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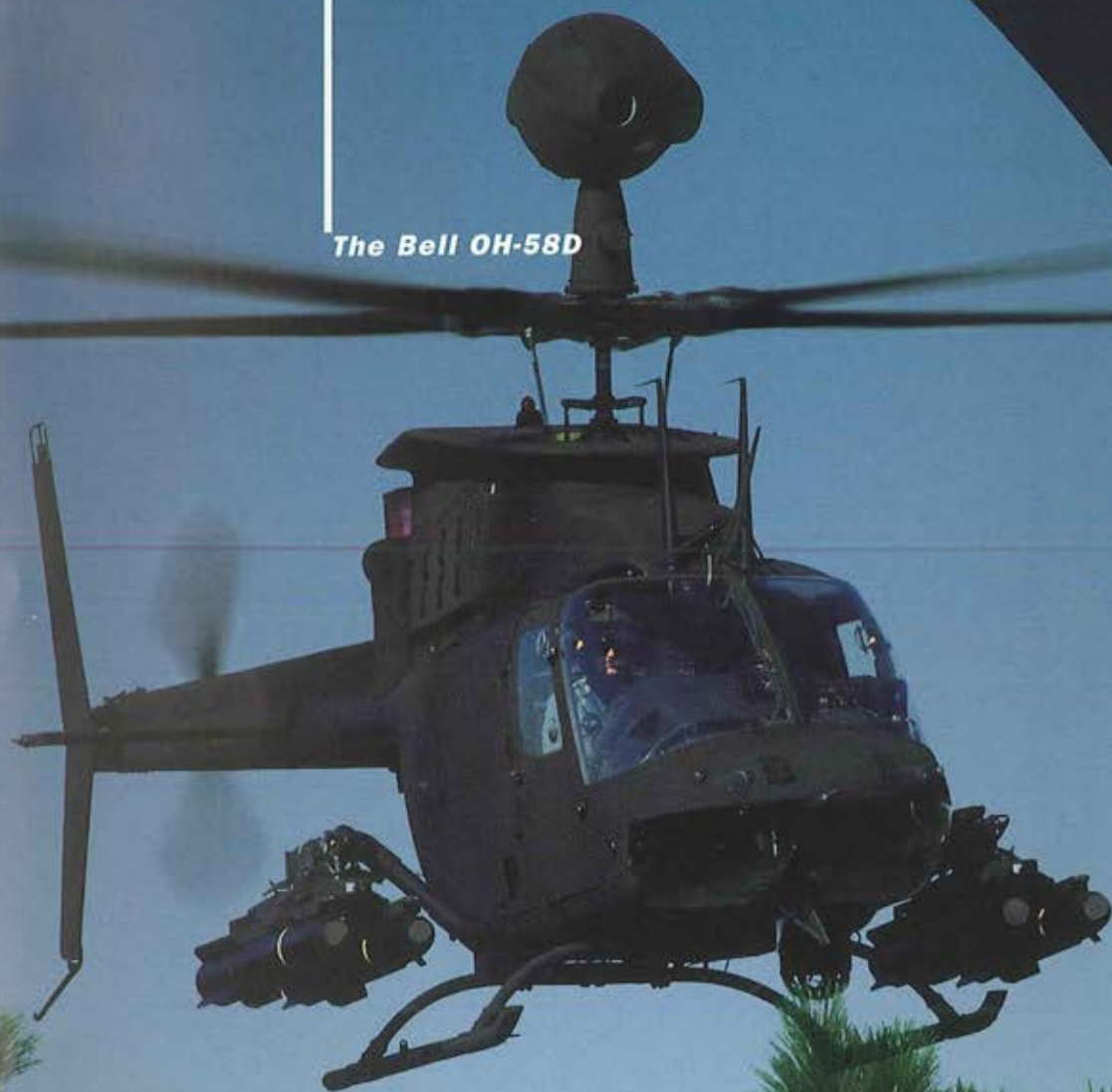


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AVIATION NIGHT VISION DEVICE TRAINING

at the home of

Army Aviation

by Maj. Gen. Daniel J. Petrosky



Our ability to fight at night is what gives Army Aviation the warfighting edge essential to victory. Fortunately Army Aviators are now using the latest high tech Night Vision Goggles and, most importantly, are being trained by the best instructors at Fort Rucker's state-of-the-art Night Vision Devices Training Facility. The Home of Army Aviation is now the central point for the entire Army on all matters concerning night vision goggle information.

On Jan. 27, 1998, Col. Lee Gore, (left) commander, Aviation Training Brigade, and Mr. Tony Hutson, (right) training instructor, NVD Branch, and I officially opened the doors to the Night Vision Operations Training Facility. The facility represents the latest in the Army Aviation Warfighting Center efforts for classroom modernization, and now stands as the focal point for resident academic night-vision instruction and a single point of contact for all night-vision training issues via the Internet and through military distance-learning technology. With nearly 40 percent of Army Aviation flying hours allotted to night flight, it is only fitting that such a

facility now stands to serve the aviators of today's Army.

Gen. Dennis J. Reimer, chief of staff, said, "We must find smarter ways to do business ... and use what we have more efficiently in order to become more effective."

The founding night vision goggle instructors discovered smarter ways to do business and use what resources they had more efficiently. Thus, as Gen. Reimer directed, they became more effective. These professional soldiers and aviators possessed the vision, drive and initiative necessary to make night-vision training a reality. Modifying the Old Credit Union Building, they worked



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from scratch using troop self-help materials and furniture provided from property disposal. Through their efforts we have pioneered the academic techniques required to adequately teach night vision scenarios — a mission so essential to our profession and our army.

We have come a long way since 1988 when the Night Vision Goggle Lab was housed in the Old Credit Union Building and academic techniques required to adequately teach the night-vision scenarios were not readily available. Night-vision training now has a home of its own. The design for the new building's floor plan was based on the highly effective design of the advanced AH-64 classrooms, which take advantage of the newest presentation technology.

Today's night-vision training is conducted in a state-of-the-art facility using sophisticated multimedia technologies and equipment. A rotating terrain board accurately depicts various flight conditions and altitudes while artificial lighting systems realistically replicate terrain interpretation under changing amounts of illumination and varying moon angles. Instructors now employ the very latest in instructional methods and academic techniques to create the best environment for night-vision instruction.

This facility in effect provides "one-stop shopping." The night-vision professionals are keeping the Aviation community updated weekly with their Website, which you can visit at <http://www-rucker.army.mil/atb/nvd/nvdb/htm>. They also receive and answer numerous e-mail messages from around the world every day. If you have questions, comments or suggestions you feel should be addressed, the e-mail address is atzqatbns@rucker-emh4.army.mil. These services provide timely information to all night vision users, both at the home of Army aviation and around the world.

As Army Aviation continues its march forward into the 21st century, we will maintain our strong NVG force. And as we upgrade our training facilities and methods of instruction we will continue to require upgrades in our night-fighting equipment. Safety in aviation is paramount. The best way to make flying with ANVIS safer is by continually considering and improving reliability, availability and maintainability.

On a nightly basis, 67 percent of the time there is a quarter moon or less. The fielding of the Omni II and Omni III night vision goggles greatly enhances our night-vision capabilities. The fielding of the Omni IV night vision goggle will improve resolution, luminance,

and signal-to-noise ratio and provide the user with brighter yellow images. The bottom line on these significant improvements is better visibility on those "dark and scary" nights. We need these systems in our inventory if we are to maintain our extremely capable, highly effective force.

The distribution plan for the OMNI III goggles includes:

160th SOAR, Fort Campbell

82nd Airborne Div., Fort Bragg

101st, Fort Campbell

3rd Abn. Div., Fort Stewart (24th ID at the time of fielding)

10th Mountain Div., Fort Drum

18th Aviation Brigade, Fort Bragg.

All other aviation units have OMNI II. The current

fielding plan for the OMNI IV goggle distribution began the first quarter of FY 98 and will be complete the fourth quarter of FY 98. Distribution is as follows based on priorities defined by DCSOPS:

82nd Abn., Fort Bragg

1st Cav, Fort Hood

101st, Fort Campbell.

DCSOPS has provided the following additional OMNI IV distribution guidance should this program be further funded (in order of priority):

101st Abn., Fort Campbell (to include medevac)

3rd Mech Div, Fort Stewart

3rd ACR, Fort Carson

XVIII Corps, Fort Bragg

2nd Inf. Div/17th Avn Bde,

Korea (does not include medevac)

And we will continue to work towards procurement and distribution of the OMNI IV systems to all units.

The future capability of Army aviation to fight and win at night and in low-visibility envi-

ronments ultimately rests upon the quality and fidelity of individual training. The new Night Vision Operations and Training Facility is but another example of the synergistic efforts of the Army's Aviation Warfighting Center team working to ensure that training remains on the cutting edge, "Above the Best," and readily available to the total aviation force.



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

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Commanders Set the Optimum Conditions for Success

by Col. William W. Powell

Although aviation training principles are not different from other combat arms branches, the impact of operating in the third dimension with high-technology weapon systems requires that unique considerations be given to developing and maintaining currency and proficiency at the individual, crew and collective levels. As we enter a new millennium, the advent of new digital technology will alter the way we train in aviation and extend the capabilities of an already formidable force.



With these new technologies and enhanced capabilities will come increased demands on the soldiers and leaders who train with, operate and maintain that equipment. It is therefore imperative that we don't lose sight of the basic principles of risk assessment, risk management and force protection which have proven so effective in the past. But to be effective these principles must be fully integrated into aviation training and operations.

Over the course of the past 25 years there are several actions, events and programs which have, to varying degrees, impacted directly or indirectly on the aviation accident rate. These external factors include everything from doctrinal changes, new equipment fielding, operational deployments and combat to training opportunities, unit inactivations, resourcing, operational tempo and organizational restructuring. Although a direct cause-and-affect relationship cannot be determined as a scientific absolute, many actions were taken for the express purpose of enhancing the safe execution of aviation operations; these include the chief of staff of the Army's Aviation Safety Initiatives of 1982 and 1983, the adoption of formal risk-management procedures in 1987 and the

initiation of crew coordination in 1994.

On May 21 Vice Chief of Staff of the Army (VCSA) Gen. William W. Crouch sent an aviation safety message to the field. The VCSA's message centered on the ominous fact that the Army has experienced 11 Class A aviation accidents this fiscal year — a trend that must be immediately reversed. Crouch went on to say that only commanders have the authority necessary to discharge this responsibility, and that the commander's decision to allow the operation sets the optimum conditions for success.

In an effort to re-energize command emphasis, the VCSA is charging commanders at all levels to maintain personal involvement in the risk-management process. Specifically, he has directed that unit commanders approve all ground and air aviation operations, whether for maintenance or operational reasons. If an aircraft is started, the appropriate commander must have approved the event. The intent is to ensure that aircraft crew selection, qualification, mission parameters, maintenance status and all other relevant factors are considered.

Prior to the VCSA's message, the U.S. Army aviation

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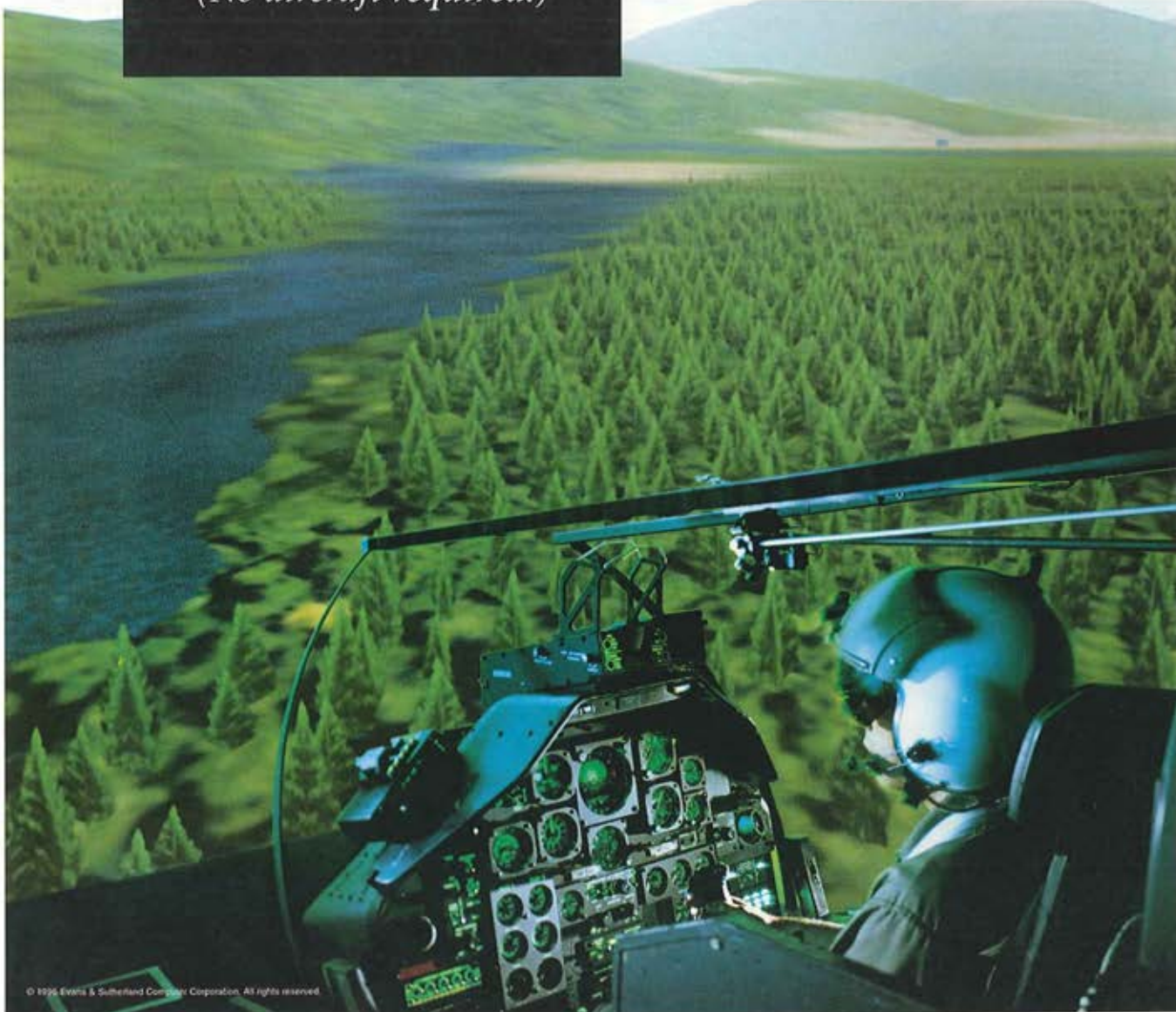
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Center at Fort Rucker, Ala., had initiated a broad-base study to evaluate the condition of Army Aviation to determine if the branch was actually experiencing the erosion of aviator skills some potential indicators were suggesting. The accident rate had already started a slight upturn, but Army aviation was coming off of the safest two years in its history, with 10 and eight Class A accidents in 1995 and 1996, respectively. Although the Class A rate in 1997 was Army aviation's third safest on record (with 12 Class A accidents), the upward trend was disturbing.

The emerging findings from this as yet unfinished broad-base study have not definitively identified an erosion of aviator skills. The findings to date indicate that the aviators we are training today are just as competent and just as skilled as the aviators we have trained over the past 25 years. What has changed is that today's aviators are flying more complex aircraft, in a more demanding environment with reduced training opportunities. It's not erosion of skills that is leading to the increase in accidents as much as it is an erosion of experience.

It is truly a testament to the quality of our aviators, their leaders and our aviation training programs that the accident trend has not been significantly worse, given the cockpit demands of today's aircraft, the challenges of operating primarily at night using night-vision systems under low-illumination conditions, the decrease in collective training opportunities our aviators receive, and the one-third reduction in the average annual flight time of our combat crews.

With the emerging data collected from the USAAVNC study the Army's leaders are committed to fielding a reconfigurable collective simulator, building back our flying-

hour program and enhancing our individual cockpit mission simulators. We are elevating these concerns at the department level right now, but the funding required to accomplish these initiatives won't begin to arrive until fiscal year 2000, and then only incrementally. In the mean time we must refocus on those things within our existing aviation doctrine, regulations and training programs that will best help us mitigate the risk to aviation soldiers and their equipment. The VCSA's message is the first step in

"With the emerging data collected from the USAAVNC study the Army's leaders are committed to fielding a reconfigurable collective simulator, building back our flying-hour program and enhancing our individual cockpit mission simulators."

that direction. So what is available to us right now to help implement the VCSA's guidance?

There are really two series of publications that provide a foundation for effective and efficient training. The first series, which can be referred to as "Commander's Responsibilities," are found in our regulatory and training management and guidance publications, and include aviation regulations and training circulars. The second series, our "Training

Doctrine," can be found in our field manuals and mission-training plans.

AR 95-1, "Aviation Flight Regulations," is a good place to start refamiliarizing ourselves with "Commander's Responsibilities." AR 95-1 governs Army aviation procedures and is Department of the Army policy for Army aviation. The regulation delineates personnel authorized to start, run up, taxi and fly Army aircraft. It also provides guidance for the designation of briefing officers.

What is key to this discussion is that AR 95-1 is the Army's link to Federal Aviation Administration regulations and mandates compliance with TC 1-210, "The Commander's Guide to the Aircrew Training Program," and the various aircraft aircrew training manuals. TC 1-210 spells out responsibilities for administering the aircrew training program; defines flight-activity categories and readiness-level progression; provides guidance for computing a unit's flying-hour program and provides unit status-reporting guidance. TC 1-210 also mandates training in accordance with applicable aircrew-training manuals and directs units to develop standard operating procedures for specific types of training.

Our regulations and training circulars — coupled with a good unit SOP — provide the commander, our primary trainer, the core manuals which define the "Commander's Responsibilities." Department of the Army, U.S. Army Training and Doctrine Command and USAAVNC have provided commanders with the base documents of "Commander's Responsibilities" in AR 95-1, TC 1-210 and the aircraft aircrew-training manuals. It's the unit commander's responsibility to develop or refine the exe-

cution document, the unit SOP.

Without a quality, executable unit SOP the commander cannot fully execute "Commander's Responsibilities." So what's needed in your unit SOP? At a minimum, it should:

- expand on AR 95-1, TC 1-210, aircraft ATMs and local or host nation regulations
- spell out how your unit conducts "go to war training," and
- must address other unit-unique training requirements.

The unit SOP also provides the vital link between "Commander's Responsibilities" and "Training Doctrine." Our training doctrine provides the philosophy, principles, guidance and flexibility to transition from individual, crew and team training to platoon, company, battalion and brigade training. Our primary doctrinal training tools are FM 25-100, "Training the Force," FM 25-101, "Battle Focused Training," your unit ARTEP Mission Training Plan, applicable mission-area field manuals, and in the very near future an aviation task-based Combined Arms Training Strategy (CATS).

