## ARVIAVATO Registration Package Inside

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### AN IMPORTANT ITEM FOR YOUR Y2DO LIST...

Y2K isn't the only outstanding issue looming on December 31st. It's also the last chance of this millennium to help fund your educational aspirations, or those of your spouse, children or siblings, by giving to the Army Aviation Association of America's Scholarship Foundation.

During this season of giving, why not consider a generous gift to the AAAA Scholarship Foundation? Donation opportunities exist for individuals and their chapters, as well as corporations and other professional entities. Additionally, the Foundation will match any corporate or chapter donations from \$500 to a maximum of \$10,000 through its Matching Fund Program. Please contact your chapter for more information.

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#### ARIVIYAVIATION



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#### on the cover

Paid Advertisement. In addition to two prototypes currently flying, 13 RAH-66 Comanche helicopters and their mission equipment packages will be produced for the Army's test and evaluation. The primary goal is to give soldiers in the field additional capability as early as possible. Caption provided by advertiser.

The International Bird Dog Association (IBDA) is sponsoring the once-in-a-lifetime 50th anniversary celebration for Cessna's famed L-19/O-1 Bird Dog in the summer of 2000. The group would like to invite all former Army, Air Force and Marine Corps Bird Dog pilots to attend. Those interested in participating may contact Alan R. O'Hollaren at (404) 464-6067 or (DSN) 367-6067.

New retrofit kits developed jointly by the **Defense Supply Center** in Columbus, Ohio, and civilian contractors have given a new lease on life to the military's long-serving 3-kilowatt electric generators. The kits replace the generators' original gasoline engines with diesel powerplants, as well as providing new filters, gaskets, washers, hoses and clamps. The refit kit for Army generators (NSN 2815-01-440-4426) consists of 53 parts and includes a new 7-horsepower engine; the retrofit costs \$2,100, a savings of some \$6,900 over the cost of a new generator. For more information, contact David Bowling or Walt Myers at (614) 692-1796, (DSN) 850-1798/4243, or via e-mail to David\_Bowling@dscc.dla.mil or Walter\_Myers @dscc.dla.mil.

Britain's Civil Aviation Authority has certified **BFGoodrich Avionics Systems' Skywatch** traffic advisory system for use in the United Kingdom. Skywatch — which has already won FAA approval for use in the United States — is an air-to-air and ground-to-air interrogator that computes a responding aircraft's range, bearing, relative altitude and closure rate, and then alerts crewmembers to potential traffic conflicts. The system can track up to 30 aircraft simultaneously, displaying the eight most threatening.

The Rescue Technologies Corporation's SEE/RESCUE device is now available in a holster version that allows users to carry the military-approved device on belts, life jackets, flight jackets or backpacks. The holster version of SEE/RESCUE — a passive and continuous emergency distress signaling device that requires no batteries, chemicals or electronics — has been detected from an altitude of 3,000 feet during search-and-rescue tests.

Honeywell Defense Avionics Systems has won a \$14 million contract to develop an upgraded processor intended to support the OH-58D Kiowa Warrior's joint variable message format (JVMF) operations and ongoing digital battlefield initiatives. JVMF allows the simultaneous, real-time transfer of voice, data and video images among command centers and friendly air and ground units. Honeywell will develop, integrate, qualify, deliver and support JVMF messaging capability in phase I of the project through December 2000, and will support the Army's Division Capstone Exercise in March 2001. In phase II, the full integration, qualification, delivery and support of the JVMF software is scheduled to occur by April 2002.

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ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title reg® in U.S. Patent office. Registration Number 1,533,053. SUB-SCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 49 Richmondville Avenue, Westport, CT 06880-2000. Tel: (203) 226-8184, FAX: (203) 222-9863, E-Mail: aaaa@quad-a.org. Army Aviation Magazine E-Mail: magazine@quad-a.org. Website: http://www.quad-a.org. Subscription rates for non-AAAA members: \$30, one year; \$58, two years; add \$10 per year for foreign addresses other than military APOs. Single copy price: \$3.00. ADVERTISING: Display and classified advertising rates are listed in SRDS Business Publications, Classification 90. POSTMASTER: Periodicals postage paid at Westport, CT and other offices. Send address changes to AAPI, 49 Richmondville Ave., Westport, CT 06880-2000.

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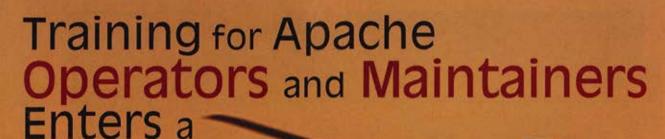
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New Millennium

Maj. Gen. Anthony Jones

After years of comprehensive planning, Company A, 1st Battalion, 14th Aviation Regiment, was activated at Mesa, Ariz.

hen our
Army leaders
decided to train AH64D Apache Longbow aviators and maintainers at the contractor facility in Mesa, Ariz., some
three years ago, a new chapter of teamwork was
born. It is a success story worth telling.

In 1997 a unique method of producing fully qualified Army Apache Longbow aviators was implemented in Mesa. After years of comprehensive planning, Company A, 1st Battalion, 14th Aviation Regiment, Aviation Training Brigade, was activated at the facility with the mission of transitioning AH-64A aviators into the AH-64D. Co. A subsequently transitioned the aviators for our first two Longbow battalions, which were fielded in 1998 and 1999.

The circumstances that prompted the Army to resort to a nontraditional method of training aviators to support fielding the revolutionary AH-64D are familiar to many who worked on previous acquisition programs. As with previous programs, funding shortfalls prevented concurrent development and fielding of operator and maintainer training devices with the AH-64D. Consequently, it became necessary to contract with the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of a TRADOC approved POL at Boeing's Mesa facility and employ the Apache prime contractor for the development and implementation of the de

tion of a TRADOC-approved POI at Boeing's Mesa facility and employ the Apache Longbow Engineering Development Simulator (EDS) to help teach applicable operator tasks.

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The efforts of Co. A were enhanced when a new 38,000 square-foot training complex was added at the Mesa plant, complete with state-of-the-art hangar, maintenance and classroom facilities. Use of the Mesa facility took advantage of the contractor's ability to provide qualified academic instructors and instructional tools, to provide such interim training devices as the EDS, and to maintain the fleet of training aircraft. Similarly, Apache Longbow maintainer training for MOSs 67R and 68Y was conducted in Mesa for the first three Longbow battalions to be fielded.

In this unique instance, teamwork with our industry partners helped us accomplish our mission and is a testimony for future training programs in aviation and the Army. Working this training solution with the project manager and the contractor is a prime example of how to get the job done - offering benefits that far outweigh any concerns associated with teaming for a previously traditional all-Army mission. Everyone involved in this success story deserves recognition for helping field this outstanding weapon system on time.

The decision to send Army pilots and maintainers to the factory where Apache Longbows were being built paid dividends for the Army — not only in the number of aviators and maintainers trained, but in getting invaluable input from the men and women who fly and maintain these aircraft at a time when their input was vitally needed. The result of their input has been a better aircraft and a growing number of soldiers who are fully qualified to do their jobs in combat.

ore than 300 aviator transitions (AQC, IPC and MTP) have been successfully completed and more than 550 maintainers (67R and 68Y) have graduated from the USAAVNC training courses in Mesa since the first classes began in April 1997. Most of these great aviators and maintainers are on duty with the 1st Bn., 227th Avn., at Fort Hood, Texas, and the 2nd Bn., 101st Avn., at Fort Campbell, Ky. Both units are combat certified — and ready for worldwide deployment — as a result of their successful completion of collective training with the Fort Hood-based 21st Cavalry Brigade.

We're now entering a new evolution in training as we transition the Apache operator and maintainer courses to their permanent homes at Fort Rucker, Ala., and the Aviation Logistics School at Fort Eustis, Va. With Apache Longbows destined for both the active and reserve components, standardized and comprehensive training is essential. I stress again that as our reserve forces continue to play key roles alongside the active Army, keeping everyone properly trained in the same

As we prepare to enter the new millennium, we continue to improve in everything we do and training is at the heart of our capabilities.

tactics, techniques and procedures will be a key factor in our long-term mission success.

We've come a long way in a very short time and I'm excited about our future.

As we prepare to enter the new millennium, we continue to improve in everything we do and training is at the heart of our capabilities. Soldiers are better trained to meet any contingency than ever before in our history, and we have every reason to believe the trend will continue.

As we stand up the Apache Longbow training capability at Fort Rucker and Fort Eustis and transition from contractor supported training at Mesa, I thank all of you who have produced the world's best attack aviators and maintainers over the past few years and challenge our school house to improve on the great job done thus far.

y next message to the aviation branch will be given in the next millennium and I want to leave you with this thought: Think about where we have been, how far we have come and marvel at where we can go. I'm very proud of every Army aviation soldier, and I wish you and your families a wonderful holiday and a momentous New Year.

\*\*----

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





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increase in unscheduled MTBR, and logistics support already in place. More important, the T55-GA-714A is ready to enter service now, with the engine already field-tested and exceeding mission requirements.

Tough, reliable, cost-effective and ready to field now. The T55-GA-714A is the best solution for the Army's expanded mission requirements.



# ARMY AVIATION in Eighth U.S. Army, Korea

By Lt. Gen. Daniel J. Petrosky

Flying in Korea builds character and confidence. Most crews assigned to Eighth U.S. Army (EUSA) aviation units are here for one-year tours. That year passes quickly and it is packed with flying. Aviation crews learn the campaign plan that supports one of our two major theaters of war. They practice a wide variety of flight skills, including mountain, snow and overwater flying. At the end of their tours, they leave Korea enriched with aviation experience and warfighting knowledge. They have the satisfaction that comes with knowing they truly made a difference in a vital area of our world.

With 65 percent of the North Korean People's Army positioned offensively, early warning of an attack is critical. Providing that early warning is the 3d Military Intelligence Battalion, 501st MI Brigade. With the most aggressive flying-hour program in the aerial exploitation community, the unit's RC-7 and RC-12 aircraft conduct sensitive reconnaissance operations (SRO) in a high-threat environment, providing Combined Forces Command (CFC) command posts with real-time intelligence 24 hours a day, seven days a week.

The 2nd Infantry Division, the "Warrior Division," is the vanguard of U.S. ground forces on the Korean peninsula. The 2nd ID has fully integrated its cavalry squadron and aviation brigade into armistice operations and operational plans. The division's soldiers train and operate to the highest standard to achieve wartime readiness. Aviation units in the 2nd ID afford the division commander a key force capability in the rugged and canalized terrain of Korea.

The 4th Squadron, 7th Cavalry, conducts daily reconnaissance and security operations along the demilitarized zone (DMZ), keeping a vigilant watch with its trained and ready soldiers and equipment. The squadron is ready to launch its quick-reac-

tion force (QRF) to provide immediate eyes on target if the 3rd MI Bn.'s aircraft or other intelligence means detect any unusual activity. The 4th Sqdn., 7th Cav., is key to the 2nd ID's effort during the transition to war, performing reconnaissance and security missions while units deploy to wartime locations. The squadron's ground and air troops train aggressively, and the unit is fully integrated into ground and air schemes of maneuver, in armistice and in war.

The 2nd ID's Aviation Brigade, the "War Eagle Team," trains intensively in airassault and attack-helicopter operations. The brigade is fully integrated with both ground Brigade Combat Teams (BCTs) into the division's scheme of maneuver. Aviation tactics, techniques and procedures (TTPs) have been tailored to theater-specific METT-T considerations. For the Brigade's air-assault battalion — the 2nd Bn., 2nd Aviation Regiment — the mission is focused on the 2nd Brigade Combat Team (2BCT), where the actions of the infantry units can set the conditions for the success of the armor and mechanized units.





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The Aviation Brigade's Apache battalion - the 1st Bn., 2nd Avn. - conducts deep attack, close combat attack, air assault and armed reconnaissance operations. The battalion is unique in that it is not only responsible for attack-helicopter missions in support of the 2nd ID, but also for the security of its home base, Camp Page. Unit training is focused on deep-attack opera-

tions, as well as on the integration of the attack helicopter into the close fight. In the Warrior Division the close mission is called "Close Combat Attack." Synchronizing attack helicopters into the close fight with ground forces in the tough terrain and varied weather conditions of Korea is a formidable challenge. The Warrior Team has met that challenge. The War Eagle Team stands ready to engage in the team fight, with its potent mix of attack and air-assault forces.

The 2nd ID's Aviation Brigade is but one of three such brigades in Korea. The 17th



Avn. Bde. and the 6th Cav. Bde. complete the trio of units that give EUSA its responsive and lethal aviation punch.

On the leading edge of combined operations, the 17th Avn. Bde. is fully embedded in a combined organization. An integral part of the Combined Aviation Force, it joins 14 Republic Of Korea (ROK) Army aviation battalions and a ROK infantry brigade. Upon transition to war, this 14-battalion combat team has 578 helicopters in its force. During armistice, the "Freedom's Eagles" of the 17th Avn. Bde. remain vigilant, providing aviation packages anywhere on the peninsula.

The brigade's CH-47D, C-12 and UH-60 crews are the command's go-to force. Their area of operations (AOR) is the commander in chief's AOR.

In yet another dramatic departure from the traditional, the 6th Cav. Bde. conducts Maritime Counter Special Operations Forces (M/CSOF) operations in a joint and combined environment. When charged by the commander in chief (CINC) to interdict North Korean maritime SOF, the 6th Cav. operates TACON to the Naval Component Commander. AH-64 Apaches also laser designate targets for Hellfires launched from Navy LAMPS helicopters during live-fire training.

No less complex are the deep attack and cavalry screening operations that remain key warfighting missions of the 6th Cav. Shaping of the CFC and Ground Component Command future battlefield means close with EUSA coordination the Operations Coordination Cell (DOCC). The DOCC leverages theater intelligence sources and fires to synchronize deep attacks and combined suppression of enemy air defenses in support of 6th Cav. deep attacks. The 6th Cav. is a versatile, agile and very deadly force, responsive across the spectrum of the CINC's campaign plan.

Sustaining and protecting the force are two mission-essential tasks practiced daily by all Army aviation units in Korea. The 194th Maintenance Bn., 23rd Area Support Group, provides continuous, comprehensive Aviation Intermediate Level (AVIM) support to sustain EUSA aviation forces. It consists of two AVIM maintenance companies; companies C and G of the 52nd Avn. Regt. Both companies are theater assets and collectively service customers that span the entire Pacific Rim, including Japan and Hawaii. Co. C, at Camp Humphreys, provides AVIM and limited depot-maintenance support to 17 customer units and more than 270 aircraft. Co. G, at Camp Eagle, provides AVIM and limited depot-level maintenance support to the entire 6th Cav. Bde. and the air ambulances of the 542nd Medical Co. It also offers limited maintenance support to the attack helicopters of the 2nd ID's 1st Bn., 2nd Avn. The collective performance of both companies permits customers within EUSA to boast of some of the highest aviation-readiness rates worldwide.

Protecting the force is the central mission for the 52nd Med. Bn. Its two air-ambulance companies, the 377th and 542nd, and ground ambulance companies, the 560th and 568th, provide swift lifesaving support in armistice and war. The 52nd Med. Bn. provides tactical medical evacuation to all



members of U.S. Forces, Korea, and their dependents. Wartime evacuation is provided in direct support to the 2nd ID by the 542nd and 560th Med. Cos. Both units provide teams collocated with the 2nd ID's FSBs and MSB. The 542nd and the 560th provide aeromedical and ground evacuation from the 2nd ID. Wartime corps-level evacuation support for the rest of the U.S. forces in the Republic of Korea is provided by the 377th and 568th Med. Cos.

The 164th Air Traffic Services Group facilitates Army aviation control of the Ground Component Commander's airspace. A dynamic combat multiplier, the soldiers of this tactically oriented, battle-focused unit are Army aviation's



pathfinders, providing a wide variety of air traffic services to EUSA aviation units and management of theater-level Army airspace command and control in war.

Combined, integrated and decisive, EUSA's Army aviation units are a trained and ready combat force; they stand vigilant in armistice and ready for war.



Lt. Gen. Daniel J. Petrosky is the commanding general of Eighth U.S. Army and chief of staff of United Nations Command, Combined Forces Command and U.S. Forces, Korea.

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## Corps: Leading the Change While Promoting Peace

By Lt. Gen. Leon J. LaPorte and Maj. Bernard B. Banks

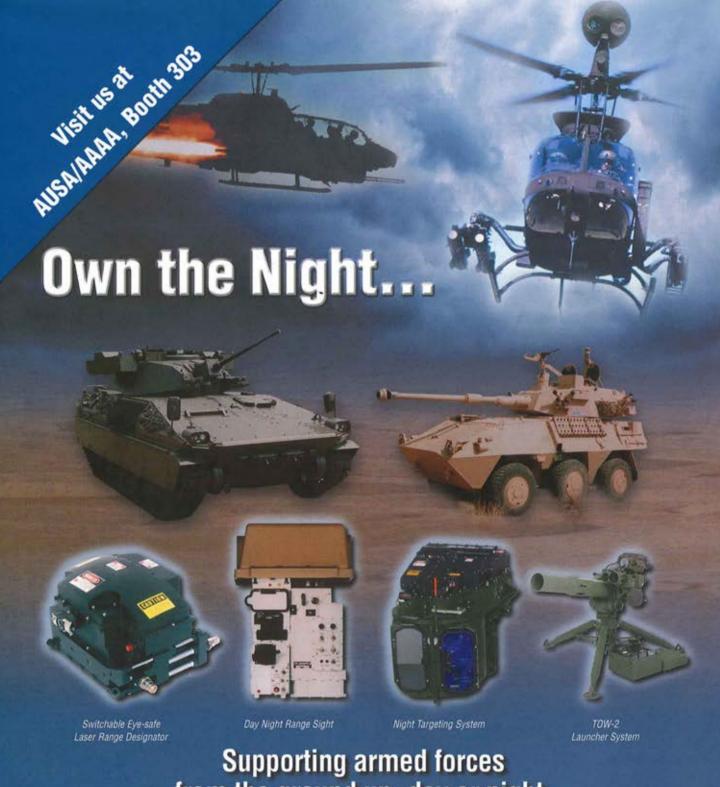
he Army's III Corps is the most powerful mechanized fighting formation in the world. and its units are proudly serving at the leading edge of diplomacy. This year alone, III Corps aviation units have flown thousands of missions. All these units have operated successfully with a high operational tempo (OPTEMPO). Wherever you find units of the "Phantom Corps" you find outstanding aviation soldiers who are committed to mission accomplishment and the continuance of excellence.

