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Paid Advertisement. The CH-47 serves allied forces as well as the U.S. Army. Here, Royal Engineers from 59 Commando go into a huddle after leaving an RAF Chinook helicopter during exercise Saif Sarrea II (Swift Sword) in the Omani desert on Oct. 13, 2001. With its unique multimission flexibility and heavy lift capability, Chinook is the ideal platform for transporting troops and supplies into even the harshest military and environmental conditions. *Caption provided by advertiser.*

briefings

A Florida National Guard soldier was killed and another injured when their AH-64A Apache attack helicopter crashed Feb. 9 in a training area on Camp Blanding, Fla. The copilot, **WO1 Justin Swofford**, was killed. The pilot, **CW3 Kent E. Walker**, was hospitalized in stable condition. The aircraft was assigned to the 1st Battalion, 111th Aviation Regiment, at Craig Field in Jacksonville and was on a routine training mission at the time of the incident. The accident is under investigation by the Florida Army Guard Aviation Safety Office and the Army Safety Center at Fort Rucker, Ala.

Bill Pollard has been appointed Sikorsky Aircraft's regional sales executive for Japan. Sikorsky Aircraft Corporation is a unit of United Technologies Corp. Pollard most recently served as director of international business liaison in Sikorsky's Washington, D.C., office. He will relocate to Tokyo for this assignment and work with Sikorsky's licensed manufacturer, Mitsubishi Heavy Industry (MHI), and Sikorsky's domestic sales agent, Mitsubishi Corporation (MC), on all current and upcoming Japanese government helicopter procurements. Pollard will also have management oversight responsibility for commercial sales activities of the S-76 and S-92 product lines in Japan. Pollard is a former Army helicopter pilot who joined Sikorsky in 1974 as a marketing representative and has since worked for the company in a series of sales and marketing positions.

Sikorsky Aircraft Corp. has appointed **Jeffrey P. Pino** to the new position of senior vice president, marketing and commercial programs. Pino will assume responsibility for marketing across all of Sikorsky's military and civil product lines, both domestically and internationally. He will also lead the international and commercial programs organizations within the company. Pino joins Sikorsky from Bell Helicopter Textron, where for the past two years he was senior vice president for commercial and international business.

The Canadian defense simulation company **CAE** has concluded its purchase of SimuFlite Training International, the world's second-largest provider of business aviation training. The new Dallas-based company will be called CAE SimuFlite, and will be part of CAE's Commercial Simulation and Training Division.

FlightSafety International's Savannah, Ga., Learning Center will be significantly expanded next year with the construction of a new building intended to house the world's most advanced training facilities for Gulfstream maintenance technicians. The 18,000-square-foot building will provide nine classrooms and a high-bay workspace for hands-on training activities.

Pulse Specialty Components has been selected for a collaborative development project with Lockheed Martin's Missiles and Fire Control unit to upgrade the combat video imaging system on the U.S. Army's AH-64 Apache attack helicopters.

Several resorts in southwest Florida are expressing their gratitude to America's military personnel by extending special offers to active-duty military members. The Sundial Beach Resort, Sanibel Inn, Seaside Inn, Song of the Sea and Best Western Sanibel Beach Resort are all extending a 30-percent discount off rates through 2002. This special offer is available to active-duty military personnel, is based on availability and must be requested when making reservations. For further information visit **www.vacationplanningcenter.com.**

AAAA member **Joe DiMaggio** has been elected executive director of the 1,000-member OV-1 Mohawk Association. Those interested in more information on this growing organization may visit the website (**www.ov-1mohawk.org**), call toll-free (888) 7-MOHAWK, or e-mail DiMaggio at **ExecutiveDirector@ ov-1mohawk.org.**

The **Army Airborne Command and Control System (A2C2S)**, which digitally tracks the battle while the tactical operations center is being torn down and moved to another location, is currently being tested by the 4th Infantry Division at Fort Hood, Texas, and the 101st Airborne Div. at Fort Campbell, Ky. The system consists of a centralized work area with five laptop workstations and a centralized communications flat-panel display that supports corps echelons or higher. The workstations, which are housed in a UH-60 Black Hawk, support intelligence, fire-support, logistics and communication functions. The demonstrator models at Forts Hood and Campbell were put in the field to get early feedback, and other systems won't be fielded until January 2003.

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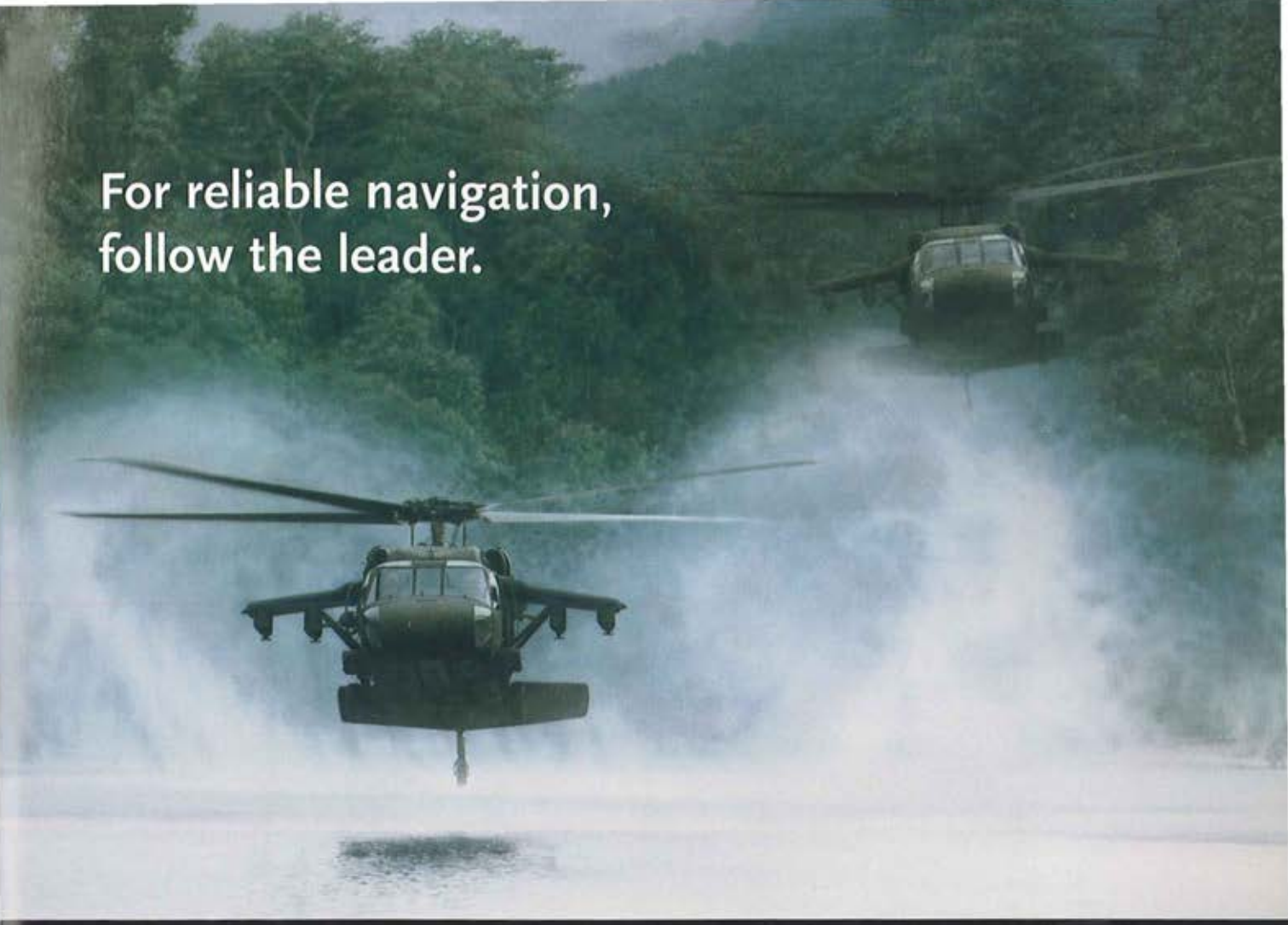
ARMY AVIATION is the official journal of the Army Aviation Association of America (AAAA). The views expressed in this publication are those of the individual authors, not the Department of Defense or its elements. The content does not necessarily reflect the official U.S. Army position nor the position of the AAAA or the staff of Army Aviation Publications, Inc., (AAPI). Title reg® in U.S. Patent office. Registration Number 1,533,053. SUBSCRIPTION DATA: ARMY AVIATION (ISSN 0004-248X) is published monthly, except April and September by AAPI, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tel: (203) 268-2450, FAX: (203) 268-5870, 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 Monroe, CT and other offices. Send address changes to AAPI, 755 Main Street, Monroe, CT 06468-2830.



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Army Aviation and the SASO Environment

by MG John M. Curran

In Army aviation we wisely prepare for the future through a balanced review of past events and predictions for future operations.

The last decade saw tremendous political turbulence in the world, which caused the Army and Army aviation to dramatically adjust the mission profile we had operated in since World War II. The constant Soviet threat compelled the force to prepare for a potentially cataclysmic war in a fairly well-defined scenario. When that threat was diminished by events leading up to the fall of the Berlin Wall, we faced more uncertainty than we had known or prepared for in nearly a half century.

From Cold War to New Century

The last millennium's final decade saw an Army previously prepared for all-out war forced to remold its mission profile, increasing the number of mission tasks and the diversity of those tasks to accommodate a continuously changing world political scene. In short, the Army was thrown into a situation that was becoming less defined as the 1990s progressed and the new century unfolded.

A major consideration in this changing scene demanded emphasis on operations that did not necessarily involve direct conflict, yet required the use of those assets normally employed in conflict. While other organizations have not been precluded from involvement, the Army's established capability to deploy, combined with its historical flexibility and versatility, has made it far more suitable to handle such operations.