The intent of this article was not to give a class on regulations, manuals and responsibilities. We all know the documents and publications that exist and acknowledge the responsibilities our commanders have as our primary trainers.

The intent is to let the field know that the Aviation Branch and Army leadership are taking notice. They are attuned to the factors that have over time led to an erosion of experience, not an erosion of skills. And they are taking steps now to better posture Army aviation for success beginning in FY 00.

Until additional flying hours, increased training opportunities, enhanced cockpit mission simulators and a collective simulator are fielded, the professionalism of our aviators, the quality of our training and direct personal involvement of our commanders are the only means we have to reverse the accident trend.

As the VCSA has told us, risk



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management is not unique to Army aviation, but its omission in aviation operations can prove particularly disastrous. Risk management is not a method to avoid tough training, it is a tool to ensure tough training is conducted safely. Commanders, through the implementation of their

training programs, set the conditions for success!



Col. William W. Powell is director of the U.S. Army Aviation Center's Directorate of Training, Doctrine and Simulation at Fort Rucker, Ala.



SIMULATION and the *Air Maneuver Battle Lab*

The Air Maneuver Battle Lab (AMBL) at Fort Rucker, Ala., is one of several U.S. Army Aviation Center agencies tasked with looking at the future of Army aviation. The AMBL's mission is "to fully integrate air maneuver into Force XXI/Army After Next combined-arms operations through the planning, execution and analysis of warfighting experiments and technology demonstrations in order to examine advanced concepts and technology which enhance the commander's ability to fight and win on the 21st-century battlefield." Simulation (live, virtual and constructive) provides AMBL's primary means of experimentation.

By Col. Gary S. Coleman

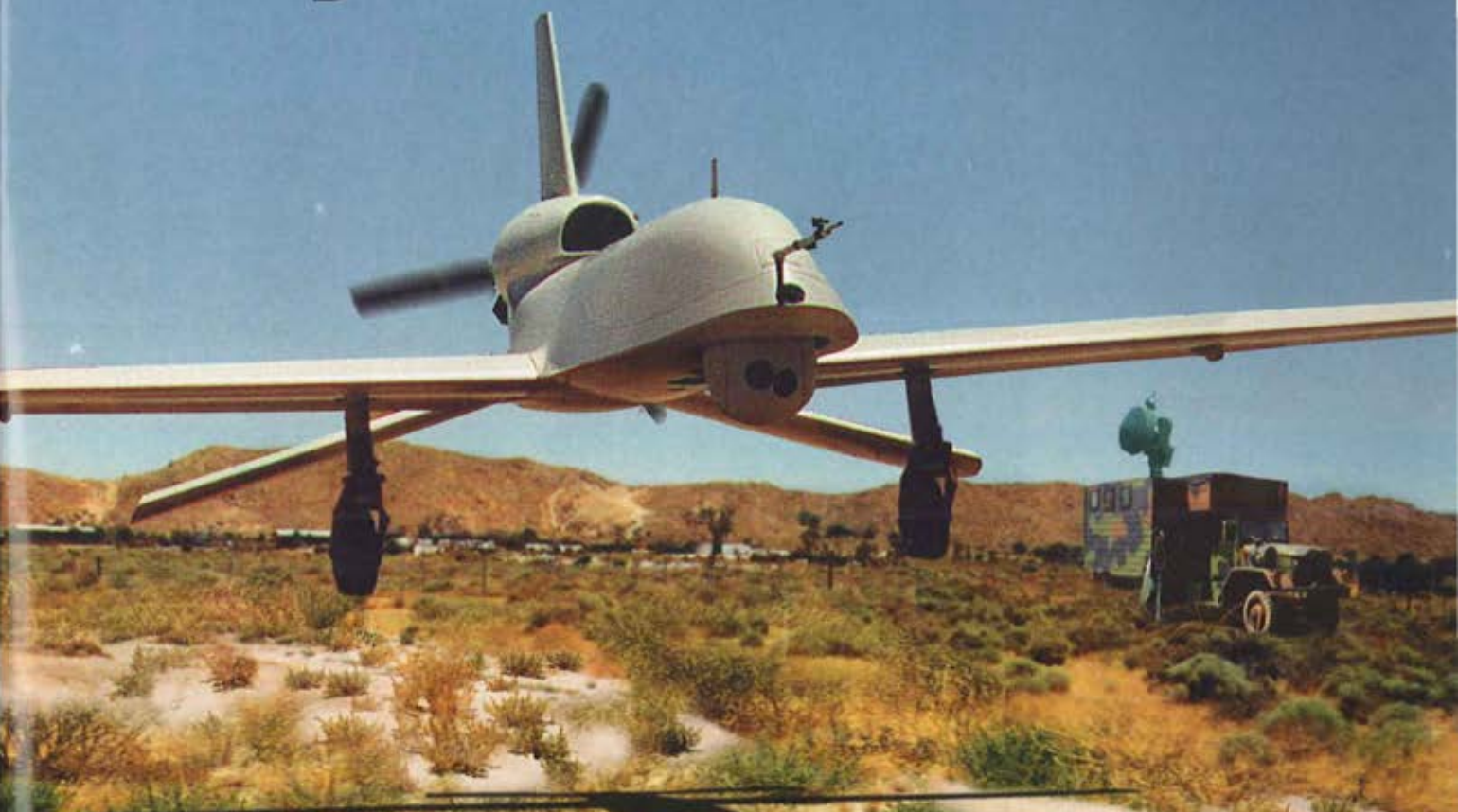
Sharing facilities and resources with the Directorate of Training, Doctrine and Simulation (DOTDS) in the Aviation Warfighting Analysis Lab (AWAL), the AMBL has a variety of constructive simulation tools at its disposal. These include the Janus Analytical Simulation, the Advanced Tactical Combat Model (ATCOM), the Integrated Tactical Environment Management System (ITEMS), Multiple UAV Simulation Environment (MUSE), Modular Semi-Automated Forces (ModSAF) and the Extended Air Defense Simulation (EADSIM). Constructive simulations provide a relatively inexpensive but proven method for examining future operational capabilities and weapon systems.

These simulations may be operated individually,

stand-alone or linked in a variety of configurations to support different experimentation requirements. The main strengths of stand-alone operations are the ability to conduct tightly controlled experiments while providing rapid data generation. The AMBL operates the Janus computer simulation primarily in this role.

Janus, developed initially at California's Lawrence Livermore Laboratories for modeling nuclear experiments, is a robust model for simulating the entire battlefield from brigade-sized operations down to individual weapons and platforms. Once limited to only operating independently, Janus has recently been improved through the efforts of the TRADOC Analysis Center in Monterey, Calif., which developed a program to link Janus to the other models in the lab over a local area network (LAN).

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In addition to using its simulation tools independently, AMBL commonly links several tools together in various combinations to support the aviation community. Known as Distributed Interactive Simulation (DIS), this provides significant improvements over conventional methods. Linking simulations together or with virtual cockpit simulators provides near real-time simulation of combat conditions and allows a "man-in-the-loop" interaction with the virtual battlefield. Known as a "confederation of models", the battle lab typically links together ATCOM, MUSE, ITEMS, ModSAF and EADSIM.

Focused on the accurate portrayal of Army aviation systems and their interactions with threat air-defense systems, ATCOM is an excellent tool for replicating the RAH-66 Comanche and AH-64D Longbow Apache. ATCOM allows the addition of a low-cost fly box with moving-map display, cockpit replication and out-the-window display.

MUSE is focused on the replication of unmanned aerial vehicles and their associated mission payloads and sensors. It allows the integration of UAV sensor data into other simulations and provides mission payload-operator and vehicle-operator stations.

ITEMS provides a sophisticated simulation package capable of generating both ground and aviation semi-automated forces. Operators may enter complex rule sets to control

unit-level operations and simulate a thinking threat.

ModSAF, a combat simulation used to support the DIS network, simplifies the process of populating the virtual battlefield by allowing a single operator to control large units through dynamic structures and rule sets.

EADSIM provides theater-level simulation of air and missile warfare, and provides the capability to explicitly model command, control and communications operations associated with simulated forces. Replication of enemy air defenses and early-warning networks makes EADSIM a key player in the confederation of models.

The confederation of models allows the experiment to draw upon the strengths of each simulation while overcoming each simulation's inherent weaknesses. The end result is better insight into what capabilities, equipment, employment methods and concepts will allow a commander to be most effective on the battlefield of the future.

The simulation tools at the U.S. Army Aviation Center allow the Air Maneuver Battle Lab to effectively integrate Air Maneuver into Force XXI operations and Army After Next operations.



Col. Gary S. Coleman is director of the Air Maneuver Battle Lab Directorate at Fort Rucker, Ala.

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STRICOM UAV: and the *Training Our Army Leaders*

By Brig. Gen. John P. Geis



While the United States' development of unmanned aerial vehicles (UAVs) can be traced to 1916 with the Kittering Bug, it was not until their use in Vietnam that the United States recognized their worth as a combat reconnaissance tool. Since that time the United States' development and fielding of UAVs has had a checkered history. Because of their close link to intelligence gathering, many successful UAV efforts have gone unheralded while many failures have been widely reported in the press.

UAV operational successes — of U.S. allies such as Israel, our own in Southwest Asia and in numerous warfighting experiments — have led to a significant increase in interest in UAVs in recent years. Today, UAVs in the United States are centrally managed through the Defense Airborne Reconnaissance Office by the U.S. Navy's Program Executive Office for Cruise Missiles and Unmanned Aerial Vehicle Joint Project Office. Under this leadership the Army finds itself in the midst of a significant UAV program: the Outrider Tactical UAV, managed by the Joint Tactical UAV Project Office in Huntsville, Ala.

Because of this program's Navy ties, training device support for individual and crew training has primarily

come from the Naval Air Warfare Center's Training Systems Division, which is co-located with the U.S. Army Simulation, Training and Instrumentation Command (STRICOM).

The Outrider program proceeds today as an Advanced Concept Technology Demonstration (ACTD). Because of its ACTD status the Outrider program has developed little in the way of training devices. Contractors are training soldiers and marines in a hands-on-the-hardware, on-the-job-training environment.

Being trained only to operate the system, the first class of Outrider students recently completed a nine-

week class. During the first three weeks trainees were introduced to the many aspects of the system, including system set-up and takedown procedures. Following that, air-vehicle and mission-payload operators completed a six-week flight training course which included mission planning, pre-flight preparations, seven simulator flights and 14 actual flights of the Outrider air vehicle. The seven simulator flights used the Multiple UAV Simulation Environment (MUSE) developed by the UAV Software Integration Laboratory at Redstone Arsenal, Ala. As the system is being matured as an ACTD, contractors perform all maintenance. Once the decision is made to bring the system beyond the ACTD stage, soldiers and marines will be trained to maintain the system as the operational and direct-support maintenance levels.

The Hunter UAV, formerly an ACAT I project, has been re-designated to a field-training demonstrator at Fort Hood, Texas. A full repertoire of training devices was developed along with the training program for the Hunter system.

The Hunter training program includes many training devices. Part-task and computer-based training devices are used for many of the maintenance and safety-awareness tasks. Two sizes of scale-model trainers are used for external pilot training prior to graduation to the 28-foot-wingspan Hunter. And a twelve-station "tri-console" system simulates the control shelters in which the air-vehicle operator, mission-payload operator, mission commander and data-exploitation specialists work. This impressive facility simulates the linkages available between these assets and allows for the collective training of these personnel prior to going to the field. STRICOM manages the Hunter UAV training devices for the National UAV Training Center at Fort Huachuca, Ariz.

STRICOM's role in providing UAV training is not centered on the Hunter or Outrider programs. It is focused on "training the leader." Training the brigade commander and staff to manage a UAV, how to incorporate a UAV's sensor input into battle planning, and how to capitalize on the capabilities of a UAV and its advantages as a combat multiplier is STRICOM's part of the total Army effort.

STRICOM has been incorporating UAV sensor imagery into several of our training system development programs. The first program I would like to talk about is Combat STAR. Combat STAR exploits modeling and simulation technologies first developed by the U.S. Army Test and Evaluation Command's (TECOM) White Sands Missile Range, N.M., several years ago and was successfully used during the Division AWE

conducted at the National Training Center at Fort Irwin, Calif., in March 1997.

At the NTC Combat STAR provided the brigade commander his UAV view of the battlefield as well as JSTARS Moving Target Indicator and signals intelligence emitter mapping. Using a JANUS constructive simulation, Combat STAR increases battlespace (in time, scope and resolution) from the small live instrumented maneuver box represented by the NTC maneuver area or home station to the full 200km x 200km brigade battlespace. This promotes realistic integrated intelligence, surveillance and reconnaissance training for the brigade commander and staff. Specifically, it enhances his capability for battlefield visualization and provides opportunities for dynamic targeting.

As an adjunct, Combat STAR provides equipment-oriented collective training for the Direct Support (DS) Military Intelligence (MI) Company. The Army has capitalized on the success of Combat STAR at the AWE by making it a Warfighter's Rapid Acquisition Program (WRAP) in fiscal year 1997 under management of STRICOM's Product Manager for Air & Command Training Systems (PM ACTS). Combat STAR will be fielded to the NTC and Fort Hood in 1999.

This same family of battlefield visualization models and simulations is under consideration for inclusion in the future WARSIM 2000 program as well as the CBS/TACSIM simulations used in the Battle Command Training Program today. This would extend command and staff training on UAV capabilities to division, corps, and echelons above corps. Finally, the technology will also be used at the company and team levels in the Intelligence and Electronic Warfare Tactical Proficiency Trainer (IEWTPT); providing UAV "gunnery" individual and crew training to MOS 96U soldiers.

STRICOM is committed to providing our soldiers and leaders with the best simulation solutions that meet their requirements. In the live, virtual or constructive simulation domains, these are training devices that give our soldiers and leaders the ability to learn and practice critical combat skills that would otherwise be too expensive to accomplish. The UAV is a vital part of our force. STRICOM is providing the means to understand the UAV's total capabilities so the operators, the tactical and strategic staff members, and our combat leaders can realize its full potential.

Brig. Gen. John P. Geis is commander of the U.S. Army Simulation, Training and Instrumentation Command in Orlando, Fla.

"The UAV is a vital part of our force. STRICOM is providing the means to understand the UAV's total capabilities so the operators, the tactical and strategic staff members, and our combat leaders can realize its full potential."

So... WHO CARES ABOUT TRAINING

by Matthew R. Kambrod



A clear image has been emerging since 1996 of the deplorable condition to which the Army's once premier rotary-wing flight simulator systems have been allowed to degenerate. In that year Eighth U.S. Army (EUSA) in Korea provided Department of the Army an Operational Needs Statement for an improved flight simulator visual system. The issue at that time was recognition in the field that the visual data base in Korea's CH-47 Chinook Flight Simulator, UH-60 Black Hawk Flight Simulator and AH-64 Apache Combat Mission Simulator had been overcome by technology, and the outdated visual replication of some generic terrain in Central Europe, now 17 years old, could be replaced by a geographically specific (geo-specific) data base accurately depicting terrain over which pilots were flying in the simulator, and precisely as reflected on their navigational charts and tactical maps.

This geo-specific data base capability was particularly important to EUSA at that point because a 1995 border incident in which an OH-58 flew into North Korea resulted in the death of one of our aviators and the capture of a second by North Korean forces. EUSA's position in its 1996 Needs Statement was that the "capability to practice flying actual terrain, in the simulator, would greatly reduce the possibility of inadvertent flight over politically sensitive area, or the actual border." This is certainly true.

Is There A Problem?

The need for an upgraded visual system was the proverbial "tip of the iceberg." Consider more recent reports from the field. Computer data have not been updated, and the computers themselves no longer have sufficient spare memory to accommodate aircraft changes. Data bases do not provide accurate flight information. Parts for simulators are no longer available because manufacturers no longer produce them. Critical parts, once they fail, may no longer be in the supply chain, resulting in potential total simulator shut-down.

There is more. Annual deviations have not been corrected to the extent that aviators on final approach to an instrumented runway break out of the clouds, not concerned with finding the centerline so much as finding the airfield.

Aviators practicing instrument flight in Europe or Korea are still filing flight plans and shooting approaches to Cairns Army Airfield at Fort Rucker, Ala., instead of to Wiesbaden, Stuttgart, Pyongtaek or Osan. Army flight simulators no longer have cockpit configurations compatible with operational aircraft. Discussion of "negative training transfer" fills Army simulator message traffic. Discussion of concern for safety is appearing as well. So, yes, there is a problem. The Department of the Army, now aware of the magnitude of the situation, is beginning to correct it.

How Did We "Manage" Ourselves Into This Box?

How was this situation created? First, some background.

At a major decision milestone review for the Apache Program many years ago, then Vice Chief of Staff of the Army Gen. John Vessey asked the Advanced Attack Helicopter Program Manager (PM) the status of the Apache simulator. The response was quick — there was no Apache simulator.

Vessey, an aviator well grounded in the need for aviator training, immediately tasked the assistant secretary of the Army for research, development and acquisition (RDA) to oversee a greatly accelerated development by the Apache PM of an AH-64 Combat Mission Simulator. The simulator was to be fielded in time to be on line to meet initial qualification requirements of the first Apache pilots. Unique in this directive was the fact that until that point the development of training devices for new aircraft had been within the purview of what is now Simulation, Training and Instrumentation Command (STRICOM) in Orlando, Fla.

From that point forward, with the help of the Goldwater-Nichols Department of Defense Reorganization Plan and recommendations from a plethora of "blue ribbon" panels on improvements in military acquisition strategy, the development and management of simulators became the responsibility of the PMs for each system.

Though clearly well intentioned, this new concept had major flaws. The reality in the "system world" is that PMs generally are not by nature "trainers," have not grown up in the "user" environment, have risen through positions of "product" or "project" managers on an acquisition career track and, as a consequence, have developed little expertise

in what constitutes good training or how valuable it is. Most importantly, however, and this is perhaps key, a PM's performance is never graded on his contribution to the training of line pilots.

One very recent example of this dilemma was tied to Korea's simulator upgrade funding in the 1998 Defense Appropriations Bill. Every attempt possible was made by one major system PM to divert this funding to his own account for use consistent with his own priorities. The situation was further exacerbated in the PM's almost successful attempt to have the money redirected to his own funding line by a staff officer in the Office of the Deputy Chief of Staff for Operations and Plans, a member of the very agency responsible for formulation of requirements and improvement of operations and training, not systems.

Had the effort not been shortstopped by the ODCSOPS leadership, the intent of Congress would perhaps never have been realized; commander in chief, United National Command's urgent simulation modernization program would have been at least temporarily derailed; and Eighth U.S. Army's aviators would have been denied the overdue simulator upgrades which they justly deserved and for which they vigorously fought. This is not a criticism of individuals, it is a forthright condemnation of the endemic problem we have collectively created in our acquisition environment and which can only have an adverse impact on the training of our soldiers in the field.