III Corps units have a wide range of assets available and use them to perform diverse missions. The corps' aviation component consists of the divisional aviation brigades of the 1st Cavalry Division and 4th Infantry Div., the 21st Cav. Brigade, the Regimental

Aviation Squadron of the 3rd Armored Cav. Regiment, the 15th Military Intelligence Battalion, and air ambulance companies of the 13th Corps Support Command. Each of these units possess unique capabilities that contribute to the overall mission readiness of the "Phantom Corps."

The 1st Cav. Div. Avn. Bde., commanded by Col. Reed Kowalczyk, was the aviation brigade headquarters for Multi-National Division (North) in Bosnia between August 1998 and August 1999. The brigade was the controlling headquarters for units of several different divisions and corps. In addition to the Bosnia mission, 1st Cav. units participated in National Training Center (NTC) rotations, completed fielding of the Army's first AH-64D Longbow Apache Battalion (1st Bn.,





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220 Daniel Webster Highway, Merrimack, NH 03054 Tel: (603) 889-2500 • Fax: (603) 595-6080 • www.kollsman.com 227th Avn. Regt.), and took part in such exercises as Roving Sands '99. In each instance the aviation soldiers of the division lived up to the division motto "First Team."

The 4th Inf. Div.'s Aviation Brigade is a critical piece of the Army's digitization efforts. Col. Craig Madden's 4th Avn. Bde. headquarters will participate in an NTC rotation in February 2000 (NTC 00-05) as one of the digital headquarters in a preparatory event for the Division Capstone Exercise.

In addition to several NTC rotations, 4th Avn. Bde. soldiers also participated in real-world deployments and equipment fielding. The 1st Bn., 4th Avn. Regt., completed a successful tour of duty in Bosnia between February 1999 and September 1999, and the 1st Squadron, 10th Cav. Regt., participated in U.S. Central

Command's Exercise Intrinsic Action between August 1999 and December 1999. The brigade also completed fielding of the UH-60L Black Hawk helicopter to the division's general support aviation battalion, the 2nd Bn., 4th Avn. Regt. The men and women of the "Iron Eagle" brigade are meeting the demands of current real-world requirements while continuing their efforts to integrate digital technology into the Army of the 21st century.

Unique among III Corps units is Col. Greg Walker's 21st Cav. Bde., the Army's premier aviation training organization. It is responsible for the collective training of American and foreign aviation units as they undergo unit fielding of the AH-64D Longbow Apache and OH-58D Kiowa

ing an impact that is truly felt around the globe.

The 4th Sqdn., 3rd ACR, is the largest battalion-sized aviation organization in the Army. In 1999 the unit completed fielding of the OH-58D Kiowa Warrior, trained with the Texas National Guard's 49th Armd. Div. in preparation for the first deployment of a guard division to serve as the controlling headquarters in Bosnia, and participated in multiple training events. In February 2000 the squadron will deploy to Bosnia as the 49th Armd. Div.'s aviation element. This historic deployment is a testament to the close integration III Corps active-component units have achieved with guard and reserve units. They are contributing to the "Team of Teams." The soldiers of the "Brave Rifles" regiment continue to serve as the eyes and ears of the corps, both home and abroad.



With its unmanned aerial vehicles and Guardrail-equipped RC-12 Hurons, the 15th MI Bn. is unique in both mission and composition. The unit's assets participated in a wide assortment of activities in 1999 and will continue to do so in 2000. In March 1999 the UAV company returned from an NTC deployment and then deployed to Macedonia in support of the Kosovo air operation in only six days. The Guardrail companies participated in deployments ranging from Kansas to Korea. In every instance the battalion proved invaluable in providing real-time intelligence to field commanders.

The III Corps' Phantom Dustoff Team consists of the air ambulances of the 13th Corps Support Command's 82nd Medical Company, 507th Med. Co. and 571st Med. Co. These units provide world-class 24-hour, year-round aeromedical evacuation support for Fort Hood; Fort Carson, Colo.; Fort Riley, Kansas; Fort Sam Houston, Texas; and Fort Sill, Okla. The 82nd Med. Co. was scheduled to complete its transition to the UH-60A Black Hawk in October, which was to mark the culmination of the Phantom DUSTOFF team's fielding to the UH-60A.

In addition to their daily real-world aeromedical support to the corps, these ambassadors of life are provid-

Warrior helicopters. In addition to unit fielding and training, the brigade also works extensively with National Guard and Army Reserve units. In 1999 the brigade completed the unit certification of two Longbow attack battalions (the 1st Bn., 227th Avn. Regt., and 2nd Bn., 101st Avn. Regt.), completed unit certification of the 4th Sqdn., 3rd ACR's Kiowa Warriors, started training a Kiowa Warrior attack battalion (1st Bn., 25th Avn. Regt.), and completed the fielding of Longbow Apaches to the Royal Netherlands Air Force. The 21st Cav. is the headquarters for the III Corps' Command and Control Troop (B Troop, 1-158th Avn. Regt.) which provided support to the command group and visiting dignitaries during Roving Sands '99. The "Cav troopers" of the "Yokahey" brigade are mak-



The aviation soldiers of III Corps are professionals who embody the warrior ethos. They are committed to mission accomplishment and the continuation of excellence.



ing Military Assistance to Safety and Traffic (MAST) support to their respective civilian communities. Moreover, the Phantom DUSTOFF team is actively engaged in supporting III Corps contingency operations. The 507th Med. Co. is currently deployed to Saudi Arabia in support of Operation Southern Watch, providing seamless aeromedical evacuation support to U.S. Army Central Command (ARCENT). Phantom Corps DUSTOFF soldiers are consummate professionals and have performed hundreds of medical-evacuation missions under the most demanding conditions. These outstanding men and women epitomize the time-honored Dustoff philosophy "When I Have Your Wounded."

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Lt. Gen. Leon J. LaPorte is the commanding general of III Corps at Fort Hood, Texas. Maj. Bernard B. Banks is the corps G-3 aviation officer.

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## AVIATION in the BALKANS:

#### The History of Task Force 12

By Lt. Col. Joseph E. Maher Jr.

The history of Task Force 12 began long before any soldiers or equipment deployed from Germany to Albania. In March 1999 the 12th Aviation Brigade received a warning order to be prepared to conduct operations as part of Operation Allied Force, the NATO-led air campaign in Kosovo. Subsequently, command and staff elements from the 12th Avn. Bde. headquarters, the 5th Battalion, 158th Avn. Regiment, and the 3rd Bn., 58th Avn. Regt., merged into what was to become the command, control, communications and intelligence core of TF-12. This staff merger proved to be a non-doctrinal yet necessary "balancing act" for a brigade now focused on splitbased operation in both Germany and the Balkans.

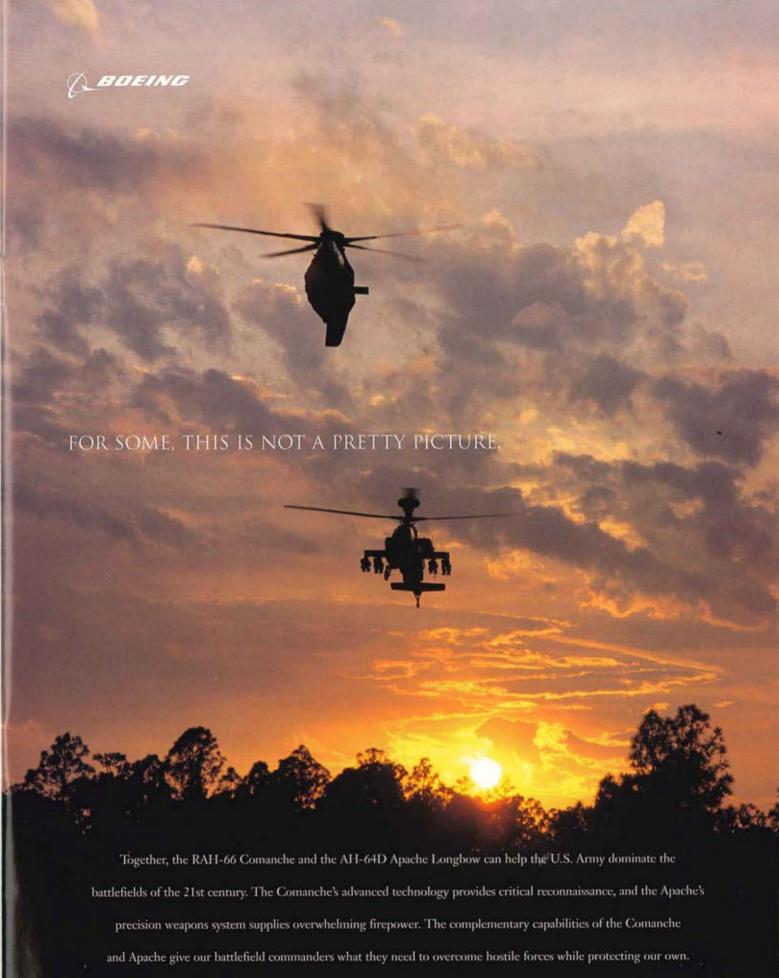
Critical staff planning actions were initiated regarding the deployment of personnel and equipment as well as the employment of the force once intheater. First, there was the international logistical coordination required for the self-deployment of 59 aircraft through four countries. Then there were the joint movement requirements necessary for the strategic airlift of 225 soldiers (approximately 50 percent of the deploying force), 114 vehicles and more than 90 pallets of support equipment. And, of course, there were a plethora of soldier readiness issues to be resolved, including individual training, medical preparedness and the solidification of family support groups.

TF-12 was incorporated into a larger V Corps organization — Task Force Hawk. Pre-deployment planning for the tactical employment of TF-12 began with the combined efforts of the TF-12 staff, the Task Force 11 staff from 11th Aviation Regiment, and senior leaders from V Corps. Planning considerations included task organizing attack helicopters with UH-60 Black Hawk command and control (C2) aircraft, Penetrator aircraft, medical-evacuation helicopters and CH-47 "Fatcow" refuelers.

The C2 helicopters provided senior personnel with a suite of radios accessible from the passenger compartment. Radios included satellite communications, UHF, VHF and FM. The Penetrator helicopter was a modified Black Hawk carrying a six-man infantry security team. This aircraft was capable of inserting the security team onto any terrain via the Fast Rope Insertion Extraction System, which enables personnel to slide quickly to the ground on a 60-foot rope attached to the Black Hawk's fuselage. CH-47 "Fatcow" refuelers are Chinook helicopters which carry additional fuel cells in the cargo compartment. After landing in isolated landing zones, crew members string out hoses from these internal cells, set up refueling points and pump fuel into aircraft engaged in a current operation. Needless to say, remote refueling operations such as this dramatically increase the on-station time for mission aircraft.

Additionally, intensive pre-deployment downed aircrew and aircraftrecovery team training brought together aircraft and personnel from Company E, 51st Infantry Bn.; the 159th Avn. Regt.; 2nd Sqdn., 6th Cavalry; and 5th Bn., 158th Avn. Regt. This training was conducted in the





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event crews needed to be rescued from remote areas and/or the airframes had to be recovered.

The pre-deployment train-up culminated in a command post exercise at the Warrior Preparation Center, in Kaiserslautern, Germany. There the TF-12 commander and his staff coordinated with other V Corps units to work the operational and logistical details of joint and combined-arms operations in a combat zone.

On 14 April TF-12's lead personnel departed for Albania aboard Air Force C-17 transports. Once on the ground the advance-party established a temporary brigade tactical operations center, planned for future operations and coordinated for the arrival of the self-deploying main body. Meanwhile, TF-12 ground vehicles had rolled out

inbound from the United States arrived and 10 days of helipad construction had been completed. Living conditions were also challenging, but within two weeks most hardships had been overcome by a combination of intense physical labor and contractor support. The 402 personnel who made up TF-12 were now ready to conduct operations throughout the TF-Hawk area of responsibility (AOR).

TF-12 conducted daily combat, combat support (CS) and combat service support (CSS) missions. These missions were based on concepts developed in Europe's Central Region, with executing units adapting to the reality of the harsh Albanian environment. Flight conditions included nearzero illumination in mountainous terrain prone to turbulence and bad

aircraft (together commonly referred to as the "3 Pack") responded to downed Apaches in the unforgiving, mountainous terrain. On the first occasion the 3 Pack aircrews landed as close as possible to the downed aircraft. Having made their way to the burning wreckage, the DAART personnel rescued the aviators and returned them safely to base camp. On the second occasion the same 3 Pack arrived at the crash site, landed and risked their lives to get through to the flaming wreckage. Despite their valiant attempts the flames were too intense, and the Apache crew perished. The loss of these warriors was felt throughout TF-Hawk, and on an isolated ramp covered with mist and light rain we gathered for a farewell ceremony befitting their bravery and

#### Missions were based on concepts developed in Europe's Central Region, with executing units adapting to the reality of the harsh Albanian environment.

of Wiesbaden, Giebelstadt, Hanau and Darmstadt on the way to the air port of embarkation at Ramstein Air Base. Concurrent with both of these movements, the self-deploying main body consisting of three Black Hawk C2 helicopters from Co. A, 5th Bn., 158th Avn., 10 Black Hawks each from the 158th's C and D companies, 10 Chinooks from Co. F, 159th Avn., six air ambulances from the 159th Medical Co., and 24 AH-64 Apache attack helicopters from the 11th Avn. Regt. (included as an element of the main body during self-deployment) departed for Tirana, Albania. The 1,100 mile air route began in Germany, went through France and Italy, then crossed the Adriatic Sea into Albania.

onditions in Albania were severe. It rained continuously throughout the month of April, with temperatures dropping to near-freezing at night. The resultant deep mud prevented both wheeled- and tracked-vehicle movements, while posing significant parking problems for the helicopters, especially the heavier Chinooks. To mitigate severe physical damage to the task force's aircraft, the self-deploying helicopters waited in Italy until equipment and supplies

weather. Operating altitudes normally exceeded 5,500 feet, with flight routes, Restricted Operating Zones, firing positions and engagement areas intertwined throughout the jagged peaks of Albania's northern Alps. Aggravating the situation was a supporting geo-stationary satellite sitting too low on the horizon to afford good, consistent communications to aircraft routinely working the walls of remote canyons. Finally, there was the always-present and pervasive threat of surface-to-air missiles. The man-portable, shoulderfired launchers were reported up to five kilometers inside Albania.

Combat missions in the TF-Hawk AOR primarily consisted of flying task-organized aviation "packages" in the vicinity of the Albania-Kosovo border. These missions typically included eight TF-11 Apaches, with TF-12 providing one Black Hawk C2 aircraft for squadron control, one Black Hawk C2 aircraft for command and control of the immediate and deliberate Downed Aircraft and Aircrew Recovery Teams (DAART), one Black Hawk Penetrator aircraft, two Chinook "Fatcow" refuelers and one UH-60 air ambulance.

On two separate occasions the immediate DAART Black Hawk C2, Penetrator aircraft and MEDEVAC

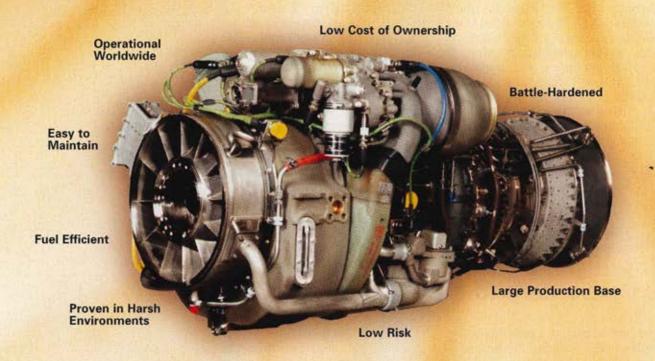
professionalism. Furthermore, it is a tribute to the resiliency of a professionally trained force that we were able to recover from the incident and drive on with the mission. Several key CS operations were also conducted in support of TF-Hawk.

Rirst, there were Chinook and Black Hawk "Gun Raid" training missions with the 82nd Airborne Division's 2nd Bn., 505th Infantry. Four Chinooks flew approximately 50 hours sling-loading 105mm howitzers, ammunition and vehicles. Landing zone (LZ) security troops and artillery personnel were moved in conjunction with the equipment via CH-47 and UH-60. Training was conducted both day and night, and included a live-fire on an Albanian range.