Army aviation (in both the active and reserve components) is particularly suited for this transition, given its inherent deployability, flexibility and capability to perform a wide range of missions. For example, the Army's utility and cargo aircraft have been used to assist in relocating politically displaced people, transporting food and supplies to civilian populations, and assisting special forces personnel in stabilizing regions in turmoil. These operations have become designated as stability operations or support operations, which has developed into a familiar concept in the Army, yet one that is constantly being redefined to suit the ever-changing environment. As FM 3-0, "Operations," states:

To defend and protect U.S. national interests, our national military objectives are to promote peace and stability and, when necessary, to defeat adversaries. U.S. armed forces advance national security by applying military power as directed to help shape the international environment and respond to the full

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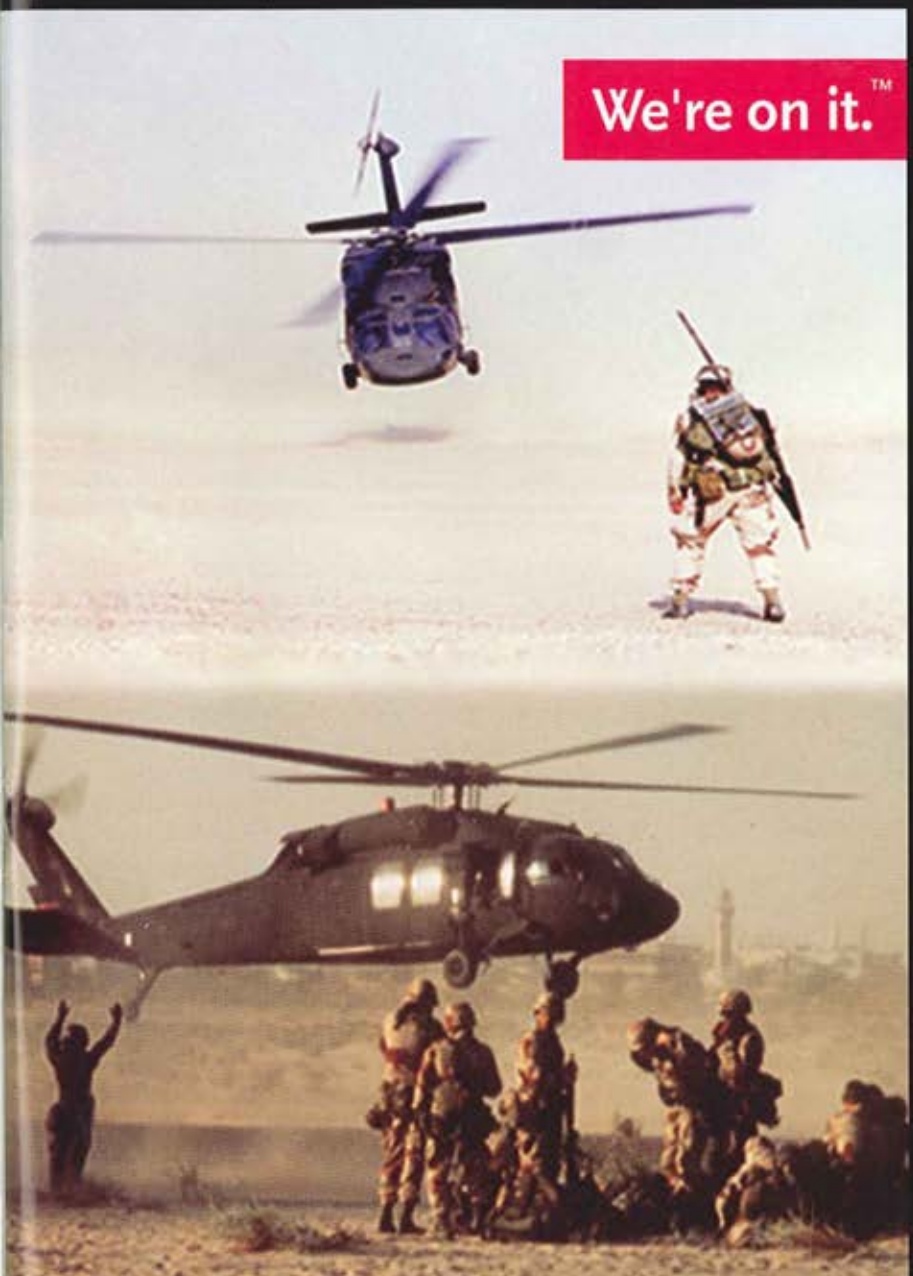

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spectrum of crises, while we also prepare now, for an uncertain future.

The National Military Strategy 1997

Combatant commanders employ Army forces in stability operations outside the United States and its territories to promote and protect U.S. national interests. Army forces are trained, equipped and organized to control land, populations and situations for extended periods. The depth and breadth of Army force capabilities provide combatant commanders important, flexible options to meet theater operational requirements.

Stability operations promote and protect U.S. national interests by influencing the threat, political and information dimensions of the operational environment. They include developmental, cooperative activities during peacetime and coercive actions in response to crisis. Army forces accomplish stability goals through engagement and response. The military activities that support stability operations are diverse, continuous and often long-term. Their purpose is to promote and sustain regional and global stability.

Army aircraft have played a key role in recent SASO operations from Northern Iraq to Kosovo.

The Nature of SASO

Support operations use Army forces to assist civil authorities, foreign or domestic, as they prepare for or respond to crises and relieve suffering. In support operations, Army forces provide essential support, services, assets or specialized resources to help civil authorities deal with situations beyond their capabilities.

The purpose of support operations is to meet the immediate needs of designated groups for a limited time, until civil authorities can do so without Army assistance. In extreme or exceptional cases, Army forces may provide relief or assistance directly to those in need. More commonly, Army forces help civil authorities or nongovernmental organizations provide support. Army forces often conduct support operations as stand-alone missions. However, most offensive, defensive and stability operations require complementary support operations before, during and after execution.

Support operations provide essential supplies and services to relieve suffering and help civil authorities respond to crisis and are divided into two categories. Domestic Support Operations (DSO) are conducted in the United States and its territories, while Foreign Humanitarian Assistance (FHA), or overseas support operations, is conducted outside the United States and its territories. Such operations are generally conducted in three broad phases - response, recovery and restoration - with Army forces less committed in each successive phase. The following examples illustrate various combinations of stability and support 0perations conducted in the last decade in which Army aviation has played a significant role.

Operation Provide Comfort

Starting in April 1991, Provide Comfort began as a stability operation involving the deployment of an allied force and Army aviation assets from numerous U.S. Army, Europe, (USAREUR) units, which were tasked to provide a secure environment for the Kurdish population in a volatile region.

This operation took on responsibilities of a support operation for relocating the Kurdish population displaced by Iraqi military forces. Nearly every type of Army rotary-wing aircraft was utilized, including the AH-64, OH-58, CH-47 and UH-60. The primary role of the AH-64s and OH-58s was reconnaissance and security of Northern Iraq to prevent redeployment of Iraqi forces, while the CH-47s and UH-60s transported thousands of tons of food and water to the displaced Kurdish population.

Operation Provide Comfort was clear evidence of Army aviation's ability to lead and participate in a multinational force committed to protecting and supporting a displaced population, while preventing an escalation of hostilities. The potential for further uprising in this region made the use of Army aviation ideal, as it is a particularly agile force able to transition quickly from stability and support operations to an operation involving use of lethal force, when necessary.

Task Force Eagle

Established in Bosnia-Herzegovina, TF Eagle is now in its fifth year of operation. This TF reflects several types of stability operations, including peace operations, combating terrorism, foreign internal defense and appropriate show of force. It embodies all the elements that make such an operation one of our greatest challenges, including a very tenuous coordination effort with the other countries involved and the ever-present potential for conflict of interest that can threaten the most carefully orchestrated effort.

TF Eagle utilizes all types of Army helicopters - including the AH-64, UH-60, OH-58 and CH-47 - from various continental United States (CONUS)-based and USAREUR units. The mission included reconnaissance and security, troop movement and transportation of supplies with deployed units operating at a greatly accelerated pace. Although TF Eagle is a textbook case for stability operations, it has the potential to quickly progress to an armed conflict. It is a multi-dimensional effort that is a testament to our ability to be responsive and to adapt to changing times and the instability of international politics.

Hurricane Mitch

In the fall of 1998 Hurricane Mitch devastated much of Honduras, leaving death, destruction and chaos in its wake. Strapped by a weak economy and remote terrain, the Hondurans' need defined a classic example of an Army support operation.

More than 5,700 American service members deployed to

MG Curran SASO cont'd on page 23

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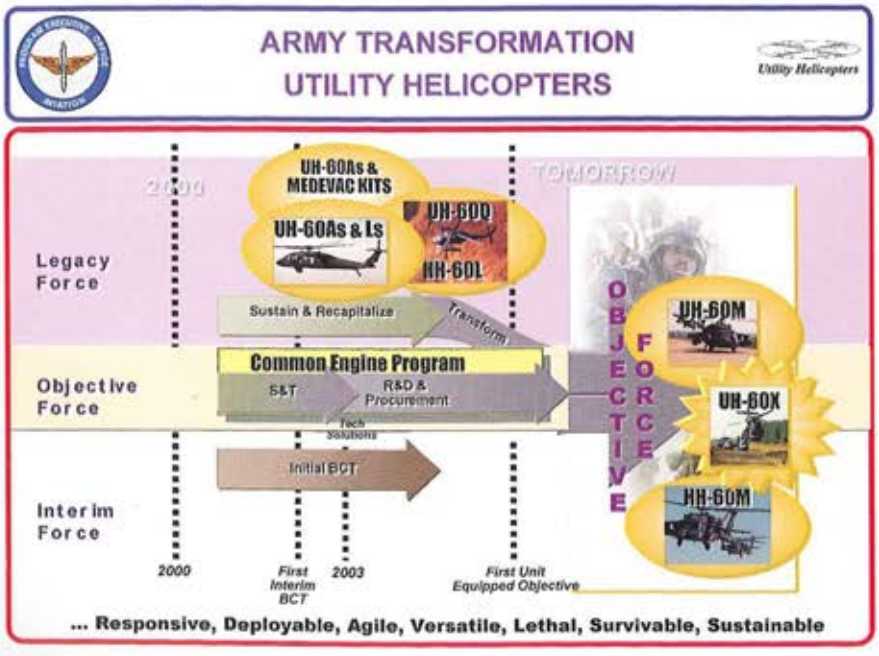
MEDEVAC Contributions to SASO in the 21st Century

By LTC Eugene Pfeiffer

Dedicated, helicopter-based medical-evacuation (MEDEVAC) support of American and sometimes allied military forces and indigenous noncombatants has been required almost everywhere our forces have been deployed since World War II. Sometimes the mission involved direct support to U.S. Army, Marine or foreign forces involved in combat operations. Korea, Vietnam, Grenada, Panama and Operation Desert Storm are examples.

In recent years stability and support operations (SASO) have taken on increasing prominence. Operation Provide Comfort in Turkey and Northern Iraq, Task Force Eagle in Bosnia-Herzegovina and Hurricane Mitch in Central America are but a few examples of SASO in which MEDEVAC helicopters participated. H-13s, H-34s, UH-1s and UH-60As have all served as dedicated MEDEVAC aircraft. Each served its purpose well and reached the end of its useful service as aviation's state of the art advanced. With the UH-60Q mission equipment package (MEP) the U.S. Army finally has the ability to field a helicopter with a true state-of-the-art medical capability.



The Mission

The mission of the MEDEVAC helicopter is to provide day, night and adverse weather medical evacuation for casualties of all categories, across the full spectrum of conflict. Evacuation of casualties may be from the site of injury or between unit, division, corps, theater and ship-based medical facilities for appropriate medical care.

The MEDEVAC aircraft may have to land in a "hot" landing zone, on a ship or on the roof of a modern civilian hospital. The aircraft may also be called upon to provide support to any type of casualty or patient under virtually any conceivable condition. Conditions and missions often change within days or even hours. In recent history MEDEVAC units providing support at home station have been in combat within days. Others have made the transition directly from war to SASO operations — and it's sometimes hard to tell the difference.

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The capabilities designed into the UH-60Q MEP allow it to perform all of these missions without changing the configuration of the aircraft. This article focuses primarily on the SASO role.

Capabilities and Features

The UH-60Q state-of-the-art medical interior is suitable for treatment of casualties of all categories. While the urgent combat casualty was the primary focus of the UH-60Q Operational Requirements Document, the MEP also supports the treatment and evacuation of less severe patients. The medical interior's lighting system is designed to provide either white or night-vision-device-compatible lighting for the full length of the patients on the litter system.

That litter system is designed to service six litter or seven ambulatory casualties, or a mix of three and three, with up to three additional crew seats being available in the cabin for additional ambulatory casualties. Due to the space available from floor to ceiling in the helicopter, the high-density loading of three litter patients on either side of the cabin is used if the patients are stable and the crew needs only limited access to the patients. With one or two patients per side access to the casualties for the provision of care is excellent.