The point is that those charged with the responsibility of keeping our flight simulators in the best possible condition to provide the best possible training to our aviators are precisely those whose success on the Army corporate ladder is determined by how much funding they can find and apply to "flying hardware." The more capable they are in meeting this latter objective, the less capable become the "non-flying" simulator systems for which they are also responsible. Further, to the extent that increased emphasis by those charged with training focuses on aircraft hardware, our ability to keep our aviators well trained will continue to degenerate. This is a mistake both in policy and leadership, a mistake which could well use scrutiny by DA and by the U.S. Army Aviation and Missile Command.

A second major contributor to the decline in simulator management came again with the implementation of Goldwater-Nichols and the reorganization of the Army staff in the 1980s. This brought about a major reduction in personnel allocations — 390 to 210 in the case of Army RDA personnel — and saw the complete loss of the Department of the Army System Coordinator (DASC) responsible for aviation simulation systems. Until that point, the Army staff had one point of contact totally responsible for Army flight simulators within the then-established Office of the Deputy Chief of Staff for Research, Development and Acquisition.

Why was the simulator DASC important? He was the expert advisor to senior Pentagon leaders on the status of

the Army's flight simulators. He was the advocate on the Army staff for retention of a modernized simulator fleet in coordination with his ODCSOPS counterpart. He was primarily responsible for understanding the condition of the fleet simulators, and for assuring budget dollars were funded and applied to simulator modernization. Following Goldwater-Nichols he disappeared as part of the staff reduction. His responsibilities were redistributed to the aircraft system staff officers within the Army Secretariat (RDA) who, coincidentally, were now under Goldwater-Nichols, and a direct extension of PMs. The circle was complete and emphasis "on" and funding "for" flight simulator upgrades and modernization within the Pentagon rapidly declined or, as some would argue, totally disappeared.

Within ODCSOPS two other things were happening about this time. A "Training Division" was given responsibility for simulation, but simulation in the context of the Combined Arms Tactical Training (CATT) Programs. CATT was a derivative of yesteryear's Max Thurman and Jim Ambrose enthusiasm for SIMNET, a DARPA "cheap

as you can get" concept which eventually did wonderful things for Army training, but which did little to improve the plight of Army flight simulators.

The crux of the problem was that for a critical window in time responsibility was not precisely fixed for aviation training and simulation. A visit to the Training Division would elicit comments suggesting a simulation matter might be best addressed by the Aviation Division. The Aviation Division would offer logic that this same matter belonged rather in the Training Division. Enter the third element that the overall responsibility for simulation now

stood with what was then Aviation Systems Command in St. Louis, Mo., with its complement of PMs, and discussions were lost to the winds.

A weak try to correct this situation was attempted by the assistant secretary of the Army (RDA) in 1988 with the appointment of a long-time Department of the Army civilian advocate for simulation as a sort of simulation "czar." With this civilian's retirement, however, the last nail was driven into the simulator coffin on the Army staff. Full responsibility for simulators then fell to PMs, including the need to correct simulator deficiencies from their program funding lines. This was never particularly appealing to PMs or their budget experts. Aviation lore is replete with tales of PMs padding accounts, but in reality there is very little money in any PM's account to do anything but care for his immediate hardware needs. If money is available, it goes toward a system, not its simulator. No scene could have been better staged for the demise of the Army's flight simulator programs and training capabilities.

A final comment ought to be added as background, because it too bears heavily on the problem. For a number of years, the Army has been developing the Longbow Crew

"Today's Longbow Crew Trainer Program has lulled the Army into the false perception that there is an ongoing, legitimate simulation modernization effort. Not so."

Trainer. When questions were asked about simulator modernization, positive responses were always given with reference to the Apache Longbow Crew Trainer Program. In reality, however, Army aviation has many more pilots needing CH-47 and UH-60 simulation training. Today's Longbow Crew Trainer Program has lulled the Army into the false perception that there is an ongoing, legitimate simulation modernization effort. Not so. If you appreciate which systems constitute our modernized inventories, and which systems will still be fielded through 2010 and 2020, the focus on a Longbow Crew Trainer does little to meet broader aviator-training requirements.

So, Who Does Care About Aviation Training?

A rhetorical question, perhaps, but one which deserves an honest answer. Truthfully, the field cares, and cares deeply. The "users," those folks working and living in an environment where stakes are highest, are very concerned and voice that concern.

Congress also cares. Congressmen and senators, aware of the dangers posed by the decline of Korea's devices and recalling when those devices were first put in operation, came to EUSA's rescue, appropriating \$13.3 million in 1998 for the immediate correction of simulator deficiencies for Korea's Black Hawk, Chinook and Apache devices. But this was a "one-time" upgrade, acknowledged as such by leaders on the Hill, because the requirement and urgency were explicitly defined by a commander in chief in a strategically important, flashpoint region. Unfortunately, the same poor simulator conditions found in Korea can be found in Europe and the United States. Unfortunately, too, it took a CINC to correct an Army aviation deficiency affecting the training and safety of our pilots in the field.

U.S. Army, Europe, (USAREUR) also cares. USAREUR recently submitted a list of simulator deficiencies threatening aviator training and safety to the Aviation Center in hopes of receiving similar attention as did Korea. This requirement's funding will have to play out in 1999 in terms of congressional support, but the request clearly further corroborates the field's clamor for correction of simulator deficiencies.

The Army National Guard cares, as well. Three years

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ago, faced with a 30 percent cut in 1996 flying hours, the National Guard Bureau's Aviation Division created a concept called the Aircraft Reconfigurable Manned Simulator (ARMS). ARMS was to be transported to various National Guard sites to meet the Guard's ever-changing demographic training requirements, and to quickly shore up the impact of an imminent reduction in flying hours. The National Guard scrimped and pulled to get sufficient funds to start a pilot program intended to meet its forecast aviation training needs. The results of the ARMS initiative is a system called "BICEP," now a research tool at Fort Hood, Texas, which

attracts considerable useful attention but which has little to do with offsetting the projected flying hour shortfall for which ARMS was originally intended over three years ago.

Historically, the Army has supplied the National Guard with its simulators and training devices. Unfortunately, when the Army fails to develop appropriate training systems to meet the National Guard's requirements, or its own, for that matter, there is little alternative to what I've described as the "ARMS" initiative. Would what the National Guard wanted in an ARMS system meet any active Army needs? Absolutely. The Army's variant has been on the books for well over a decade. It's called AVCATT.

The bottom line in all this is that the care factor for simulation upgrade and development is alive and well, and people are attempting to get things done. Unfortunately, it appears that those who should understand and care about aviation training the most, and who are in positions to make something happen to correct the abysmal current situation, are spending far more time focusing on modernization of flying hardware than on providing needed training to our pilots in the modernized systems. This must change.

Is There Relief?

No, not immediately. Several things need to be done, and each takes time.

First, aviation field commanders must look at the condition of their simulators and elicit support for modernization from U.S. Army Training and Doctrine Command (TRADOC) and the Army staff. This is fact. This must be done.

Second, the Aviation Center must work more closely with field organizations to be in a better posture to validate incoming simulator requirements.

Third, both the Army staff and the Aviation Center need to take a hard look at the condition of simulators in the field from a "requirements" viewpoint. They need to understand the condition of the devices, the existing deficiencies, the differences between the simulators and operational aircraft in terms of cockpit configuration, what technologies can be brought to bear for improvement and what costs are associated with the upgrade of system. The Army staff must again recognize these are operational matters which have a direct bearing on training efficiency, aircrew readiness and pilot safety, and which are the "bread and butter" of the user community. The Army staff must also regain control of the system of checks and balances, or what exists today will be in place when today's lieutenants retire. An effective way to correct this is to restore staff officer responsibilities dealing directly with flight simulation as a "principal duty" in key aviation-oriented agencies in the Pentagon.

Fourth, the "requirements" folks have got to come to grips with recognizing that "legacy" simulator devices (18 Black Hawks, nine Chinooks and six Apache CMSs now fielded) are still exceptionally good and proven training systems; that very heavy investments (\$430 million) have already been made in these systems by the Army; that their upgrade is a fraction of the cost of replacement; that the aircraft they replicate will be operational for many years to come; and that pilots requiring training will continue to form an endless line well past 2015. In this context, it might be educational to do a side-by-side comparison of crew trainers under development and the Combat Mission

Simulator, for example, to see precisely what training tasks can be accomplished by each, with what degree of efficiency, with what degree of fidelity, and what is gained or lost by the Army and at what price in training dollars were one or the other terminated.

Fifth, a DA policy needs to be immediately instated that establishes the requirement for flight simulators to be brought to full fidelity in cockpit configuration anytime changes are made in aircraft cockpit design or display of "switchology." This is absolutely essential, and failure to do so is unforgivable. Failure to make such changes can kill people.

Sixth, any future revisions of the Aviation Modernization Plan, or any aviation program budget exercises briefed to the general-officer leadership within the Pentagon, should treat development and modernization of flight simulators on an equal basis with development or modernization of the respective aircraft and should be included in those briefings as a special item of interest until the condition of devices is fully restored.

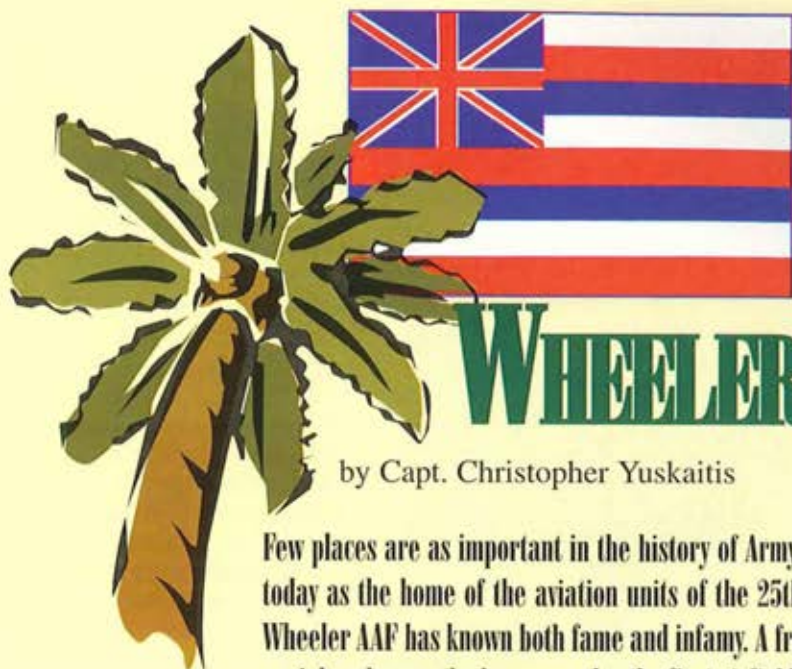
Seventh, we need to address AMCOM and PM responsibility for simulators. Two options could be considered here. First, Program Executive Officer-Aviation and AMCOM's commander must demand better performance from their PMs with respect to management of simulators, and make it a personal item of interest and PM accountability. This should be strengthened by renewed interest in this area on the part of the assistant secretary of the Army (RDA), who decentralized this responsibility years ago. Second, we might consider a return to the once-successful approach of giving the responsibility for simulator development to STRICOM. STRICOM, after all, developed all the Army's fielded flight simulators to date, including the latest MH-60FS and MH-47FS systems at Fort Campbell, Ky. I suspect PMs might even welcome this relief in scope of responsibility and perceived funding headaches.

Eighth, the active Army should again take the lead in aviation simulation development. While few will argue the benefits of the National Guard's ARMS concept, many could question the rigor and discipline with which the program advanced from its onset. Had a true program structure been followed in terms of requirements definition, major milestones and assurance of funding from concept formulation through production, the system would be accessible to units now and not in its currently unfunded holding pattern at Fort Hood. If ARMS is BICEP is AVCATT and a legitimate requirement exists for the program, with sufficient priority to justify funding, then it is time for DA to put it in the Program Objective Memorandum and properly develop what is needed.

Finally, a post-script. Gen. Vessey, while still Army vice chief of staff, talked about improving aviation training in the context of "toughening up the softest spot." In terms of our Army flight simulator training capability, I would argue we have gone from soft to porous. We certainly owe our aviators and the soldiers they support more than we've produced in this area. Perhaps now is a good time to find out who else truly cares about training.



Matthew R. Kambrod is the President of Kambrod Associates, a consultant/lobbying firm for defense, communications and medicine located in Arlington, Va.



ARMY AVIATION HISTORY AT WHEELER FIELD, HAWAII

by Capt. Christopher Yuskaitis

Few places are as important in the history of Army aviation as Wheeler Army Air Field, Hawaii. Best known today as the home of the aviation units of the 25th Infantry Division and U.S. Army, Hawaii, in its 75 years Wheeler AAF has known both fame and infamy. A frequent stopover point for some of the world's best-known aerial explorers, the base was also the first airfield on United States soil ever to be attacked by enemy forces. Wheeler's story is one of daring, courage, heroism and uncompromising duty to our nation, and one in which every Army aviator can take pride.

The Early Days

Located on the island of Oahu, Wheeler Field was named after Maj. Sheldon Harley Wheeler, a 1914 U.S. Military Academy graduate and World War I veteran who in 1919 took command of Luke Field, on Pearl Harbor's Ford Island. Wheeler and Sgt. Thomas Kelly were killed in a June 1921 landing accident at Luke Field and, on Nov. 11, 1922, War Department General Orders No. 47 officially named a new airfield built on the site of the old Schofield Barracks cavalry drill field in Wheeler's honor.

From its earliest days Wheeler Field played a pivotal role in the development of American aviation, initially as a mid-ocean way station for pioneering aviators. The first nonstop flight

from the mainland to Hawaii, for example, ended successfully at Wheeler Field when Army lieutenants Lester Maitland and Albert Hegenberger landed there in June 1927. The two young officers covered 2,407 miles in 25 hours and 50 minutes with no navigational aids and no hope of rescue in the event of flight difficulties. For their truly heroic feat, they won the Mackay Trophy for the greatest aviation flight of the year.



Lieutenants Hegenberger and Maitland after landing at Wheeler Field.



Wheeler Field, late 1920's. Most buildings are completed.

Wheeler Field was again in the news when it became the western terminus for the 1927 Dole Derby Air Race from Oakland to Hawaii. That event marked the beginning of a decade in which aviators pushed out across the boundless Pacific Ocean, determined to conquer it in the same way Charles Lindbergh had conquered the Atlantic.

Those attempting to tame the Pacific were faced by many challenges, not the least of which were the vast distances between suitable stopover points. The Hawaiian Islands were ideal for this purpose, though finding them after many hours of overwater flight — often buffeted by winds and bad weather — challenged even the best pilots. Yet daring avia-

tors accepted the challenges and persevered.

Among the most daring of the early trans-Pacific airmen was Australian Charles Kingsford-Smith, who in 1928 made the first flight from the United States to Australia. He stopped at Wheeler Field to complete the initial leg of his flight, and locals greeted his "Lady Southern Cross" with celebration and fanfare. He returned to Wheeler in 1934 while making the first flight from Australia to the U.S. These sensational flights to and from the mainland demonstrated how the airplane was shrinking the globe, and Wheeler Field was ideally located to be the refueling station and rest stop for all these historic flights.

Fanfare at Wheeler for Charles Kingsford-Smith of Australia, 24 Oct 1934.



Kingsford-Smith was followed to Wheeler Field by Amelia Earhart, who in 1935 became the first person to fly solo from Hawaii to the mainland. Army personnel at Wheeler assembled Earhart's Lockheed Vega in one of the hangars that is still in use today. Lt. Curtis LeMay was tasked to give the aviatrix and her plane a check ride

at the request of the base commander. They checked out; Earhart went on to greater fame and LeMay went on to found the Strategic Air Command and become chief



Top: Amelia Earhart preparing for her 1935 solo flight to the West Coast. The Army was tasked with assisting her in any way they could.



Bottom: Earhart's Lockheed Vega, fully assembled by Army aircraft mechanics in a Wheeler Field hangar. The plane was shipped to Hawaii in major assemblies.

of staff of the Air Force.

Earhart returned to Hawaii two years later during the course of her round-the-world flight. Surviving a crash on takeoff from Wheeler, she rebuilt her Lockheed with the assistance of Lockheed representatives and Army air-

craft mechanics, then continued her flight. After departing from New Guinea, Earhart was never seen again.

A small but significant historic footnote to Wheeler Field's history is that in the years leading up to World War II the base was home to a number of young officers who later went on to bigger things. The group included not only Curtis LeMay, but also Nathan Twining and Hoyt Vandenberg, both of whom ultimately became Air Force chief of staff.

A Day of Infamy

Perhaps the most stirring accounts in the history of Wheeler Field occurred on December 7, 1941, when the Japanese launched their surprise attack on the U.S.

Pacific Fleet at Pearl Harbor. Though Wheeler was the first military installation hit by Japanese aircraft — in order to prevent a U.S. counterattack — American fighters managed to take off. In the midst of the chaos and destruction brought to Wheeler by the enemy planes, a handful of Army aviators placed duty to country above all else and launched to repel the attack.

One such patriot was Lt. Phil Rasmussen who, along with several other pilots, rushed to four miraculously undamaged P-36 aircraft and took off in a lull between attacks. In the ensuing aerial battle Rasmussen was credited with the first American kill of the war against Japan's agile and highly capable A6M "Zero" fighter. Though his airplane was severely damaged in the fight, Rasmussen survived the battle without a scratch and went on to a distinguished and decorated career that lasted into the 1960s.

Within hours of the attack on Pearl Harbor Congress declared war on Japan. Wheeler Field was quickly rebuilt, and went on to serve as both a working airfield and as an aircraft assembly and distribution center. Major aircraft components were shipped to Wheeler from the mainland and assembled in hardened underground tunnels. The new aircraft were sent on to the many combat areas of the Pacific Theater, supporting the military efforts of both Adm. Chester Nimitz and Gen. Douglas MacArthur. Following the war, the Wheeler aircraft assembly facility was shut down permanently and peacetime training resumed.

Post War

In 1947 the United States Air Force was founded and Wheeler Field, like many Army airfields, was transferred to the newest branch of the armed forces. For two years the only aircraft stationed at Wheeler belonged to the Air Force. Then, in 1949, the Army sent aircraft to Hawaii to be permanently stationed at Wheeler Air Force Base. The installation returned to Army control

in 1991 and was renamed Wheeler Army Air Field.

There are over one hundred forty aircraft stationed at Wheeler AAF today, belonging to various active Army units and the Hawaii Army National Guard. These units represent the aviation support for the Army's power projection throughout the Pacific region, covering more than half the globe.