Second, there was the Quick Reaction Force (QRF), consisting of a platoon from 2-505th Inf., again supported by both Chinooks and Black Hawks. Regular meetings and weekly battle drills between TF-12 aviators and the supported infantry unit resulted in viable, mission-based tactics, techniques and procedures. The result was an efficient, dedicated combat force ready for contingency operations.

And third, there were logistical runs between Tirana airfield and the 1st

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Bn., 27th Field Artillery's forward operating base 30 kilometers to the northeast.

CSS was also vital, and was provided in several forms. Four critical medevac missions were executed in support of TF-Hawk. These included the evacuation of local civilians, foreign military personnel and U.S. service members. Chinooks recovered the two previously mentioned downed AH-64s from very difficult terrain, requiring the sling-loading and internal hauling of wreckage from the crash sites in Albania across the Adriatic Sea to Brindisi, Italy. Additionally, CSS was provided to the V Corps special operations command and control element by way of Chinook passenger and equipment haul between Italy and Albania. Equally important, and key players in all missions, were the TF-12 Air Traffic Services (ATS) personnel provided by Co. A, 3rd Bn., 58th Avn. Regt., as well as the forward area refueling point (FARP) personnel drawn from throughout TF-12. ATS persontion of Kosovo. Up to that point TF-12 had flown 2,367 hours in support of TF-Hawk and Allied Force.

The new mission, based out of Skopje but conducted in Kosovo, required a new task organization. TF-12, now based at Camp Able Sentry in Skopje, consisted of 12 Apaches from 6-6 Cav.; seven Black Hawks and four Chinooks from 5-158th Avn.; two Black Hawks from the 10th Mountain Div.'s Co. C, 2nd Bn., 10th Avn.; four 159th Avn. air ambulances; two security teams from Co. E, 51st Inf.; and an ATS element from Co. A, 3rd Bn., 58th Avn. Air-bridge lift requirements between Albania and Macedonia existed until TF-12 completed the air movement of 390 passengers, 24 vehicles and 13 pallets from Tirana to Skopje.

Attack helicopter and general support (GS) aviation missions began as soon as the new TF-12 arrived in Skopje. British forces were immediately ready to drive a wedge through the center of Kosovo with two brigades forward, and required suptional brigade commanders to immediately influence their AORs.

GS aviation missions were also conducted continuously. The planning and coordination relationship TF-12 developed with V Corps' 16th Corps Support Group proved critical in the monumental effort to establish several U.S. forward operating bases in Kosovo. To this end, CH-47s slingloaded and internally hauled 950 short tons of equipment, while Chinooks and Black Hawks together moved 2,887 passengers into Kosovo. Additionally, significant amounts of equipment and supplies were moved forward for the 94th Engineer Bn. and the 67th Combat Army Surgical Hospital (CASH).

VIPs visiting the region included the president of the United States and his family, the secretary of defense, Congressional delegation personnel, senior U.S. military personnel, foreign statesmen, NATO military personnel and the international press. These visits consumed many hours of staff planning time and coordination. These

## Aerial reconnaissance operations throughout Kosovo netted an enormous amount of real-time intelligence, allowing multinational brigade commanders to immediately influence their AORs.

nel contributed to the mission by controlling 14,073 aircraft movements in just 43 days at Tirana, while fuel handlers pumped 478,507 gallons of fuel during the same time period. Also, the 3rd Bn., 58th Avn. Army Airspace Command and Control cell (A2C2), part of V Corps' Deep Operations Coordination Cell (DOCC), planned, and deconflicted coordinated Albanian and Kosovo Engagement Zone airspace usage with the Combined Air Operations Center (CAOC) in Aviano, Italy.

In early June the Serbian government signed the Military Technical Agreement (MTA) which effectively ended Operation Allied Force. While aviation support was still required in Albania, the signing of the MTA generated a concurrent mission focus for TF-12. As a result, elements of the task force moved from Tirana to Skopje, Macedonia, in support of Operation Joint Guardian, the occupa-

porting aerial reconnaissance, surveillance and, if need be, firepower. Accordingly, Army AH-64s filled this role, and were thus the first U.S. maneuver forces to enter Kosovo. As had always been the key to TF-12's success, the appropriate level of liaison activities were conducted and the combined U.S. Army aviation/British ground maneuver Initial Entry Force (IEF) operation went without incident.

From the IEF operation through the transition between TF-12 and the 1st ID's 2nd Bn., 1st Avn., TF-12 conducted operations across the spectrum of Army aviation missions. TF-12 supported a daily, Kosovo-wide attack helicopter QRF and a U.S. sector-wide attack helicopter patrolling mission in conjunction with the 2-505th Inf., and the 1st ID's 1st Bn., 6th Inf., and 1st Bn., 77th Armor. Aerial reconnaissance operations throughout Kosovo netted an enormous amount of real-time intelligence, allowing multina-

missions often occurred on the same day and, due to the relatively small number of aircraft on station, crews were often required to fly consecutive VIP missions in one day.

The operational tempo for medevac missions increased dramatically during Operation Joint Guardian. Some 55 medevacs were executed on extremely short notice by the 159th air ambulances stationed at both Camp Able Sentry and Camp Bondsteel, Kosovo.

As in Tirana, the ATS and FARP personnel continued with 24 hour operations in Skopje, tallying up 8,110 air movements and pumping 401,119 gallons of fuel, respectively.

One important additional note is the relationship TF-12 developed with the collocated 26th Marine Expeditionary Unit (MEU) in Skopje. Working with the marines, an informal agreement was established regarding aircraft parking



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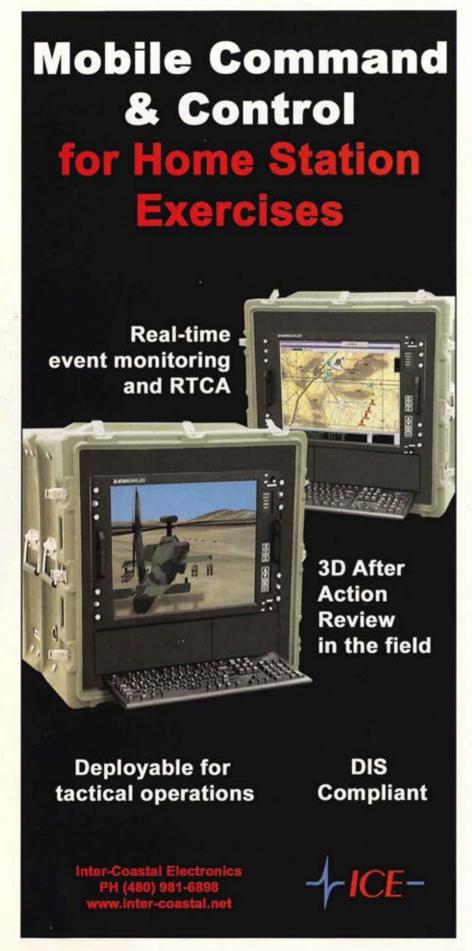
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under extremely "tight" conditions at Camp Able Sentry, as well as ATS and FARP personnel augmentation. Moreover, the 26th MEU helped relieve pressure on the TF-12 fleet by conducting CH-53 heavy-lift missions in conjunction with TF-12's CH-47s. With both components based at Camp Able Sentry and operating simultaneously in Macedonia and Kosovo, TF-12 staff and aircrews had to maintain a continuous joint focus, both ground and air, throughout the AOR.

Maintenance statistics remained above Department of the Army standard throughout TF-12's Balkan deployment. Average UH-60 mission-capable aircraft was 91 percent, while Co. F, 159th Avn., maintained an average of 83 percent CH-47 availability. These numbers are a tribute to the maintenance management effort, as well as to crew chiefs, civilian contractors, aviation maintainers and 3rd COSCOM, and to the AVIM soldiers of the 7th Bn., 159th Avn., and 2nd Bn., 502nd Avn.

At the conclusion of TF-12's fivemonth stint in the Balkans, 757 missions totaling approximately 6,000 flight hours had been flown in support of TF-Hawk and operations Allied Force and Joint Guardian. Total short tonnage hauled amounted to 1,763, equaling 3.5 million pounds of cargo, and 59 time-critical medevac missions had been executed. Some 22.183 air movements were controlled by the ATS element, and the FARP pumped a total of 879,626 gallons of fuel. Throughout all operations in the Balkans, safety remained the cornerstone of mission analysis and execution.

Last, but not least, are the soldiers and families who supported TF-12 from the rear. From 24-hour operations at the 12th Avn. Bde. Emergency Action Center to the numerous family support group meetings, from the mountain of mail sent to the troops to the always present, yet unrecorded individual-to-individual support that goes hand-in-hand with extended deployments, TF-12 would not have had the success it had without them.

Lt. Col. Joseph E. Maher Jr. was Task Force 12's operations and training officer.



March 29-April 1, 2000 Fort Worth Convention Center



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0	AWARDS BANQUET GEN Eric K. Shinseki, Chief of Staff, USA (Invited Speaker) Presentation of AAAA National Unit & Individual Awards SEATING REQUEST	Sat	□ \$ 30	□ \$ 60	□ \$ 50	□ \$ 80	\$	12
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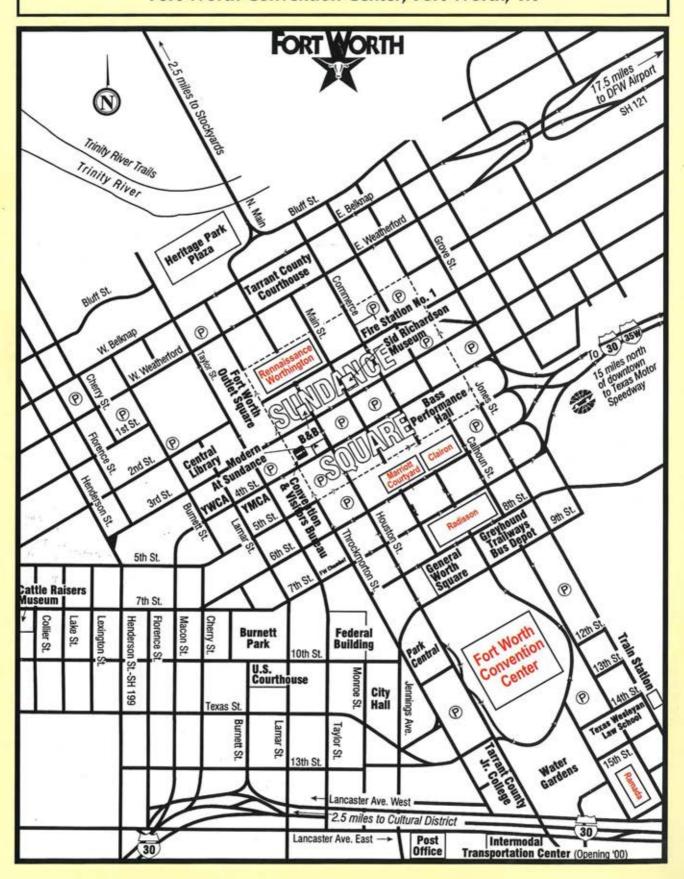
#### AAAA ANNUAL CONVENTION SCHEDULE OF EVENTS

29 March – 1 April 2000 ● Fort Worth Convention Center ● Fort Worth, Texas "The Future is Now: Army Aviation - Across the Full Spectrum of Operations"

Tuesday, 28 March 2000	Friday, 31 March 2000-Continued
0800-1700 AAAA Registration Center Open	1100-1500 Exhibits Open (Cash Bars & Concessions Open)
Wednesday, 29 March 2000	1100-1500 PERSCOM Career Guidance 1200-1300 Professional Luncheon
0800-2000 AAAA Registration Center Open	"Recognizing the Aviation Soldier"
0700-1800 AAAA North Texas Chapter Golf Tournament 1530-1730 National Board Meeting	Guest Speaker Invited: SMA Robert E. Hall
1645-1730 Awardee Briefing	1400-1500 PM Briefings at the Aircraft 1500-1600 Professional Sessions
1730-1800 Exhibit Managers Reception	"Insights from Senior Executives"
(By Invitation Only) 1800-2000 Early Birds Reception & Opening of Exhibits	Panel of AAAA Senior Executive Associates 1800-2100 AAAA National Board, 40-Year Member & Cub
rece zees zany zwas riesephen a opening er zamene	Club Dinner (By Invitation Only)
Thursday, 30 March 2000	2100-0100 AAAA Chapter Receptions
0700-1700 AAAA Registration Center Open	Saturday, 1 April 2000
0745-0845 Eye-Opener Refreshment Break 0745-0845 Speakers Breakfast	0730-1600 AAAA Registration Center Open
0800-1700 Press Room Open (Sponsored by GE Aircraft)	0730-0900 Eye-Opener Refreshment Break 0745-0900 First Light Breakfast
0845-1045 Professional Sessions 0845-0900 MG Carl H. McNair, Jr., Ret.	(By Invitation Only)
AAAA President's Welcome	Speaker: LTG Paul J. Kern, Director, Army Acquisition Corps
0900-0945 Keynote Address	0900-1100 Professional Sessions
GEN John N. Abrams, CG, U.S. Army Training & Doctrine Command	"Hardware and Acquisition" Panel of MG Snider, PEO Aviation, MG
0945-1015 MG Anthony R. Jones, Aviation Branch	Gibson, Vice Director for Force Structure,
Chief 1015-1045 LTG Leon J. LaPorte, CG, III Corps & Fort	Resources and Assessment, J8, MG Sullivan,
Hood	CG AMCOM, Mr. Borgman, Sikorsky Aircraft, Mr. Stinson, Bell Helicopter Textron, Mr.
1000-1500 Spouse Outing – Stockyards Station 1045-1500 Exhibits Open	Sears, The Boeing Company
(Cash Bars & Concessions Open)	1100-1600 Exhibits Open (Cash Bars & Concessions Open)
1045-1500 PERSCOM Career Guidance	1100-1600 PERSCOM Career Guidance
1230-1400 AAAA Annual Meeting & Luncheon The President's Annual Report, the National	1200-1300 Professional Luncheon Guest Speaker Invited: MG Raymond F. Rees,
Elections, and the presentation of AAAA's	Vice Chief, National Guard Bureau
Membership Awards. 1400-1500 PM Briefings at the Aircraft	1330-1600 PM Briefings at the Aircraft 1330-1600 Professional Sessions Breakouts:
1500-1600 Professional Session Breakouts:	■ Air Warrior
<ul> <li>Special Operations Aviation</li> <li>MEDEVAC &amp; Medical Support for the</li> </ul>	C3I
Future	■ Army Digitization Office
■ Aviation Supportability	Night Vision PM
<ul> <li>■ Personnel Issues</li> <li>■ C4ISR (UAV/JSTARS)</li> </ul>	1745-1900 AAAA Banquet Ticket Pickup
1600-1700 Scholarship Board Meeting	1900-2200 AAAA Awards Banquet
2100-0100 AAAA Chapter Receptions	Guest Speaker Invited: GEN Eric K. Shinseki,
Friday, 31 March 2000	Air Warrior Simulations C3I Army Digitization Office ASE/AEC Night Vision PM AAAA Banquet Ticket Pickup AAAA Banquet Reception AAAA Awards Banquet Guest Speaker Invited: GEN Eric K. Shinseki, Chief of Staff, USA National Unit & Individual Awards
0800-1700 AAAA Registration Center Open	Presentations.
0800-0900 Eye-Opener Refreshment Break 0800-1700 Press Room Open (Sponsored by GE Aircraft)	Seating at this formal Banquet is reserved. Please note any special seating requests on
0800-0900 Speakers Breakfast	the Advance Registration Form. Every attempt
0930-1530 Spouse Outing - Waxahachie 0900-1100 Professional Session	will be made to comply with your request. Your table number will appear on your Banquet
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#### **Convention & Visitors Bureau**

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Fort Worth, Texas 76102-7410
1-800-433-5747
http://www.fortworth.com

Visitors Information Center 130 East Exchange Avenue in the Stockyards National Historic District 817-624-4741

Visitors Information Center 3401 West Lancaster Avenue in the Cultural District 817-882-8588

#### 1.5 miles to Downtown W. 7th St. Camp Bowle Blvd Montgomery St Arch Amon Carter Museum Adams Art Museum P (P Lancaster Ave. (P) A Modern Art Casa Museum of Fort Worth **Visitors** Mañana Information Center University (P) Will Rogers Fort Worth Memorial Museum of Center Science and 9 History I Omni/Planetarium (P) Burnett-Tandy Dr. Harley Ave. To 1-30

**CULTURAL DISTRICT** 

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PARKS, GARDENS AND ZOO



### THE 2000 AAAA CONVENTION GOLF TOURNAMENT In Memory of Hamilton H. Howze Wednesday, March 29, 2000 Diamond Oaks Country Club

The AAAA North Texas Chapter is planning a golfer's outing to be held in conjunction with the AAAA Annual Convention, March 29- April 1, 2000, in Fort Worth, Texas.

Arrangements have been made with the Diamond Oaks Country Club – a Charles Akey and Mark Brooks designed course, located approximately 8 miles from Downtown Fort Worth, for a 4-person Scramble. Please note the Diamond Oaks Golf Club is a spike-less facility; please arrive in sufficient time prior to your flight start times for replacement of metal spikes.