The MEDEVAC MEP provides oxygen through regulated outlets adjacent to the litter stations. Additionally, there are oxygen ports on the control panels, into which a portable oxygen regulator can be inserted for situations in which a higher oxygen flow is desired. Medical suction is also provided to all litter stations for the purpose of clearing the airways of seriously injured patients. Organized storage is provided in the form of a cabinet for medical supplies and equipment. Outlets on the control panels provide 115v AC electrical power to support carry-on medical equipment. An environmental control system provides heating and cooling to help control shock in patients, and provides a suitable work environment for the crew.

An electrically driven, externally mounted hoist lifts up to 600 pounds with 290 feet of cable for confined area and over-water rescues. This is an essential capability in a MEDEVAC aircraft and allows the crew to reach casualties that would otherwise not get timely medical care. A Forward Looking Infrared (FLIR) system provides an enhanced capability in night and adverse-weather operations. FLIR is an extremely important capability, given that about 40 percent of MEDEVAC missions occur at night. The system helps make day, night and adverse-weather operations safer and increases the rate of success. The cockpit of the UH-60Q MEP-equipped helicopter demonstrates several enhancements over the basic UH-60A/L Black Hawk. The navigation and communication radios are integrated through a MIL STD 1553 bus, which is controlled through Central Display Units on the center console. This makes for a user-friendly avionics suite, and saves a significant amount of weight and space that would otherwise be taken up with control heads for the radios. A Tactical Air Navigation (TACAN) system and a multi-band radio provide interoperability with Navy hospital ships.

Applicability to SASO

Although the requirement for the UH-60Q initially focused on MEDEVAC support to the Army in major regional contingencies, the system is also ideally suited to SASO. Today there are Army MEDEVAC units involved in SASO operations in Kosovo and Bosnia-Herzegovina. In recent times MEDEVAC units have supported relief efforts in such areas as Northern Iraq, Somalia, Florida and Haiti.

The fine line between war and peace in SASO requires a robust MEDEVAC capability able to transition with little or no notice to different threat environments, types of patients and differing missions. The unit providing direct support to a division this week may support the shore to ship mission, the corps support mission, or disaster relief next week. The MEP developed through the UH-60Q program meets all of these missions and is the key to the MEDEVAC part of the Army's Transformation Plan.

Relation to the Transformation Plan

The equipment discussed above was initially integrated into the UH-60A Black Hawk helicopter as the UH-60Q Mission Design Series (MDS). The same MEP was later integrated into the UH-60L helicopter as the HH-60L MDS. HH-60Ls are expected to be in production through fiscal year 2006, at which time the MEDEVAC MEP will go into production on the UH-60M helicopter and be fielded as the HH-60M MDS. The MEDEVAC fleet represents almost 20 percent of the Army's utility helicopter fleet. The MEDEVAC MEP provides a modern MEDEVAC capability to the Army's UH-60 fleet, and is very much a part of the Army's Transformation strategy.

The modernization of the MEDEVAC fleet as part of the larger UH-60 fleet insures that soldiers will receive the best possible medical care into the 21st century. American soldiers are entitled to the best medical care the nation can provide, and the UH-60Q will help provide that care.

❖❖

LTC Eugene Pfeiffer, the Army's UH-60Q Program Manager, is based at Redstone Arsenal, Ala.

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PLAN COLUMBIA:
Forward-Focused Army Aviation Logistics for MOTW Operations

By Mr. Joseph L. Homza

The nation-state of Colombia presents the United States with a major mix of political and military complications. Our involvement with Colombia touches on many of the more peaceful points along the spectrum of military operations — such as disaster relief, environmental operations, civil military actions, military to military contacts, humanitarian assistance, arms control, security assistance programs, counter-drug operations, shows of force, peace operations, counter-terrorism, and peace enforcement operations.

The U.S. government's Supplemental Funding Appropriation Bill H.R. 4452, which was spurred on by the former U.S. Southern Command (USSOUTHCOM) commander in chief, GEN Charles Wilhelm, in his 1999 testimony before various Congressional subcommittees, was passed by Congress in June 2000. Based on Public Law 106-246, President Bill Clinton executed the appropriation on July 14, 2000. This law is known as Plan Colombia. This appropriation addresses a comprehensive mission other than war (MOTW): counter-drug and nation/confidence-building schemes for Colombia, as well as additional security assistance for neighboring Andean nations. Specifically, the UH-60L and Huey II counter-drug helicopter programs are a microcosm of the scope of Plan Colombia support activities.

The Need

The United States national security establishment, has realized that Colombia, "strategically located between the Panama Canal and Venezuela's oilfields, was deteriorating into a failed state, which in turn could endanger the weak democracies of its Andean neighbors." Therefore, Plan Colombia, an Emergency Supplemental Appropriations Bill jointly developed by American and Colombian agencies, was launched by the Pastrana government in September 1999. It officially presented a "plan for peace, prosperity, and the strengthening of the state." It is meant to involve more than $7.5 billion — primarily U.S. tax dollars — over three years, including $4 billion for Colombia itself.

From a U.S. national-security perspective, Plan Colombia is based on the transformational ideal that the "types of military missions and related security structures will be required to perform in 2010-2020 [will] remain largely unchanged, but emphasis [of such] is likely to change. Maintaining regional stability is probably foremost among them, for the best way to forestall military challenges to the United States is to foster a stable international system. This demands full interaction with regional partners and alliances through diplomatic efforts as well as the full integration of United States

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diplomatic, economic, and military activities." Overall, the Plan Colombia strategy challenges the regional threats to stability caused by Colombia's internal conflicts.

The Plan

In its Emergency Supplemental Bill format, Plan Colombia covers a wide range of law-enforcement, military and humanitarian assistance issues. Those with a strictly military or aviation component include:

- The training and equipping of Colombian army (COLAR) Counter-Narcotic Battalions (CNBNs);
- the procurement of additional helicopters, specifically UH-60Ls and UH-1Hs, and upgrades to existing helicopter fleets;
- sustainment of the CNBNs with fuel, rations, and other equipment;
- forward infrastructure development for the CNBNs, including construction of operating and rearm/refuel sites to enable the CNBNs to expand their operational areas;
- force-protection enhancements to protect the high-value assets provided under the Plan and increase the gathering and effectiveness of intelligence, logistical support, fixed-wing platforms to gather organic intelligence;
- training for senior Colombian military commanders;
- support for drug-interdiction efforts, including the upgrading of Colombian OV-10 aircraft and U.S. Customs service P-3 aircraft;
- airfield upgrades, and support for the fielding and sustainment of Colombian Naval and Marine riverine interdiction forces;
- additional UH-60 aircraft and additional fixed-wing spray aircraft;
- border base construction, and aviation facilities upgrades for the Colombian National Police (CNP); and
- maritime enforcement and port security training and sustainment programs.

Plan Colombia also provides regional assistance relating to military programs for drug eradication and interdiction; and alternative development civil programs for Peru, Ecuador, Brazil, Venezuela, Panama, Costa Rica, El Salvador, Trinidad and Tobago.

Plan Colombia is indeed massive in scope and complex in nature. No one entity or governmental agency in the United States, or in the participating nations for that matter, can appropriately manage the all-encompassing breadth of Plan Colombia.

There are numerous U.S. governmental agencies involved in Plan Colombia. Reviewing the aforementioned tenets of the program it is clear that the Departments of State and Defense (DOS and DOD) and their numerous sub-sections, and the service branches and subordinate commands, are required to be involved. However, the Customs Service, the Agency for International Development, the General Accounting Office, the Office of Management and Budget, the Department of Justice, the intelligence agencies, and the Department of Transportation are also involved. So, too, are members, staffers and committees of both the House and the Senate, because of the Congressional-certification requirements stipulated in the Plan Colombia Emergency Supplemental Appropriations Bill.

Numerous DOD and civilian contractors, both those based in the United States, and numerous local Colombian firms, are also in the mix of Plan Colombia participants. To say the least, the number and diversity of players on the U.S. side of this strategy is immense. Added to this are Colombia and other Andean nation agency/service counterparts and several nongovernment organizations. All entities must assume their proper roles to ensure mission success. Only then can Plan Colombia succeed.

The Helicopters

The helicopter portion of Plan Colombia, and specifically the UH-60 aircraft procurement and sustainment program, provides an interesting insight into aviation support in peacekeeping operations and MOTW.

Shortly after the Emergency Supplemental Appropriations Bill for Plan Colombia was entered into U.S. Law, the DOS received the budget and authorization to implement the helicopter portions of Plan Colombia, along with other elements of the plan. The DOS was theretofore the current lead agency for counter-drug operations in Colombia.

The helicopter programs under Plan Colombia were designed to augment and enhance counter-drug operations performed by the CNP and the COLAR with their existing rotary-wing fleets. The law specified that the helicopter programs would be implemented and managed by the DOD, to DOD and essentially to U.S. Army standards, because of the products and operations stipulated. This requirement by law separated Plan Colombia helicopter assets from all other CNP and COLAR helicopter assets and operations that were not specifically designated as counter-drug operations. End-use monitoring of such assets was also specified.

These helicopter programs include the rapid procurement and fielding of the UH-60L and Huey II helicopters; as well as training, logistics, maintenance-support services, weapons, fuel, force protection and facilities — indeed, a massive, and by nature, a military undertaking.

With the commencement of the new helicopter programs under Plan Colombia, DOS and DOD leadership, primarily the International Narcotics Law Enforcement section (INL) of the DOS, with support from the U.S. Embassy in Bogotá; the Undersecretary of Defense for Drug Enforcement, Policy,

and Strategy (DEPS); the Joint Chiefs of Staff; the Western Hemisphere Division and the Undersecretary of the Army for International Affairs (DUSA-IA); and USSOUTHCOM, the DOD entered into a series of pseudo-Foreign Military Sales (FMS) cases in order to meet the DOD management specifications in the law that enacted Plan Colombia.

USSOUTHCOM planners, primarily from the USSOUTHCOM J-3, J-5, and J-36 shops — supported by a U.S. Army Training and Doctrine Command Requirements Survey Team (RTS); U.S Army Aviation and Missile Command Program Office; Security Assistance Management Directorate and Sikorsky Aircraft Corporation contractor operational requirements assessment reports and personnel — developed a comprehensive Plan Colombia helicopter integration plan, accounting for the current CNP and COLAR helicopter fleets, operations, current shortcomings, threat environment, aircraft configuration, maintenance and logistics, training, facilities, and force protection requirements.

The contractor support package allowed for Plan Colombia's rapid stand-up.

This integration plan appeared to be a feasible, yet complicated method of ensuring DOD influence and standards for the helicopter program for Plan Colombia. The DOS would retain title to the helicopters and related support assets until such time that the U.S. government believed it was appropriate to directly transfer such assets to the CNP and the COLAR.

From a DOD perspective this decision was quite manageable and within the mission and organizational structure of the DOD, as the tasking order from USSOUTHCOM stated. Plan Colombia would further USSOUTHCOM activities within the areas of operations (AOs) that were already focusing on counter-drug operations. The DOD moved out smartly on various military requirements of Plan Colombia, including the helicopter programs. The DOD turned-on its command structure to implement and execute the various pseudo-FMS cases necessary to perform DOD related portions of Plan Colombia.

USSOUTHCOM and its organizational structure of warfighters would play the major lead role in developing a comprehensive set of helicopter requirements for counter-drug operations. USSOUTHCOM would also develop and manage a complex programmatic and funding profile and database to track the progress of Plan Colombia element by element.

Various major subordinate commands — including the Defense Security and Cooperation Agency, the U.S. Army Security Assistance Command, the U.S. Army Corps of Engineers, the U.S. Army Aviation and Missile Command (AMCOM), the U.S. Army Training and Doctrine Command, audit agencies, and numerous program management and procurement offices — all cooperated well to develop the necessary funding parameters, technical requirements and acquisition plans to execute the helicopter program facets of Plan Colombia.