The November 8, 1997, ceremony marking Wheeler's 75th anniversary was a fitting tribute to the installation's historical significance. A plaque commemorating the occasion was dedicated by Lt. Gen. Gene Santarelli, vice commander of Pacific Air Forces (PACAF), and Maj. Gen. James Hill, commander of 25th Inf. Div. and USARHAW. The plaque reads, "In commemoration of Wheeler Field, dedicated to the soldiers and airmen who so gallantly served in the defense of Hawaii and the United States of America, November 8, 1997, 75th Anniversary."

Also in attendance was Lt. Col. Phil Rasmussen (Ret.), the famed pilot who first engaged the enemy in air combat during WWII, who came all the way from Fort Myers, Fla., to be a part of the day's activities. During the ceremony, Rasmussen unveiled a commemorative



LTG Santarelli, MG Hill, and CSM Hite (Aviation Brigade, 25ID(L)) unveil the commemorative plaque.



COL Kelley, Aviation Brigade Commander, with LTC(R) Rasmussen unveiling the commemorative print for the 75th Anniversary

print of Wheeler and the many aviation accomplishments that make up its vibrant and colorful history. The day's festivities also included historic tours, a display of Army aviation capabilities, and a 1940s-style hangar dance. Over 5,000 military and civilian guests attended the full-day event.

Wheeler AAF has served honorably as the focal point for many firsts in the great quest to conquer the Pacific

Ocean. The installation continues making history even today, as a key part of our national defense. The aviation units at Wheeler stand poised and ready to deploy throughout the Pacific Rim and worldwide in support of our national interests.

Today, as in the past, Wheeler AAF is key to the ongoing story of Army aviation in the history of our nation.



At the time he wrote this article Capt. Christopher Yuskaitis was assigned to the 25th Infantry Division's Aviation Brigade at Wheeler AAF. He has since left Hawaii to attend the Aviation Officer Advanced Course.

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COMMANDER'S SPECIAL INTEREST

-MESSAGE FROM THE BRANCH CHIEF...We have had a busy 3rd quarter so far. The Army Aviation Association of America (AAAA) convention, held 1- 4 Apr in Charlotte, N.C., was a huge success. The convention began with a very motivational keynote presentation from General Henry H. Shelton, Chairman of the Joint Chiefs of Staff. My focus was on "How We Fight" and the use of the Tactical Airspace Integration System (TAIS), a third dimension situational awareness tool for the Division Commander. We also featured commandants from other branches of the combined arms team, as their input is critical to aviation's integration in the combined arms team. MG Lehowicz, Commanding General, Operational Test and Evaluation Command (OPTEC) tied the discussion together, providing the key link between combined arms and industry.

The Industry Days conference, held at Fort Rucker 5-8 May and co-sponsored by the American Helicopter Society and Fort Rucker, brought over 150 industry members, DA civilians, and military personnel together. Each directorate gathered issues and concerns from Aviation Leaders' Training Conference (ALTC) and AAAA and presented industry with the direction of Army Aviation and what we need to get to Army XXI and beyond. This 4-day conference also allowed industry to see what we were doing at Fort Rucker first hand via guided tours of the Army Aviation Technical Test Center, Army Research Institute Rotary Wing Aviation Research Unit, Aviation Warfighting Simulation Center, and Army Aeromedical Center.

We have updated the Vice Chief of Staff of the Army (VCSA) on aviation trends, safety, strategies implemented to correct short comings, and the status of those implementations. We also made resource recommendations to improve aviator proficiency.

Currently, USAAVNC is conducting the 1998 Aviation Branch Functional Area Assessment (FAA) which will culminate with a comprehensive briefing to the VCSA on the state of the aviation branch. The purpose of the FAA is to allow senior Army leaders the opportunity to identify and resolve issues that affect the execution of Department of the Army short-range plans and programs.

In the near term, we have the draft Division Commander's Guide in the field. We have received favorable feed back and expect to publish the guide before the end of FY98. Also look for the spatial disorientation video produced by the Aviation Branch Safety Office. This video is intended to increase awareness of spatial disorientation for individuals/crew and provide insight on prevention.

As Force XXI continues, we should never forget our soldiers, the operators and mainstay of our organization. As General Patton said, "It is the cold glitter in the attacker's eye, not the point of the questing bayonet that breaks the line. It is the fierce determination of the drive to close with the enemy, not the mechanical perfection of the tank that conquers the trench."

Above the Best!

Daniel J. Petrosky
Maj. Gen., USA
Chief, Aviation Branch

■ DOCTRINE

● FM 1-100...Army Aviation Operations, dated 21 Feb 97. POC is MAJ Hall, DSN 558-3292, e-mail: heyward_hall@rucker-emh4.army.mil.

● FM 1-108...Army Special Aviation Operations, Manual underwent a complete revision. A new coordinating draft is being put together for worldwide staffing. Staffing copies to be sent out in May 98. POC is CPT Bristol, DSN 558-9350, e-mail: clark_bristol@rucker-3mh4.army.mil.

● FM 1-111...Aviation Brigades, dated 27 Oct 97. POC is CPT McHugh, DSN 558-2482, e-mail: john_mchugh@rucker-emh4.army.mil.

● FM 1-112...Attack Operations, dated 2 Apr 97. FM 1-112 will undergo revision this summer to include the AH-64D Longbow. Expect a coordinating draft of the new 1-112 to the field for staffing in August 1998.

● FM 1-113...Utility/Cargo Helicopter Operations, dated 12 Sep 97. POC is CPT McHugh, DSN 558-2482, e-mail: john_mchugh@rucker-emh4.army.mil.

● FM 1-114...Air Cavalry Squadron/Troop, Awaiting final approval. Expect final approval NLT 30 Jun 98, with expected print date Oct 98. POC is CW3 Shaffer, DSN 558-9346, e-mail: robert_shaffer@rucker-emh4.army.mil.

● FM 1-140...Helicopter Gunnery, Manual has been revised; a coordinating draft will be sent for worldwide staffing in May 98.

● FM 1-300...Flight Operations, Manual has been approved; currently

undergoing final editing, with expected print date Aug 98. POC is SFC McLendon, DSN 558-2358, e-mail: michael_mclendon@rucker-emh4.army.mil.

● FM 1-303, AIR TRAFFIC CONTROL FACILITY OPERATIONS AND TRAINING...FM 1-303 is with the editors for final publication. POC is SFC Hampton, DSN 558-1115/9067, COM (334) 255-9067, e-mail: mark_hampton@rucker-emh4.army.mil.

● ARTEP 1-111-MTP...Aviation Brigades, Manual has been approved; currently undergoing final editing, with expected print date Sep 98.

● ARTEP 1-112-MTP...Attack Helicopter Battalion, Manual has been approved; currently undergoing final editing, with expected print date Sep 98. POC LTC Mark S. Landrith, DSN 558-3584 or COM (334)255-3584; E-mail mark_landrith@rucker-emh4.army.mil.

● TC 1-200 (formerly TC-210) COMMANDER'S GUIDE TO THE AIR-CREW TRAINING PROGRAM...is under revision. Milestone to complete the coordinating draft was 30 April 98. Worldwide staffing will be in Jun 98. ATM Section POCs are CW4 Softe or CW4 Giesler, DSN 558-9660/9661; COM (334) 255-9660; e-mail: ATZQATM@rucker-emh4.army.mil.

■ EASTERN ARNG TRAINING SITE (EAATS)

● CH-47D HELICOPTER REPAIRER TRANSITION TRAINING...Recently, the 2nd Bn, 166th Regt, Enlisted Training Company successfully completed the first iteration of the TATS 67U20/30

MOS Transition Course. SFC Thomas Miller, SSG Michael Gotta, and SSG Nicholas Gilliland conducted the course at a forward location, Mississippi ARNG Army Aviation Support Facility (AASF), Meridian, MS. The class was five weeks in duration from 12 Jan -13 Feb 98. The instructors trained eight students; five from the Mississippi ARNG, one from the Georgia ARNG, one from the Nevada ARNG, and one Army Reserve soldier from the Naval Air Station-Corpus Christi Army Depot, TX...This course was the result of MSG David Holden's intensive coordination between the Eastern AATS, the National Guard Bureau Aviation & Safety Directorate (NGB-AVN) and Individual Training Branch (NGB-ARO-TI), the United States Army Aviation Logistics School (USAALS) and the Mississippi ARNG. The course was the initial validation of the new CH-47D Helicopter Repairer Transition Course developed under the Total Army School System (TASS) concept.

■ WESTERN ARMY AVIATION TRAINING SITE (WESTERN AATS)

● **WESTERN ARMY AVIATION TRAINING SITE**...Is a centralized aviation training site. It was activated in 1986 to meet the training needs of both the Army, and the Army National Guard, in the Attack and Aeroscout Helicopter missions. The Western AATS is a unit of the Arizona Army National Guard. It is located at the Silver Bell Army Heliport, 35 miles northwest of Tucson, Arizona adjacent to Pinal Airpark. This location provides: 1) A climate allowing 360 training days per year; 2) Modern training facilities at the heliport and nearby stagefield; 3) 3700 square miles of airspace and training areas; and 4) Use of the 3.3 million acre, scored, Barry Goldwater Aerial Gunnery Range Complex, just 45 minutes away...The Western AATS currently augments the capabilities of the U.S. Army Aviation Center, Fort Rucker with courses for the OH-58, AH-1, and AH-64 aircraft. The Western AATS also offers a Table VII and VIII Annual Gunnery Crew Qualification Course. This 5-day course can qualify up to six crews per course. The Western AATS offers Aircrew Coordination training in the AH-1, AH-64, OH-58, and the UH-60 aircraft. Additionally, the Western AATS provides full Flight Simulation Support for the AH-1, and the AH-64 aircraft. The Western AATS conducts enlisted training in a wide variety of aviation related military occupational specialties, and professional development courses.

■ OPERATIONAL SUPPORT AIRLIFT COMMAND (OSACOM)/FIXED-WING TRAINING SITE

● **FIXED-WING TRAINING SITE (FWTS), OPERATIONAL SUPPORT AIRLIFT COMMAND (OSACOM)**, Bridgeport, WV (KCKB)...Executing the TASS intent by providing "Post-Graduate" Fixed Wing Training to the Total Army (Army, ARNG and Reserve). (ATRS School Code 960A)...Conducts Rated Crewmember Training: Fixed Wing Multiengine Qualification in C-12, C-23 and C-26...Aircraft Qualification in C-12, C-23 and C-26...Differences Training for Fixed Wing Instructor Pilots in C-12, C-23 and C-26...Initial Fixed Wing Instructor Pilot Qualification Training in C-26 and C-23...Fixed Wing Instrument Flight Examiner Course in C-12. Providing category specific IE training...C-23 Pilot Parachute Procedures Course...Instructor Pilot Standardization Training in C-12, C-23, C-26...Aircraft Recurrent Training in C-12, C-23 and C-26. Conducts Enlisted, Non-Rated Crewmember Training: 67G Transition /C-23 Flight Engineer Qualification...C-23 Flight Engineer Instructor Course...C-23 Flight Engineer Parachute Procedures Course...C-23 Flight Engineer, and Flight Engineer Instructor, Standardization Training. Site preparation has started for installation of a Medium Trainer Classroom (MTC), with an expected seven student workstations, making the FWAATS a part of the Distance Learning Network (DLN). POC is LTC Scott Wagner at (304) 842-8870/71 or DSN 366-6592/93. AGR Title 32 Career Opportunities Available: Seeking Fixed Wing Qualified Operations Officer (CPT/MAJ), Fixed Wing Instructor Pilots, C-23 Flight Engineer Instructors (67G). POC is SFC Mike Roby at (304) 842-8870/71 or DSN 366-6592/93.

■ MATERIEL

● **IMPROVED CARGO HELICOPTER (ICH)**...Will extend the life of the CH-47 until the 2020-25 timeframe...improvements include improved lift and range capability, vibration reduction, and the capability to operate on the Army XXI digitized battlefield... TRADOC approved the ICH Operational Requirements Document (ORD) on 17 Nov 96...ORD Key Performance Parameters (KPPs) were validated and the ORD approval authority was delegated to the Army during the Joint Requirements Oversight Council (JROC) on 13 APR 98...the Overarching Integrated Product Team (OIPT) recommended the program be designated ACAT 1C on 22 APR 98...current plan to begin fielding in FY 04

timeframe...POC is CPT Noel Russell, DSN 558-3304, e-mail: Noel_Russell@rucker-emh4.army.mil.

● **UH-60 BLACKHAWK IMPROVEMENT PROGRAM**...Program was initiated with the establishment of an Integrated Concept Team (ICT) on 20 May 1997... purpose of the effort is to determine modernization requirements necessary to enable the UH-60 Blackhawk helicopter to remain operationally, effective well into the 21st century (2025-2030)... the product of this 18-month study will be the UH-60 Operational Requirements Document (ORD)...next ICT meeting is 12 May 1998 at Fort Rucker...anticipate completion of ORD in Dec 98. POC is Mr. Chuck Gant, DSN 558-9115, e-mail: Charles_Gant@rucker-emh4.army.mil.

● **KIOWA WARRIOR**...Fielding of the production fully digitized aircraft (R3 engine with FADEC, digital map, improved processors, video image crosslink and other improvements) continues with 3-4 Cavalry...instructor and key personnel training for 3-4 Cavalry completed in Feb 98...user support conference held in Tupelo, MS in Mar 98...prototype Crew Station Mission Equipment Trainer (CSMET) accepted...CSMET prototype displayed at the 1998 AAAA Convention...CSMET production scheduled in FY 99...next unit scheduled for fielding is 4-3 ACR at Fort Carson, CO. POC is CPT Robert Blanchette, DSN 558-3808, e-mail: Robert_Blanchette@rucker-emh4.army.mil.

● **AIR WARRIOR (AW)**...An integration of all aviation life support equipment (ALSE), clothing and individual equipment (C&IE), NBC protection, and mission equipment...designed to improve mission capability, comfort and endurance during NBC operations, aircraft and aircrew-station interface, and safety of flight...modular design permits tailoring for mission requirements, to minimize weight and bulk, and facilitate maintenance and support...ORD was approved by TRADOC 1 Jul 96... MS II scheduled for Sep 98...POC is CPT John McKissock, DSN 558-9130, e-mail: John_McKissock@rucker-emh4.army.mil.

● **JOINT TACTICAL RADIO SYSTEM (JTRS)**...Will provide affordable, high capacity tactical radios to meet joint and combined operations needs...a family of radios will be developed for simultaneous multi-band, multi-mode and multiple communications that use existing and advanced data waveform capabilities...current JTRS will operate with legacy equipment and waveforms currently used by military and civilian land, air, surface ship, subsurface, man-mobile and vehicular platforms and incorporate new waveforms as they are developed...JTRS will provide growth capability through an open system architecture (OSA) to enable technology insertion through evolutionary acquisition or P3L...POC is SFC Alfred Mathews, DSN 558-9238, e-mail: Alfred_Mathews@rucker-emh4.army.mil.

■ AIR MANEUVER BATTLE LAB (AMBL)

● **JOINT COMBINED ARMS PRECISION ATTACK (JCAPA)**...The draft hypothesis for JCAPA is: "If integrated air maneuver, precision artillery, and space based sensors can quickly identify, track, and neutralize key enemy targets at extended ranges; then increased lethality, survivability, and OPTEMPO will be gained." This is a combined effort of AMBL, Depth and Simultaneous Attack Battle Lab and Space and Missile Defense Battle Lab, with AMBL as lead. POC is CPT Parsons, DSN 558-2493, e-mail: david_parsons@rucker-emh4.army.mil.

● **ADVANCED CONCEPTS AND TECHNOLOGY II (ACT II) PROGRAM**...FY 98 ACT II program provides the battle labs with a means of experimenting (during a 12-month period) with targeted, enabling technologies for near-term exploitation. The two Aviation FY 98 ACT II topics that were selected for awards to industry are listed below: 98-AMBL-01...Topic Title: Aviation Tactical Nap-of-the-Earth (NOE) Non-Line-of-Sight (NLS) Communications. Objective: To examine new concepts and new technologies that may enhance Army Aviation Tactical NOE NLS communications capabilities...98-AMBL-02...Topic Title: Manned and Unmanned Teaming Control. Objective: To demonstrate new concepts and technologies to enhance Army aviation cooperative team operation of manned and unmanned systems. The focus of this effort will be on man-in-the-loop control theories and mechanisms by which man-in-the-loop can control a variety of unmanned platforms...FY 99 ACT II...1) Topic Title: Army After Next (AAN, Manned-Unmanned Teaming Control and Weapons Technologies Advanced Concepts Research (ACR)). Objective: To provide significantly enhanced constructive and virtual simulation capability to support ACR work on AAN...2) Topic Title: Combined Arms Battle Damage Assessment Sensor(s). Objective: To demonstrate prototype Battle Damage Assessment (BDA) Sensor(S) that can be

launched from existing and future field artillery weapons systems. The sensor(s) should proceed downrange to the designated target area, gather sufficient data to allow accurate damage assessment and transmit/disseminate this data to ground and airborne receiver/transmitters. POC is Mr. Joe Bowen, DSN 558-3450, e-mail: joseph_bowen@rucker-emh4.army.mil.

■ U.S. ARMY AVIATION LOGISTICS SCHOOL (USAALS)

● **USAALS COMPLETES FIRST DISTANCE LEARNING AVIATION COURSE...**USAALS conducted test video teletraining transition course which taught Black Hawk helicopter maintenance via the Teletraining Network (TNET) system...The training was taught during monthly weekend drills and included two annual training periods held in Salina, Kansas...Sixteen members from the Iowa and Kansas National Guard (NG) graduated on 31 Oct 97, and have been awarded the MOS 67T...USAALS is working with the Eastern Army Aviation Training Site (EAATS) for instructor support...The next course is tentatively projected for late 3d Qtr FY 98. POC is Ms. Chris Mack, DSN 927-6373, e-mail: mackc@eustis-emh10.army.mil.

● **CENTER FOR ARMY LESSONS LEARNED (CALL)...**The USAALS website recently added a link to the CALL...<http://call.army.mil/call.htm>...This site is a repository for lessons learned, in addition, USAALS is attempting to obtain data on aviation maintenance lessons learned...Once this data is gathered, this information will become a valuable piece of the USAALS website <http://www.usaals.com>. POC is Sheila Visconti, DSN 927-4746, e-mail: viscontis@eustis.army.mil.

● **AIRCRAFT COMPACT DISK (CD) PRODUCTION STATUS...**The Department of Aviation Systems Training reports the following status on CD's for UH-60 Blackhawk and CH-47 Chinook aircraft...Completed and available for UH-60's Familiarization Pamphlet, Corrosion Control, and Rescue Hoist...Under development for UH-60's Fam Pam 2...Under development for CH-47's Familiarization Pamphlet, and Corrosion Control...All CD's are available through the respective PM Office at AMCOM. POC is Ray Jarman, DSN 927-1174, e-mail: jarmanr@eustis.army.mil.