There will be 2 flights, each limited to 140 players per flight. Each flight will "Shotgun" start; AM flight will start at 07:30; the PM flight will start 13:00. The cost will be \$75.00 per player which includes greens fee, cart, lunch, drinks, and prizes for each flight (1st, 2nd, 3rd, longest drive, etc.). The driving range will open at 07:00, buffet lunch will be served 10:30 to 13:30. Spaces available are limited to above numbers and will be on request - first-come, first-served. Please specify if you have a four-some participants preference — For participation information, contact: Mr. Tom Daley, Tele: 817-280-5738, E-mail: tdaley@bellhelicopter.textron.com.

The North Texas Chapter (NTC) Golf committee will complete all other details after receiving responses to this invitation. Your earliest possible commitment will be greatly appreciated. If required, inclement weather plan will be briefed March 29.

The NTC and AAAA want this to be a fun day for all. National/NTC will do our best to see that it offers something for all golfers. Main prizes will be awarded randomly. If you have an established handicap, please annotate it; if not, please provide your normal score for 18 holes.

Your reply to the following is requested no later than March 1, 2000. Payment is due with the application; spaces will be allocated on a first-come, first-served basis; payment is fully refundable up to March 15, 2000. Organizations interested in general sponsorship information, please contact Wally Herzog, Tele: 817-377-0144, E-mail: herzog\_wallace@si.com or Garry Bass, Tele: 817-284-5145, E-mail garry.bass@flir.com.

	(Please	detach and return t	o address below)
I would like to play in	n the 2000 AAAA North	Texas Chapter Golf Tou	rnament.
I prefer:	AM Group;	PM Group;	Have no preference.
Yes, my local	AAAA Chapter/Compan		information about sponsoring a hole.
Name and four-som	e /team preference:		
Name:			Telephone:
Address:			
City, State & Zip:			

Return this form with check, to: Tom Daley, 4215 Walsh Lane, Grand Prairie, TX 75052.

Make checks payable to: NTC AAAA Golf Tournament.

#### AAAA ANNUAL CONVENTION GENERAL INFORMATION

REGISTRATION & FEES: An Advance Registration Form must be completed by each individual who wishes to attend the professional sessions or social functions. All persons attending the Professional Sessions, except spouses, must pay the fee for admission to the Professional Sessions. Those attendees who are non-members and wish to attend the Professional Sessions may pay the non-member fee or pay the member fee plus the annual AAAA membership dues at the time of registration. Admission to the Professional Sessions will be by Badge.

Badges for admission to the Professional Sessions for the spouses of attendees are complimentary and the membership requirement for spouses of attendees is waived. AAAA members, non-members, guests, and their spouses who wish to attend only the exhibits or social functions need not pay the Professional Session or Membership fees. Admission to the Exhibit Hall is complimentary and will be by Badge.

Advance Registrations may be submitted to the AAAA National Office at any time prior to Monday, February 21, together with full payment for the functions the individual wishes to attend. Advance Registrations

received after this date will be held for On Site Registration.

Full refunds of function fees will be made if notification is received at the AAAA National Office by phone or mail on or before Friday, March 17. Individuals may pick up their badges and function tickets at the AAAA Registration Center in the Fort Worth Convention Center. Operational hours of the AAAA Registration Center are listed in the "SCHEDULE OF EVENTS".

DOD APPROVAL: The Secretary of the Army has issued a blanket determination of agency interest for Army personnel who will attend the AAAA Convention in their personal capacities during their off-duty time, and a blanket approval for those attending in their official capacities, away from their duty stations. Army personnel attending the AAAA Convention may obtain a copy of this blanket determination from their local ethics counselors or the AAAA National Office.

Furthermore, the Department of Defense "finds that the business portions of this event meet the minimum regulatory standards for official attendance by DoD employees. This finding does not constitute a blanket approval or endorsement for attendance. Individual DoD component commands or organizations are responsible for approving or disapproving official attendance of its DoD employees based on mission requirements and DoD regulations. The propriety of attendance by DoD employees in their personal capacities at incidental social portions of this event shall be determined by the individual DoD employee's Ethics Counselor based on standards of conduct and community relations requirements."

HOUSING: The AAAA National Office has reserved a room block at several Fort Worth hotels. Room requests will be processed on a first-come, first-served basis starting on January 15. The Housing Deadline is Monday, February 21. Room requests received after this date will be honored on a space-available basis. Indicate your hotel choices in order of preference with (1) as first choice. Your request will not be processed unless your preferences are clearly indicated.

SUBMISSION OF THE ADVANCE REGISTRATION FORM IS REQUIRED TO RESERVE HOTEL ACCOMMODATIONS AT AAAA

CONVENTION RATES.

The AAAA National Office is serving as the Housing Bureau ONLY for Military/DAC rated rooms, Military/DAC fees and room rates apply only to Active Army and DAC personnel and to those Reserve Component and Retired persons who are NOT in the current employ of defense contractors on a full-time, part-time, or consulting basis while attending the AAAA Convention. DO NOT RETURN THE AAAA OFFICIAL HOUSING REQUEST FORM TO THE AAAA NATIONAL OFFICE UNLESS YOU ARE ELIGIBLE FOR THE MILITARY/DAC ROOM RATE.

If you are eligible for the Industry/Civilian rate, send this form directly to the hotel of your choice. The hotels will ONLY accept direct reservations at AAAA Industry/Civilian rates.

DRESS CODE: The AAAA suggests the following attire: Wed., March 29: Casual Attire. Thu., March 30: Daytime - Class B/Coat & Tie; Evening (Chapter Receptions) - Casual Attire. Fri., March 31: Daytime -Class B/Coat & Tie; Evening (Chapter Receptions) - Casual Attire. Sat., April 1: Daytime - Class B/Coat & Tie; Evening (AAAA Banquet) - Dress Mess/Dress Blues/Black Tie. PLEASE NOTE: The AAAA suggests that daytime Professional Session speakers who are Army personnel wear Class A.

TRAVEL RESERVATIONS: Opryland International Travel (OIT) has been selected as AAAA's official travel agency. OIT guarantees the lowest air fare on any airline based on availability at the time of ticketing or OIT pays the difference. OIT offers a 5% discount on all American Airlines fares. Call OIT at (800) 677-9526 from 8:00 a.m to 5:00 p.m. (Monday to Friday) and 9:00 a.m. to 3:00 p.m. (Saturdays) Central Time or FAX to (615) 871-5794. Please make every effort to use OIT to make your travel arrangements for the AAAA Convention; if this is not possible, arrangements have also been made with American Airlines to serve as the official air carrier for the AAAA Annual Convention, Please cite the American Airlines Star File Number 3530UP if you plan to travel on American Airlines.

RENT-A-CAR SAVINGS: Through the AAAA contract with HERTZ, AAAA card-holding members attending the AAAA Convention may obtain the HERTZ special convention rates on reservations made personally, or through travel agencies or corporate travel departments. Call Opryland International Travel (OIT) at (800) 677-9526 Toll Free or call Hertz Toll Free at (800) 654-2240. Please cite the Hertz Meeting Account Number # 022M0004.

AAAA NORTH TEXAS CHAPTER GOLF TOURNAMENT: The AAAA North Texas Chapter is sponsoring a Golf Tournament on Wednesday, March 29. For more information, see the Golf Tournament form or contact: Mr. Tom Daley, 4215 Walsh Lane, Grand Prairie, TX 75052; Tele: (817) 280-5738; E-Mail: tdaley@bellhelicopter.textron.com.

SPOUSE PROGRAMS: The AAAA invites spouses to participate in planned activities.

On Thursday, March 30, board the convenient bus shuttle operating every half hour from 10:00 a.m. to 3:00 p.m. to and from the Fort Worth Convention Center and the Stockyards Station, a 100,000 square foot festival market center, with 27 retail shops and restaurants. Take a ride on the Tarantula Train, or a walking tour, watch the daily cattle drive, and visit Billy Bob's. The fee for this event includes transportation only.

On Friday, March 31, visit Waxahachie, known as the Gingerbread City, a charming community with many Victorian buildings and homes dating back to the 19th Century, and location of many academy award-winning

movies. Transportation, guided tour, and lunch included.

Saturday, April 1 is open for individual exploration. There are numerous shops, restaurants and museums in the immediate area of the hotels. Information on local points of interest will be available in the AAAA Registration Center.

AAAA NATIONAL BOARD, 40-YEAR MEMBER & CUB CLUB DINNER: The AAAA invites its National Board, 40-year members, and Cub Club members to participate in a dinner on Friday, March 31, from 6:00 p.m. to 9:00 p.m., at the Stockman's Club for a reunion "Western Style". The price per person includes dinner, entertainment, and transportation. Cash

AWARD PRESENTATIONS: The AAAA's National Unit and Individual Awards will be presented at the AAAA Awards Banquet. The AAAA's "Top Chapter" Awards and Membership Contest Awards will be presented at the AAAA Annual Meeting & Luncheon. See the "SCHEDULE OF EVENTS" for details.

PROFESSIONAL SESSIONS: The Professional Sessions taking place on Thursday, March 30 through Saturday, April 1, at the Fort Worth Convention Center, will be of special interest to all AAAA members, and are being arranged by Major General Anthony R. Jones, Aviation Branch Chief and Commanding General of the U.S. Army Aviation Center, Fort Rucker, Alabama, who serves as the Program Chairman. Admission to the Professional Sessions under the theme of "The Future is Now: Army Aviation - Across the Full Spectrum of Operations" will be by Badge.

ARMY AVIATION TECHNOLOGY EXHIBITION: The Army Aviation Technology Exhibition at the Fort Worth Convention Center is one of the most important segments of the AAAA Annual Convention, complementing the Professional Sessions with exhibits of Army Aviation products and services and providing opportunities to exchange vital information first-hand with the representatives of defense-related manufacturers and government organizations. The hours of operation appear in the "SCHEDULE OF EVENTS".

## AIRBORNE CORPS AVIATION



By Col. William M. Jacobs

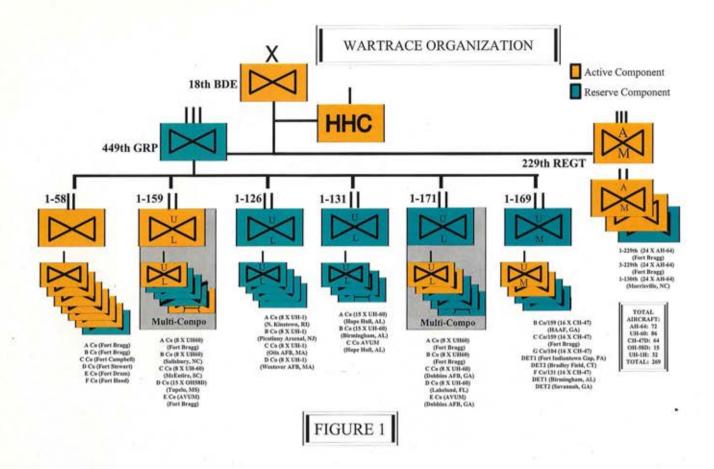
The aviation assets of the Fort Bragg, N.C.-based XVIII Airborne Corps include units from the 2nd Armored Cavalry Regiment, 82nd Airborne Division, 101st Abn. Div., 3rd Infantry Div., 10th Mountain Div. and "Wartrace" Army National Guard and Army Reserve units from throughout the United States. The corps is on the leading edge of Army aviation's technology development, initiatives and growth. From integrating Reserve and National Guard units into a seamless warfighting team to conducting peacekeeping and humanitarian operations, XVIII Abn. Corps aviation continues to set the standard for future Army aviation.

18th Avn. Brigade, Fort Bragg

The history of the 18th Avn. Bde. dates to the Vietnam era, when in April of 1966 the unit was organized as the 269th Avn. Battalion with the 18th and 196th Avn. companies as subordinate units. The 269th formally activated at Fort Bragg on July 1, 1966, and deployed to the Republic of Vietnam on Jan. 28, 1967. There it was assigned to the 12th Avn. Group, 1st Avn. Bde., at Vung Tau.

During its tour in Southeast Asia the battalion participated in a number of actions and campaigns, including the Tet Counteroffensive, the Tet 1969 Counteroffensive and the Sanctuary Counteroffensive. After more than four years in combat, the unit redeployed from Vietnam to Fort Bragg. Among the awards the unit earned were the Meritorious Unit Commendation, the Republic of Vietnam Cross of Gallantry with palm leaf and the Vietnam Civil Action Honor Medal.





On Sept. 1, 1987, the 269th Avn. Bn. was reorganized and redesignated the 18th Avn. Bde. and has since participated in operations Prime Chance in the Persian Gulf, Just Cause in Panama, Desert Shield and Desert Storm in Southwest Asia, Hurricane Andrew relief in southern Florida, Hurricane Mitch relief in Central America and multiple rotations in support of the Stabilization Force (SFOR) in Bosnia. The 1st Bn., 159th Avn. Regiment, recently conducted a transfer of authority to the 10th Avn. Bde. and returned to Fort Bragg to resume support to XVIII Abn. Corps.



he 18th Avn. Bde. is comprised of two active battalions and three separate active companies, as well as one National Guard aviation group and six battalions. Active-component units also include the 1st Bn., 58th Avn. Regt.; the

corps' air traffic services battalion, with two companies at Fort Bragg and one company each at Fort Stewart, Ga., Fort Hood, Texas, Fort Campbell, Ky., and Fort Drum, N.Y. The brigade also includes Headquarters and Hqs. Co., 18th Avn. Bde.; the 1st Bn., 159th Avn. Regt. (UH-60); Co. B, 159th Avn. Regt. (CH-47), at Hunter Army Airfield; Ga.; and Co. C, 159th Avn. Regt. (CH-47), at Fort Bragg. Wartrace affiliates include the 229th Avn. Regt. at Fort Bragg, the North Carolina National Guard's

449th Avn. Group; the Alabama Army National Guard's 1st Bn.., 131st Avn. Regt.; the Rhode Island Army National Guard's 1st Bn., 126th Avn. Regt.; the Georgia Army National Guard's 1st Bn., 171st Avn. Regt.; and the Connecticut Army National Guard's 1st Bn., 169th Avn. Regt.

With more than 3,000 assigned personnel (not including the multicomponent or wartrace units) and 240 organic aircraft, the 18th Avn. Bde. stands ready to support XVIII Abn. Corps with a rapid-deployment mission, anytime and any place in the world.

82nd Avn. Bde., 82nd Abn. Div., Fort Bragg

The 82nd Avn. Regt. traces its roots to the 82nd Avn. Co., which was constituted on Sept. 1, 1957. Increasing demands for aviation support overburdened the old company structure and on July 1, 1960, the 82nd Avn. Bn. was formed from the ranks of the 82nd Avn. Co. The new battalion was composed of a Headquarters Co., Co. A (assault) and Co. B (general support).

The new battalion faced its first trial by fire when Co. A deployed to the Dominican Republic in April 1965 in support of Operation Power Pack. The unit then deployed to the Republic of Vietnam to support the 173rd Abn. Bde. and returned late in 1966. The battalion's organization and structure changed little over the next decade.

The 1979 creation of the Joint Rapid Deployment Task Force illustrated the need for a more flexible unit. As a result, the 82nd Avn. Bn. reorganized as the 82nd Combat

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Avn. Bn., doubling the number of soldiers and aircraft. In addition, the battalion's structure was modified to include two assault helicopter companies, the 119th and the 129th, from the 269th Avn. Bn. at corps level. These companies became Co. A and Co. B, respectively. Co. C remained the general support company and Co. D replaced the old Co. A as an attack helicopter company. Co. F was assigned from the 782nd Maintenance Bn. to provide Aviation Intermediate Maintenance (AVIM) support. HHC maintained control of all administrative and logistical functions within the battalion.

In October 1983 the 82nd Cbt. Avn. Bn. deployed to Grenada in support of Operation Urgent Fury and returned late in November of 1983. Until 1986 the battalion was the largest aviation battalion in



the Army and the only airborne aviation battalion in the world.

The 82nd Avn. Regt. was officially activated on Jan. 15, 1987. The regiment's activation coincided with that of the 82nd Avn. Bde., consolidating all of the division's aviation assets under one guidon.

At the end of 1989 the brigade was reorganized to include HHC; the 1st Squadron, 17th Cavalry; and 1st Bn. (attack), 2nd Bn. (assault) and Co. D (aviation maintenance). The only change to the current unit configuration was the transition from AH-64 to OH-58D in 1994. The brigade has since gone to war twice. In November 1989 the 1st Bn. deployed attack helicopters to Panama in support of Operation Just Cause. In August 1990 the 82nd Avn. Bde. deployed to Saudi Arabia as part of the vanguard for the 82nd Abn. Div.'s "line in the sand" in response to Iraq's invasion of Kuwait.

Since Desert Storm the brigade has participated in numerous real-world and training deployments, including Bosnia-Herzegovina, Haiti, Hurricane Andrew relief in southern Florida and several Joint Readiness Training Center, Joint Task Force-6 and National Training Center rotations.

The brigade currently consists of more than 1,300 troops, 48 attack helicopters, 30 assault helicopters, eight special-mission helicopters and three electronic warfare helicopters, and stands ready to deploy anywhere in the world within 18 hours to fight and win.

101st Avn. Bde., 101st Abn. Div., Fort Campbell

The 101st Ávn. Bde. is a key element in XVIII Abn. Corps' ability to rapidly deploy and conduct combat air-assault operations. The brigade trains for worldwide deployment as part of a joint, multinational or unilateral task force to destroy enemy forces or seize and retain terrain, and to control land, people and resources.