Acquiring the Aircraft

The U.S. government, COLAR and the contractor program teams developed a Modified Table of Organization and Equipment (MTOE) to serve as the basis for the Plan Colombia UH-60L maintenance program. Sikorsky and AMCOM modified the existing UH-60 Multi-year Contract to swiftly execute the production of the Plan Colombia aircraft and the maintenance-support package, which was designed around a combined AVUM, AVIM, and Limited Depot Repair consolidated company provided support package.

This contractor support package allowed for rapid program stand-up, as the contractor itself was responsible for the design and construction of aviation maintenance facilities in Colombia; the fielding of maintenance and supply technicians, and all aviation unit spares, tools, GSE; consumables; Personnel Protective Equipment; and related support services. This packaging concept was also designed to support an extremely aggressive operational tempo (OPTEMPO) and flying-hour program comprised of training and operational missions in a hostile environment. Follow-on FMS cases will provide for additional, more-standardized AVUM and AVIM shops sets and SKOs for future use by COLAR.

Training of Colombian pilots is underway. Deliveries of UH-60L aircraft have been completed. Contractor logistics support efforts for the design, construction and operations of aviation hangars and support services facilities, maintenance technicians, force protection, and personnel support services, as well as freight-forwarding and supply support systems, became fully operational in record time. Discussions are already underway to expand the OPTEMPO of the Plan Colombia helicopter program to increase the scope of operations to contend with greater counter-drug operational requirements.

The Plan Colombia helicopter program is well established. The U.S. ambassador and the Colombian president formally dedicated the program on Jan. 8, 2002, with a ribbon-cutting ceremony at the Plan Colombia hangar. It is on the road to success.

This unique Army aviation program proves that rapid response to military MOTW can be accommodated using joint U.S. military and contractor-focused logistical packages that are directly proportional to the operational capabilities required by U.S. government and allied security establishments.

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Joseph L. Homza is operations director for Sikorsky Internation Products Inc., in Stratford, Conn.

Army Tactical UAVs - Supporting Army Transformation

By COL Michael A. Hamilton and Michael C. Padden

Since the end of the Cold War the U.S. Army has been faced with the significant challenge of developing strategies, doctrine and materiel to meet the rise of a diverse, multi-polar international environment.

The varied array of potential adversaries has led to a significant reassessment of how our Army can remain relevant across the spectrum of conflict. This reassessment is resulting in a drastic transformation of the Army to meet the challenges of this changing operational environment. Success across the spectrum depends on our capability to see first, understand first, act first and finish decisively. Clearly, a critical enabler to seeing, understanding and acting first will be tactical unmanned aerial vehicles (TUAVs).

See First, Understand First

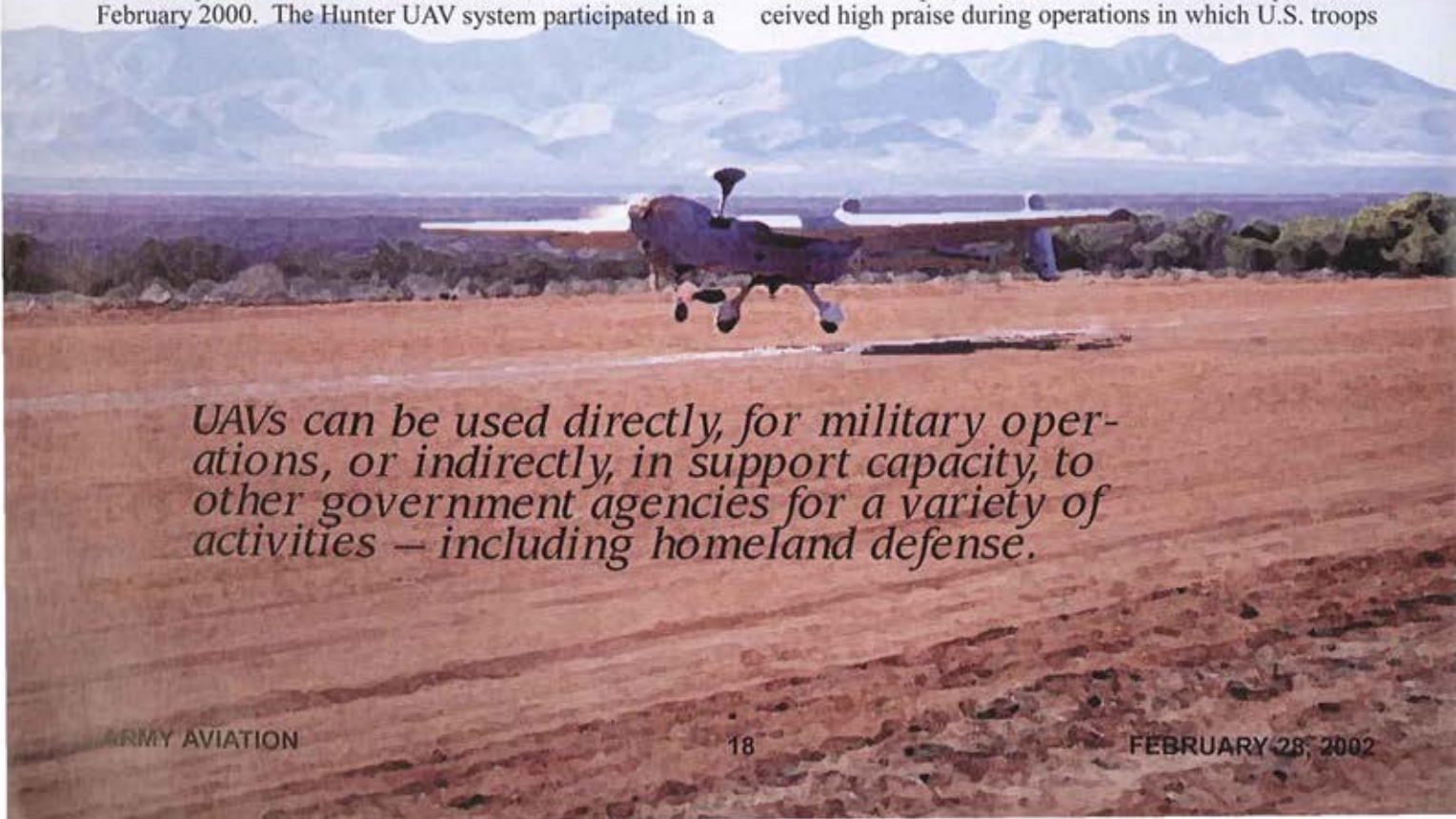
To the extent the law allows, unmanned aerial vehicles (UAVs) can be used directly, for military operations, or indirectly, in a support capacity, to other government agencies for a variety of activities — including homeland defense.

In a homeland-defense role, UAVs could be used for area reconnaissance and point-reconnaissance missions. An example of area reconnaissance was demonstrated in February 2000. The Hunter UAV system participated in a training exercise with the U.S. Border Patrol. The efforts focused on drug smuggling across the U.S.-Mexico border. In addition to training on their wartime tasks, the UAV unit members developed unique experience with using UAVs in support of domestic law enforcement. Exercise results were outstanding and demonstrated the utility of UAVs for border patrol activities.

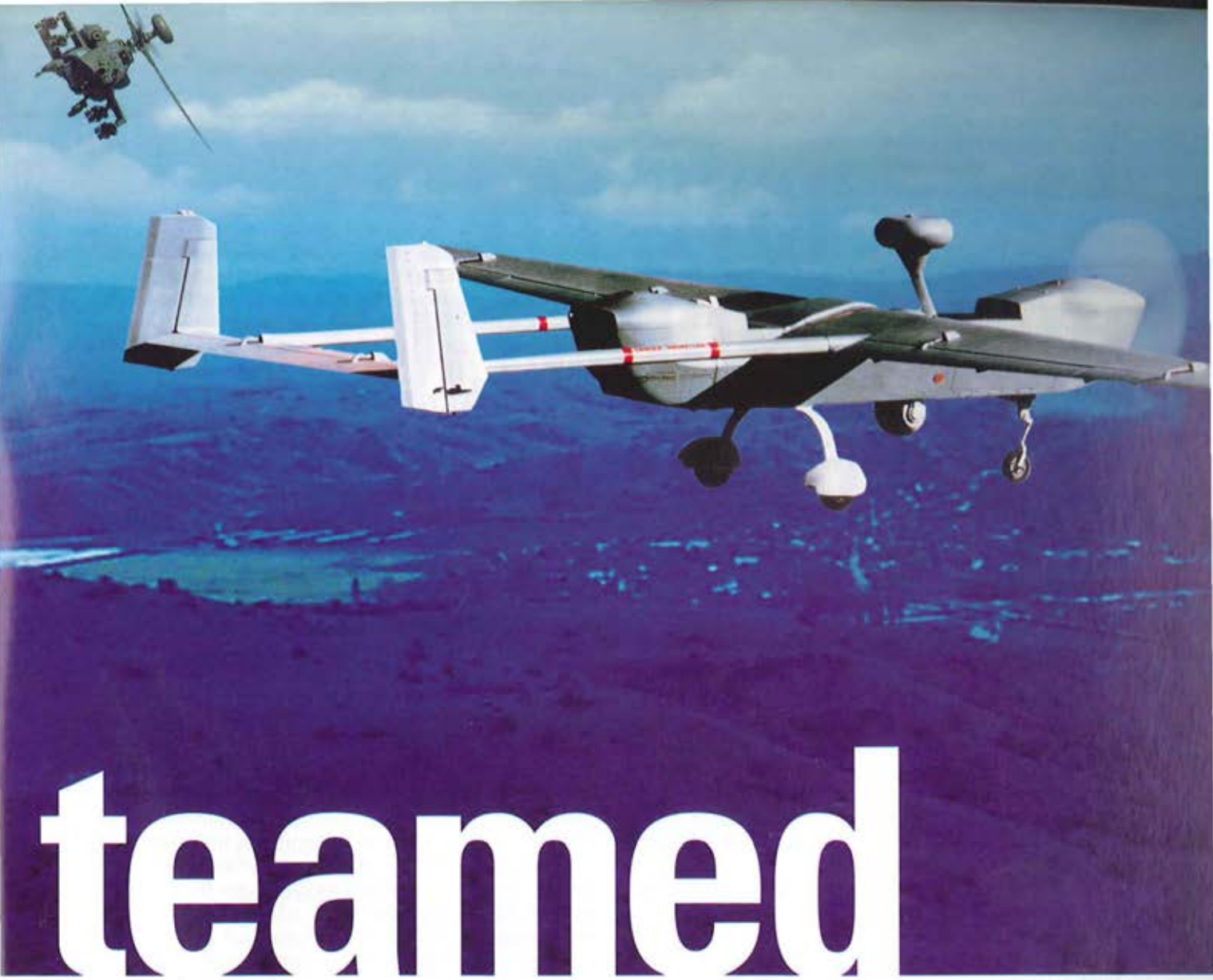
Similarly, where the law allows, the use of UAVs to gain improved situational awareness for potential high-risk point targets such as military installations, nuclear power plants and major sporting events could be equally beneficial. Should the enemy strike, UAVs might be used to assess and map damage, and using nuclear/biological/ chemical (NBC) sensors, check for and determine the extent of contamination.

As shown during TUAV deployments, UAVs have proven to be very effective in peacekeeping and low-intensity conflicts. In 2001 the Hunter system was deployed to Macedonia for the third consecutive year, and has continued to perform superbly in flying surveillance missions and providing intelligence support for intercept operations.