■ SOLDIER

● **AUTOMATED VISIBILITY OF FLIGHT EXPERIENCE (AVFE)...**An interim AVFE system is being designed by PERSCOM Information Systems Division which will capture the data from the DA Form 759...expected implementation is FY 99. USAAVNC has formed an Integrated Concept Team (ICT) to find the best materiel solution and field an objective AVFE system...the objective system will capture training data, automate risk management functions, and assist with more objective unit status reporting for training and personnel ratings...this long range solution will allow analysis of trends, assist commanders with resourcing and forecasting decisions, and validate flying hour programs...POC CW4 Wheeler, Personnel Proponent Systems Manager, DSN 558-3499/3999, e-mail: susan_wheeler@rucker-emh4.army.mil.

● **ANNE MORROW LINDBERGH AWARD...**The Order of Anne Morrow Lindbergh award was established by the Army Aviation Center in 1997 as an annual award to recognize spouses or family members who have voluntarily and significantly contributed to the improvement of the Army community...nomination details for this award are posted to the Aviation Propensity web page...for additional information contact CPT Marilyn Nicholas, Personnel Proponent Systems Manager, DSN 558-3999/2359, e-mail: marilyn_nicholas@rucker-emh4.army.mil.

● **AVIATION PROPENSITY (AP) WEB PAGE...**AP's web page is online...the site includes the following subpages: Army Aviation Personnel Plan, Aviation Unit Directory, Order of Anne Morrow Lindbergh award, and current information papers...the primary purpose of the site is to provide easy and timely access to information on Branch personnel issues and to provide an interactive link with aviation units and soldiers...the web site can be accessed through the Fort Rucker homepage <http://www-rucker.army.mil>. POC is CPT Mark Provinsal, Personnel Proponent Systems Manager, DSN 558-3999/3499, e-mail: mark_provinsal@rucker-emh4.army.mil.

● **DA PAM 600-3, COMMISSIONED OFFICER DEVELOPMENT AND CAREER MANAGEMENT...**In conjunction with Officer Personnel Management System (OPMS) XXI, the DA Pam was revised...currently

at HQDA for staffing and CSA approval in May 98...expect publication and distribution in late CY 98...the Aviation chapter (chapter 14) will be posted to the AP website NLT EOM May 98. POC MAJ Mike Rapavi, Personnel Proponent Systems Manager, DSN 558-3999/3499, e-mail: michael_rapavi@rucker-emh4.army.mil.

● **APACHE WARRANT OFFICER RETENTION...**The Army has experienced an increased attrition in Apache Warrant Officers...however, we continue to retain 89 percent each year...The attrition is largely due to reduced time on station in CONUS resulting from a stationing imbalance of Apache battalions that are overseas...several initiatives have been implemented to address this issue including, an FY 97 Call to Active Duty for 125 AH-64 aviators, an FY 98 Call to Active Duty for 112 aviators of any MOS, increased accessions and training of AH-64 pilots (40 additional pilots per year), selective continuation for 2x non-select AH-64 aviators, and realignment of the CONUS / OCONUS Officer Distribution Plan (ODP)...additional initiatives under consideration include, Aviation Career Pay (ACP), recoding of non-mod and 153A positions Army-wide to increase total authorizations, and temporary tours of active duty for reserve component aviators...the Army will continue to aggressively pursue all avenues available to resolve this attrition issue. POC is CW4 Mike Adair, Personnel Proponent Systems Manager, DSN 558-3999/3499, e-mail: mike_adair@rucker-emh4.army.mil.

● **NEW ENLISTED MOS ACTIONS...**MOSs 68S (Kiowa Warrior) and 68Y (Longbow Apache) are being proposed to support these modernized systems...68S proposal is on hold until problems with grade structure can be resolved...the conversion of 68JWS, 68NW5, and 68FW5 to 68S will not provide a proper grade structure above SSG...AP is working on establishing a viable grade structure that will allow MOS 68S soldiers to progress to SFC...once a grade structure is established the proposal will be submitted. Proposal for Longbow Apache MOS 68Y is currently at Force Integration Branch for review and staffing. POC is SGM Starcher, AP SGM, DSN 558-2654, e-mail: mark_starcher@rucker-emh4.army.mil.

■ TSM-LONGBOW

● **SECOND GEN FLIR FOR APACHE...**2028 changes to the Improved Forward Looking Infrared (I-FLIR) operational requirements document (ORD) have been submitted which more clearly define the Aviation pilotage and targeting requirements...options for a FLIR upgrade involve a complete redesign or modernization through spares...upgrade is not funded but is # 1 priority on DA unfunded list...other options for funding being considered...upgrade will provide Comanche-like targeting/pilotage FLIR in addition to improvements to reduce operations and sustainment (O&S) costs...POC is LTC Clay Carter, DSN 558-2167, e-mail: clay_carter@rucker-emh4.army.mil.

● **1/227...**Individual pilot training continues at the Boeing facility in Mesa, AZ...4 AQC classes, 1 IPC classes, 1 MTPC class, three 67R classes and two 68X classes completed for a total of 149 personnel trained...1-227 is expected to complete individual training 31 July 98...with gunnery tables 1&2 for (lps only) 2-14 May, tables 1 & 2 for remainder Battalion 11-26 Jul 98. Collective training with 21st Cavalry 3 Aug through 23 Oct 98...The first Longbow battalion (1-227) will be mission ready 24 Nov 98. POC is CPT Washington, DSN 558-3597, e-mail: david_washington@rucker-emh4.army.mil

■ USAATCA

● **ATC RESTRUCTURE INITIATIVE...**During the past three years, ATC has had various studies and recommendations to determine how to fix the myriad of deficiencies. The options are as follows: 1) The USAFISA/DA ATC Study, completed in Jun 96, recommended centralized command and control of the ATC mission area. This centralized control would emanate from a DA regiment located at Fort Rucker. All tactical units would return to CONUS and be force projected as required. 2) The FORSCOM Concept Plan calls for a command to be established at FORSCOM Hqs. The plan would combine USAASA and USAATCA with working agencies at current locations. Tactical units would remain in theater with the FOA providing executive oversight over all ATS units. 3) The ATS Action Plan, developed by USAAVNC, recommends fully embedding ATS/ATC into the Aviation Branch, its proponent. Foremost, this plan focuses on ATS's value added to the warfighter. It accomplishes this through a comprehensive action-based program which fixes existing deficiencies across the DTLOMS domains. The plan emphasizes the

development of ATS Warriors with a Pathfinder mentality, robust A2C2 skills, and FAA certifications which provide the flexibility and recognized expertise required during force projection and force protection operations. An Army Vice Chief of Staff decision is expected in Jun 98. The HQDA moratorium on all actions (manpower and resources) involving Army ATS force structure has been extended to 1 Jun 98, to allow time for resolution of issues. POC is Mr. Rodebaugh, DSN 558-3233 or COM (334) 255-3233, e-mail: daniel_rodabaugh@rucker-emh4.army.mil.

● **TACTICAL TERMINAL CONTROL SYSTEM (TTCS)**...The TTCS is providing the Army with a terminal capability for tactical landing areas, drop zones, and pickup zones. Last active duty unit will be completed Jun 98. National Guard will begin fielding Jul 98, with completion date of Jan 99. POC is SFC Hampton, DSN 558-1115/9067, COM (334) 255-9067, e-mail: mark_hampton@rucker-emh4.army.mil.

● **AIR TRAFFIC NAVIGATION, INTEGRATION, AND COORDINATION SYSTEMS (ATNAVICS)**...ATNAVICS provides the aviation force with a nonprecision and precision approach and landing capability at tactical landing area. System is in prototype development with initial operational capability, second quarter, 2000. Prototype testing is scheduled for May 98, government testing Sep/Oct 98. POC is SFC Hampton, DSN 558-1115/9067, COM (334) 255-9067, e-mail: mark_hampton@rucker-emh4.army.mil.

● **TACTICAL AIRSPACE INTEGRATION SYSTEM (TAIS)**...System is in prototype development and recently participated in Division XXI, Advanced Warfighting Experience for 1997. TAIS user-functional description is in final phase of completion. POC is Mr. H. Bruce Peterson, DSN 558-1115/9067 or COM (334) 255-9067, e-mail: bruce_peterson@rucker-emh4.army.mil.

● **MOBILE TOWER SYSTEM (MOTS)**...MOTS System Training Plan is at TRADOC for approval. The Army has joint interest with the Marine Corps and U.S. Air Force for acquisition of the Marine Corps mobile tower and Air Force Tower Restoral Vehicle. POC is SFC Hampton, DSN 558-1115/9067, COM (334) 255-9067, e-mail: mark_hampton@rucker-emh4.army.mil.

■ USAARL

● **SUSTAINED OPERATION TEAM**...Is examining the use of short periods of aerobic exercise to help maintain alertness in sleep deprived aviators. Data collection and analyses will be completed by mid summer. The team has just completed the 3d in a series of studies on in-flight physiological monitoring. Results showed feasibility of transmitting data from both the UH-1 and UH-60. The effectiveness of dextro-amphetamine for maintaining aviator alertness during 64 hours of sleep deprivation is also being examined. Flight performance, physiological, and psychological measures will be examined to see if the benefits of dexedrine are as pronounced in long-term SUSOPS as they are in shorter (40h) periods. POCs are Dr. Pat LeDuc, DSN 558-6859, e-mail: leduc@rucker-emh2.army.mil and Dr. John Caldwell, DSN 558-6864, e-mail: caldwell@rucker-emh2.army.mil.

● **ELECTRO-OPTICS TEAM**...Is performing optical, visual, and biodynamic evaluation of miniature cathode ray tube (CRT) Comanche Helmet Integrated Display and Sighting System (HIDSS) and investigating new display imagery figures of merit for comparing visual performance with flat panel technology displays. Target Identification Predictor Study (TIPS) developed a reliable and valid basis for a model to select antitank gunner trainees based on visual, cognitive, and training variables. Enhanced soldier selection could be an important means of enhancing target acquisition system effectiveness. POCs are Mr. Ed Rash, DSN 558-6814, e-mail: rash@rucker-emh2.army.mil and CPT Robert Wildzunas, DSN 558-6865, e-mail: wildzunas@rucker-emh2.army.mil.

● **SPATIAL DISORIENTATION TEAM/FLIGHT SYSTEM BRANCH**...Developed a series of scenarios for training aviators in the recognition and avoidance of SD, stressing situational awareness and proper aircrew coordination techniques. POC is LTC Phillip Johnson (RAMS), DSN 558-6815, e-mail: johnsonp@rucker-emh2.army.mil.

■ BRANCH CSM UPDATE

● **INSIST ON THE BEST**...When the noncommissioned officers at Fort Rucker welcomed me as their eighth Aviation Branch Regimental Command Sergeant Major (CSM) on 4 Mar 98, I promised that I would

always insist on the best for the soldiers of our Branch. I vowed to set the standard for respect and consideration of others, and instill the Army values in our soldiers. I challenge every NCO to do the same. MG Petrosky has honored me with this opportunity to serve as your Branch CSM, and I want to assure you that I am more than prepared for the challenges that await me. Since enlisting in the Army on 12 May 75, I have held every leadership position in the Aviation field in CONUS, Hawaii, Saudi Arabia, and Korea. During the 1980s, I served at Hunter Army Airfield, GA (HAAF), as a Platoon Sergeant in E Co, 24th Combat Aviation Brigade, and 1SG of B Co, 1-24th Assault Helicopter Battalion. After a tour at K-16 in South Korea as 1SG of d/1-501st Aviation, I returned to HAAF and deployed with A/3-160th SOAR (Airborne) during Desert Storm. After Desert Storm, I served as 1SG, K/159th Aviation, HAAF. I was selected to attend USASMA in Jul 92 enroute to my assignment as CSM of 4-227th Aviation, Fort Hood, TX. I subsequently served as CSM of 5-501st Aviation and CSM of 1-3d Attack Helicopter Battalion. From Jun 97 until my selection as your Branch CSM, I was assigned as CSM of 6th Cavalry Brigade at Camp Humphreys, South Korea. I have spent most of the last two months visiting many of you, and I plan to visit all the aviation units in the Army. However, please feel free to call on me anytime and use my experience whenever needed. POC is CSM Edward Iannone, DSN 558-3528/3549, e-mail: edward_iannone@rucker-emh4.army.mil. You may also drop in on the Branch CSM Web Page.

● **MOS ACTIONS**...MOSs 68S (Kiowa Warrior OH-58D) and 68Y (Longbow AH-64D), are the new MOSs being proposed to support the modernized helicopters into the next century...Currently, 68S is on hold until the problem with grade structure can be resolved. As it stands now the conversion of 68JW5, 68NW5, and 68FW5 to 68S will not provide a proper grade structure above SSG. Aviation Propensity is working on establishing a viable grade structure that will allow the MOS 68S to progress to SFC, once a grade structure is established the proposal will be submitted...Proposal for Longbow (Apache) MOS 68Y is currently at Force Integration Branch for review and staffing. POC is SGM Starcher, DSN 558-2654 or COM (334) 255-2654, e-mail: mark_starcher@rucker-emh4.army.mil.

● **MISSION TRACKING**...Is a proposal to make the maintenance MOS structure more efficient by eliminating the need for a new MOS when new aircraft are fielded. It would take seven MOSs and consolidate them into four different tracks. 67Y and 67R would track attack; 67V and 67S would track reconnaissance; 67N and 67T would track utility; with 67U making up the final track as utility. The Deputy Commanding General (DCG) guidance is to turn all non-modernized training over to the National Guard by July 2001, as transition training. All new soldiers would be trained on a modernized airframe in AIT and if necessary sent to either EAATS or WAATS for a transition course to the non-modernized airframe if their assignment calls for it...The intent of mission tracking is to allow for enhanced promotion/assignment opportunities for non-modernized aircraft. It would give all soldiers a modernized MOS and reduce seven MOSs to four. Currently working on issues regarding National Guard's role in taking over training of non-modernized aircraft, training aid support, changes to training requirements at Fort Eustis and Fort Rucker. POC is SGM Starcher, DSN 558-2654 or COM (334) 255-2654, e-mail: mark_starcher@rucker-emh4.army.mil.

● **SKILL LEVEL 20 RESERVE COMPONENT SOLDIERS ATTENDING AVIATION TRAINING**...AR 611-201 currently prohibits non-CMF 67, SPC(P) and above from accessing into aviation unless they have met the requirements for time in CMF 67 (12 months time in CMF 67). During a meeting between USAAVNC, USAALS, and NGB a consensus was reached that liberal waivers for sergeants E-5 is in the best interest of the Army. There were some specific requirements that had to be enforced: That sergeants E-5 would not be utilized in Skill Level 20 or higher positions until they have 12 months experience at the 10 level; must attend an Aviation BNOC course; and that SSG and higher would not be allowed to attend 10 level courses. POC is SGM Starcher, DSN 558-2654 or COM (334) 255-2654, e-mail: mark_starcher@rucker-emh4.army.mil.

DANIEL J. PETROSKY
Major General, USA
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Dear Editor:

I have recently received the May 31, 1998, issue of Army Aviation. I was surprised and somewhat offended to read the letter from Capt. Neal Zuckerman. I have been a member of the Oregon National Guard since 1984 and much of that time I have served under the leadership of Maj. Gen. Raymond F. Rees. (West Point class of 1966). Rees and others in the chain of command have always taught that first and foremost, I am a soldier, an officer and leader secondly, and an aviator last.

The attitude of Capt. Zuckerman that somehow the Army "owed" him for attending flight school is appalling! Here is an individual who reaped the benefits of a free college education and many others that accompany the USMA experience, and the system is supposed to just excuse his obligation?

To Capt. Zuckerman and any others who feel the same as he does, when you decide to resign from active duty and enter the civilian world, please do not come to my unit and look for a job in the reserve components. Because we are an important part of the Total Army, which starts with team work!

Sincerely,
Maj. Mathew J. Brady

ARMY AVIATION MUSEUM FOUNDATION DONATIONS



The 1998 AAAA Annual Convention in Charlotte, N.C., was the occasion for a number of very generous donations to the Army Aviation Museum Foundation from industry. Mr. Tom Walker, Director of Support, DynCorp, donated \$5,000 from the company. He is pictured above between Maj. Gen. Daniel J. Petrosky, Aviation Branch Chief (left), and Maj. Gen. Benjamin Harrison, Ret. (right).



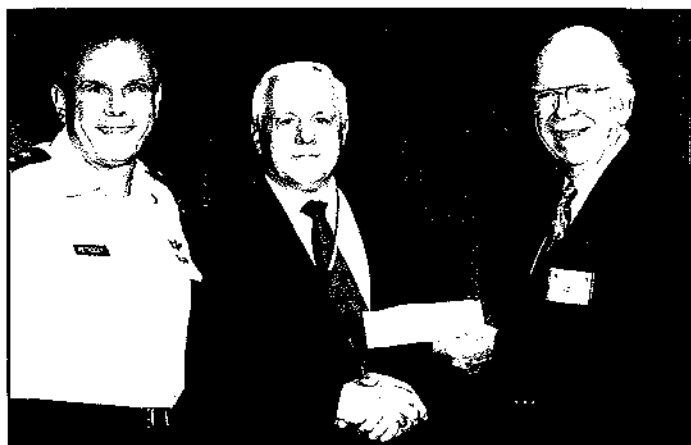
Pictured above are (left to right) Gen. Rich Hearney, Ret., VP Business Development, The Boeing Company and Maj. Gen. Harrison, Ret. The Boeing Company donated \$2,500.



Mr. Rob Fiest (above left) is pictured with Maj. Gen. Harrison (right). Mr. Fiest is the Army Requirements Manager, Sikorsky Aircraft. He presented his company's donation of \$2,500.



Mr. Ralph Hicks, assistant manager of Daleville Learning Center, FlightSafety International (above center) presented his company's donation of \$1,000. He is pictured between Maj. Gen. Petrosky (left) and Maj. Gen. Harrison (right).



Mr. Dave Carothers, general manager of Lear Seigler Services, Inc., is pictured above between Maj. Gen. Petrosky (left) and Maj. Gen. Harrison (right). His company made a \$1,000 donation.

Other contributors were:

Bell Helicopter Textron, \$2,000

**Lockheed Martin Electronics
& Missiles, \$1,000**

Raytheon Aircraft Company, \$500

Reflectone, Inc., \$250

Vitronics, Inc., \$100

Composite Technology, Inc., \$100

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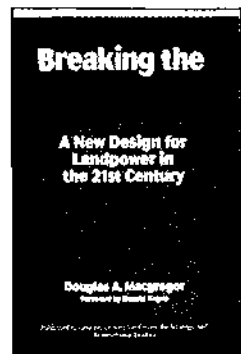
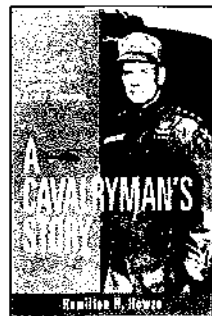
U.S. Army Aircraft Since 1947 is the only comprehensive, up-to-date guide to the 124 types of helicopters, fixed-wing aircraft and experimental flying machines used by the U.S. Army since 1947. After a concise yet thorough introductory history of U.S. Army Aviation, the author discusses each aircraft 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" x 11", 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].

