and S. 1334) solely on Medicare-eligible. The issue isn't to deny that younger retirees have health care equity problems, too; it's just that including them at this point raises significant opposition levels on a couple of additional fronts and gives FEHBP opponents an excuse for continued legislative inaction. If we don't get authority enacted this year, actual implementation could be delayed until 2001, because of OPM's lead-time requirements to negotiate new FEHBP contracts.

With a majority of legislators already cosponsoring H.R. 1766 and S. 1334, AAAA and The Military Coalition will continue to press for immediate action on these bills. But H.R. 3613 remains a positive motivating influence for the House National Security Committee to pass (and hopefully broaden) the FEHBP-65 test envisioned in those bills.

SOCIAL SECURITY REFORM

Sen. Daniel Moynihan (D-NY), Ranking Minority Member of the Senate Finance Committee, has introduced a Social Security reform bill he describes as a compromise between those who want to preserve the system intact and those who want to privatize it.

His bill, S. 1792, offers a mixed bag of proposals to change the system, some old and some new. It offers one concession or another to almost all of the various groups concerned with the future of Social Security, but also includes provisions that pose concern for current seniors.

At this point, the bill has only one cosponsor, long-time "entitlements" critic Sen. Bob Kerrey (D-NE), and few think Congress will be inclined to touch such a political hot potato in this election year. But the contents of the bill foreshadow the kinds of issues that are sure to be raised over the next few years as the Administration and Congress explore possible options to "save" Social Security from the coming wave of baby boomer retirements while hoping to avoid painful political consequences. Key features of the Moynihan bill that many will consider attractive:

- Cut one percentage point from the Social Security payroll tax paid by both employees and employers (from 6.2% each to 5.2% each).
- Give workers the option of receiving the extra 1% of pay in their paychecks or putting it in a personal tax-deferred savings account (matched by the 1% employer contribution if they choose the latter option).
- Repeal the Social Security earnings test for all Social Security beneficiaries age 62 and older, so that working seniors who earn more than modest amounts will no longer have to forfeit part or all of their Social Security benefits.

But all three of the above changes (by increasing current benefits or cutting the current taxes needed to pay benefits to current and future retirees) would tend to make the future Social Security fund shortfall even worse. So the Moynihan bill would even the balance sheet by proposing several provisions that would work in the opposite direction:

- Increase the amount of wages subject to Social Security payroll taxes (currently the maximum wage subject to the tax will grow to $82,800 in 2003; this bill would accelerate that to $97,500).
- Cap annual cost-of-living adjustments one percentage point below the growth in the Consumer Price Index (CPI) for Social Security and all other federal programs (including military/federal civilian retirement and veterans compensation) that are indexed to inflation. This would be subject to review by an appointive Cost of Living Board to assess whether each year's increase offsets the rising cost of living. (This proposal is troublesome since it inadequately recognizes continuing changes being made in the CPI to improve its accuracy. TMC believes COLAs should continue to be set based on the most objective statistical methods available, and should be shielded from either arbitrary statutory caps or subjective judgments by politically appointed boards.)
- Raise the current maximum tax on Social Security benefits from 85% to 95%.
- Increase the number of years of wages used to calculate average wages for Social Security purposes. (This would reduce the average wage base and average Social Security benefit by including wages from retirees' earlier working years when most were earning less money.)
- Accelerate the already-scheduled gradual increase in the Social Security retirement age to 68 (for people born after 1954) and eventually to 70 for those born after 1994.

Like all Americans, AAAA members have parents, children, and/or grandchildren with an important stake in these proceedings, and want to make sure all of them get a fair shake in whatever actions end up being taken.

AAAA Chapter Corner

Central Florida Chapter

by Kurt Rhodehamel, Chapter President

The Central Florida Chapter was formed in March 1989, primarily to support the 1990 National Convention held in Orlando. The Chapter held its first golf tournament, organized Chapter suites, and assisted the AAAA National staff as required. It was quite a busy first year! The National Convention went off without a hitch and then it was time to see what else we could do with our fledgling organization.

The first order of business was to grow the membership. Within the first two years we grew to over 300 members and became a Master Chapter. This large membership base allowed us to do some good things for our members and the local community. We decided to sponsor scholarships for our members, at both the national and local levels. Since that time, we have awarded over $15,000.00 in scholarships to young men and women at both levels. In order to finance this endeavor, we came up with several fund raising ideas that have sustained our ability to give at least $2,500.00 in scholarships each year.

First, we have an annual golf tournament that raises about $1,200 to $1,500, depending on how many participants play. The event is always held the day before the Army Ball hosted by STRICOM and the Sunshine Chapter of AUSA. This allows us to get a lot of players from out of town that have come to attend the Ball. Trophies are awarded to the first three places and to the last place team.