As an example, in June 2001 the Hunter system received high praise during operations in which U.S. troops



UAVs can be used directly, for military operations, or indirectly, in support capacity, to other government agencies for a variety of activities — including homeland defense.



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were directed to rescue Albanian rebels near Skopje, Macedonia. During the return of the column providing safe transit for the rebels, the column was confronted by an armed Macedonian crowd. Attempting to preclude a confrontation, the commander used a Hunter to find a safe route for the column's return to Camp Able Sentry. The column could have been confronted several times during its return by angry crowds, blockades of debris, and Macedonian T-55 tanks and armored personnel carriers. In each instance, the soldiers in the Hunter unit were able to identify a detour for the column and ultimately allowed the column's safe return to camp.

Beyond providing increased situational awareness for both low- and high-intensity conflicts, nonconventional applications are also being developed to allow future commanders to better understand their battlespace and operate to better effect. NBC-detection and mine-detection sensors are being developed as a payload for TUAV application. In future years, with the development of a possible rotary-wing UAV, there will be opportunities for commanders to execute resupply, rescue and medevac missions using UAVs.

Act First

The revolutionary capability to act first with a UAV without putting a manned aircraft at risk will be a part of Army transformation. Clearly, in the near and mid-term UAVs will supplement, not supplant, manned aircraft operations. Several manned/unmanned flight demonstrations have been conducted to date, including the AH-64D Apache Longbow's control of a Hunter TUAV and its EO/IR payload, and in the Hunter Standoff Killer Team Advanced Concept Technology Demonstration currently in progress.

Concepts for armed UAVs are also being evaluated and range from mounting ordnance on multi-purpose UAVs, to development of optimized Unmanned Combat Air Vehicles (UCAV). In the near term, the Army is expected to fund a demonstration in fiscal year 2002 wherein a Brilliant Anti-Tank (BAT) munition simulant will be integrated with a Hunter system. A follow-on demonstration of a live BAT munition is expected in FY 2003.

In the mid-term, this capability would allow a commander to immediately engage low-density, high-value targets detected by the UAV without waiting for attack assets to arrive on the scene. In the far term, true attack teaming with manned Army and Air Force aviation assets will be a reality.

Building a TUAV Foundation

To provide a flexible and viable foundation, the Army is pursuing a vision of a common family of reliable airframes built around a common ground structure and technologies. The vision provides support for brigade, division and corps, and battalion and below units.

To meet the Army's vision to develop a common family of TUAVs, a One-System Plan has been developed for larger UAVs using common ground-control equipment with mission-specific air vehicles and payloads. The common equipment is based on the Shadow 200 system (ground maneuver brigade commander's UAV) which is currently in Low-Rate Initial Production and early stages of fielding. Building from this base will be the introduction of an Extended Range/Multi-Purpose (ER/MP) TUAV and a Small UAV (SUAV) (discussed below).

Given the nature of anticipated division and corps mission profiles with Army transformation, the requirement for an ER/MP TUAV is clear. The ER/MP TUAV must have the range and endurance to support deep operations, and must be compatible with Army and joint aircraft teaming. The applications envisioned for the TUAV at division and corps (long-range RSTA, communications relay, SIGINT, attack, etc.) all require greater capabilities than are available with the Shadow 200 airframe. Longer dwell times, greater range requirements and a larger payload capacity are all necessary.

The revolutionary capability to act first with a UAV without putting a manned aircraft at risk will be a part of Army transformation.

A fixed-wing ER/MP is expected to begin fielding in FY 2006, with the Hunter air vehicle being used as a surrogate for the ER/MP in the interim. To meet anticipated long-term attack, logistics and medical needs, a subsequent rotary-wing UAV is expected to be developed.

The SUAV will leverage from the Advanced Concept Technology Demonstration (ACTD) managed by the Defense Advanced Research Projects Agency (DARPA) to provide situational awareness to battalions and below. The SUAV will be the first of what ultimately will be a family of smaller airframes for the small-unit commander. The SUAV approach will be similar to that of the larger UAV One System Plan, wherein a common control station will be used with multiple airframes, such as small and micro UAVs. The SUAV family will have a common low-cost, man-packable or vehicle-mounted control system and, depending on the application, a man-packable (in micro case) or vehicle-carried UAV providing organic imagery to the small unit for over-the-hill and around-the-corner employment. The SUAV is expected to begin fielding between FY 2005 and 2009.

Conclusion

As the Army evolves to meet future challenges, UAV needs will change and the requirement for them will most certainly grow. As shown by recent deployments in the Balkans, and exercises and wargames here in the United States, UAVs are useful in roles ranging from homeland defense to high-intensity conflict.

To best position our units to see first, understand first, act first and finish decisively, it is critical we continue on a clear development path of mission-oriented airframes and common control and support systems. With this framework, we can best and most efficiently integrate new or improved mission capabilities to meet our Army's needs.

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COL Michael A. Hamilton is the Project Manager in the TUAV Program Office, and Michael C. Padden is assigned to the agency's Acquisition Management Division.

UAV/Maneuver Force Operations– The Future

By COL Waldo Carmona

When I am asked what a future maneuver force will look like, I visualize a small, rapid and decisive force that will have a balanced set of capabilities — including manned and unmanned systems — blended into a highly agile and synergistic team. These teams will be empowered with timely and accurate information, and with comprehensive knowledge of the battlefield. They will be equipped with unprecedented organic and reachback firepower and the means to overpower and defeat the enemy.

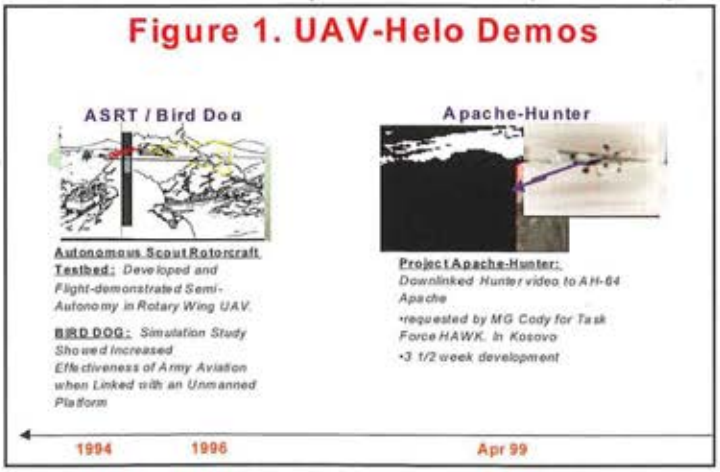
Background

Throughout time, political and military leaders have wanted access to knowledge that would allow them to defeat their enemies while minimizing their own losses. As technology progressed, complex aircraft and sophisticated sensors were developed to fill the information requirements of the maneuver force.

The collapse of the Iron Curtain and the Sept. 11 terrorist attacks have significantly changed how we view the world, and provided new challenges relative to future land-warfare capabilities. While the basic tenets to "see first, understand first, act first and finish decisively" have not changed, the tools and technology we use to execute our national and military strategies may change significantly.

One of the key enablers for the Army's transformation into the Objective Force is the teaming of the manned maneuver force with unmanned air and ground vehicles. The experimentation that the U.S. Army Aviation Center (USAAVNC), U.S. Army Aviation and Missile Command (AMCOM), the Program Executive Office (PEO) Aviation and the 101st Airborne Division are conducting will help define the fundamental elements of the integration of unmanned vehicles into the air and ground maneuver force.

Figure 1. UAV-Helo Demos

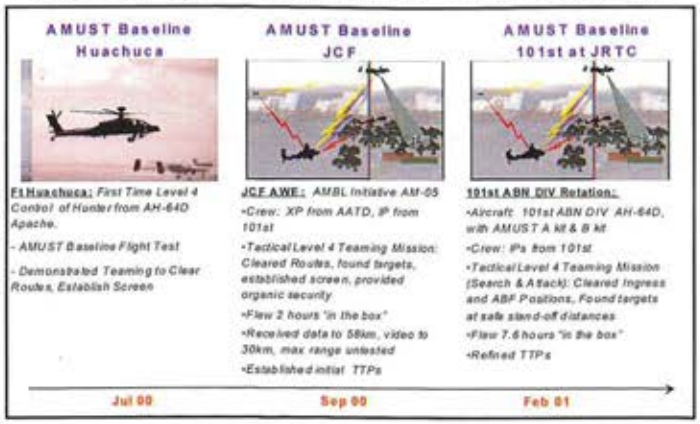


Today

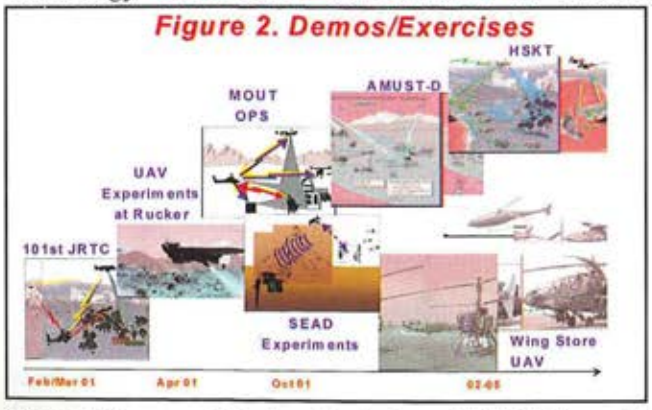
The Army has traditionally used unmanned aerial vehicles (UAVs) for surveillance and maneuver support. Now, the commitment to the FCS and Objective Force and the integration of unmanned vehicles as an organic element of the maneuver force presents us with the opportunity to fully exploit the flexibility and advantage of manned-unmanned (MUM) teaming. This MUM teaming will change the way we fight and maneuver. The possibilities are endless.

The Army aviation community has been working the integration of unmanned vehicles into the maneuver force since the early 1990s. Recently, the focus has been to control the flight path and payload of one or more UAVs from a manned aircraft. The goal is to demonstrate in an operational environment that air and ground maneuver forces can be equipped with a common capability to control any unmanned vehicle. A key element to this success (Figure 1.) has been the work performed at the Air Maneuver Battlelab (AMBL) at Fort Rucker, Ala., and the Aviation Applied Technology Directorate (AMRDEC) at Fort Eustis, Va.

It is only with the development and refinement of Concept of Operations (CONOPS) and Tactics, Techniques and Procedures (TTPs) — along with the technology — that we fully realize the true potential and advantage of teaming MUM capabilities. These efforts are providing important opportunities to demonstrate critical FCS/Objective Force "System of Systems" functionality in a challenging operational environment early in the concept-development process.



Other experiments include the fiscal year 2000-2001 teaming of UAVs with AH-64D Longbow Apaches (UAV level 4 control — waypoint navigation and full sensor control) at Fort Huachuca, Ariz. This included the Aviation Applied Technology Directorate's demonstration of Airborne Manned-Unmanned System Technology (AMUST) capabilities on an AH-64D. This successful demonstration resulted in the 101st Airborne Division's operational use of these capabilities during its rotation at the Joint Readiness Training Center (JRTC) at Fort Polk, La. These ongoing efforts (Figure 2.) support Objective Force capabilities, especially for the air maneuver part of the force.