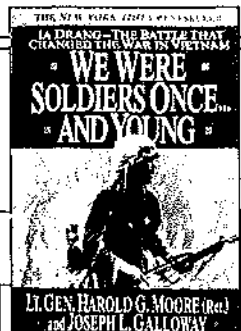


BREAKING THE PHALANX

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: 0-275-95794-2]



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]



YEAR OF THE HORSE:

VIETNAM

1st Cavalry in the Highland 1965-1967
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]

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 helicopter enthusiast. [Aerofax, Inc. Size 8 1/2"x11". 483 pages, paperback. ISBN: 0-942548-57-4]



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BRIEFINGS

Southfarm Press, a Connecticut-based publisher of military history books, has launched a search for Piper Cub aircraft named "Janey." The search is part of a promotional effort for the firm's forthcoming book "Janey: A Little Plane in a Big War," which covers the World War II experiences of an Army Air Forces L-4B flown by the book's author, Alfred W. Schultz. He and his aircraft often carried Gen. George S. Patton on battlefield observation flights, and are also credited with downing a German fighter. Owners of Piper Cubs currently named Janey should contact the publisher at (800) 260-7649; their aircraft will be featured in advertisements and news releases about the forthcoming book.

The Boeing Company has begun production of the CH-47SD "Super D" Chinook heavy-lift helicopter, with roll-out scheduled for Oct. 31, 1999. The production decision follows completion of contract negotiations with an unnamed international customer for six of the new aircraft. The CH-47SD retains the familiar profile of the standard CH-47D, but incorporates higher-capacity fuel tanks that double the Chinook's current range. The new machine will also utilize the "radar nose" of the MH-47E special operations variant and will have a fully integrated cockpit management system and automated flight controls. The CH-47SD's use of FADEC-equipped T55-L-714A engines will give the machine the ability to fly at a 54,000-lb. maximum gross weight at higher density altitudes. The new Chinook will be operated by three crew members and will be able to carry up to 55 troops. A variety of equipment option packages will be available, and the CH-47SD will be suited to such specialized missions as search and rescue, fire-fighting and special operations.

The Army has awarded **Bell Helicopter Textron** a \$15.7 million contract to retrofit 28 OH-58D Kiowa Warrior helicopters for the first phase of a System/Safety Enhancement Program (S/SEP). The upgrade program includes installation of an improved master control processor unit with an inherent digital map and video-crosslink capability, a full-authority digital electronic control (FADEC) C30R/3 engine, improved data modem and SINCGARS (SIP) radio communications, embedded GPS in an inertial navigation system and safety-enhanced energy-attenuating seats.

The **Boeing Company** has delivered the 24th AH-64D Apache Longbow helicopter, marking the completion of the first production lot of a \$1.9 billion multi-year U.S. Army contract. The 24 aircraft are the first of 232 Apache Longbows the Army has ordered from Boeing thus far. The Army plans to upgrade its entire fleet of 750 AH-64A Apaches to -D model status by 2010. Seven of the recently completed 24 production aircraft were scheduled to join the Army's first Apache Longbow unit — the 1st Battalion, 227th Aviation Regiment, at Fort Hood, Texas, in April.

FlightSafety International has won the Army's fiscal year 2000 fixed-wing flight training services contract. The \$10.6 million contract will run from Oct. 1, 1999, to Sept. 30, 2000, and includes options for four one-year renewals. The firm fixed price of the contract if all options are exercised is \$56.7 million. The training covered by the award includes the fixed-wing multi-engine qualification course, the fixed-wing multi-engine instructor pilot course, the C-12 qualification course and the C-12 refresher course. All training will be conducted at Daleville and Dothan, Ala.

The **Federal Aviation Administration** has granted Technical Standard Order (TSO) approvals to the Collins FMS-800 Flight Management System for installation in Army C-12 aircraft, as well as in Air Force C-9s and KC-10s. The FMS-800 is the first military flight management system to receive a TSO, and now meets all requirements of TSO C-129 A1/C1 and TSO C-115.

AVIATION EDUTAINMENT

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

On the Tube: Wings (Discovery Channel) Can't get enough of this quality aviation documentary series? Want to know what episodes are coming up and get a reminder to set your VCR? Now you can review and select episodes at Discovery's website and then have an Email reminder sent to you. The Wings site lists the title, air date and times, a synopsis, and the Email notification option. Visit this useful webpage at: www.discovery.com/sched/domestic/series/87/378.html

People Hunting on the Web: Army Aviation Directory. Here's a website that offers a great opportunity to post yourself, or locate friends or former pilots, flight engineers, crew chiefs, mechanics, ATC, and anyone else associated with Army Aviation. The AAD is open to all aviation personnel on duty or retired from the active Army, ARNG, and USAR. The annual fee to list your information is only \$5 a year. Website is www.jiga-watt.com/AVNDirectory/

Aviation Research: AeroCom is a large commercial and military aviation website. It offers a variety of useful departments including: art & photography, research center, museums, news, organizations, schools & training resources. AeroCom also has On-Line reading for: Balloon Life, California Pilot, Callback (NASA), Helicopter, Parachutes, and links to other aviation related magazines and publications. Find AeroCom at: www.aero.com/acmenu.htm

The CQ Daily Monitor reports that the Senate approved a 3.6 percent military pay raise by voice vote, effective Oct 1. The House already had passed the same increase. Later, the full Senate approved final passage of the bill.

The Helicopter Club of America is seeking pilots interested in competing in the U.S. National Helicopter Competition in the spring of next year. Based on the results of that competition, five men's and two women's teams will be selected to represent the United States at the World Helicopter Championships, to be held near Munich, Germany, in August of next year. Pilots interested in competing at the national event should call Bill Badger at (520) 577-3246, by FAX at (520) 577-1823 or by e-mail at badgerbd@aol.com. Queries may also be directed to Robert Uttal at (407) 324-4110, by FAX at (407) 324-4113.

The U.S. Army Aviation Museum at Fort Rucker, Ala., has closed indefinitely for repairs to its roof. The 87,000-square-foot building, which opened in May 1990, will reopen when the repairs are completed and exhibits have been returned to the building.

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



Secretary Louis Caldera became the 17th Secretary of the Army on July 2, 1998, after nomination to that post by President Clinton and confirmation by the United States Senate.

Congratulations to the following Army Colonels for being nominated by the President to the grade of Brigadier General:

Col. Stephen J. Ferrell, Col. Virgil L. Packett, II.

Lt. Gen. John M. "Mike" McDuffie assumed the duties as the Director of Logistics, J-4, The Joint Staff, Pentagon, from **Lt. Gen. John J. Cusick** on May 1. McDuffie's last assignment was Director of Logistics and Security Assistance, J-4, Headquarters, US European Command, Germany. Cusick, who also served as the commanding general of the Aviation and Troop Command from 1995 to 1996, retired June 1 after 34 years of service.

Retired Army Maj. Gen. Richard D. Kenyon retired for a second time in early May. This time Kenyon retired from DynCorp's Fort Rucker Division, where he has served as the Div. Manager for Maintenance and Support since Oct. 1988. **Retired Army Col. Thomas M. Walker**, DynCorp's former Director of Support at Fort Rucker, took over as the new Div. Manager on May 4.

Lt. Col. Richard D. Miller, Jr. assumed command of the 7th Bn (Hvy Asslt Bn), 101st Avn Regt, 159th Avn Bde, from **Lt. Col. Richard L. Polczynski** at Fort Campbell on June 17. Miller's previous assignment was as the J-3 for Joint Task Force Bravo in Honduras. Polczynski will next attend the Industrial College of the Armed Forces at Fort McNair in Washington, D.C. (Maj. Dave Palmer, 7-101st Avn)

Lt. Col. James C. McConville assumed command of the 2-17th Cav Sqdn, 101st Avn Bde, from **Lt. Col. J. Scott Schisser** at Fort Campbell on June 24. Before command McConville served as a Strategic Planner with the US Special Operations Command at McDill Air Force Base, Fla. Schisser moves to attend the National War College in Washington, D.C.

After a four year tour in Alabama, **Sgt. Maj. Michael J. Durst**, senior NCO on the German Army Liaison Staff to Fort Rucker, returned to Germany on June 30. His successor is **Sgt. Maj. Guenter E. Mueller**. Mueller and family will serve at Fort Rucker until June 2001.

Col. Austin R. Omlie assumed command of US Army Aviation Technical Test Center on June 30 from **Col. Jack O. Shafer, Jr.** at Cairns Army Airfield, Fort Rucker. Omlie's previous assignment was as Director of the Materiel Test Directorate at White Sands in New Mexico. Shafer, who commanded USAATTC since June 26 1995, will serve as the Military Deputy to the Acquisition Executive of the US Special Operations Command at McDill AFB.

Lt. Col. Gregory P. Gass assumed command of the 2nd Bn (Attack), 101st Avn Regt, 101st Avn Bde, from **Lt. Col. Gregory M. Williamitis** at Fort Campbell on July 2. Gass previously served as a Political-Military Planner with the J-5 on The Joint Staff at the Pentagon. Williamitis moved to Fort Irwin to be the Senior Aviation Observer/Controller at the National Training Center.

Col. Mark S. Wentlent, former Chief of Staff, US Army Aviation Center and Fort Rucker, reported July 15 as the Chief of Staff/Deputy Commander of the Southern European Task Force in Vicenza, Italy. **Col. Davis D. Tindoll, Jr.**, Director - Directorate of Plans, Training, Mobilization, and Security at Fort Rucker has been named as the interim Chief of Staff pending arrival of a new Chief.

Col. Samuel J. Hubbard assumed command of the 101st Aviation Brigade from **Col. Thomas E. Matthews** at Fort Campbell on July 23. Before command Hubbard worked as a special assistant to the Army Chief of Staff at the Pentagon. Matthews moves to J-3 on The Joint Staff at the Pentagon to be the Chief of the Western Hemisphere Division.

Col. Robert J. Hoppes, Assistant Commandant of the US Army Aviation Logistics School at Fort Eustis, will pass command to **Col. Louis A. Bonham** on August 7. Hoppes, USAALS AC since Sept. 29 1995, will become the Senior Army Advisor to the Michigan State Adjutant General. Bonham previously served as the Executive Assistant to the Inspector General of the Department of Defense. (Gail Souder, USAALS)

The following enlisted soldiers have been selected for attendance at the Army's Warrant Officer Candidate School, Ft. Rucker, AL by a selection board that met at Ft. Knox, Ky in May:

SSgt. Pleake, Scott A.
Spec. Aguirre, Ralph
Sgt. Black, Joseph A.
SSgt. Tbrissette, Steve
Sgt. Conway, Lenwood
Spec. Crooks, Cristop.
PFC Deboer, Douglas
PFC Duffer, Paul A. III
SSgt. Edlin, Charles T.
PFC Evans, Astraea

Spec. Figurski, Brendd
PFC Flemister, Steven
Spec. Flores, Ernesto
SSgt. Gentry, Steven
PFC Goebel, Robert P.
Spec. Green, Casey M.
Spec. Horne, Michael
Sgt. Kerstens, William
Spec. Kueker, Robert
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PFC Lenander, Brian S.
FT1 Levy, Jonathan C.
Sgt. Martinez, Gilberto
SSgt. Meyer, Ronald
Sgt. Middleton, Matthew
SRA Nelson, Andrew J.
Spec. Nowlin, Thomas
Spec. Oliver, Jesse E.
Sgt. Panahi, Ramin H.

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Sgt. Randol, Donald R.
Sgt. Robinson, Shawn
SSgt. Schemper, Edward
Sgt. Schilling, Chris
SSgt. Schmidt, James
Sgt. Schuman, Roy G.
Spec. Sessoms, David
Sgt. Sherry, Paul F.
Sgt. Shires, Eric L.

Sgt. Slider, Robert S.
Spec. Sliger, Clarence
Spec. Thomas, Brian
SSgt. Thomas, Michael
JO2 Towler, Everett B.
SSgt. Turnage, Stanley
Spec. Washington, U.
SSgt. Wilkinson, Daniel
Sgt. Windorski, Phillip E.
Spec. Woodward, David



☛ **Aug 13.** Monmouth Chapter Sports Day and Clambake (Tennis, Golf, Clambake and Introduction of Monmouth Chapter Scholarship Winners)

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

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

☛ **Sept 16-18.** Simulation Symposium, Crystal Gateway Marriott, Arlington, Va.

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

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

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

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

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

☛ **Nov 17-19.** AEC Symposium, Ocean Place Hilton, Long Branch, N.J.

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

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Aviation Branch Career News

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

FY97 USAR LTC Selections List Released by PERSCOM 18 June 98

NAME	BR	NAME	BR
Apodaca, Miguel S.	AV	Mantooth, Michael W.	AV
Bergman, Mark E.*	AV	Maxim, Mark A.*	AV
Blackmon, Irvin R.*	AV	McDonald, David R.	AV
Blouch, Franklin H.*	AV	McDowell, Frank B.	AV
Brown, Stanley E.	AV	Millard, Mark S.	AV
Carlson, Dale W.	AV	Moreno, Charles A.	AV
Ching, Patrick M.	AV	Nessmith, George B.	AV
Cooper, Maurice L.	AV	Pulley, Robert*	AV
Dillworth, Ernest M.	AV	Randle, Lawrence L.	AV
Dunn, David T.	AV	Roth, James F.	AV
Evelyn, Thomas J.	AV	Schenk, Deborah K.	AV
Fast, Peter A.*	AV	Schieffer, Charles	AV
Fletcher, Charles E.	AV	Schmitz, Joseph G.*	AV
Frederick, Walter H.*	AV	Skubal, Gary A.	AV
Hoffman, Matthew D.	AV	Smith, Robert L.	AV
Holbert, Lothar C.*	AV	Songin, Joseph S.*	AV
Janasov, Steve A.	AV	Spegal, Gary R.	AV
Johnson, John P.	AV	Tallman, James C.*	AV
Jones, Jeffery	AV	Thomas, Richard L.	AV
Kelly, Clarence S.*	AV	Vaverka, Thomas G.	AV
Kelly, Timothy C.	AV	Verruso, Janis	AV
Kilcullen, Jenifer	AV	Volz, Richard T.	AV
King, Gregory L.*	AV	Wallace, Michael F.	AV
Klein, David S.*	AV	Walsh, Patrick J.	AV
Koons, Charles O.	AV	Ward, William J.*	AV
Lawson, James H.	AV		
Maney, Matthew S.*	AV		

* AAAA Member

AAAA congratulates all officers on their recent selection for promotion. We are proud of our members indicated by an asterisk (*).

FY98 Major Promotion Board Results, Medical Service Corps (Aviation)

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101	Ashcroft, Ian R.*	MS
114	Avery, Scott B.*	MS
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63	Drennon, William S.*	MS
80	Eckert, Joseph G.*	MS
52	Erckenbrack, Dawn B.	MS
9	Fristoe, Jonathan C.	MS
15	Goforth, William T.*	MS
77	Lachance, William P.	MS
71	Mattner, Matthew E.*	MS
57	McNeill, Gary Gregory	MS
96	Merkle, John Francis	MS
+126	Millward, Steven G.*	MS
81	Paulino, Francisco	MS
66	Tanner, Charles K.*	MS
13	Toner, James David	MS

+ Below The Zone

AAAA NEWS

New Chapter Officers

Armadillo:

Lt. Col. Robert A. Rohm, President; Maj. Mark C. Taylor, Secretary; Maj. Paul G. Belodrajdic, V.P. Membership Enrollment.

Lindbergh:

Ms. Audrey J. Andreson, Secretary; Lt. Col. Cecil F. Scalf, Ret., V.P. Operations (and Editor of Lindbergh Flyer); Col. Fred E. Brown, V.P. Military Affairs (Lindbergh Reserve & ROTC).

Sinai:

Maj. Richard T. Smiley, Sr. Vice President.

Taunus:

Sgt. Maj. James M. Paige, Sr. Vice President; CWO 5 David J. Rose, V.P. Membership Enrollment; CWO 4 Daniel H. Mauss, V.P. Programs.

AAAA Soldiers of the Month

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

Sgt. Mark S. Cadoret

May 1998
(Narragansett Bay Chapter)

Spec. Rodriguez R. Castro

May 1998
(North Country Chapter)

Honorary AAAA Members

Ross Perot, Jr.

In Memoriam

Maj. A. J. Aranyosi
Mrs. Bonnie Hector
CWO 3 George S. Kurelic
Col. John F. Sullivan, Ret.

Aces

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

1st Sgt. Timothy R. Burden

CWO 2 Neal J. Edmonds
CWO 2 John P. Garske
SGM Kenneth G. Rich
Maj. John C. Sauer
Capt. Frederick P. Wellman

New AAAA Life Members

Lt. Col. Tzu-Shan Chang
1st Lt. Edward L. Hobbs, Jr.
CWO 4 Carlton R. Jenkins
CWO 5 Glenn F. Kluttz
Maj. Paul N. Smith
Lt. Col. Bill J. Taylor
Maj. John M. Traylor
CWO 3 Lee M. Tutin

ANNE MORROW LINDBERGH AWARD

The Order of Anne Morrow Lindbergh award was established by the Army Aviation Center in 1997 as an annual award to recognize spouses or family members who have voluntarily and significantly contributed to the improvement of the Army community...nomination details for this award are posted to the Aviation Proponency web page. For additional information contact Capt. Marilyn Nicholas, Personnel Proponent Systems Manager, DSN 558-3999/2359, e-mail: marilyn_nicholas@rucker-emh4.army.mil.

1998 Anne Morrow Lindbergh Awardees

Recipient	Date Received	Recipient	Date Received
Jackie Barksdale	2/17	Danielle Paquette	3/11
Connie L. Gadowski	3/03	Anna Kelton	3/13
Bonnie Davis	3/11	Anita Scarim	3/13
Debbie Krulder	3/02	Kathleen M. White	3/13
Rita G. Simmons	3/03	Linda Gentzyel	3/13
Carol S. Contarino	3/03	Maureen Genualdi	3/13
Virginia Buffkin	3/03	Carla Grablin	3/17
Lynette W. House	3/03	Susan A. VanWeelden	3/13
Kathy McKearn	3/05	Andrea Schweim	3/06
Kimberly Upright	3/05	Vickie Rose Bouse	3/17
Marie Davis	3/05	Leyla M. Padilla	3/06
Heidi Cherry	3/31	Kathleen D. Briley	3/16
Alice M. Wilkerson	3/31	Janet Lynn Ambrose	3/16
Kathryn McGaughey	3/31	Sandra O. Iacocca	3/16
Margaret A. Kulungowski	3/05	Carolyn S. Johnson	3/20
Bianca Moton	3/05		
Anna Gibbons	3/05		
Debbie Alexander	3/02	Judy Parker	Janice Williams
Libby Deverill	3/05	Jane Wentlent	Suzie Callen
Leesa R. Braun	3/09	Donna Tackaberry	Judy Konitzer
Patti Noyes	3/11	Maureen Shanahan	Marie Horne

1997 Awardees

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The AAAA Scholarship Foundation, Inc. (AAAASF) is now part of the Combined Federal Campaign (CFC), a workplace charitable fund drive conducted by the U.S. Government for all federal employees. It is the single largest workplace fund drive in the country, raising approximately \$195M in pledges annually.