The "Wings of Destiny" brigade is composed of a brigade headquarters company, three attack helicopter battalions, one combat aviation battalion and one cavalry squadron. The 101st Avn. Bde. is made up of the 1st, 2nd, 3rd and 6th battalions of the 101st Avn. Regt. and the 2nd Sqdn., 17th Cav. Regt.

The 101st Aviation Brigade was the Spearhead for coalition air forces during Operation Desert Storm, during which the brigade conducted numerous deep attacks and participated in the largest combat air assault in recent history. The brigade participates in a wide spectrum of combat training missions annually, including rotations at the National Training Center and Joint Readiness Training Center, and exercises Purple Dragon and Red Flag.

With the largest fleet of AH-64s (including Longbow variants), the 101st Avn. Bde. provides the division with a devastatingly flexible maneuver force.

159th Avn. Bde., 101st Abn. Div., Fort Campbell

The 159th has a distinguished history. Formed in Vietnam on July 1, 1968, from the dissolved 308th Cbt. Avn. Bn, the 159th was organized as the medium and heavy lift Assault Support Helicopter Battalion (ASHB) of the 101st Abn. Div., with three CH-47 companies and one CH-54 company. During the Laotian incursion, the 159th ASHB's lift support for three complete divisions, elements of three additional divisions and a ranger group was not only of a magnitude never before achieved, but was also an entirely new stand in the face of resistance. The courageous efforts of the 159th ASHB were instrumental in the success of LAM SON 719.

In February 1972 the 159th ASHB returned to Fort Campbell as the only CH-47 battalion in the Army, receiving the Valorous Unit Award for its services in Vietnam. From 1982 to 1986 the battalion supported the 101st Abn. Div. and more than 21 states and six countries including Honduras, Germany and Canada. Additionally, the unit supported disaster-relief operations, emergency search-and-rescue operations and joint operations.

Redesignated the 159th Avn. Bde., 101st Abn. Div., the unit continued support for demanding missions. The brigade is composed of the 4th, 5th, 7th and 9th battalions, 101st Avn. The brigade's efforts came into play during Operation Provide Comfort in 1991, during relief operations following Hurricanes Andrew and Emily, the St. Maarten disaster relief operation, Operations Restore Hope and Uphold Democracy and, most recently, Operation Joint Guard.

The division will participate in an upcoming Red Flag exercise at the NTC. This training exercise integrates Air Force and Army tactical operations into a challenging combined-arms exercise.

#### 10th Mtn. Div., Fort Drum

The 10th Mtn. Div.'s mission demands worldwide deployment within 36 hours to conduct air assault and air movement operations in support of the 101st Abn. Div. and the XVIII Abn. Corps contingency missions. The brigade includes the 1st and 2nd battalions, 10th Avn., and the 3rd Sqdn., 17th Cav.

The unit's history is rich with accomplishments from conflict resolution to humanitarian efforts. In 1990 some 1,200 of the division's soldiers were called to serve in support of Operations Desert Shield and Desert Storm. As Task Force Mountain, the 6,000 division sol-

diers set up relief camps, distributed food, clothing, medical necessities and building supplies, and helped to rebuild homes and clear debris following Hurricane Andrew in 1992.

More than 7,300 soldiers from the 10th Mtn. Div. participated in the multinational humanitarian relief operation in Somalia in 1992 and 1993. The division headquarters designated as the headquarters for all Army forces of the Unified Task Force (UNITAF) - helped ensure safe passage of relief supplies to the starving Somali population during Operation Restore Hope. Operation Continue Hope continued to sustain the safe flow of supplies from May of 1993 through March of 1994.

The 10th Mtn. Div. played significant roles in both Operation Uphold Democracy in Haiti (1994-1995) and

Operation Joint Guard in Bosnia (1997).

#### 4th Sqdn., 2nd ACR, Fort Polk, La.

As the XVIII Abn. Corps' aerial eyes and ears, the 4th Sqdn., 2nd ACR, actively participates in training and missions across the country with its four OH-58D cavalry troop and UH-60 air troop. The Squadron deployed to Bosnia in September 1997 and redeployed in June 1998.



This past summer the unit self-deployed 24 OH-58Ds, 10 UH-60s and more than 400 personnel to Barstow, Calif., for roughly six weeks to participate in an NTC rotation. The soldiers of the 4-2 Cav. sustained 24-hour operations, including two live-fire missions, and flew 2,034 hours in support of the specially tailored, cavalry-oriented operation. Upon completion, the OH-58Ds and over 200 personnel were air-deployed back to Fort Polk aboard eight C-17s.

The unit maintains a vigorous OPTEMPO and will participate in several gunneries at Fort Chaffee, Ark., in the near future. In July 2000 the 4-2 Cav. will air-

deploy, utilizing C-5s and KC-10s, to Fort Hunter Liggett and Point Mugu Naval Air Station, Calif., in support of JTF-6.

Avn. Bde., 3d Inf. Div., Hunter Army Airfield

The 3rd Inf. Div. Avn. Bde. was constituted on March 16, 1985, and activated in Germany. The unit now consists of an attack battalion, a general-support aviation battalion and a heavy cavalry squadron. Since its inception the unit has participated in numerous efforts. Recently, the brigade participated in counterdrug efforts in the Bahamas. The brigade, along with Co. B, 159th Avn. Regt., recently was involved Hurricane Floyd relief operations. The brigade is currently fielding the AH-64D Apache Longbow within the 1st Bn., 3rd Avn., at Fort Rucker.

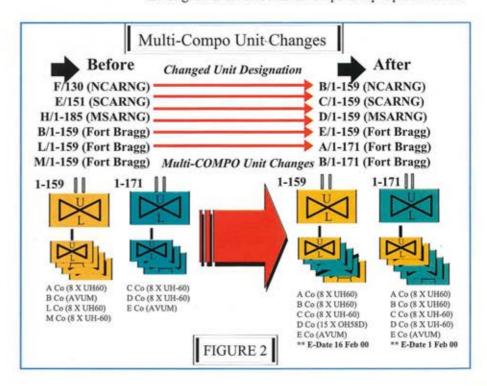
Constant Operations

The XVIII Abn. Corps' aviation assets maintain a rapid OPTEMPO through continuous support of corps warfighter exercises, Combat Emergency Deployment Readiness Exercises (EDREs), external support requirements and a rigorous internal training program.

The 18th Avn. Bde. also plays a role in Combat Search and Rescue (CSAR) by developing, planning and coordinating combat search and rescue in support of XVIII Abn. Corps operations in a joint/combined environment. In addition, the brigade is undergoing conversion to a multiple component (multi-compo) organization. Multi-compo units are designed to integrate units from the reserve component to form a seamless, combat-ready unit under a single authorization document (MTOE). At the direction of the chief of staff of the Army, the 18th Avn. Bde. is in the process of coordinating with four state Army National Guard units to establish two separate multi-compo battalions.

In February 2000 the brigade will assume command and control of aviation battalions from the Georgia, North Carolina, South Carolina and Mississippi National Guards. Upon conversion, the brigade will consist of a multi-compo aviation battalion, the 1st Bn., 159th Avn. Regt., consisting of three active-component companies and three Army National Guard companies under an active component flag, and a reserve aviation battalion, the 1-171st Aviation Regiment, consisting of two active-component companies and four Army National Guard companies. The brigade continues to focus on leadership, training, maintenance and safety while also working to improve quality of life for its soldiers and family members.

The 18th Avn. Bde. commander, Col. William M. Jacobs, is dual hatted as the XVIII Abn. Corps aviation officer, with the mission to provide technical and tactical expertise to the corps commander on all aviation matters. In this capacity the brigade is involved in the corps' Deep Operations Co-



The 18th Avn. Bde. is the Army's largest aviation brigade, with active and reserve units covering ten states

ordination Cell (DOCC), corps' Combat Search and Rescue (CSAR) operations, and operations involving the 82nd Avn. Bde. and 229th Avn. Regt. The commander also serves as the

corps' Professional Development Advisor (PDA) for all aviation personnel assignments and utilization issues at

Fort Bragg.

Upcoming exercises include the 82nd Warfighter Exercise in January, which will exercise the Corps Aviation Planning Cell and DOCC. Corps aviation assets will also be deeply involved in Exercise Purple Dragon this summer. This joint exercise at Eglin Air Force Base, Fla., is a capstone event, which will exercise corps assets from the 18th Avn. Bde., 101st Avn. Bde., 82nd Avn. Bde. and a corps planning cell.

The 18th Avn. Bde. is the Army's largest aviation brigade, with active and reserve units covering ten states, the XVIII Abn. Corps' Air Traffic Control Bn., and the wartime command and control of the corps' attack helicopter assets. Able to deploy and conduct combat operations in a joint, combined or multinational contingency operations environment, the brigade continue to stand ready as the XVIII Abn. Corps' "Warfighters."



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Avn. Bde. at Fort Bragg, N.C.

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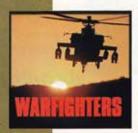
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# Training to Survive: The 6th Cavalry Brigade's Blackhorse Overwater Survival Training Program

By Lt. Gen. Daniel J. Petrosky, Col. Edward J. Sinclair and CWO 3 Damon P. Sanger



he cold water filling the Apache cockpit envelops you with its frigid grip and your mind races. The issue is now survival. You never really expected to be in this situation—after all, you are flying a twin-engine aircraft—but here you are. Fortunately, you are trained and ready for this exact situation. You deftly begin your routine.

The training you received in the Blackhorse Overwater Training Survival Center takes over. You immediately grab a handhold. The ever-increasing depth of the 19,000-pound helicopter is evident as the pressure of the water around you squeezes the air spaces in your ears and lungs. Despite the darkness, established reference points paint a mental picture. Your free hand releases your helmet mounts and then your five-point harness.

You start to pull yourself free of the sinking aircraft when suddenly your motion stops. Your mind processes the new dilemma and, instead of giving in to the fear, you decide to survive. Knowing you are trapped in the aircraft, you place your Helicopter Emergency Egress Device (HEED) bottle (the mini-SCUBA tank you've been issued) in your mouth, clear it and start breathing. Consciously telling yourself to slow your breathing to save air, you locate your knife and start cutting the leg strap keeping you in the cockpit.



ou feel the helicopter settle against the ocean floor, forty feet below the surface, as you make your final cut through the leg strap. Then you're free, and the bubbles from your HEED tell you which way is up. Remembering to ascend no faster than the bubbles around you to avoid further injury, the fear dies with each passing foot closer to the surface. Finally, you break through the surface and join your

crew member, who has already deployed the SRU-37 raft and is now communicating with the approaching search-and-rescue team. Less than two minutes have elapsed. At that point, you realize that training from the 6th Cavalry Brigade's "Blackhorse Overwater Survival Training Center" kept you alive.

The brigade's counter-special operations forces mission puts a squadron on each coast of the Republic of Korea (ROK). The 6th Cav., under the operational control of the U.S. Navy's 7th Fleet for this mission, conducts quarterly counter-SOF Exercises (CSOFEX). The brigade has devel-

oped joint tactics, techniques and procedures (TTP) with Navy SH-60 Seahawk LAMPS helos, AEGIS cruisers and P-3 Orion patrol aircraft. This joint team is trained and ready to confront North Korean ships attempting to infiltrate the ROK. This article will explain the Blackhorse Overwater Survival Training Program, shown in Figure 1 at right.

#### **Overwater Survival Academics**

Aviators in the 6th Cav. Bde. start their overwater survival training with an eight-hour block of instruction on overwater flight, overwater attack TTPs and survival. The focus of this initial training is on physiology, aircraft ditching techniques and the use of com-

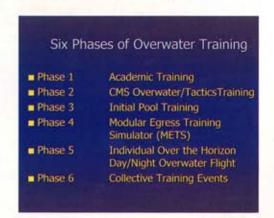


Figure 1

pressed air. The instruction includes underwater video footage of a downed SH-60 Seahawk with survivor narration. The instructors for the classes are crewmembers from the squadrons that have undergone a 10-day "train the trainer" course with instructors from Survival Systems Inc. The trainers focus on familiarizing aviators with equipment and survival procedures. The academic instruction is performance oriented. Once the aviators have completed their academics and have passed two brigade-standardized exams, they are ready for overwater CMS training.

Overwater Emergency Procedures (CMS)

The next portion of the Blackhorse Overwater Survival Training Program is Combat Mission Simulator (CMS) periods focused on overwater attack and emergency procedures. Squadron instructor pilots train aircrews on the procedures used to react to emergencies of all types. The greatest challenge is mastering a low-level, high-airspeed autorotation to the water after suffering the unlikely event of a shootdown. Low airspeed and rate of descent are paramount to surviving a water impact. Minor emergencies are covered to enhance crew communication and prevent the aircrew from flying into the water due to both pilots fixating their attention inside the cockpit. Fort Rucker's spatial disorientation vignettes in the overwater environment are also integrated into the CMS scenario. The period ends with the aviators once more talking through the underwater cockpit egress procedures to the instructor pilot.

When the aviators have the instruction and simulation ingrained, they are ready to hit the water and start train-

ing under more realistic conditions.

**Initial Pool Training** 

Pool training starts with a swim test to judge the 6th Cav. aviators' physical and mental readiness for the rest of the survival training. The aviators — dressed in flight suits and wearing boots — spend 10 minutes treading water, then swim 100 meters using the breast, side and back strokes. The test ends with a 25-meter underwater swim.

Once aviators pass the swim test they move to the shallow end of the pool for the Helicopter Emergency Egress Device (HEED) familiarization training. The HEED is a miniature SCUBA tank designed to give aviators a few

more minutes to escape from a submerged aircraft. This is the first exposure aviators have with water filling up their sinuses as they hang upside down in the water, and their first introduction to clearing and breathing with the HEED. Once the aviator demonstrates proficiency breathing with the HEED, he dons a Mustang survival suit, survival vest, water wings, flight helmet and flight gloves and progresses to the Shallow Water Egress Trainer, or SWET chair.

This is a device akin to the dunker chairs of old, now outfitted with buoyancy cells. The aviator straps into the SWET chair as it floats on the water's surface. The instructors then rotate the SWET chair 180 degrees, submerge the aviator and observe his egress. After the aviator has displayed both confidence and competence with egress and HEED usage, he is ready for the Modular Egress Training Simulator (METS).

Once aviators pass the swim test they move to the shallow end of the pool for the Helicopter Emergency Egress Device (HEED) familiarization training.

Aircraft Underwater Egress Training (METS)

The Modular Egress Training System (METS) is the graduate level of overwater survival training. It is an exact copy of the front and back seats of the AH-64 cockpit.



The trainer includes features such as flight controls, optical displays, power levers, handles and helmet hook ups. The METS crew seats stroke the same as those in a real Apache. The aviators train in the METS as a crew. Each aviator has a dedicated instructor and safety diver. For this portion of the training the pilots strap in, receive the egress safety briefing from their instructor and are then lowered into the water. As the METS settles into the water, buoyancy cells cause the device to rotate. The aircrew receives a minimum of seven dunks. Each dunk is different: Instructors choose from a simulated night-time dunk, HEED or no HEED, 180 degree or 90 degree rotation, and whether the seats stroke or the canopies jettison. After each of the seven egresses the crew receives an



after-action review from the instructors. When the crew successfully completes its seventh iteration the aviators have completed the qualification portion of the overwater survival training program and are ready for overwater flight.

Day-and-Night, Over-the-Horizon Flight

Actual flight training begins once the crews complete all water survival training in the pool. The day-and-night, over-the-horizon flights occur in teams of two aircraft with one crew member qualified as an overwater IP. Each overwater training flight occurs on the Anchor Route located off the west coast of the Republic of Korea in ACMI-A. The initial flight occurs during the day, focusing on team overwater maneuver and execution of Navy "T-Bone" tactics. The route, which is 120 nautical miles, allows crews to conduct a simulated joining report followed by a simulated attack on local vessels. Once the crew members are comfortable operating overwater during the day, they then execute a night flight accomplishing the same tasks.

**Collective Training** 

The final phase of training for the brigade is the execution of collective training with joint and combined forces. The 6th Cav. Bde. routinely trains with the 7th Fleet, the ROK 1st and 2nd Fleets, the U.S. 7th Air Force's 8th and 51st Fighter Wings, and numerous ROK squadrons. The monthly overwater training window allows each squadron an opportunity to focus both on individual training and collective troop training. The 6th Cav. also conducts quarterly live-fire exercises overwater at both Koon-Ni and Chik-Do ranges.

Additionally, the brigade and the Navy conduct quarterly counter-SOF exercises with the capstone exercise occurring during Exercise Foal Eagle. The quarterly counterSOF exercises allow each squadron and the brigade headquarters an opportunity to interface with a Maritime Air
Support Operations Center (MASOC) on either the east or
west coasts. Squadrons have the opportunity to work
directly with AEGIS cruisers, P-3s and LAMPS helicopters for vectoring against simulated enemy targets. Foal
Eagle allows the brigade to execute simultaneous counterSOF exercises with dual MASOCs off each coast of the
Korean peninsula and with a flagship. The numerous overwater training exercises allow crews to remain confident in
both the counter-SOF tactics and their training. The key

tasks for the 6th Cav.'s Overwater Training Program are shown in Figure 2 below.

Once aircrews have successfully completed the six phases of the Blackhorse Overwater Survival Training Program, they have raised their unit's combat effectiveness by providing an overwater qualified crew.



Figure 2

The future of the Blackhorse Overwater Survival Training Center is very bright. METS will soon have its own dedicated indoor pool facility and classroom for year-round training. As the program matures, more water-survival training — such as caving-ladder extraction and jungle penetrator hoist extraction — will be added to the curriculum.