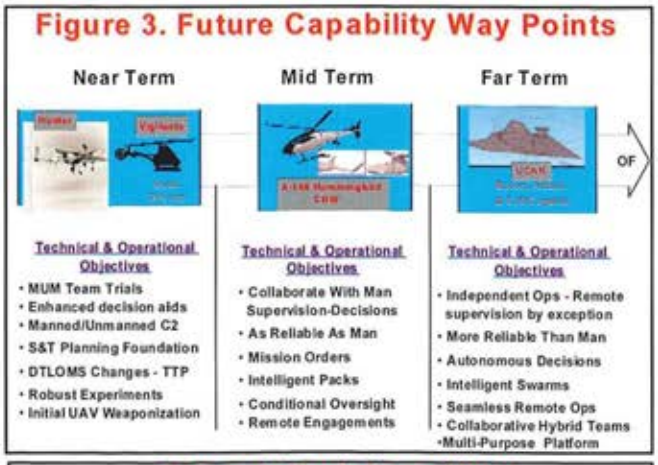
In FY2002-03 the Army will continue to conduct teaming experiments with AH-64Ds and the Army Airborne Command and Control System (A2C2S). Additional experiments will include the Common Ground Station and the OH-58D to explore attack operations, including the use of lethal/weaponized UAVs. Other proposed experiments include Military Operations in Urbanized Terrain (MOUT), Suppression of Enemy Air Defense (SEAD), communications relay and the demonstration of linkage/control of multiple UAVs from a single manned platform.

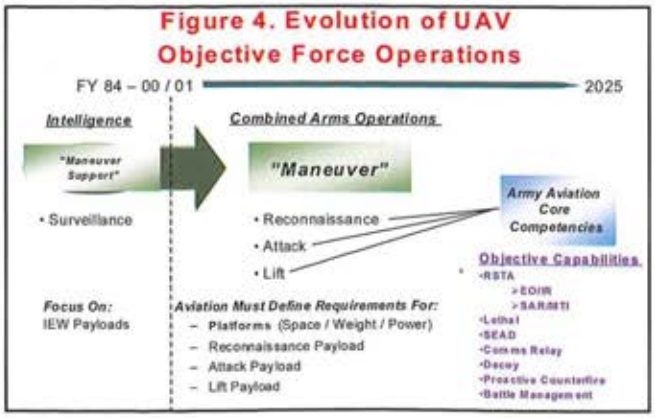
The Future

To fully exploit the capabilities of integrating unmanned vehicles with the maneuver force we must address other key MUM issues — for example, the level of autonomy appropriate for unmanned systems operations in the context of the mission and environment.

Many believe UAVs can replace manned aircraft. Today, unmanned vehicles mission performance falls far short of manned aircraft capabilities, especially in stressful operational environments. There is often a basic misperception that unmanned vehicles should have the same capability as manned vehicles. However, in many environments UAVs that complement, extend or enable manned capabilities are far more cost effective and useful than UAVs that attempt to duplicate manned system capabilities (an illustration of how more-advanced UAV technologies can be applied to future UAVs is shown in Figures 3 and 4).

Today, most affordable UAVs are limited in capability, lack basic situational understanding and sensory/perception capability, and are not yet capable of trusted autonomous decision making. However, the state of today's UAV technology does support deliberate operations, especially in structured environments. As such,





these capabilities can supplement manned systems operations and minimize human exposure to hostile threats, allow manned systems to avoid adverse or dangerous situations, or even safely operate in areas not possible for manned aircraft.

The overall work on robotics-related technology is substantial. Major advancements and continued progress are anticipated over the next decade, as illustrated in Figure 5. By using the strengths of manned systems linked with unmanned systems a synergistic effect much greater than the sum of individual capabilities is possible. As technology matures, higher levels of autonomy will be possible.

Conclusion

The Objective Force will need multi-purpose, all-weather UAV capabilities that are either low cost and attributable or have inherent survivability compatible with the maneuver force. Future uses will include reconnaissance, attack and lift.

The Army must seek to define the correct balance between tactical capability and the costs of MUM teams. This effort can best be accomplished along with the development and refinement of the CONOPS and TTPs through experimentation.

A great triad has evolved among the USAAVNC, AMRDEC and the 101st to harness the power of unmanned vehicles for the maneuver force. As we transition to the Objective Force, it is crucial that the Army free itself of evolutionary thinking. The warfighters and developers will need to stay focused on how to best achieve the desired capabilities and avoid the high priced 12-to-14-year acquisition cycle. The Army will also need to be willing to fully exploit the products and processes that constantly emerge from commercial industry; especially in the area of robotics. We must also actively exploit the benefits from Acquisition Reform.

Finally, tactical experiments, constructive and live, that exploit the power of manned and unmanned teaming operations are required for Future Combat System and the Objective Force.

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COL Waldo Carmona is the commander of the Aviation Applied Technology Directorate of the U.S. Army Aviation and Missile Command at Fort Eustis, Va.

MG Curran SASO cont'd from page 8

Central America to aid the recovery effort, allowing Joint Task Force-Bravo to rescue some 700 people and deliver 2.5 million pounds of food, nearly 100,000 pounds of medical supplies and 70,000 gallons of water. Army aviation played a major role in this operation, completing nearly 350 airlift missions with CH-47 and UH-60 aircraft.

In the first month of the operation, the aircraft flew more than 330 hours, while distributing nearly 300,000 pounds of food, 11,000 pounds of medical equipment and 50,000 pounds of miscellaneous supplies. Movement of key personnel was also a key part of their day-to-day operations. This response to a country in need typifies an Army aviation support operation.

Army Aviation Stands Ready

Stability and Support Operations are key components in the range of military operations. The Army has been successful for over 200 years largely due to its demonstrated ability to adapt to changing times and the tenuous nature of international politics. While the first mission of Army Aviation will always be warfighting in defense of our nation, it is imperative we remain properly trained and able to shift our efforts and resources as needed across the full spectrum of operations. In 1986, then Secretary of State George Shultz stated that "we must be prepared to commit our political, economic, and if necessary, military power when the threat is still manageable and when its prudent use can prevent the threat from growing."

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MG John M. Curran is the commander of the U.S. Army Aviation Center and chief of the aviation branch.

JRTC—Eagle Assault Style

Part II

By LTC William H. Morris and CPT Stephen M. Miller

Last month, the authors detailed their unit's preparations for a rotation at the Joint Readiness Training Center at Fort Polk, La. In this issue they examine the results, and benefits, of that preparation.

Movement to AO Sword/Defense

1BCT received its change-of-mission order to defend 72 hours later in a location 40 miles away in the 21st Div.'s AO Sword (Main Fort Polk Reservation) against a regular mechanized force from the "People's Democratic Republican Army." TF 5-101 was to move an advanced company-sized element of reconnaissance and engineers into sector, air move two infantry battalions into their sectors, and conduct aerial resupply to build up stockpiles of CL IV/V and GAC to the new TF 5-101 TAA.

Upon executing a hasty MDMP, TF 5-101 was prepared to move south by both air and ground. Right at the planned lift-off time of the infantry battalions, the weather reared its ugly head and dumped us with 12 inches of rain, 50-knot winds, and an impressive lightning storm.

At the end of the day, as the weather closed in, TF 5-101 was faced with a split force between the two TAAs (old and new) and the requirement for security at both locations. The TAC controlled the sequence of several sling-loaded vehicles and teams into the new TAA.

One planning factor to remember is that all Forward Logistics Element loading areas must be close to UH-60/CH-47 landing areas, or additional Material Handling Equipment will be required to move near the helicopter landing zone. Again, the echelonment of FARPs was critical as we moved to the new TAA. Having aircraft at two separate TAAs forced a need to have CL III at both locations until all aircraft were closed at their new company locations.

The weather continued to remain below minimums for most of the defense (less than 500-1/2 day, 700-2 night as directed by Fort Polk APG), but a majority of the CL IV/V and replacement soldiers were moved into place. During the defense we received a WARNO from the brigade indicating that a day and a half after the defend no-later-than time we would have to do two battalion air assaults within the same 24 hour period.

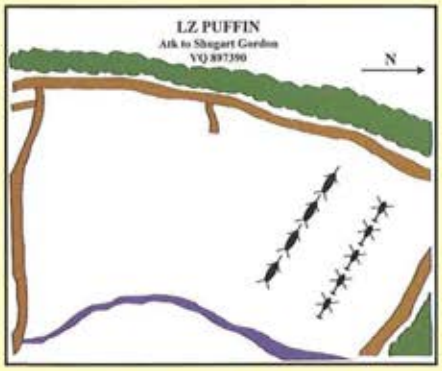
Attack

The attack by 1BCT on the Shugart-Gordon MOUT site was the culminating mission of the rotation. After a tough defense, the soldiers were fired

up to finish off the PDRA remnants and achieve victory in Cortina.

Acting once again under a very compressed timeline, parallel planning with the BCT was the key to success. The planning began with a hasty AMCM at the BCT main approximately 28 hours before the first H-hour for what would become a two-battalion air assault within the same 24-hour period.

The first mission was the insertion of battalion scouts. The scouts went into several LZs with several designated false insertions in route. The battalion primary LZs were approximately 4 kilometers from Shugart-Gordon proper. The ground tactical plan had the supporting infantry battalion (three rifle companies plus four TOW platoons and engineer assets) air-assaulting into LZ Puffin (see diagram below). The supporting effort would establish a lane for the main effort and execute several breaches to allow the main effort the momentum to quickly bypass the breach and, with combined arms fires, destroy the remaining PDRA elements and turn the city back over to Cortinian control. As the supporting effort air assault landed, TF 3-101 provided LZ security and CCA fires, while additionally attacking the counter-attack force they had identified. The air assault was complete at first light and we readied for the second battalion air assault.



It was not a restful day for TF 5-101 as we readied for the main effort air assault. Beginning that afternoon, a coordinated People's Democratic Republican Army Special Operations Command (PSOC) air/ground attack, including a strafing run by enemy Mi-24 aircraft, hit our TAA. The attack "knocked out" three CH-47s and two UH-60s, "damaged" our primary FARP and "destroyed" our TOC.

Five hours before H-Hour the ALOC assumed command of the battle. Fuel became the driving force in the operation. With five of the 16 HEMMTS destroyed, we had to rely on the alternate FARP that had been established in a remote location inside the TAA. As the command group moved to the conditions check/H-4 brief to the CG, the cold gas HEMMT for PZ refuel and the LNO vehicle were destroyed by a PSOC ambush, throwing an additional wrinkle into the plan.

The attack by 1BCT on the Shugart-Gordon MOUT site was the culminating mission of the rotation.

PSOC forces had captured a map with what they thought were the LZs for the operation. However, due to late changes, the former LZ Puffin had changed to two entirely different LZs (Woodpecker and Dodo). As H-Hour drew near, PSOC forces again attacked the TF 5-101 TAA. With the aircraft already at REDCON 3 (APU on/15 minutes to launch), the decision was made to scatter the required aircraft to the PZ ahead of time to avoid being destroyed by the PSOC forces. Despite the aircraft arriving early to the PZ, all of the conditions had been met at the time of the H-4 brief and the mission was still a "go." As the C2 aircraft lifted off, the mission began in earnest for both 1BCT and the OPFOR.

That night we were faced with quite a tactical quandary. TF 3-101 had again set the conditions so well that actions on the LZ would ensue quickly and violently due to the cleansing of resistance that could interdict the LZ.

The PZ was thus our immediate problem. As the first serials of aircraft were running up on PZs Maple and Dogwood, several enemy vehicles armed with heavy machine guns and satchel charges attacked the PZs. Even though OH-58Ds rapidly destroyed the threat, we now had 3 UH-60s and 2 CH-47s "destroyed." Once again, spare planning allowed us to continue mission, but with fewer mission aircraft and a degraded DART capability until a replacement DART crew could be identified and moved to the PZ.