Please consider making a CFC-sponsored contribution to the AAAA Scholarship Foundation this year.

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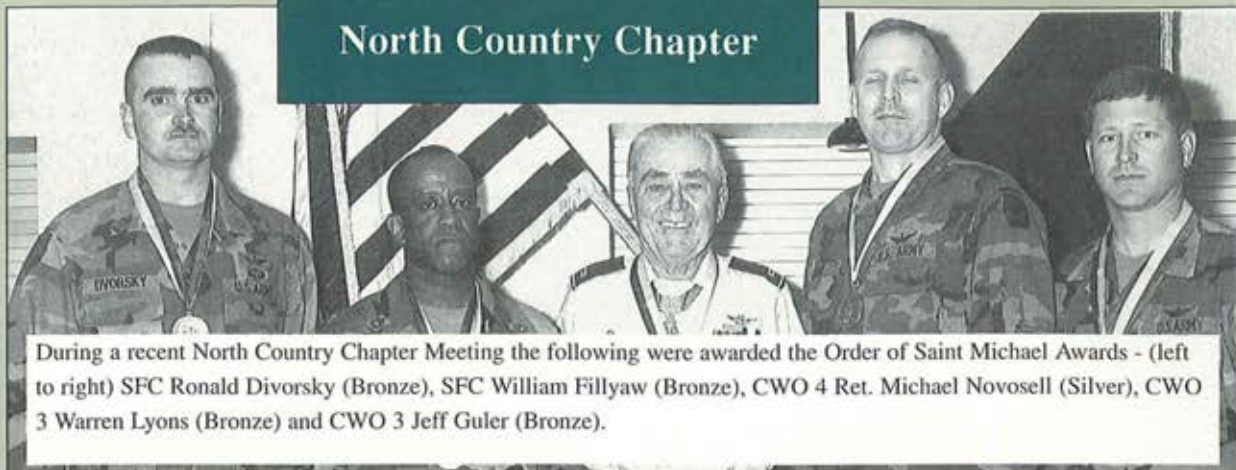
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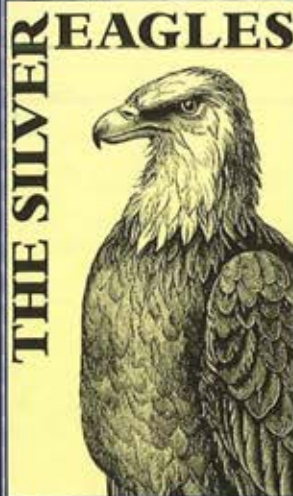
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203-226-8184

North Country Chapter



During a recent North Country Chapter Meeting the following were awarded the Order of Saint Michael Awards - (left to right) SFC Ronald Divorsky (Bronze), SFC William Fillyaw (Bronze), CWO 4 Ret. Michael Novosell (Silver), CWO 3 Warren Lyons (Bronze) and CWO 3 Jeff Guler (Bronze).



The Silver Eagles program was established in 1988 to recognize those AAAA Supporters who have been members for at least 30 years. Those 30 year members who joined AAAA in 1968 are:

Anderson, Bruce W., CW4
Bauer, William B., COL, Ret.
Beishline, David C., CW5, Ret.
Billings, Merlin D., MAJ, Ret.
Bradley, John, COL, Ret.
Bunting, Willis R., COL, Ret.
Butler, Douthard R., COL, Ret.
Camia, Dante A., COL, Ret.
Connolly, Raymond J., LTC
Cooper, Fred E. III, COL, Ret.
Cross, Dennis D., COL, Ret.
Crouch, Curtis S. Jr, LTC, Ret.
Fiest, Terrance J., LTC, Ret.
Gibson, Mack L., Jr, COL, Ret.
Ginalick, Matthew, Jr, CW4
Grider, Robert J., COL, Ret.
Gunn, Thomas A., LTC, Ret.
Harrison, Woodrow W., LTC, Ret.
Hatton, Edward T., LTC

Henderson, Jean, Mrs.
Hennies, Clyde A., MG
Hewitt, James C., CW2
Hollwedel, George C. Jr, COL, Ret.
Horvath, John C., CW4, Ret.
Jants, Allen E., Mr., Ret.
Jones, Ronald A., LTC, Ret.
Kale, James R., CW5, Ret.
Keating, David W., COL
Lauder, Ralph H., COL, Ret.
McClellan, Michael F., LTC, Ret.
McGee, George P., LTC, Ret.
McGlamery, Lawrence M., CW4, Ret.
Meisberger, Theodore A., CPT, Ret.
Mills, Robert W., COL, Ret.
Monoc, David M., Mr., Ret.
Noel, L. Allyn, MAJ, Ret.
Phillips, Eugene B., MAJ, Ret.
Pucci, Larry R., CW5

Pultz, Barney, LTC
Reeder, John J., LTC, Ret.
Richardson, Patrick D., MAJ, Ret.
Shaak, A. Robert, Mr., Ret.
Shaver, Thomas J., LTC, Ret.
Slattery, John M., LTC, Ret.
Stephens, W. Richmond, CW4
Sweeney, Edward J. Jr, LTC, Ret.
Syverud, Roger L., LTC, Ret.
Terry, Robert B. Jr, COL, Ret.
Thill, David C., CW4, Ret.
Vanderbosch, Lee E., CW4, Ret.
Vaughan, Carroll A., CW4, Ret.
West, Charles E., CW4, Ret.
Westrich, Ralph L., COL, Ret.
Willard, Jack T., Jr, COL, Ret.
Woffinger, William D., LTC, Ret.
Wood, Norman M. Jr, LTC, Ret.
Yager, Lawrence W., LTC, Ret.

AAAA Chapter Briefings

Aloha Chapter

Inactive for some 18 months because of misunderstanding about its status as a Type 2 private organization, AAAA's Aloha Chapter - based at Wheeler Army Air Field, Hawaii - is once again up and running. At a March 17 meeting the chapter's existing members got reacquainted and discussed strategies for increasing membership. The meeting was chaired by the chapter's vice president, Lt. Col. Thomas W. Johnson.

Monmouth Chapter

The Monmouth, N.J., Chapter's biannual symposium will take place Nov. 17 through 19 at the Long Branch Hilton hotel. Co-sponsored by AAAA, PM AEC and the Monmouth Chapter of AOC, the symposium will focus on how aviation performs in seamless operations across the full spectrum of military operations. The Monmouth AAAA Chapter also recently held its 1998 Spring General Membership Meeting and, in related news, Ronald V. Kurowsky has accepted the chapter's nomination to reprise his role as chapter president.

Virginia Military Institute Chapter

The Virginia Military Institute Chapter recently hosted a talk by Col. Tom Matthews, commander of the 101st Aviation Brigade at Fort Campbell, Ky. Matthews told VMI cadets and other visitors about the brigade's mission and aircraft, after which brigade pilots hosted a question-and-answer session about the UH-60 and AH-64 aircraft on display during the meeting.

Tennessee Valley Chapter

The Tennessee Valley Chapter has enjoyed truly impressive membership growth over the past 18 months. In March 1997 the chapter listed 140 members on its rolls; by April of this year the number had grown to 514. Chapter VP for Programs Mike McClellan credits the chapter's amazing growth in part to the mass migration of Army aviation-related families from St. Louis to the Tennessee Valley.

The Honorable Order of St. Michael

1998 - Gold

MG Walter H. Yates, Jr.2

1998 - Silver

LTC Robert P. Birmingham
COL William H. Bryan2
COL Timothy J. Casey
COL Jesse L. Danielson

CW5 Thomas M. Flynn

COL Michael W. Hackerson
LTC Thomas D. Hedglin, Jr.
Webb F. Joiner
Richard D. Kenyon

CW5 Robert A. MacNeal

COL Bernardo C. Negrete2
CW4(R) Michael J. Novosel
COL William S. Reeder, Jr., Ret.
COL James E. Verity

1998 - Bronze

Mary M. Akers
CPT Nicholas M. Anthony, Jr.
LTC Roger A. Amzen
LTC Jose R. Arroyo-Nieves
MAJ Robert S. Ballew
ISG Michael A. Banks
MAJ Glenn J. Barr
MAJ Joseph A. Bassani
LTC Franklin R. Baum, Jr.
CPT Dennis J. Bay
MAJ James R. Beck
LTC James F. Benn
LTC Dan A. Berkebile
CPT James E. Bird
MAJ Joseph W. Blackburn
CW4 Steven W. Blankenship
CW4 Richard C. Boss
CW4 Ronald F. Bradford
SFC Daniel T. Bravo
CW3 Joseph P. Brennan
SFC Donald W. Brown
SFC Stanley R. Brown
CW2 Mark A. Broxtermann
LTC Ronald M. Buffkin
COL William B. Caldwell
BG(P) James L. Campbell
CPT Christopher B. Carlile
LTC Anthony J. Carlucci
COL Waldo F. Carmona
LTC Danny N. Cash
CW3 Brooks Cavell
CW5 Gary D. Chambless
CPT Richard A. Chism
MAJ Scott G. Ciluffo
MAJ Scott P. Connors
LTC Joseph Contarino III
CH (COL) James S. Cooper
MAJ Alex D. Covert
CW4 Dan J. Craytor
MAJ Austin L. D'Alton
CSM Michael D. Dattilio
CW5 Stephen L. Davidson

CW4 Kelly D. Dean
ISG David DeLoach
COL Martin E. Dempsey
SGM James L. Digby
LTC Richard H. DiGiovanni
BG(P) James E. Donald
LTC Robert H. Drumm, Jr.
CW3 Mark A. Duest
COL Ann E. Dunwoody
SFC Ronald W. Dvorsky, Jr.
MSG Bobby W. Eades, Ret.
LTC Douglas R. Eller
CW3 James D. Ellis
LTC Richard A. Enderle
CW4 Paul M. Eskesen
CW2 Johnnie E. Eslinger
LTC Mark V. Evetts
MAJ L. Scott Fellows
SFC William F. Fillyaw, Jr.
CW4 John R. Fix
CPT David J. Francis
CW3 Brian R. Fuller
MAJ Kinch P. Gaede
CW3 Kevin R. Games
MAJ Ray D. Gentzyel
CW5 Robert W. Giaccone
Jane L. Gillis
SFC David A. Goldsberry
CW3 Angel Gonzalez
CSM Stanley Grabowski, Jr.
CW3 Jeff C. Guler
CW5 Jonathan B. Haigh
Tom Hall
ISG William Hall
CW4 James D. Hamblin
LTC Stuart B. Hamilton
MAJ Bryant E. Harp
CW3 Michael S. Harris
CPT Kelly A. Heffernan
LTC David S. Heintz
CW4 Carlton L. Helbig
MG James T. Hill

CW5 Robert D. Hill
LTC George E. Hodge
Slemp Honaker, Jr.
LTG Randolph W. House
ISG Michael M. Hunter
LTC Gary D. Jerauld
MAJ Jonathan M. Johnson
CSM Jack M. Johnson
LTC Thomas Johnson
LTC Thomas C. Johnson
MAJ Charles A. Jumper
LTC John M. Kelley
MAJ Paul M. Kelly
MAJ James J. Kenney
MG William F. Kernan
LTC Mark M. Kulungowski
SGM Patrick J. Laidlaw
MAJ Morgan M. Lamb
CSM Richard T. LaRocca
CPT(P) Gregory D. Lautner
LTC Michael N. Lehman
MSG Joel M. Lemons
MAJ Ronald F. Lewis
CPT Jon Scott Logel
CW5 Joseph A. Lopes
MAJ Orlando Lopez
LTC Cecil L. Lott, Jr.
CW5 Joseph S. Ludovici
MAJ Michael D. Lundy
CW5 Bradley R. Lupien
ISG Daryl R. Lusk
CW3 Warren C. Lyons
CW3(P) Albert J. Maes, Jr.
ISG Raymond J. Mafnas
CW4 Carl H. Magee
MG Dennis P. Malcor
MAJ Patrick M. Manners
CW4 David S. Mari
MAJ Peter J. Martin
CW4 Alton L. Maurais, Ret.
LTC Brian K. Mays
LTC James P. McGaughey

LTC Janice F. McHale
William E. McLean
CW4 Fred M. Merrill
MAJ Theodore Mickevicius
LTC Dennis K. Miner
CW4 Ronald K. Moody
LTC Joseph I. Moore
LTC Wayne A. Moore
CSM Michael J. Morris
SGM Douglas L. Murray
CW4 Tory R. Myers
CW5 Craig R. Nixon, Ret.
Boykin E. Nobles
ISG Richard Noell
CW4 Michael V. O'Connor
CW5 Donn D. Olson
ISG Raymond E. Owen
Yancey Parker
CW3 Keven Parks
LTC Scott E. Patton
CW3 Gilbert Perez
LTC Richard L. Polczynski
LTC William H. Pratt
ISG Stephen G. Punter
MAJ Walter P. Rainey
MAJ Michael J. Rapavi
LTC George D. Ray
CW4 Timothy G. Rego
LTC Bruce J. Reider
ISG Richard N. Rigsby
CW2 Michael W. Risher
CW4 Ronald B. Ritter, Jr.
Donald R. Roberts
CW4 Joseph C. Roberts
LTC Guy A. Rogers II
COL Richard K. Rowe
CSM Anthony J. Santos
LTC Timothy A. Sassenrath
LTC Richard A. Scales
LTC Michael C. Sevcik
COL Stephen D. Sherrill
CPT David Simmons

MAJ Wayne S. Simoni
CW4 Michael S. Sloane
CW4 Christopher J. Smith
CW3 Ronald R. Smith
MAJ Stephen C. Smith
CPT Michael A. Sparks
CPT Scott A. Sparks
MAJ Roy D. Steed
CW4 Gregory E. Stinson
CW5 Thomas A. Story
LTC Lewis G. Sumner, Ret.
SFC Jim V. Swearingen
LTC Michael J. Taliento
SFC Derek T. Tamashiro
CW5 Bruce A. Thomas
GEN John H. Tilelli, Jr.
CSM David D. Tomblison
CW4 Patrick J. Trotter
CW3 Lee M. Tutin
CW3 Seth D. Tzizik
MAJ Robert J. Ulses
MAJ Gregory E. Vallet
CW4 Edward L. Vaught
CW5 Wayne A. Waersch
CW4 Alton R. Walker
LTC William W. Wallin
COL George S. Webb
CW4 Kendall Lee Webb
LTC Jeffrey S. White
LTC Carl D. Wiley
LTC William M. Wilkinson
LTC Gregory M. Williamitis
CSM Diane E. Williams
CSM Oscar J. Williams
CW4 Alan W. Wilson, Ret.
LTC William T. Wolf
CW4 Doyle N. Wooten
CW4 Gale E. Zirpolo

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AAAA Avionics Award, Sponsored by Cubic Defense Systems, Inc.
AAAA Aircraft Survivability Equipment Award, Sponsored by Lockheed Martin

Suspense 25 OCT 98

AAAA Air/Sea Rescue Award, Sponsored by Lucas Aerospace
AAAA Trainer of the Year Award, Sponsored by
Hughes Training Inc., Link Division
Army Aviation Medicine Award, Sponsored by Gentex Corporation
Army Aviation Fixed Wing Unit Award, Sponsored by FlightSafety International
AAAA Air Traffic Control Awards, Sponsored by AAAA
(Company, Facility, Controller, Manager and Technician)

Membership in AAAA is not a requirement for consideration.

For nomination forms for these awards please contact:
AAAA National Office, 49 Richmondville Avenue, Westport, CT 06880-2000
Telephone: 203-226-8184



40 Year Members

Adoue, Eugene L., LTC, Ret.
Aguanno, Edwin M., MG, Ret.
Akin, Robert F., MAJ, Ret.
Allen, George L., CW4, Ret.
Anderson, Elmer G., CW4, Ret.
Anderson, Thomas E., COL, Ret.
Armfield, William F., LTC, Ret.
Atkinson, Donald E., LTC, Ret.
Atkins, James F., Mr.
Banks, Douglas T., LTC, Ret.
Barkley, James R., LTC, Ret.
Basom, Darrel W., LTC, Ret.
Bass, Paul W., MAJ, Ret.
Bell, John E., COL, Ret.
Berdux, Sylvester C., COL, Ret.
Blanchard, Howard B., Jr., COL, Ret.
Bonasso, Russell P., COL, Ret.
Bosan, George S., COL, Ret.
Brady, Morris J., MG, Ret.
Brameier, Charles L., CW3, Ret.
Brantley, Danon L., LTC, Ret.
Brier, James R., COL, Ret.
Britton, James H., MAJ, Ret.
Brown, Jr., Charles E., CW4, Ret.
Brown, Chas. T., Jr., LTC, Ret.
Brown, Jack W., LTC, Ret.
Brown, John P., COL, Ret.
Bruce, Bobby G., CW4, Ret.
Buckner, Boyce B., LTC, Ret.
Bullock, Charles A., COL, Ret.
Burnett, Clark A., COL, Ret.
Burns, Joseph C., COL, Ret.
Butler, Oliva B., COL, Ret.
Callaway, Charles P., LTC, Ret.
Campbell, Bruce B., COL, Ret.
Campbell, James E., Jr., COL, Ret.
Campbell, Joseph R., COL, Ret.
Cass, Stanley D., COL, Ret.
Chamberlain, Walter J., Mrs.
Chase, Jean L., LTC, Ret.
Clance, Charles L., COL, Ret.
Cockerham, Samuel G., BG, Ret.
Cullins III, Robert B., LTC, Ret.
Cunningham, Adrian D., COL, Ret.
Daneke, John G., CW4, Ret.
Davis, G. B., Jr., MAJ, Ret.
Deets, Robert M., LTC, Ret.
Descoteau, Rudolph D., COL, Ret.
Detwiler, Harvey C., LTC, Ret.
Dibrell, Jack H., Mrs.
Dillahun, Chester A., LTC, Ret.