Aircrews from the 17th Aviation Bde. and the 2nd Infantry Division's Avn. Bde. will be incorporated into the training plan. Aircrews now have semi-annual currency requirements and each troop in the brigade conducts quarterly troop training in the facility.

As commanders, we must provide our crews the training they need to fight and win. Conventional Army aviation is now routinely operating in areas we never thought about five years ago. This article is an attempt to demonstrate the thought and training aides and devices needed to make these new missions successful.



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# TOTAL LINE to the

BV CRT James W. Jackson

Parch 15, 1999 marked the end of an eral for the AH-1 Cobra. The 1st Battalion, 25th Aviation Regiment — the attack-helicopter arm of the Hawaii-based 25th Infantry Division — conducted a memorial final flight for this proven warrior. The battalion was the last active-duty MTOE unit to fly the stalwart pillar of the attack aviation community.

The AH-1 Cobra was the world's first dedicated attack helicopter. It served continuously in Vietnam from September 1967 on, earning a well-deserved reputation as a lethal air-to-ground weapons platform. The Cobra went on to burnish that reputation in every major conflict since Vietnam, including Grenada Panama, Operations Desert Shield and Desert Storm, and Somalia. The AH-1 also did yeoman duty patrolling the borders of the Free World in Europe and Korea, and saw service with the armed forces of Japan, Israel, Jordan, Pakistan, South Korea, Thailand, Greece, Taiwan and Turkey.

South Korea. Thailand, Greece, Taiwan and Turkey.

Accompanied by three OH-58A+ helicopters, six AH-1F Cobras — infoted by the senior aviators from throughout the 25th hit. Div aviation brigade — left Wheeler Afray Airfield in formation for that final flight. The aircraft soared over the USS Arizona Memorial and the USS Missouri in Pearl Harbor, and flew through Kolekole Pass to land, one last time, at home station

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Needless to say, emotions ran high when the honor company touched down in front of the soldiers and guests at the memorial ceremony.

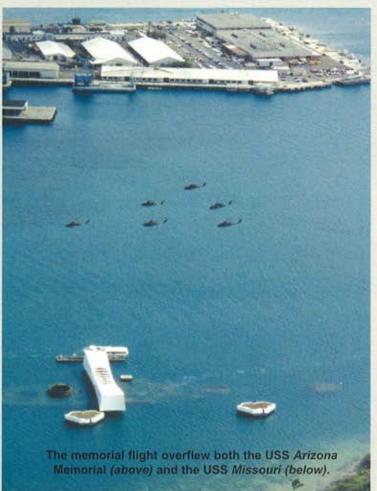
"I'm really sorry to see them go," said CWO 4 Lyle Cram, an armament officer who has logged more than 50 combat hours and 2,500 total hours. "The Cobra is the finest attack helicopter in the inventory. As we were landing, we remarked that we are really going to miss the Cobra."

Lt. Col. Kelly J. Thomas, commander of the 1st Bn., 25th Avn., said he felt deeply honored to command the last fighting unit of AH-1s in the active Army inventory. He said that leading the final flight was a distinct privilege, and one both magnificent and humbling at the same time. And 1st Lt. Eric Guttormsen, one of the last four AH-1 pilots trained at Fort Rucker, Ala., said he was "and always will be proud to say I have been a part of the Cobra community. It's a great aircraft to fly."

Though no longer part of the active inventory, the Cobra will continue to serve in Army National Guard units throughout the country. In its place the 1st Bn., 25th Avn., will field the modernized OH-58D(I) Kiowa Warrior. With its impressive reconnaissance capabilities and technological achievements, the Kiowa Warrior will ensure that the heritage of the mighty AH-1 continues into the 21st century.



Capt. James W. Jackson is the commander of Company C, 1st Battalion, 25th Aviation Regiment, in Hawaii.





# ARMY VALUES and AVIATION SAFETY Things That Go OPERCY by Brian N

by Brian Michaud and Dr. Jim Williams

In 1997 Army Chief of Staff Gen. Dennis J. Reimer codified a revised list of Army core values, a list that is now quite familiar to soldiers worldwide. Yet the application and importance of these values in the daily conduct of operations still have to achieve full recognition. This article addresses how some of those values play a vital role in aviation safety. This applicability illustrates how broadly the Army values apply and how immediately important their application is to the Army's meeting its basic missions.

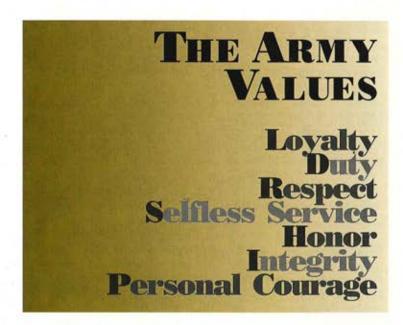
Loyalty, duty, respect, selfless service, honor, integrity and personal courage don't necessarily seem like things that would directly affect aviation safety. Tragic accidents show that they do. The values affect aviation safety through their impact on crew coordination and situational awareness.

One example of where lack of respect, loyalty, honor, duty, selfless service and integrity contributed to disaster came in the crash of a Marine Corps helicopter during a two-aircraft night flight to practice terrain navigation. The pilot in command (PC) of the lead aircraft had a reputation for treating his subordinates harshly. A few weeks earlier he had accused his crew chief of sabotaging his controls. The crew chief reported this incident to the unit commander, who counseled the PC. For four months the unit had been in a harsh climate in hightempo operations.

The unit standard operating procedures (SOP) required the crew of the wing ship in two-ship flights to monitor the lead's navigation and call a code word over the mission frequency if they detected any deviation from the planned route. On a prior mission, the crew of the wing ship had done this several times to the PC in the lead. When the mission was over, the PC reprimanded them for breaking radio silence. On this mission, when the wing ship saw the PC deviate — even having to reverse course twice

ure to do their duty as prescribed by the unit SOP, let the lead aircraft get into a disastrous situation.

A lack of respect was probably the key element in another accident, fatal to both pilots involved. During a qualification training flight of a U-8F, the crew was flying at minimum controllable airspeed in the landing



the crew discussed calling the code word. The PC of the wing ship reminded them that the PC of the lead had just chewed them out over radio discipline. They agreed to let him fly a few more minutes before calling the code word. Less than a minute later, the lead ship hit wires and crashed. The lead PC's lack of respect for his fellow soldiers bred dissension. The lack of loyalty and integrity on the part of the other crew, and their fail-

configuration. The aircraft rolled over, yawed and went into a spiral with too little altitude to recover. Interviews by the accident investigators showed that both the instructor pilot (IP) and rated student pilot (RSP) had personality traits that isolated them from their peers. The RSP was noted as being strong willed, quick to criticize and an agitator who provoked conflicts with fellow pilots. The IP was known for his

explosive personality, vengeful attitude and authoritarian image. The board concluded that the two probably got into an aggressive exchange that took their attention off the aircraft and got them into fatal trouble.

Lack of duty, honor and integrity were clearly present in a fatal accident involving an OH-58A on a cross-country training flight. The PC was seen flying the aircraft at 90 to 100 knots and about five feet above a lake. A materiel problem had imposed a restriction of 400 feet above ground level (AGL) as a minimum altitude for this series of aircraft. The pilot outranked the PC and was the acting unit commander. The pilot told the PC he was flying too low but let the PC divert his attention to the map. Seconds later the aircraft crashed.

The accident investigation showed that the pilot in command (PC) had been the subject of six operational hazards reports in the previous years, all for high-risk flying. The PC had a reputation in the unit as someone who would deviate from standard practices at any opportunity. He became defensive anytime anyone approached him about his flying. Despite this observed behavior and common assessment of his behavior, no one took action to prevent him from flying. Failing to do their duty by insisting on adherence to standards and failing to do what everyone knew was the right thing resulted in the loss of one life, as well as the loss of an aircraft.

Failures of personal courage and integrity have cost many lives. This failure commonly occurs when one person sees something wrong and fails to speak up. One example occurred when the pilot of an AH-IG tried to fly home after a static display mission at a college. The PC ran into an old girlfriend and agreed to meet her that night after the crew returned to home base, about 100 miles away. The crew had planned to depart the college, land at a nearby airport and refuel, file a flight plan, and check the weather. During the mission briefing that morning they were warned that the weather was likely to worsen. The operations officer emphasized the danger of bad weather and assured them that it was all right to remain over night.

By the time the crew reached the airport, light rain was falling. The crew stayed in the aircraft during refueling. Although they had time, they neither filed a flight plan nor got a weather update, even by radio. When they called for a takeoff clearance, the tower informed them that the field had gone under instrument flight rules (IFR). The crew asked for and got a waiver to depart under visual flight rules (VFR). A review of the radar flight path showed they flew at an initial altitude of 600 feet AGL and followed an interstate highway. Gradual rising terrain and worsening weather decreased their flight altitude to 100 feet AGL. Flying at about 120 knots, the aircraft struck power lines and crashed. Both crewmen died. The accident investigation showed that the PC's relationship with the girlfriend and the prearranged meeting probably impeded his decision making. However, the other crewman apparently failed to speak up as he saw a potentially dangerous situation developing and the deviations from their guidance and prior plan.

Simple neglect of duty can easily have fatal results. During a night vision goggle (NVG) air-assault raid, one rappeller was killed because an experienced pilot failed to recognize the inexperience of the crew chief and the air mission commander (AMC). During the pre-mission briefing, the AMC did not follow the unit standard operating procedures (SOP) by requiring two people on Chalk 2 to clear ropes. The PC of Chalk 2, who had cowritten the SOP, did not call the AMC's attention to his oversight. Nor did the PC adequately review the detailed procedures with the crew chief for ensuring that rappellers were clear before departure. As a result, the crew chief became overwhelmed by his tasks during the insertion. In a rush to see if the rappellers were clear, he looked under the belly from the left side to clear the right side ropes. He failed to see that the last rappeller was still on one of the right side ropes. The crew chief gave the clear signal to the PC, who began to depart the landing zone. The rappeller eventually lost his grip and fell 130 feet to his death.

Examples of successful recoveries from dangerous situations show the positive effects of expressing the The basic Army values can make the difference between success and disaster. So, the next time you head for the flight line, remember: Don't leave your values behind. Lives depend on them.

Army values. An example where loyalty, duty and personal courage prevented a disaster occurred when an AH-1F on a daylight, cross-country training mission entered inadvertent instrument meteorological conditions (IMC). The PC, flying from the back seat, continued looking outside the cockpit in an apparent effort to regain VFR conditions. The enlisted crewman in the front seat immediately focused on his instruments. The attitude indicator showed the aircraft in a nose-down, left-bank attitude. The AH-1F was descending at 2,500 feet per minute, and the PC seemed to be fixated. At 500 feet AGL the crewman told the PC they were in a dive. The PC jerked back the cyclic but was unable to control the aircraft with use of the instruments and began to panic. The enlisted crewmember began speaking calmly to the PC, talked him through the procedures to regain control, and pointed out the deviations in attitude, altitude and airspeed until they were able to land. By his loyalty, duty and personal courage, the enlisted crewman probably saved both their lives and their aircraft.

These are only a few examples from among the many actual incidents in the annals of aviation safety that show how soldiers do or don't express the basic Army values can make the difference between success and disaster. So, the next time you head for the flight line, remember: Don't leave your values behind. Lives depend on them.

**\*\***-

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### 1999 DAC PACK

The professional-personal roster of Department of the Army Civilian members of AAAA that returned their questionnaires by November 8, 1999

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Briston, Corpus Christi, TX 78418. Dy: (361) 961-2431. Res: (361) 939-9440. S: (361) 961-2431. Res: (361) 939-9440. S: Kerry Job: Fit Test Opns, X2431. GS: 13. Buttrey, Chas. Glen, (M91) (Glen) 13567 Monte Veora Road SE, Huntsville, AL 35803. Dy: (256) 313-4007. Res: (256) 883-2353. EM: buttreyg@peoavn.redstone.army.mil. S: Patricia. Job: Dir, Business Mgt. PEO Aviation. GS: 15. Caines, Joseph A., (M39) (Joe) 5802 Everhart Rd. Apt 23H, Corpus Christi, TX 78413. Dy: (361) 981-2397. Res: (361)

78413. Dy: (361) 981-2397. Res: (361) 986-0812. Job: Ext. 2397, CCAD, Electrical Repairer, W/C 5GA00. Past Chapter

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Management Analyst. GS: 9. Cardinale, Richard A., (M98) (Rich) 14310 Aquarius Street, Corpus Christi, TX 78418. Dy: (361) 961-2264. EM: reardina @amcom-cc.army.mil. Job: Airframe Team Leader, U.S. Army Aviation & Missile

Command.
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Carney, Shirley R., (M81) (Shirl) 110 Stone Meadow Lane, Madison, AL 35758-2534. Dy: (256) 313-1382. Res: (256) 464-6048. EM: carney\_sr@ exchange1.redstone. army.mil. Job: Provisioning Specialist, AMCOM. GS: 11. Cary, Bill R., (M97) Corpus Christi VP Memb., 15018 Tesoro, Corpus Christi, TX 78418. Dy. (512) 961-3036. Res. (512) 949-0108. S. Patricia. Job: Chief, Programs Branch. GS: 13. Vp. Membership Enrollment Corpus Christi Chapter. Caskey, Mark A., (M99) 403 Woodleigh Road, Dothan, AL 36305, Dy. (334) 255-2828. EM: caskeym@rucker. army.mil. S: Sheri. Job: Technical Advisor TSM

Sneri Job: lecrinical Advisor TSM Comanche GS: 14. Caudle, James T., (M98) (Jim) 173 Stoneway Trail, Madison, Al. 35758-8543. Dy: (256) 313-4252. EM: caudlej@ peoavin.redstone.army.mil. S. Kelley. Job: Project Manager, Cargo Helicopters PMO,

PEO Aviation. GS: 15.
Chapman, John R. (M86) Tennessee
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Supply Specialist, CCAD, GS: 11. Chrelien, Denis H., (M92) 136 Stafford Road, Wales, MA 01081-9771, Dy. (413) 557-3237. Res: (401) 635-4551. S: Rosemary. Job: Hcptr Mech, AASF 2,

Rosemary, Job. Hcptr Mecn, AASE 2, Westover AFB, MA.
Ctark, David J., (M92) 911 N. Daleville, Avenue, Unit D. Daleville, AL 36322. Dy. (334) 598-9533. EM: hangar@snowhill. com. S: Yolanda. Job: Owner, The Hangar. GS: 13.

Conner, Dennis L., (M92) 13902 Glendevon Court, Charlotte, NC 28273. Dy: (704) 344-6488. Res: (704) 583-4218. EM: flyclt@aol.com. S: Jin. Job: Avn Sfty

Tech, FAA. GS: 8. Contreras, Lois, (M88) 17th ASG CM, Unit 45013, Box 3039, APO AP 96338-5013. EM: laflor@zma.attmil.ne.jp. Job: Protocol Specialist, USARJ/9th TAACOM, Camp Zama, Japan. GS: 9. Past Chapter Officer. Bronze Osm.

Conyers, Debra P., (M98) 414 Shenandoah Conyers, Debra P., (M98) 414 Shenandoan Road, Hampton, VA 23661-1543. Dy. (757) 878-6945. Res. (757) 722-2604. GS: 5. Cox, Jerry L., (M97) (Jerry) 102 Madison Avenue, Madison, AL 35758-8538. Dy:

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Cries, Jyst rideg Div, Allician lines Cys. PMO, GS: 14.

Crane, J., (M76) 400 Boston Blvd., Sea Girt, NJ 08750. Dy: (732) 427-3582. Job: C2D CECOM RDEC. GS: 14.

Crews, Samuel T., (M86) (Sam) 107 Tree Cries Hundsville Al. 35801. Dy: (255)

Top Drive, Huntsville, AL 35801. Dy. (256) 313-4950. Res. (256) 512-9969. EM: samuel.crews@ redstone.army.mil. S: Ann. Aeromechanics Division Chief, AMCOM, GS: 15.

Cronk, Ray H., (M99) SOFSA, 553 Merblerock Way, Lexington, KY 40503. Dy. (606) 253-0087. EM: rcronk@ sofsa. sair.com. GS: 12

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Cross, Annette B., (M96) 14838 Aquarius,
Corpus Christi, TX 78418. Dy: (361) 9614760. Res: (361) 949-7031. EM:
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Analyst, CCAD. GS: 11.
Curran, Tockie C., (M99) 110 Cardinal
Drive, Guntersville, AL 35976. Dy: (256)
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Lob: Prog. Analyst, PEO Avaidin HO Bus

Job: Prog. Analyst, PEO Aviation HQ Bus

Mgmt Ofc. GS: 14. Curtis, Yolonda P., (M98) 1712 Skiffes Creek Circle, Williamsburg, VA 23185. Dy: (757) 878-4564. Res: (757) 887-6868. Job:

Supervisory Secretary, GS: 6.