As the mission continued, eight UH-60s and three CH-47s cleaned the PZ in about 90 minutes more than the planned time. However, without the spares on the PZ we may have reached an abort status, changing the BCT commander's plan at the last minute with little time to react.

Following a successful air assault, TF 5-101 aircraft returned to a now-cold TAA. The ALOC had the battle well in hand and was preparing for needed casevac, resupply and reconstitution operations as the night went on. TF 5-101 TAA also served as the alternate FARP location for TF 3-101 once they had depleted their FAT-COW and TAA FARPs. As dawn broke the 1BCT commander called for a CH-47 casevac for the casualties they had sustained on the objective. The 1BCT commander also asked for a UH-60 to pick-up two civil-affairs teams in the rear and bring them to Shugart-Gordon to help 1BCT turn the city back over to the Cortinians. Both of these missions were executed from start to finish within a two-hour window.

Summary

JRTC rotation 02-01 lived up to the expectations of all soldiers within TF 5-101. Before leaving Fort Campbell, our commanding general gave us some helpful tenets that served as a great azimuth throughout the rotation:

Get Better Everyday — The soldiers of TF 5-101 truly trained to meet this goal. Through demanding air and ground moves, some of the most challenging weather, and with a ruthless OPFOR keeping us on our toes, the soldiers learned from their early challenges and rose to the occasion.

Some of the key points included multiple FARPs, with redundancy being

JRTC cont'd on page 28

Team Six: Fixed-Wing Knights

By CPT Thomas C. Kelley

"Golden Knight Ground, this is Golden Knight Air, turning inbound looking for a hot target and winds."

If all goes according to plan, the call from the pilot of the twin-engined Army C-31 will be answered with "Golden Knight Air, this is Golden Knight Ground. You have a hot target and winds eight to ten." Seconds later members of the U.S. Army Parachute Team (USAPT), the famed "Golden Knights," will jump from the aircraft to begin another demonstration of their airborne skills.

Neither the pilots nor the aircraft are Air Force, although we frequently get asked that question. That may partly be due to the fact that the parachute team's headquarters is at Fort Bragg, N.C., but the organic Army aviation section — affectionately called Team Six — is located at Pope Air Force Base.

Personnel

The Team Six aviation section leader is an aviation branch fixed-wing qualified captain. There are six fixed-wing senior warrant officer positions: two instructor pilots, a safety officer, one maintenance officer/contract officer representative, and an operations officer. The sixth officer is typically assistant operations officer, and fills in as the section supply officer and other additional duties as needed.

Team Six also has a Department of the Army GS-13 instructor pilot and a Lockheed-Martin maintenance test pilot. Both of these pilots are fully qualified members of the aviation section and travel to air shows just like the military aviators. In addition, the section has an MOS 93P operations NCO, a sergeant first class. The military crew chiefs are selected from the UH-60 Black Hawk helicopter community. There is a SFC NCOIC and five crew chiefs. They not only turn wrenches on the section's six non-standard Army airplanes, they also train to relay information between the jumpers and the pilots and perform as fully integrated members of the crew during jump operations and air show performances.

In terms of maintenance, Team Six is no different from other Army aviation organizations or fixed-wing units. We, too, have civilian contract maintenance, which is performed by seven Lockheed-Martin personnel. These are the maintenance test pilot

Team Six primarily uses the UV-18s for the FFFT and the UV-20s for the S&A Team.

mentioned above, a lead man, four mechanics and a supply technician. With the number of hours we fly and the busy operational schedule we keep, "Team Lockheed" deserves a great deal of credit for keeping the aircraft flying or quickly returning to service a grounded airplane. They do an outstanding maintenance job.

Aircraft

Team Six operates two Dutch-built Fokker C-31A turboprops, two De Havilland of Canada UV-18A Twin Otters, and two Swiss-built Pilatus UV-20A Chiricahuas (more commonly known by their civilian name, Porter). The aviation section supports the Black and Gold demonstration teams with the two C-31s. The Golden Knights also have two skydiving competition teams, the free-fall formation team (FFFT) and the style and accuracy team (S&A). Team Six primarily uses the UV-18s for the FFFT and the UV-20s for the S&A Team.

Between rotating two aircraft, four aviators and two crew chiefs TDY for a large portion of the year, supporting daily training at local drop zones with two more aircraft and two more aviators, and keeping up with maintenance requirements, training time is always at a premium.

The Mission

A typical year for The Golden Knights starts with a two-month intensive training period at Yuma Proving Ground, Ariz. Team Six flies every day to support the parachutists training for the upcoming show season and competition schedule. Aviators also rotate to another airfield and drop zone — usually near Tucson, Ariz. — to support the competition teams.

All of this flying is sometimes referred to as the "elevator mission" — up and down and up and down. This is also our time to transition new aviators into our aircraft. Some aviators have been assigned to the team before and only require refresher training, but most have to get a full aircraft qualification. It typically takes about one full year to fully qualify a newly assigned aviator into all three aircraft and train them on the three separate jump missions. Then everyone's challenge is to maintain proficiency in all three aircraft, which is extremely important since we operate single pilot in both the UV-18 and the UV-20. We also train new crew chiefs during this time. On the weekends, we get the opportunity to put the training to use by flying live jump missions into local public events like the Silver Spur Rodeo and the Marine Corps Air Station Yuma Air Show.

Once we return to North Carolina, we hit the ground running. For almost every weekend from the end of March until the middle of November we perform in an air show or fly over a stadium for a jump into a high-profile sporting event. The average soldier in the aviation section will spend slightly more than 180 days per year TDY. We also have the standard aviation requirements of no-notice evaluations, annual proficiency and readiness tests (APARTs), aircrew training flights and external evaluations.

In the fall, we have an additional flying requirement to support the Golden Knight assessment and selection process. Skydivers throughout the Army, with the requisite credentials, come to Fort Bragg to try out for a spot on the Army's only official Department of Defense parachute demonstration team. Then, operations slow just in time for the holiday season, although we typically fly to support jumps into college bowl games during this time. Finally, we are ready to get the airplanes ready and deploy to Yuma again in the middle of January.

Flying this mission is no easy task and requires solid training and a few actual missions for an aviator to become proficient. A typical air show demonstration mission profile starts with the crew chief giving a safety brief to members of the press who will be flying with us, while the pilots check weather and preflight the aircraft. About 15 minutes prior to our takeoff time we start the engines. Takeoff is usually 30 minutes prior to our time on target (TOT), or the time the first jumper is out the door over the appropriate spot.

Timing is critical in all our missions. The aircraft takes off and climbs to 2,000 feet above the ground so the demonstration team leader can throw the wind streamers. Once the streamers are on the ground the pilots initiate a climb to an altitude of 12,500 feet above the ground. In the climb, they fly practice jump runs so the jumpers get a good feel for the winds at altitude and the jump run.

Before reaching the jump altitude the C-31 is configured with an intermediate flap setting and a reduction in power to maintain 105 knots at the jump altitude. Maintaining airspeed is critical for the timing of the actual exit of the jumpers. Flying too fast or too slow can mean that jumpers will exit too early or too late. Flying too slow also puts the aircraft closer to stall speed. The aircrew will make several passes for the demonstration and will make small heading corrections as directed by the jumper spotting in the open door.

It is a well-orchestrated, team effort that relies heavily on effective communication between the parachutists and the aircrew. The crew chief is a key element in that chain. Once all demonstrators have exited the aircraft the crew reduces power, lowers the gear and begins a rapid descent to an orbit point for a timed fly-by. The crew chief, with either a harness or a parachute, goes to the back of the aircraft and closes the jump doors for the fly-

by. Two calls are made over the radio to synchronize the fly-by with the jumpers' ground presentation.

Once the aircrew reaches an orbit point to wait for the final fly-by call, they have to retract the flaps and the landing gear. The fly-by is done with the gear up, the flaps up and the doors closed, at an altitude of 100 feet above the ground and an airspeed of 200 knots. At show center the aircrew pulls the aircraft up and into a turn, then levels the plane and lands. Usually, we fly a press show on Friday and two demonstrations per air show day. We also will fly over area high schools to jump for local recruiter support.

Just flying the Golden Knights mission can be challenging, but add that to flying in less than perfect weather conditions in some of the nation's busiest airspace (like Washington, D.C., and New York City) during a jump, and it is apparent that the members of Team Six must be technically and tactically proficient, well trained and confident. In other words, they must be able to present themselves to the public as walking advertisements for the U.S. Army. They must be comfortable around people and present a positive attitude about serving in the Army.

Team Six is a great assignment for an experienced fixed-wing aviator, UH-60 crew chief or senior 93P. To learn more about the Golden Knights or about the Golden Knight Aviation Section, go to **www.armygoldenknights.com.**

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CPT Thomas C. Kelley is the Golden Knights' Aviation Section leader.

***JRTC** continued from page 25*

our key to success, particularly in the attack. Additionally, the synergy between the AVUM and the UH-60 and CH-47 companies yielded well-planned teams that performed scheduled maintenance around the clock. This allowed for a rapid turnaround of aircraft. Finally, our intelligence and ACO dissemination plan helped us stay in front of mission.

Maintain a Warrior Spirit — TF 5-101 overcame many challenges throughout rotation 02-01. Even though we did not necessarily win every engagement, soldiers continued to improve their position to better fight the next battle, whether on the perimeter, in the TOC or ALOC, or near their aircraft.

Soldiers counterattacked OPFOR probes and performed with more motivation in many instances near the end of the rotation than they had at the beginning of the mission. To maintain this spirit, leaders at all levels ensured adherence to basic skills — which helped our soldiers to maintain the fighting edge.

Safety Always — During the course of the rotation soldiers could have easily been placed in situations that could have resulted in an injury or aircraft/vehicle accident. On several occasions all of the aircraft and crews had to be surged, pushing pilots and crewmembers to the max. Due to rehearsals prior to each major operation, and the placing of risk-reduction tools down to the lowest level, we were able to mitigate risk and execute the rotation with no major injuries and no major vehicle or aircraft accidents.

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LTC William H. Morris is commander of the 5th Battalion, 101st Aviation Regiment. CPT Stephen M. Miller is the 1st Brigade Combat Team air assault liaison officer.

"Black Hawk Down" Reinforces Army Values

By Joe Burlas, Army News Service

The values of valor and self-sacrifice demonstrated by actors playing Delta Force troopers and Army rangers in "Black Hawk Down" are the same values being shown by soldiers around the world today, said Secretary of the Army Thomas E. White.

White made the remarks at a Jan. 15 special screening of the movie for military and civilian leaders in Washington, D.C. "Black Hawk Down," based upon a book with the same name by Mark Bowden, dramatizes a 1993 military operation that went wrong in Mogadishu, Somalia, and resulted in the deaths of 18 U.S. servicemen and more than 500 Somalis. It opened in theaters Jan. 18.

"Who would have believed a year after the script was approved for production that this country would be at war," White said. "The movie has a tagline - 'Leave no man behind' - which is extremely important today. That tagline could easily be used by the Army because it reflects the values of valor and self-sacrifice that we have been seeing in our soldiers these past four months as we combat terrorists and terrorism. In fact, those values have been an integral part of the Army during the entire 226 years of its existence."

Producer and director Ridley Scott told screening attendees that he and coproducer Jerry Bruckheimer decided to make the movie to set the record straight. He said there was an apparent public misperception that the military messed up in Somalia, when in fact it was heroic in a very unstable part of the world.

"We thought those soldiers should be remembered for their courage," he said.