Distefano, Joseph, LTC, Ret.
Donley, Kenneth G., CW4, Ret.
Dugger, Morris W., COL, Ret.
Dyer, William B., COL, Ret.
Fraker, William W., COL, Ret.
Franzoi, Larry C., Sr., Mr., Ret.
Geiges, Elmer B., Jr., MAJ, Ret.
Gilbert, Leslie H., COL, Ret.
Godwin, Doyal V., CW4, Ret.
Graham, Robert L., LTC, Ret.
Guion, James L., LTC, Ret.
Hafers, Ernest R., LTC, Ret.
Hamlet, James F., MG, Ret.
Hammack, J.Y., COL, Ret.
Hankins, Curtis L., COL, Ret.
Hannum, Alden G., LTC, Ret.
Hanson, Gerald H., LTC, Ret.
Heffner, Gary R., LTC, Ret.
Henschel, Densmore F., LTC, Ret.
Hensley, James R., LTC, Ret.
Hesson, James M., BG, Ret.
Holleran, Raymond F., LTC, Ret.
Holroyd, Donald E., COL, Ret.
Holt, Billy R., CW4, Ret.
Holtzclaw, Bobby L., CW4, Ret.
Hooks, William G., LTC, Ret.
House, Gordon H., LTC, Ret.
Humes, Richard A., LTC, Ret.
Humphrys, James G., COL, Ret.
Hutchens, Douglas L., COL, Ret.
Ivey, George N., COL, Ret.
Jaggers, Joseph N., MG, Ret.
Janssen, Arlo D., LTC, Ret.
Jarrett, Richard S., COL, Ret.
Jensen, Frank L., Jr., COL, Ret.
Johnson, Albert A., Jr., COL, Ret.
Johnson, David S., COL, Ret.
Johnson, Flavil L., LTC, Ret.
Jones, Charles W., LTC, Ret.
Jordan, Donald R., LTC, Ret.
Joyce, John J., MAJ, Ret.
Joyce, Warren C., LTC, Ret.
Kalagian, Samuel P., COL, Ret.
Kean, Helen A., Mrs.
Keating, Richard P., LTC, Ret.
Keaton, Jack L., COL, Ret.
Kennedy, James E., COL, Ret.
Kilpatrick, Thomas M., COL, Ret.
Kinder, Jimmie B., LTC, Ret.
King, David B., II, COL, Ret.
Kinley, Gordon L., LTC, Ret.
Knight, Dan B., Jr., COL, Ret.
Knight, Emmett F., COL, Ret.
Koehler, Joseph R., COL, Ret.
Leuppert, Fred W., LTC, Ret.
Lewis, Donald J., LTC, Ret.
Lewis, Mose E., III, COL, Ret.
Lindsley, Fred, CW4, Ret.
Mackell, Bernard B., MAJ, Ret.
Mackin, Richard E., COL, Ret.
Mackmull, Jack V., LTG, Ret.
Madden, Michael J., CW4, Ret.
Makuch, Walter S., LTC, Ret.
McAndrew, Thomas J., Jr., LTC, Ret.
McClintock, Alfred B., LTC, Ret.
McDonald, Fritz J., MAJ, Ret.
McGurl, Peter W., COL, Ret.
McNair, Carl H., Jr., MG, Ret.
Meyer, Richard D., LTG, Ret.
Moeller, Gene L., LTC, Ret.
Monroe, Melvin C., LTC, Ret.
Montgomery, Earl B., LTC, Ret.
Moore, Howard M., COL, Ret.
Moore, Robert K., COL, Ret.
Nakajo, Mas M., COL, Ret.
Nanartowich, Richard H., COL, Ret.
Needles, Paul E., COL, Ret.
Neu, George T., LTC, Ret.
Newport, Dennis E., LTC, Ret.
Newton, Albert, COL, Ret.
Nicholson, Rowland J., LTC, Ret.
Nowalk, Charles L., COL, Ret.
Oakley, Howard H., COL, Ret.
Oden, James R., CW4, Ret.
Odneal, Billy L., COL, Ret.
O'Donohue, John D., COL, Ret.
Orsburn, Presley O., LTC, Ret.
Oswalt, John W., COL, Ret.
O'Tier, Harry V., MAJ, Ret.
Passano, John D., LTC, Ret.
Patnode, Clarence A., COL, Ret.
Patterson, James H., MG, Ret.
Patterson, John F., LTC, Ret.
Peppler, T.P., Mr.
Pergerson, Benard S., COL, Ret.
Petersen, Darwin A., COL, Ret.
Plissey, Robert D., LTC, Ret.
Post, Alton G., MG, Ret.
Potter, Russell C., LTC, Ret.
Primis, Nick J., Mr.
Proctor, James H., LTC, Ret.
Quearry, Bobby R., CW4, Ret.
Raley, Royce D., CW4, Ret.
Reuter, Robert M., COL, Ret.
Richards, David A., COL, Ret.
Roeder, Helmut A., Dr., Ret.
Roehl, William A., COL, Ret.

Ropp, Richard F., COL
Rovetto, John L., CW4, Ret.
Royals, Gerald E., COL, Ret.
Ruth, Francis J., CW3, Ret.
Rutkowski, Joseph F., COL, Ret.
Sabey, Walter D., CW3, Ret.
Salm, John H., Jr., LTC, Ret.
Sanders, Burnett R., COL, Ret.
Schuett, Darwin L., LTC, Ret.
Seitz, Leonard F., LTC, Ret.
Shallcross, George W., COL, Ret.
Sheppard, Orval H., COL, Ret.
Shields, George D., COL, Ret.
Shively, Jowarren B., MAJ, Ret.
Simpson, William F., LTC, Ret.
Slott, Charles A., LTC, Ret.
Slye, Kenneth M., MAJ, Ret.
Slye, William T., LTC, Ret.
Smith, Herbert M., LTC, Ret.
Snyder, Paul B., COL, Ret.
Soucek, Leo E., BG, Ret.
Stacy, John F., LTC, Ret.
Stanfield, John T., COL, Ret.
Stewart, Harvey E., COL, Ret.
Stipech, Edward F., LTC, Ret.
Stoessner, Richard L., COL
Stone, Lawrence J., LTC, Ret.
Strange, Loren C., Sr., COL, Ret.
Sullivan, William F., COL, Ret.
Swindell, Brennon R., LTC, Ret.
Thomas, Rich. W., Jr., LTC, Ret.
Tiemann, Floyd J., LTC, Ret.
Tilley, Halcum G., CW3, Ret.
Tobiasen, Richard D., LTC, Ret.
Touche, James C., LTC, Ret.
Tow, James L., COL, Ret.
Tyson Jr., Robert M., LTC, Ret.
Ulzheimer, Robert, LTC, Ret.
Van Rensselaer, H.B., Jr., CPT
Vandiver, Gilmer L., LTC, Ret.
Vierling, Raymond A., CWO, Ret.
Weems, Sands S., III, LTC, Ret.
Weichsel, Hans, Mr.
Wilkins, Henry J., LTC, Ret.
Williams, Chas. J., Jr., CW4, Ret.
Williams, Howard M., COL, Ret.
Williams, Ramon R., CW4, Ret.
Wilverth, Dean R., LTC, Ret.
Wilson, Carl A., Jr., LTC, Ret.
Wilson, Gary L., LTC, Ret.
Winkel, Paul P., Jr., COL, Ret.
Woliver, Clarence H., COL, Ret.
Woodard, James O., LTC, Ret.
Woodmansee, John W., Jr., LTG, Ret.
Wray, Donald P., COL, Ret.



1998 AAAA Joseph P. Cribbins Annual Product Support Symposium/AMCOM Advance Planning Briefing for Industry

Under the theme "Aviation Logistics — New home, New Partners," the 24th Annual Joseph P. Cribbins Product Support Symposium was held for the first time at its new location of Huntsville, Ala. Having moved with the AVSCOM/ATCOM community from St. Louis in 1997, the Advanced Planning Briefing for the Army Aviation Industry was held at the Huntsville Marriott Space & Rocket Center, Jan. 28-30, 1998.

The day and a half professional program opened with a government key note address by Lt. Gen. John J. Cusick, Director for Logistics, J-4, and an industry keynote by Mr. Dean Borgman, Senior VP, Boeing Helicopters. Additional briefings were presented by Maj. Gen. Dan Petrosky, Army Aviation Branch Chief, Maj. Gen. Emmitt E. Gibson, Maj. Gen. James Snider, PEO Aviation, CG Aviation and Missile Command, Brig. Gen. Dell Dailey, DCG 101st Airborne Division, and Brig. Gen. Burt Tackaberry, Commander, U.S. Army Safety Center, as well as numerous Army aviation Program Managers.

Among the highlights were the presentations of five AAAA National Functional Awards. The 1997 "Outstanding Aviation Logistics Support Unit of the Year Award" went to the Aviation Company, 1st U.S. Army Support Battalion, APO AE, Maj. David Cheney, Commander, 1st Sgt. Nelson Lind, Senior NCO. The 1997 industry awards were presented to: Maj. Gen. Richard D. Kenyon, Ret., Dyncorp, Fort Rucker Division, "Army Aviation Materiel Readiness Award for Contribution by an Individual Member of Industry;" Raytheon Aerospace Contract Field Teams Army Aviation Materiel Readiness Award for Contribution by a Major Contractor," Mr. Dan Grafton, President; Lear Siegler Services, Inc, OLR Team, "Army Aviation Materiel Readiness Award for Contribution by an Industry Team, Group or Special Unit," Mr. John H. Moellering, CEO; and Advanced Engineering and Planning Corporation, Inc. (AEPCO), "Army Aviation Materiel Readiness Award for Contribution by a Small Business Organization," Dr. James S. Whang, CEO.

Congratulations to then-Chapter President Mike Boyd and his team for a great start to a new tradition in Huntsville. The 1999 PSS Army Aviation APBI is scheduled for Jan. 27-29, 1999. Mark your calendars.

Pictured at left are Maj. Gen. Petrosky, Aviation Branch Chief, (left) accepting a book on Huntsville from then-AAAA Tennessee Valley Chapter President Mike Boyd as a token of appreciation after the general's Friday morning address. Also pictured at top is the APBI's namesake, the aviation logistics legend himself, Mr. Joseph P. Cribbins, as he was introduced at the head table.





Legislative Report

Col. Sylvester C. Berdux, Jr., Retired

AAAA Representative to The Military Coalition (TMC)

Veterans/Survivor Benefit Changes Become Law

The President recently signed into law H.R. 2400, the Transportation Act for the 21st Century. This is the bill that includes, among other things, a 20-percent increase in GI Bill benefits, increases in funds to convert homes and cars for certain disabled veterans, reinstatement of Dependency and Indemnity Compensation (DIC) for remarried widows of service-connected disabled retirees whose second or subsequent marriage ends in death or divorce, and prohibition of further awards of service-connected disability for smoking-related diseases. The latter prohibition is effective immediately; the benefit increases will take effect October 1, 1998.

House Kicks Off VA COLA Bill

The House Veterans Affairs Benefits Subcommittee approved an as-yet-unnumbered bill, on June 18th, that would authorize an FY1999 cost-of-living adjustment (COLA) for VA compensation recipients, improve GI Bill benefits, and authorize FY99 funding for several other VA programs. Unlike COLAs for Social Security, and military and federal civilian retirement which are adjusted automatically for inflation, VA compensation COLAs must be authorized by new legislation every year. The percentage and timing of the VA COLAs will be the same as those for Social Security and federal retirement recipients.

The most significant of the GI Bill change in this legislation would allow GI Bill participants to get larger payments "up front" in order to pay advance tuition for schooling. Current law allows an advance payment of \$792 per semester for a full-time student. The proposed change would allow an advance of \$1,320, without any change in allowable monthly payments. In effect, it allows an advance of future benefit money that might not otherwise be used.

Coalition Urges Pentagon to Support FEHBP-65 Test

The Military Coalition (TMC) a group of 26 military and veterans associations including AAAA, has sent letters to Defense and Service leaders urging the Defense Department to support a multi-site demonstration test of allowing Medicare-eligibles to enroll in the Federal Employees Health Benefits Program, including at least one site where there is a Medicare subvention test.

With FEHBP-65 tests specified in both House and Senate Defense bills, the only remaining question is how extensive the test will be. To date, the Pentagon has opposed testing FEHBP-65 in the vicinity of any military hospital, asserting that allowing older retirees this option would degrade military medical readiness by enticing them away from military health care. (Military health professionals need to treat some number of older patients to maintain their wartime skills, since relatively few younger people need invasive treatments like thoracic surgery.)

We think this rationale doesn't make sense.

The fact is that large numbers of Medicare-eligibles will still prefer to be treated in DoD facilities, if they can be assured access to them. It's not retirees' interest level, but military health care capacity, that is in short supply. The Services acknowledge that the population of Medicare-eligibles in the area of subvention sites far exceeds the capacity of the military facilities.

Senate approves Pay Raise and FEHBP-65 Upgrades

The biggest surprise this past month was when the Senate passed its version of the FY1999 Defense Authorization Bill with a last-minute voice vote to increase the size of the 1999 pay raise for active duty and Reserve personnel from 3.1 percent to 3.6 percent. Since the House has already approved a 3.6 percent raise, that should lock in the higher percentage. While it may not seem like much in percentage or dollar terms, it represents a huge victory for pay raise equity.

The Senate and House actions represent a statement that Congress believes, for this year anyway, that the troops in uniform deserve at least the same raise the average American has enjoyed. For the long term, that principle needs to be put in permanent law so it will be observed every year.

Another significant event for the retired and survivor communities came, when the Senate adopted an Authorization Bill amendment offered by Sen. Kit Bond (R-MO) to expand health care demonstration projects for Medicare-eligibles. Earlier, the Senate Armed Services Committee had approved a demonstration package of six test sites-two where Medicare-eligibles would be allowed to enroll in the Federal Employees Health Benefits Program (FEHBP-65), two more where Tricare would be offered as a supplement to Medicare, and two others where Medicare-eligibles would be given access to the Department of Defense mail order pharmacy system.

The Bond amendment expanded the FEHBP-65 test to cover four sites rather than two, and accelerated the starting date for the FEHBP-65 test to July 1, 1999. We're grateful to Senator Bond and the Senate for these important improvements. Since the House previously approved an FEHBP-65 demonstration program entailing 6 to 10 sites, the Senate action means four sites will be the minimum FEHBP-65 test Congress authorizes. A Conference Committee of House and Senate leaders will be convening next month to resolve all the differences between their respective versions of the Authorization Bill, and we'll be urging the conferees to approve the higher number of sites.

THE MONTH AHEAD IS CRITICAL

The House and the Senate conferees will be working to negotiate a compromise version of the FY1999 Defense Authorization Bill in the coming month. There are many areas where the House and Senate bills differ. The conferees will have to come to an agreement on resolving those differences, and then the conference compromise bill must be passed by the full House and Senate

before going to the President for signature. Here's a summary of selected issues which the House and Senate addressed differently.

Paid-Up Survivor Benefit Plan (SBP). HOUSE: Not addressed, except for National Security Committee report language acknowledging the SBP subsidy shortfall. SENATE: Authorize paid-up SBP status for retirees age 70 or older who have paid 30 years of SBP premiums, effective October 1, 2003. TMC supports the Senate provision.

Reserve Commissary Privileges. HOUSE: Authorize 24 (vs. 12) days commissary access for Ready Reserves and Reserve retirees under age 60. SENATE: Not addressed. TMC supports the House provision.

Military Voting Rights. HOUSE: Not addressed. SENATE: Guarantee active duty members' absentee voting rights in state and local elections (current law guarantees such rights only for federal elections, and there has been at least one instance where local officials sued to disallow some military absentee votes that affected an election outcome; this particular suit was dismissed last year, but highlighted the potential loophole in current law). TMC supports the Senate provision to ensure that servicemembers are not denied this fundamental right of citizenship while they are assigned away from home.

Commissary Oversight. HOUSE: Bar transfer of commissary management and funding to the military departments without congressional authority. SENATE: Not addressed. TMC supports the House provision. The potential adverse implications of increasing competition for needed funds with other service priorities indicate a need for congressional oversight.

Burial Honors. HOUSE: Require at least a three-member honor guard for a qualifying veteran's funeral. SENATE: Not addressed. TMC supports the House provision.

Military Homeowner Tax Relief. Most American homeowners stand to gain significant benefit from the Taxpayer Relief Act of 1997, which eliminated any income tax on up to \$500,000 of homeowner equity upon the sale of a home, as long as it was used as a principal residence for at least two of the five years preceding the sale. But that Act had an unintended downside for some active duty members, because it also eliminated all the previous home equity "rollover" provisions. This means servicemember homeowners who have been assigned overseas or required to occupy government quarters for more than three years would be subject to capital gains taxes on part or all of their homeowner equity under the new law when they sell their home, unless they're able to reoccupy it. TMC strongly believes that servicemember homeowners shouldn't be penalized for complying with government orders, and most legislators who have been made aware of this problem agree.

Please contact your legislators and let them know that any tax bill must include a provision to restore capital gains tax equity for uniformed services homeowners. It's particularly important to contact legislators who sit on the House Ways and Means Committee and Senate Finance Committee, which are responsible for tax issues. You can find listings of these members at http://www.house.gov/ways_means/memsub.htm and <http://www.senate.gov/committee/finance.html> respectively.

The Army Aviation Standard Of Excellence

Specialist First Class Rodney J. T. Yano was an aircraft technical inspector in the Air Cavalry Troop of the 11th Armored Cavalry Regiment. He enlisted in the Army at age 17 in 1961. Described as a superb soldier, he spent his entire time in the service in the aircraft maintenance field.

He rose to the rank of sergeant first class and was an invaluable member of the aviation team. His posthumous citation for the Medal of Honor states that he "distinguished himself on 1 January 1969 while serving with the Air Cavalry Troop, 11th ACR, in the vicinity of Bien Hoa, Republic of Vietnam. Sergeant Yano was performing the duties of crew chief aboard the troop's command-and-control helicopter during action against enemy forces entrenched in dense jungle.

"From an exposed position in the face of intense small arms and antiaircraft fire he delivered suppressive fire upon the enemy forces and marked their positions with smoke and white phosphorus grenades, thus enabling his troop commander to direct accurate and effective artillery fire against the hostile emplacements.

"A grenade, exploding prematurely, covered him with burning phosphorus, and left him severely wounded. Flaming fragments within the helicopter caused supplies and ammunition to detonate. Dense white smoke filled the aircraft, obscuring the pilot's vision and causing him to lose control.



"Although having the use of only one arm and being partially blinded by the initial explosion, Sergeant Yano completely disregarded his own welfare and began hurling blazing ammunition from the helicopter. In so doing he inflicted additional wounds upon himself, yet he persisted until the danger was past. Sergeant Yano's indomitable courage and profound concern for his comrades averted loss of life and additional injury to the rest of the crew. By his conspicuous gallantry at the cost of his own life, in the highest traditions of the military services, Sergeant Yano has reflected great credit on himself, his unit, and the United States Army."

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