Dassonville, Alphonse E., (M98) 10401
Totten Road, Suite 121, Fort Belvoir, VA

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GS: 12.
Davis, Warren J., (M88) (Grizzly) 6272
Debbie Circle, Hayes, VA 23072-2508. Dy: (804) 878-5812. Res: (804) 693-6222. EM: davisw@eustis.amy.rnil. S: Patricia. Job; Trng Spec-Structural/Pneudrautics Div, DATT, USAALS, GS: 10. Life Member. Decker, Gilbert F., (M99) (Gi) 45 Glen Ridge Avenue, Los Gatos, CA 95030. EM:

gilbydeck@aol.com. S: Sandy. Job: Walt Disney Imagineering, Glendale, CA. SES Decosimo, Lawrence P., (M85) (Larry) 529 S. Cooks Bridge Road, Jackson, NJ 08527 Dy: (732) 544-4261. Res: (732) 905-6433. Job: ATIRCM Project Leader. GS: 14. Descoteau, Donn C. (M92) 5779

Descoteau, Donn C., (M92) 5779 Westchester Street, Alexandria, VA 22310. Dy: (703) 617-8107. Res: (703) 971-9886. EM: ddescoteau@ hgamc.army.mil. Job:

Army Materiel Command, GS: 12. Dick, Calvin F. (M92) 210 Ailes Road, Delta, PA 17314-9608. Dy: (703) 607-7772 Betta, FA 179-1800, 1971.

BM: dickc@ngb-amg.army.mil. S: Lomaine.

Job: Chief, Utility/Cargo Section, Systems

Branch, ARNG Avn & Safety Div. GS: 13.

Dixon, Anthony J., (M99) (Tony) 13914

Minao Cay Court, Unit 202, Corpus Christi, TX 78418. Dy: (512) 961-4714. Res: (512) 949-0555. Job: Logistic Specialist, CCAD. GS: 12

Domena, Carol A., (M96) 1425 W. Park Avenue, Tinton Falls, NJ 07712-3153. Dy: (732) 532-4792. Res: (732) 493-8981. EM: domena@mail1.monmouth.army.mil. Delna. Job: Inventory Material Specialist -

CECOM, GS: 11

Donaldson, Neal J., (M85) (Neal) 107 Tree Top Drive SE, Huntsville, AL 35801-1959, Dy. (256) 313-4945. Res. (256) 512-9969. neal.donaldson@redstone.army.mil.

Ew. Tear.doubscript etistine.amy nin. S. Sheryl. Job: Aerospace Engineer, US Army AMCOM. GS: 13. Duncan, Petina R., (M98) (Tina) 605 Potomac Court, Radcliff, KY 40160. Dy: (502) 624-4321. Res: (502) 272-1069. Job:

D Co, 8/229th Avn Regt (Atk). GS: 7. Ecker, Constance H. (M95) (Connie) 710 S. Quida Street, Enterprise, AL 36330. Dy: (334) 255-9661. Res: (334) 347-6568. EM: eckerc@rucker. army.mif. Job: Writer, Aircrew Training Manuals, USAAVNC, Fort

Rucker, AL. GS: 11. Edsall, Douglas M., (M99) 7404 Laura Lane, Fredericksburg, VA 22407, Dy. (540) 786-6419, Job: Aeronautical Info. Analyst,

DOD. GS: 9. Eisenhart, Agnes J., (M90) (A.J.) 5601 Seminary Road, Apt. 602-N, Falls Church, VA 22041. Dy: (703) 607-7737. Res: (703) 931-8739. Job: Safety & Occupational Health Manager, GS; 13. Life Member. Fitmore. Harvev L. (M93) 1506

Elmore, Harvey L., (M93) 1506 Chardonnay Drive, Harker Heights, TX 76548. Dy: (254) 288-1881. Res: (254) 698-1471. EM: ElmoreHarvey@ 698-1471 otc.army.mil. S: Jane, Job: Operation Test

Cmd (OTC), Fort Hood, TX, GS: 14.

Evans, Michael G., (M99) (Mike) PSC 303,
Box 45 (FKSF), APO AP 96204-0045, EM: evansmg@usfk korea army.mil. S: Young Sun. Job: Aviation Safety Manager. GS: 12. Fary, Stephen W., (M90) 1739 Belman Blvd., Wall Township, NJ 07719, Dy: (732) 427-2568. Res: (732) 681-0142. Job: AMSEL-RD-C2-SP-A CECOM, C2D Airborne Sys Inst Design Branch. GS: 12. Faul, John M., (M87) (JohnBoy) P.O. Box 22522, Huntsville, AL 35814. Dy: (256) 313-1493. Res. (256) 882-9445. EM: faul-

jm@redstone.army.mil. S: Donna. Job; IMMC Readiness, AMCOM. GS: 12. erence, Sue A., (M88) 110 Foxboro Place, Huntsville, AL 35806, Dy. (256) 313-4253, Res. (256) 721-9864, EM: ferences @peoayn.redstone.army.mil. S: Edward. Job: Electronics Engineer

AMCOM, GS: 13. Life Member.

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GS: 15 Figner, James A., (M88) (Jim) 1793 Hovsons Boulevard, Toms River, NJ 08753. Dy. (732) 427-3589. Res. (732) 864-0078. S. Ellie. Job: Computer Specialist, SEC, GS: 12. Fjeldahl, Diane H., (M96) 4805 Weber

Road, Corpus Christi, TX 78411. Dy: (361)

961-4093. Res: (361) 854-9590. Job: Material Expediter-CCAD. Flores, Frederic C., (M91) Corpus Christi VP Marktg., 1032 Startite Drive, Portland, TX 78374. Dy: (512) 961-2333. Res: (512) 643-6818. S. Dora, Job: CCAD. Oliher.

643-8618. S. Doris. John Corpus Christi Chapter. Fontenot, Bryant L., (M99) RR 2, Box 52D, Ozark, AL 36360-9600, Dyr (334) 255-4237. Res: (334) 774-5589. EM: fontenoto @rucker.army.mil. S: Pauline. Standardization Instructor Pilot, 1-212 Avn

Rgt, Fort Rucker, GS, 13. Frank, Wilma A., (M90) (Willi) 6626 Haltwhistle Lane, Alexandria, VA 22315-2659, Dy. (202) 616-6603, Res. (703) 719-

5791, Job. Admin Asst. GS: 12. Frost, John C., (M98) 2627 Trailway Road, SE, Huntsville, AL 35801, Dy. (256) 876-2944, Job. Chief, AMCOM Safety Office.

GS: 15.
Gallegos, Chris, (M99) 2722 Victoria Park,
Corpus Christi, TX 78414. Dy: (361) 9614557. Res: (361) 993-9449. EM: mgallego@ccad.army.mil. S: Corando. Job:

legologodo arriyrini, S. Corando Sob, Parts Management Specialist, GS: 9. Garcia, Niseforo Jr, (M80) (Forty) 7169 Brookledge Lane, Corpus Christi, TX 78414. Dy. (361) 961-3172. Res. (361) 991-3236. EM: ngarcia2@ccad. army.mil. S; Vickie. Job: Chief, CH47/AH64 Aircraft Production Branch, CCAD. GS: 14. Life

Member. Garcia, Vickie K., (M84) 7169 Brookedge Lane, Corpus Christi, TX 78414. Dy. (361) 961-2131. Res: (361) 991-3236 Niseforo. Job: Compensation Specialist,

Niseforo. Job: Compensation Specialist, CCAD, GS: 11.
Garmon, Janet J., (M83) (Jan) 2850
Wynterhall Rd, S.E., Apt. 201, Huntsville, AL 35803. Dy; (256) 842-9645. Res: (256) 880-2670. EM: garmon-ji@ccsmtp.red-stone.army.mil. S: Gary, Job: Program Analyst, AMCOM, GS: 11. Past Chapter

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No. 106, Schaumburg, IL 60173-5561. Dy: (847) 266-4499, EM: ace@usarcemh2.army.mil. Job: Director of Information Management, 244th Aviation Brigade. GS:

Graves, Glandina, (M88) (Dina) 6710 Canyon Creek, Corpus Christi, TX 78413. Dy: (361) 961-3771. Res: (361) 855-0235. S: Roland, Job: Secretary, CCAD, GS: 8, Griesemer, Kevin H., (MS6) 103 Cheyenne Trail, Huntsville, AL 35806, Dy: (256) 313-0410. Res: (256) 721-6076. EM: griese merkh@redstone.army.mil. Job: Chief, Combat Aviation Support Division, AMCOM, Sec. Assist Mgmt Div. GS: 15. Griffin, Wade, (M96) 129 Faith Loop, Harvest, AL 35749-8255. Dy: (256) 876-

9699. EM: griffin-wa@redstone.army.mil.

S: Constance. Job: Competition Advocateamamcom. GS: 14. Guevara, Hilaria M., (M99) (Hilda) 1802 Volga Drive, Corpus Christi, TX 78412. Dy; (512) 981-2492. Res: (512) 993-7701. S: Jesse, Job: Equipment Specialist. GS: 11, Guilmette, Richard R., (M85) (Rich) 306 E. Silver Oak Drive, Enterprise, 36330. Dy: (334) 255-4788. Res: (334) 393-2716. EM: rquil@entercamp.com, S: Rita Marie, Job N/NVG Helicopter Instructor Pilot, A Co.

1/212 ATB. GS: 12. Hall, Bein F., (M99) Route 4, Box 199A, (ATZQ-ES), Ozark, AL 36360. Dy. (334) 255-2603. S: Lamar. Job: Secretary, Directorate of Evaluation & Standardization (ATZQ-ES), GS: 6.

(ALZ0-ES), GS: 6. Ham, John R., (M92) 109 Weskridge Court, Daleville, AL 36322. Dy: (334) 255-2009. Res: (334) 503-1436. S: Siggi. Job: Equip

Spec (Electronics). GS: 13.
Hatfield, James E., (M98) (Jim) 104
Shining Hollow Circle, Meridianville, AL
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AMCOM. GS. 12. Henderson, Scott E., (M87) (Scotty) 201 Rithas Way, Huntsville, AL 35811. Dy. (256) 313-4514. Res. (256) 852-3897. EM: hendersons@comanche.redstone. army.mil. S: Christine, Job: Log Mgmt Spec Comanche PMO, GS: 12.

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Hill, J. Irene, (M98) 119 Bosun Court,

Newport News, VA 23602. Dy: (757) 878-6176. Res: (757) 874-0054. S: Samuel. Job: Chief, Entisted Training Division. GS:

12. Hill, Jimmy C., (M98) 127 Oletimers Road, Huntsville, AL 35811. Dy. (256) 313-4561. Res: (256) 859-3269. S. Glenda, Job: PM-T800 Engine, PEO-Aviation, GS: 14. Holf, Sandra M., (M98) AATD, 401 Lee Boulevard, Fort Eustis, VA 23604-5577. Dy: (757) 878-4130. EM: shoff@aatd.eustis.army.mll. GS: 15. Holt, Joseph P., (M98) (Buddy) 508 East Road, Belford, NJ 07718. Dy: (732) 323-2112. Res: (732) 495-2634. Job: Chief Aviation Branch, CECOM Flight Activity. GS: 14.

GS: 14. Insko, Grela L., (M98) (Greta) 8130 Cedar

Insko, Greta L. (M98) (Greta) 8130 Cedar Creek Road, Temple, TX 76504. Dy. (254) 288-9880. EM: inskogreta@otc.army.mil. S: Mark. Job: Test Support Officer, Aviation Test Directorate, USAOTC. GS: 9. Irvine, Gerald W., (M81) (Jerry) P.O. Box 4206, Fort Eustis, VA 23604. Dy. (757) 878-3272. Res: (757) 877-5772. EM: jirvine@aatd.eustis.army.mil. Job: Public Affairs Officer, Aviation Apolled Technolong Affairs Officer, Aviation Applied Technology

Affairs Officer, Aviance The Directorate, GS: 11. Inwin, Raymond A., (M88) (Ray) 1 Lloyd Place, Oakhurst, NJ 07755, Dy. (732) 427-100 Res: (732) 229-4633. EM: 4589. Res: (732) 229-4633. EM: wa1fft@aol.com. S: Kristina. Job: Chief Engineer I2WD, CECOM, Ft. Monmouth.

Jarman, Alton R.,Jr, (M85) (Ray) 619 Cheadle Loop Road, Seaford, VA 23696. Dy: (757) 878-5405. Res: (757) 898-5274. EM: jarmana@eustis. army.mil. S: Judy. Job: Deputy Director-DAST, USAALS, Fort

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Seward Drive, Ocean, NJ 07712-3725. Dy: (732) 427-2726. Res. (732) 922-0568. EM: johnsod (@mail t.monmouth.army.mil. S. Patricia. Job. Proj Engr. USA CECOM, Fort Monnouth. GS: 14. Life Member. Johnson, Edward T. (M93) (Ted) 106 Rollingswood Road, Chesapeake, VA

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Johnson, Larry E., (M92) US ARAT-TA,
P.O. Box 2012, Eglin AFB, FL 32542-2012.

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Aviation, GS: 13.

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AMSTI-PM CATTACTT, 12350 Research Pkwy, Orlando, PL 32826-3276, Dy. (407) 384-5142, Res. (407) 366-7751, EM: don-ald\_jones@ stricom.army.mil. S: Brenda. Job Deputy Prod Mgr for Air & Command Tact Trins, PM CATT, STRICOM, GS: 14. Jones, Henry E., (M94) (Tex) P.O. Box 66, North, VA 23128, Dy; (757) 864-2158, Res: (804) 693-7607. S: Lori. Job: Research

Scientist GS: 13. Scientist, GS: 13.
Junior, Joyce B., (M96) PO Box 9892,
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Mgmt Specialist, JTRS-JPO. GS: 13.
Karvinen, Ciliford P., (M88) 6414 DeRamus
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Valley Chapter. Kelly, Alice R., (M95) P.O. Box 1716, Eglin AFB, FL 32542-0716. Dy: (850) 883-4042. GS: 12

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Robert, Job: Chief, Cost & Procurement Ping Br. GS: 14. Kennedy, John R., (M99) P.O. Box 697. Edgewood, MD 21040-0697. Dy. (410) 436-2610. Res: (410) 538-4490. EM: irkennedy@sbccom.apgea.army.mil. Job

Physical Scientist, U.S. Army Edgwood Chemical & Biological Center, GS: 13. Kennedy, Robert V., (M85) (Bob) 145 Canterbury Drive, Madison, AL 35758-7934, Dy. (256) 313-1725, Res. (256) 461-8226. St Joanne. Job: Assoc Oir for Avn Tech, Avn & Msl Research Dev & Eng Ctr. SES: 4.

SE3. 4. Kieczkajło, Leo V., (M99) 123 Freedom Way, Madison, AL 35758. Dy: (256) 876-8010. EM: kieczkajło\_lv@redstone. army.mil. Job: Liaison Officer. GS: 12. Kimball, Helen M., (M82) 144 Northrop Drive, Brick, NJ 08724. Dy: (732) 427-3842. Res: (732) 785-1005. EM: kimball@mail1.monmouth.army.mil. Management Assistant, C2D, GS: 7

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The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2001. Nominations are currently open for the ballot that will be distributed to all AAAA members in the fall of 2000. Contact the AAAA National Office for details at (203) 226-8184

#### CWO 4 E. M. "Mel" Cook Army Aviation Hall of Fame 1980 Induction

A 31-year Army veteran, CWO 4 Elmer M. Cook was cited by a former director of Army Aviation as "the epitome of the finest traits and capabilities of our flying warrant officers."

Bound by exceedingly high professional principles and attitudes, Mel Cook always commanded the respect of his superiors, and peers.

Rated in 1960, the master Army aviator was just that — a master pilot. Mel was aircraft commander for the CG of the 1st Aviation Brigade – a singular honor indeed. Still later during '74-'80, he was IP and aircraft commander of the secretary of the Army in the Priority Transport Division, Davison U.S. Army Airfield, Military District of Washington.

During the period, he compiled a truly impressive record of 5,100 accident-free hours while transporting countless senior officials of the Executive Branch, the Department of Defense, and the Department of the Army.

Intelligent, dependable, and always the true professional, Cook distinguished himself as the administrative officer, 3rd Transportation Company (LH) at Davison AAF and then during 1965-1968 as a personnel management officer in the AWO Branch, OPO, DA.

Charged with the most onerous responsibility of all, administering AWO assignments to Vietnam, impartiality, fairness, and complete dedication characterized all of his actions in

working with this 7,000 AWO program. Involvement in the planning and implementation of a complete readjustment in worldwide aviator assets at war's end, he also was a key participant in the development of the Army's eventual Aviation Warrant Officer Career Program.



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#### Dear Editor

I am an AH-64A aviator stationed in Germany and I would like to comment on a letter by CWO 4 Dan Edwards that appeared in the August-September issue. The letter concerned flight time, and I wholeheartedly agree with CWO 4 Edwards. Germany is probably the most restrictive country when it comes to night-vision system training. The hours of the day that we are allowed to fly NVS nap of the earth (NOE) directly degrades our proficiency on the battlefield.

While in Kosovo I heard one front-seater say "this will be the first time I've ever made my semi-annual minimums." I've talked to CH-47 pilots who have lower minimums than we do and they are surprised at how often we fly. The NVS flying "down range" has greatly improved my proficiency, it's just a shame that I had to go all that way just to do what I should be able to do in my unit's own SHTA.

It seems that year after year we lose ground in terms of quality training here in Germany, with no end in sight until we can no longer fly here at all. And the Army is so quick to declare "pilot error" when some of our brave comrades are involved in accidents. Let's look at the even larger picture and determine if that "pilot error" could've been prevented with some training improvements.

Start with a flight schedule that actually gets aviators into the air more than once every couple of weeks. Follow it up with training areas that are open 24 hours a day and accessible to all. Stop "saving" all the unit's flight time for when you deploy to NTC/JRTC. Let your aviators fly now and get comfortable so they aren't the ones hitting the trees at NTC because it's the first night they've flown in three months. Am I the only one that sees these patterns, or am I just the only one that cares enough to say anything about it?