Not everyone plays golf, but most people like to have an opportunity to socialize in a relaxed atmosphere. So, our second primary fundraiser is our monthly social. Held the second Friday of each month, we meet at a local pub from 1630-2000 to share a drink and enjoy the camaraderie. We have had over 50 of these events and it continues to grow each time. Each attendee pays a nominal fee to cover the expense of food and drink, while a different company contributes $200.00 to our scholarship fund in return for advertising on our flyers. We always have a 50-50 drawing (which I have never won!) that draws a lot of interest from the membership and also contributes to the scholarship fund.

During 1997, the membership agreed that we needed to expand our role in the local community and planned a collection campaign that would assist the local Marine Corps Reserve through sponsorship of the "Toys for Tots" program. The membership joined together in this worthwhile event with the end result being the delivery of three carloads of toys for needy children. Our involvement ranged from pick-up and delivery of toys, to monetary contributions. Based on the response from the local Marine Corps recruiting office, the event was highly successful. Semper Fi!

We try to have at least four professional development meetings each year with guest speakers focusing on the expanding role of simulation in army aviation and the education of the membership on emerging programs. Varied times of these presentations seems to work to keep the members ability to attend most of the programs. Some are breakfast meetings; others are a social gathering after work. We have been blessed with outstanding support from senior leaders in the Army Aviation community willing to share their views and news with us.

The Central Florida Chapter continues to excel in our support to the community, our members, the goals set by AAAA National and to the soldiers and civilians at STRICOM. This support has included education related to army aviation, membership support of scholarship awards and membership maintenance and growth through well planned social and professional activities. The expanded role of AAAA in the local community has provided both the local chapter and AAAA with positive visibility through its support to needy children in Orlando. As a result of these outstanding efforts, the Central Florida Chapter was awarded the Chapter of the Year for 1997. The members are extremely proud of this achievement and will continue to strive to be "Above the Best".

AAAA Chapter Briefings

Army Aviation Center Chapter

The Army Aviation Center Chapter recently honored several individuals with the Order of Saint Michael award. Silver awards went to CWO 5 Thomas Flynn and Lt. Col. Thomas D. Hedglin Jr. Bronze awards went to William E. McLean, Yancey C. Parker, MSgt. Bobby J. Eades (Ret.), CSM Jack M. Johnson, Capt. Scott A. Sparks, Lt. Col. George D. Ray, Lt. Col. Richard A. Scales and Col. Stephen D. Sherill. The chapter also announced a general membership meeting and appreciation night, to be held at the Fort Rucker Officers Club beginning at 4:30 p.m. on May 27.

Sinai Chapter

The Sinai Chapter continues to work on both fundraising and on recruitment of new members.

Lindbergh Chapter

The Lindbergh Chapter held its even-year elections in March, and was to have seated new officers in April. In addition, the chapter also nominated Diane Ottolini, who won the 1997 Joseph P. Cribbins DAC of the Year Award. Ottolini was cited for her "unrivaled efforts in planning, developing and executing the thousands of personnel actions necessary to the transfer of civilian skills and experience" from ATCOM to the newly activated AMCOM.

High Desert Chapter

The High Desert Chapter continues to work on both fundraising and on recruitment of new members. Each current member has been challenged to bring in one new member to each chapter meeting, and the chapter is considering a plan to advertise in local newspapers in an effort to attract retired Army aviators and other military members living in the Fort Irwin/High Desert area.

Washington-Potomac Chapter

The newly named Washington-Potomac Chapter - one of AAAA's largest chapters with more than 960 military and business members - continues its fundraising and membership efforts. At a recent meeting chapter members hosted Maj. Gen. William A. Navas Jr., director of the Army National Guard.

Jimmy Doolittle Chapter

The Jimmy Doolittle Chapter continues its fundraising and member-recruitment efforts. In the election of officers for 1988 Lem Grant won the chapter presidency in a unanimous vote.

ARMY AVIATION BOOK STORE

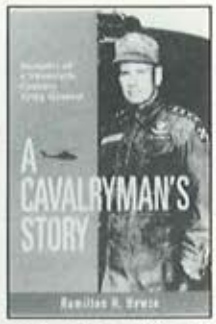
U.S. ARMY AIRCRAFT SINCE 1947

Since 1947 - An Illustrated Reference
Stephen Harding

U.S. Army Aircraft Since 1947 is the only comprehensive, up-to-date guide to the 124 types of helicopters, fixed-wing aircraft and experimental flying machines used by the U.S. Army since 1947. After a concise yet thorough introductory history of U.S. Army Aviation, the author discusses each aircraft type used by the Army's air arm, which is the largest, most technologically advanced and most combat experienced force of its kind in the world today. Within each chapter the author includes information on aircraft serials, markings, weapon systems, operational history and other technical data. Illustrated with more than 220 color and black and white photographs, *U.S. Army Aircraft Since 1947* is the definitive reference source on its subject and a must-have volume for all military aviation historians and enthusiasts. [Schiffer Publishing Ltd. Size: 8 1/2" x11", 264 pages, hard cover; ISBN: 9-7643-0190-X]