Train us the way you were trained. Mentor us to be more proficient than you were; that's the only way Army aviators will continue to grow and be the professionals we were always meant to be. You owe it to those who have died in the name of budget cuts. You owe it to those of us who are still here and who will be waiting when the nation calls. You owe it to yourselves as commanders, because you know it's the right thing to do.

CWO 2 Frank Turinsky Company C, 1st Battalion, 1st Aviation Regiment Katterbach, Germany

# AAAA NEWS

#### **NEW MEMBERS**

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Miedema, Ryan M., 2LT Nelson, Ralph C., Mr. Rummel, Shawn W., 2LT Seufert, Eric C., 2LT Tarver, John D., SFC Vanover, Robert J., WO1 Williams, Robert L., CPT Wilson, Dianne, SFC

Edward C. Pingleton - an institution in Army aviation maintenance in Korea - died July 29 at his home in Elk Grove, Calif. An Army Air Forces pilot in World War II, Pingleton returned to active duty and flew F-86s in the Korean War. He became an Army civilian employee after the war and returned to Korea in 1959, and ably served Army aviators and the Koreabased 45th Transportation Company (AVIM) for more than 26 years until his retirement from government service.

# AAAA NEWS

#### WORLDWIDE AVIATION LOGISTICS CONFERENCE/ PRODUCT SUPPPORT SYMPOSIUM 2000

#### A New Approach for a Timeless Subject

Brig. Gen. Joseph Bergantz, President, Tennessee Valley Chapter

The Joseph P. Cribbins Product Support Symposium (PSS) has long been a landmark annual event for exploring improved aviation systems reliability and supportability. As the Army continues to field such high-technology systems as the Apache Longbow and the Comanche, there is a continuing need for us to be cognizant of the critical role that product supportability plays in the successful employment of our aviation systems. This AMCOM-sponsored, AAAA-hosted symposium has long been focused on the large community of contractors that are a critical team partner in the development, maturity and application of our system support concepts and practices.

For almost as many years, the Army's various historical aviation commodity commands have hosted the Department of the Army-sponsored Worldwide Aviation Logistics Conference (WALC). This government-only forum offers aviation unit commanders, maintenance officers and major command DCSLOG staff officers from around the world the opportunity to meet with representatives from both HQDA and AMCOM to match mission demands with equipment requirements and distribution schedules. Any logistics issues that could not be resolved in a work group environment were evaluated, recorded and presented to a general officer review board that was empowered to make timely decisions regarding those issues.

The new millennium brings with it a special opportunity to gently recast these two major events into a new and, hopefully, more meaningful aviation logistics forum — a forum for capturing and taking action on system supportability issues that detract from the battlefield performance of aviation weapon systems. The WALC/PSS 2000 will be held as sequential events during the week of Feb. 21, 2000. The WALC will begin on Tuesday, Feb. 22, and conclude on Wednesday, Feb. 23. All WALC 2000 activities will take place at Redstone Arsenal's Sparkman Center. On Wednesday evening the Tennessee Valley Chapter will host a WALC/PSS 2000 AAAA Welcome Reception at the Hilton Hotel in downtown Huntsville.

PSS 2000 will be a one-day event on Thursday, Feb. 24. The symposium, the luncheon and the evening AAAA Aviation Logistics Awards Banquet will be held at the Von Braun Center, across the street from the Huntsville Hilton.

PSS 2000 will retain its morning forum of keynote speakers who are recognized leaders in the field of aviation logistics. It is the afternoon venue that will take on a new appearance. Specialtopic study groups have been established to replace the AMCOM and PM presentations that have been so long a standard of the PSS. The charter of these special groups is to study current aviation logistics and system supportability topics. Topics for this years PPS are: "Prime Vendor Support" and "Status of Aviation Logistics". A joint government/industry team of experts will present short briefings on each of the selected topics. The briefings will be followed by a question-andanswer period. Supportability issues identified in the presentations and the question-and-answer periods will be captured and formalized.

Issues captured from both the WALC and the PSS will be presented to a general officer review board (GORB). This year's GORB will be hosted by AMCOM commander Maj. Gen. Al Sullivan, and will be held in the Sparkman Center Auditorium on Friday morning, Feb. 25. All WALC and PSS attendees are invited to be present and view the board's proceedings.

The registrations for these events are separate activities. Please note that rooms have been blocked for your convenience at the Hilton Hotel in Huntsville. Because we expect a larger than normal participation at this year's events, I would encourage you to make your reservations early by calling the Hilton direct.

I am confident that you will find that these two great aviation logistics forums will provide a new synergism to our desires for increased product supportability and system performance. It will be time well spent, and all of us in the aviation community in Huntsville look forward to seeing you in February.



#### AAAA Joseph P. Cribbins 26<sup>th</sup> Annual Product Support Symposium Registration Form



Von Braun Center \*\* Huntsville, AL\*\* 23-24 February 2000

#### SPONSORED BY THE TENNESSEE VALLEY CHAPTER OF THE ARMY AVIATION ASSOCIATION

	REGIS	TRATION	DEADLINE	: 31 January	7 2000	
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	23-24 Feb 00 Registration*	<u>Briefing</u> Packet	24 Feb 00 Luncheon	24 Feb 00 Banquet	<u>1 YEAR</u> MEMBERSHIP	<u>TOTAL</u> PAID
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Govt/Mil Fees	\$25	Included	\$15	\$25	NA	\$00
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Industry Fees	\$260	Included	Included	Included	\$21	\$00
Govt/Mil Fees	\$30	Included	\$20	\$30	\$21	\$
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#### **Mailing Instructions**

Please return completed registration form & appropriate fees to:

AEPCO, Inc.

Attn: Kimberly Daniel

Meadow Green Centre, 9238 Madison Blvd., Building 2, Suite 110, Madison, AL 35758 TEL: (256) 464-9191 FAX: (256) 464-9291 EMAIL: daniel\_kimberly@aepco.com

#### **Hotel Reservations**

TO MAKE YOUR RESERVATION, CONTACT THE HOTEL DIRECTLY AT (256) 533-1400

Huntsville Hilton, 401 Williams Ave. Huntsville, AL 35801. Please refer to the "AAAA Product Support Symposium" when making reservations to receive the reduced rate.

Reservations received after 31 January 00 will be on a space available basis only.

## AAAA NEWS

#### PENTAGON REFUSES TO REDUCE RETIREE RX ENROLLMENT FEE

Assistant Secretary of Defense for Health Affairs Dr. Sue Bailey told military and veterans association representatives that the Department of Defense will not reduce the outrageous \$250 per person enrollment fee her office has established for Medicare-eligible retirees who participate in the retail and mail-order pharmacy pilot program DOD will implement next spring.

Required by the fiscal year 1999 Defense Authorization Act, the pilot program is intended to demonstrate the feasibility of opening military pharmacy programs to Medicare-eligibles (Medicare doesn't cover pharmaceuticals).

With retirees and legislators already frustrated by program delays, Bailey stunned the retiree community two months ago with the announcement that enrollees would have to pay \$500 per couple per year to enroll, on top of normal pharmacy program copayments (retirees using participating retail pharmacies have a 20 percent copay; the copay for the National Mail Order Pharmacy program is \$8 for a 90-day supply.) In addition, she advised that, because of possible Y2K concerns, implementation of the program has been delayed until next spring.

After The Military Coalition and other retiree representatives protested the large enrollment fee, Bailey indicated she and her staff would take another look at the issue. But hopes for a more reasonable decision were dashed when she advised that the program had already been announced in the Federal Register and it was too late to change it.

TMC and The Retired Officers Association are extremely disappointed and perplexed at this weak excuse and the continuing insensitivity of DOD to its obligations to address legitimate retiree health-care needs. Rather than seeking to support retiree requirements and the funding necessary to accomplish that, DOD has opted to defend its current budget and limit retiree participation by imposing this daunting enrollment fee. Unfortunately, this will erect a considerable financial barrier to coverage for many survivors and lower-grade retirees with limited incomes.

In the long run, this decision will prove penny-wise and pound-foolish. With more expensive options such as Medicare subvention and FEHBP-65 on the horizon, one would think DOD would see an incentive to encourage older retirees to enroll in lower-cost initiatives like the pharmacy programs. DOD gives every appearance of being content to continue rationing care to older retirees within the current budget rather than seeking the resources required to deliver the coverage they have earned and deserve.

Medicare-eligibles in base closure areas already can use DOD pharmacy programs with no enrollment fee, so a big enrollment fee for the new demonstration programs makes little sense. If DOD has time to delay the program six months, it has time to cut this counterproductive enrollment fee—and should be seizing that opportunity. If DOD chooses not to do so, TMC, TROA and other retiree groups will seek Congress's help.

#### H.R. 2966 ATTAINS 182 COSPONSORS

For those who may be new on the scene, H.R. 2966, sponsored by Rep. Ronnie Shows (D-MS), would provide Medicare-eligible service beneficiaries the opportunity to enroll in the Federal Employees Health Benefits Program or remain in TRICARE indefinitely. Individuals who entered the uniformed service prior to June 7, 1956 (the date the space available limitation was included in law), would be entitled to fully paid lifetime health care upon retirement.

To keep the pressure on, TMC's goal is to win a substantial majority of House members as cosponsors before the Armed Services Committee drafts the FY 2001 Defense Authorization Bill next spring. TMC is still working hard in hopes of having major new health-care legislation introduced in the Senate early in the next legislative session.

In addition to Shows' HR 2966, there are two other bills that will help pave the way toward our health care equity goal. Rep. Randall "Duke" Cunningham's (R-CA) HR 113 would remove the limits on the number of enrollees, sites and geographic areas specified in the current FEHBP-65 test authority. Rep. Jim Moran's (D-VA) HR 205 would extend the FEHBP-65 option to every Medicare-eligible uniformed services beneficiary worldwide.

AAAA members and others can significantly help TMC efforts by contacting your representatives and asking them to cosponsor HR 2966, HR 113 and HR 205. Similarly, refer your senators to these bills and ask them



Col. Sylvester C. Berdux, Jr. (Ret.), AAAA Representative to The Military Coalition (TMC)

to sponsor companion legislation in the Senate. Mail volume counts in these efforts, so we encourage participation in multiple grassroots lobbying efforts in pursuit of our health care equity goals.

#### HOUSE, SENATE CONFEREES AGREE ON VETERANS BILL

House and Senate Veterans Affairs Committee leaders reached an agreement on proposed legislation (H.R. 2116) covering a variety of veterans' issues. Among other provisions, the bill would authorize a four-year program requiring the Department of Veterans Affairs to provide long-term care (nursing home and certain other services) to veterans with service-connected disabilities rated at 70 percent or higher. Congress would review the program after three years to determine if it should be continued, altered or terminated. As a practical matter, Congress is extremely unlikely to end such a program once it has been implemented.

Other provisions of the bill would authorize continued VA health-care enrollment for veterans (including retirees) without service-connected disabilities or whose incomes exceed the normal VA ceilings, and allow VA to offset part of the expanded care by setting copays for some services.

As part of the final agreement, House leaders dropped their insistence on certain proposals previously passed by the House. These included additional restrictions on burial eligibility for Arlington National Cemetery and a proposal to require any savings from closing a VA facility to be reinvested in other VA projects in the same vicinity

#### AUGUSTA GROUP SEEKS GRASSROOTS ACTIVISTS

The Augusta Group, a group of military retirees formed last year for the purpose of promoting military retiree health-care improvements, is seeking participants for its grassroots lobbying efforts. The group has formed a national Internet e-mail tree of retirees and others that now represent more than 300 of the 435 congressional districts nationwide. The group is currently concentrating its efforts on building cosponsorship for HR 2966 and seeking introduction of a companion bill in the Senate. The group seeks activists from all states, but particularly needs additional representation in New York, Pennsylvania, New Jersey, Ohio, Illinois, Wisconsin and Minnesota. Interested members may e-mail the group's spokesman, retired Col. Dick Manion, at Ram54@worldnet.att.net.

The Group requests that you include your state and congressional district number or your representative's name in the message you send.

#### NATIONAL MILITARY APPRECIATION MONTH

Sen. John McCain (R-AZ), at the request of the USO, has introduced legislation (S.1419) that would make permanent the designation of the month of May as National Military Appreciation Month. The bill currently has 35 Senate cosponsors.

Last year, the Senate unanimously approved similar legislation (S. Res. 33) that designated May 1999 only (such things are designated by the Senate, as House rules prohibit consideration of commemorative initiatives). The USO and other organizations are working hard to build support for permanent designation. TROA agrees that this would be appropriate for the month within which we celebrate V-E Day, Military Spouse Day, Armed Forces Day and Memorial Day.

If you agree, please ask your senators to contact Skip Fischer of McCain's staff and sign on to cosponsor S. 1419.

MERRY CHRISTMAS AND A HAPPY NEW YEAR.

#### **Aviation Center Chapter**

AAAA's Fort Rucker, Ala.-based Aviation Center Chapter recently held its eighthannual Chili 5K road race and chili cookoff competition, which was coordinated by the "Tomahawks" of the 1st Battalion, 14th Aviation Regiment, The annual chapter fund-raiser was a huge success, with more than 440 runners and 27 chili teams competing in the events. Numerous Wiregrass-area corporate and local businesses sponsored this year's event, which more than 3,000 people attened. Nearperfect weather made it a great day to promote community relations and eat some good - and occasionally not so good - chili.





Night Stalker Legend, CWO 5 Randy Jones, Ret., received his Gold Order of St. Michael Award during a gathering of family, friends and fellow special operators at the Sportman's Lodge, Fort Campbell, 10 October 1999. Above left 160th Commander Col. Howard Yellen looks on as AAAA Executive Director, Bill Harris (right) congratulates Mr. Jones. Wendy Jones also received the coveted Order of Anne Morrow Lindbergh award during the event in recognition of all her support of Randy and the Army during their career. Randy is not only an AAAA National Executive Board member but is now running his home town of West Point, Mississippi and still producing the best Salsa this side of heaven!



First Army Aviator Order of Saint Michael father and son Team? AAAA Senior VP, Lt. Gen. Don Parker and son Maj. David Parker, AVIM commander, 25th Infantry Division, Wheeler Army Airfield, HI pose for the camera during the general's 20 August 1999 visit to Hawaii for David's assumption of command. Lt. Gen. Parker received his Gold OSM in 1992. Maj. Parker received his bronze award this past summer.

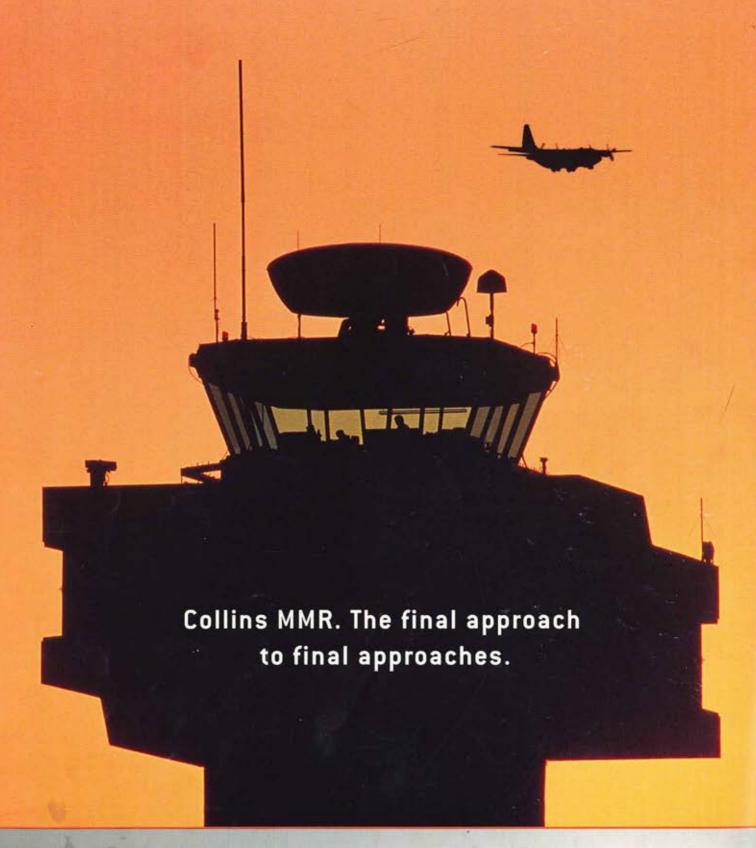
#### Savannah Chapter

The Savannah Chapter's first annual AAAA Fall Golf Tournament — held Nov. 5 at Hunter Army Airfield's course — featured team play, a hole-in-one contest, a longest-drive competition and a closest-to-the-pin prize.



- Jan. 10-12, 2000. AUSA/AAAA Aviation Symposium, Fairfax, Va.
- Jan. 15. AAAA Morning Calm Chapter Aviation Ball, Hyatt Hotel, Seoul, Korea.
- Jan. 28. AAAA Scholarship Executive Committee Meeting, Arlington, Va.

- Jan. 28-29. AAAA Awards Selection Meeting, Arlington, Va.
- Jan. 31-Feb. 4. Aviation Leaders Training Conference, Fort Rucker, Ala.
- Mar. 29-Apr. 1. The 2000 AAAA Annual Convention, Fort Worth Convention Center, Fort Worth, Texas.



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