A CAVALRYMAN'S STORY

Memoirs of a Twentieth Century Army General Hamilton H. Howze



A Cavalryman's Story is the memoir of a professional soldier, born into the lineage of West Point and recognized today as the father of U.S. Army Airmobile tactics and doctrine. With understated charm and humor, GEN Howze writes of his polo-playing years in a 1930s Army that still relied on horses, and then of the sudden, almost remarkable transition to armored divisions, when the U.S. entered WWII. It was in the mid-1950s that GEN Howze emerged as one of a handful of perceptive Army officers who recognized the potential of a sky cavalry. As the first director of Army Aviation GEN Howze promoted the concept to industry, the government, and the public. His vision came to fruition in the 1960s when he presided over the U.S. Army Tactical Mobility Requirements Board, known as the Howze Board, which proved the viability of sky cavalry in combat. *A Cavalryman's Story* provides an authoritative look at the forging of the modern Army and a wry perspective on the perennial absurdities of military life, whether in peace or war. [Smithsonian Institution Press. Size: 6"x9", 316 pages, hard cover; ISBN: 1-56098-664-6].

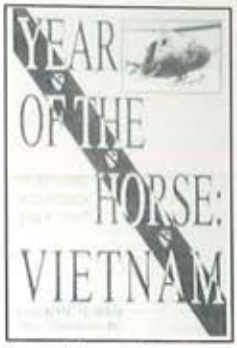
BREAKING THE PHALANX

Douglas A. Macgregor

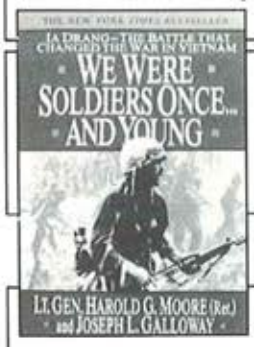
This work proposes the reorganization of America's ground forces on the strategic, operational and tactical levels. Central to the proposal is the simple thesis that the U.S. Army must take control of its future by exploiting the emerging revolution in military affairs. The analysis argues that a new Army warfighting organization will not only be more deployable and effective in Joint operations; reorganized information age ground forces will be significantly less expensive to operate, maintain, and modernize than the Army's current Cold War division-based organizations. And while ground forces must be equipped with the newest Institute weapons, new technology will not fulfill its promise of shaping the battlefield to American advantage if new devices are merely grafted on to old organizations that are not specifically designed to exploit them. [Praeger Publishers. Size: 6"x9 1/8", paperback, 283 pages, ISBN: 0-275-957942]

YEAR OF THE HORSE: VIETNAM

1st Cavalry in the Highland1965-1967
COL Kenneth D. Mertel (USA, Ret.)



Year of the Horse: Vietnam is the day-to-day story of the Jumping Mustangs - 1st Battalion, Airborne, 8th Cavalry, of the 1st Air Cavalry Division. After describing the activation of this then revolutionary airmobile division at Fort Benning, GA on 1 July 1965, COL Mertel gives a vivid picture of the building of his own Jumping Mustang Battalion, the rigorous training of officers and men, and, finally, the long voyage across the Pacific to Vietnam. Now the test. The answer came quickly and dramatically in a rapid succession of search and destroy operations. COL Mertel pays tribute to the many acts of heroism of his men, who lived, worked and fought together in some of the world's most inhospitable conditions. He also writes movingly of those who never came back. [Schiffer Publishing Ltd. Size: 6"x9", 384 pages, hard cover; 59 color photographs, 9 maps; ISBN: 0-7643-0190-X]



WE WERE SOLDIERS ONCE...AND YOUNG

Harold G. Moore and Joseph L. Galloway

We Were Soldiers Once ... And Young brings the war back home with unforgettable stories of those who lost family members to combat. This devastating account rises above the specific ordeal it chronicles to present a picture of men facing the ultimate challenge, dealing with it in ways they would have found unimaginable only a few hours earlier. It reveals to us, as rarely before, man's most heroic and horrendous endeavor. [Harper Collins Publishers, Size 5 1/2"x8". 483 pages, paperback. ISBN: 0-06-097576-8]

DANCING ROTORS

Harry E. (Ned) Gilliland, Jr.

Dancing Rotors, is a book about special helicopter usage, documenting the evolution of U.S. military helicopter precision flight demonstration teams from 1948 through 1976. It covers Army and Navy efforts to provide unique shows to stimulate recruiting into both branches of service, and especially into their rotary-wing aviation programs. A wealth of very unique helicopter history, heretofore untold, is now within the reach of every helo enthusiast. [Aerofax, Inc. Size 8 1/2"11". 483 pages, paperback. ISBN: 0-942548-57-4]

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