Actor William Fichtner, who played SFC Jeff Sanderson in the film, said he has always appreciated what the military does for the country, but after working on the film, that appreciation has significantly increased.

First Sgt. Bruce Moore, a ranger now and during the Somalia operation, was one of several Somalia veterans who were brought to Washington for the screening. He rated the film as being 90 to 95 percent accurate with what he witnessed as a staff sergeant during the 1993 operation.

"What I particularly liked was the way the movie portrayed how young most soldiers are who fight our country's battles," Moore said. "Most of the soldiers I served with then, and those in my company today, are 18 or 19 years old. As shown in the movie, they are not out trying to be heroes, but end up doing some pretty heroic stuff."

Among other distinguished screening guests were Vice President Dick Cheney, Secretary of Defense Donald Rumsfeld, Deputy Secretary of Defense Paul Wolfowitz, recently retired Chairman of the Joint Chiefs of Staff Gen. Henry Shelton, Army Chief of Staff Gen. Eric K. Shinseki, actress Lynda Carter and former Marine officer and political analyst Oliver North.

"Army of One"

Ad Star Now Aviation Trooper in Germany

By Steve Liewer

Richard Jones stood at the top of Victory Tower, the tall obstacle Army recruits must climb up and rappel down if they want to make it through boot camp.

His eyes widened as he looked 30 feet over the edge, a drill sergeant urging him on.

Getting down from a precipice like this challenged the soft-spoken 18-year-old as much as anything he'd seen growing up on the tough streets of West Side Chicago.

"I don't like heights. I looked over and said, 'OK, I've got to come down,'" Jones recalled in an interview 11 months later.

That's the kind of moment lots of recruits - Army, Navy, Marines and Air Force - experience in boot camp. The difference is, Jones' moment of truth was recorded on film, dramatized and shared with the whole country as part of a popular series of TV recruiting ads.

He made it down the tower and through basic training.

Today PVT Jones, 19, is a records clerk at the 12th Aviation Brigade in Giebelstadt, Germany.

He is one of six recruits featured in the year-old "Army of One" advertising campaign.

In TV commercials and on the Army Recruiting Command's website, viewers were invited to follow Jones and the other recruits through the rigors of boot camp.

The ad campaign - filmed at Fort Jackson, S.C., from January to March 2001 - began before they got through basic training. It's being shown again now on AFN and on television stations all over the United States.

The ad campaign owes much to MTV's "Real World" and "Road Rules," the two reality-based programs that also inspired "Survivor." In those shows, diverse groups of young people are filmed as they are thrown together into challenging situations and the footage distilled into a weekly drama.

Cameras followed the six recruits through every waking moment of the nine weeks of boot camp.

"Every day I'd wake up, there would be a camera flashing in my face - even at 4 a.m.," Jones said. He is still friends with the other "Army of One" recruits.

Jones and the other five recruits (known in the ads only by their first names - Alice, Jermaine, Ever, Dan and Michelle) were chosen "more or less at random," said Douglas A. Smith, vice president at the Leo Burnett Co., the advertising agency that devised the campaign.

Jones is the oldest of four boys raised by his mother, Anita Burton. Maurice and Marcus are 18-year-old twins who are college-bound, and Alexander is 10.

Jones joined after high school to earn money for college at the urging of a teacher who serves in the Army Reserves.

He's also the father of a 1-year-old son, Dejan, with his girlfriend, Darcell. They are expecting another baby in February, and they plan to marry after his Army hitch ends in 2005.

At the same time, recruiters had been alerted to the campaign and were looking for candidates. Jones said he filled out a questionnaire and went through an interview before he was selected. He knew before he signed his recruiting contract that he'd be making an ad for the Army. It didn't take long for Jones to get used to having the cameras around. They became part of boot camp, like rifle drills and pre-dawn marches.

"My drill sergeant said, 'Don't think about the camera, think about the training. You'll be all right,'" Jones said.

In fact, they earned no extra pay and no special favors. What they got is a little bit of celebrity. They were already well-known by the time they got home from boot camp.

The soldiers at Jones' command - located in a large hangar for CH-47 Chinook helicopters called "Big Windy" - knew who he was long before he arrived.

"I looked at the Army website eight, 10 months ago and said 'Gee, wouldn't it be interesting if that guy came here,'" said CWO John Westerbeck, who works at Big Windy.

"Sure enough, he walks through the doors."

The new round of ads has brought it all back again. Jones' buddies have tagged him with a nickname: Rerun.

"We were all staring at the football game on AFN. The commercial came up," said SGT Charlton Pratt, another Big Windy soldier.

"Wham! There's Jones' face - 'Is he going to make it through Week 3?' I said, 'Oh my God, that's Rerun!'"

Jones keeps pilot and aircraft records up-to-date in his job at Big Windy. He plans to serve one Army hitch, then get married and go to college at the University of Illinois-Chicago.

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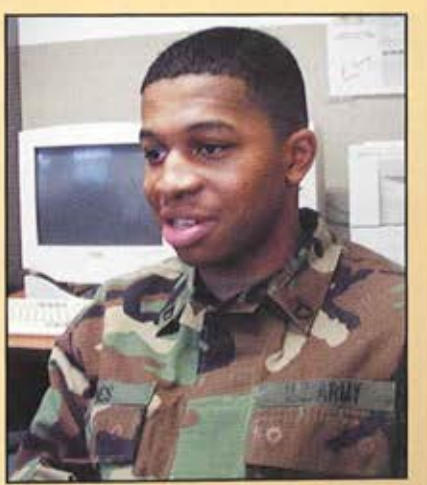
Steve Liewer is a reporter with the Würzburg, Germany, Bureau of European Stars & Stripes. This article was reprinted with the paper's permission.



PVT Richard Jones of the 12th Aviation Brigade in Giebelstadt, Germany, earned the nickname "Rerun" thanks to his appearance in the "Army of One" recruiting campaign.

Briefings continued from page 3

CAE, the Canada-based simulation and training firm, has opened a field office in Enterprise, Ala., next to the U.S. Army Aviation Center at Fort Rucker. In a related development, CAE named **Angel S. de la Cruz** as manager of field marketing in Alabama. He will be the company's primary customer interface in the Fort Rucker area, in addition to handling marketing responsibilities in Huntsville, Ala.

The third annual **Aviation Ground Support Equipment (AGSE) Users Conference** will be held June 3-7 at Fort Campbell, Ky. This year's theme is "Focus on the User." For more information, e-mail MAJ Hank Isenberg at **henry.isenberg@redstone.army.mil** or Doug Cowart at **doug.cowart@redstone.army.mil**.

The **International Spy Museum** in Washington, D.C., has named veteran CIA agent E. Peter Earnest as its first executive director. Earnest's 36-year CIA career included two decades in the agency's Clandestine Service, as well as service as a liaison between the CIA and the U.S. Senate. The museum will open in June, and will explore the craft, practice, history and contemporary role of espionage.

Sikorsky Aircraft and its employees have donated $50,000 to help those affected by the Sept. 11 terrorist attack on the Pentagon. The money has been divided between the Navy-Marine Corps Relief Society's Pentagon Assistance Fund and the Army Emergency Relief Victims Fund. Of the total, $40,000 was donated by individual employees and the remainder was raised by a charity benefit organized by company volunteers and underwritten by Sikorsky.

Correction

Our December 2001 article on the aviation assets of the Fort Bragg-based XVIII Airborne Corps indicated that the organization had five aviation units. The article's author, CPT Fernando Miguel, informs us we inadvertently edited out three additional aviation units — the 18th Aviation Brigade and 229th Avn. Group at Fort Bragg, and the 4th Regimental Avn. Squadron at Fort Polk, La. The 229th is "wartraced" to the 18th Avn. Bde., and itself encompasses eight units in five states. We apologize for the error.

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Aviators Affected by Partial "Stop-Loss"

An Armywide "stop-loss" program will keep soldiers in selected military occupational specialties — mainly those in special operations and some in aviation — from leaving active duty.

This selective stop-loss program allows the Army to retain soldiers with critical skills on active duty beyond their dates of separation for an open-ended period, officials said. They explained that soldiers affected by the order generally may not retire or leave the service as long as reserves are called to active duty or until relieved by the president, whichever comes first.

The Office of the Deputy Chief of Staff for Personnel estimates that this stop-loss program will stabilize 994 soldiers in the Army through the end of fiscal year 2002.

The enlisted specialties affected by this decision include the following MOSs: 18B, special forces weapons sergeant; 18C, special forces engineer sergeant; 18D, special forces medical sergeant; 18E, special forces communications sergeant; 18F, special forces assistant operations and intelligence sergeant; 18Z, special forces senior sergeant; 00Z with Career Management Field 18 background; and 67U, CH-47 helicopter repairer.

The only commissioned officers affected by the stop-loss will be those in Career Management Field 18.

Warrant officers affected by the stop-loss include those in MOS 180A, special forces, and aviation warrant officers with the following specialties: 152C, OH-6 scout pilot; 153D, UH-60 pilot; 153E, MH-60 pilot; 154C, CH-47D pilot; and 154E, MH-47 pilot.

The stop-loss will also affect all warrant officers with the following Additional Skill Identifiers: K4, special operations aviation; K5, MH-60K pilot; and K6, MH-47E pilot.

No new requests for separation will be accepted from soldiers in categories affected by the stop-loss, officials said.

This initiative freezes soldiers in the active Army and does not include Active Guard-Reserve members.

Most involuntary discharges will not be affected by stop-loss, officials said, nor will stop-loss change any Army policies or regulations currently in effect that might lead to an administrative or medical discharge.

Additionally, officials said the selective stop-loss does not affect soldiers who meet their mandatory retirement dates.

— Army News Service

Budget Funds Key Army Programs

President George W. Bush's budget for 2003 proposes giving the Army $91 billion — $9.9 billion more than authorized for the current fiscal year. The requested budget reflects a balanced base program that supports the Army Vision and Transformation while ensuring warfighting readiness and force protection, according to Army leaders. If approved by Congress, this will be the largest Department of defense (DOD) budget since the military buildup in the early 1980s.

Significant increases in research funding will be applied to mature programs near breakthroughs, according to Army leaders. Some of those development programs are the Comanche helicopter, Crusader self-propelled howitzer and Shadow tactical unmanned aerial vehicle.

While the Army works toward developing and fielding future combat systems, the 2003 budget will also help ease the strain of aging combat systems — some of them more than 20 years old — by recapitalizing 17 systems in selected units. Those legacy systems include the AH-64 Apache, UH-60 Black Hawk and CH-47 Chinook helicopters; M-1 Abrams tank; and M-2 Bradley fighting vehicle. The cost to upgrade these systems is significant, so initial "triage" efforts will focus on systems within III Corps units, primarily located at Forts Bliss and Hood, Texas.

A 20-percent increase in the Army's Operation and Maintenance account over last year includes funding for ongoing operations in Bosnia and Kosovo for the first time. Funding for Operations Enduring Freedom and Noble Eagle — with about 12,000 soldiers deployed in the Central Command area of operations and 24,000 mobilized Reserve and National Guard troops — is costing the Army approximately $365 million a month. That cost is primarily covered by an approved Defense Emergency Restoration Fund. The O&M increase also funds about a third of identified base operations antiterrorism and force protection needs.

The Army again will use triage measures to fund the most pressing needs first and plans to fund all installation antiterrorism/force protection needs over the next three years.

On the people side of the house, the budget funds a 4.1-percent pay increase for all soldiers and allows a targeted pay raise of up to an additional 2.4 percent in selected pay grades. While the specifics have not been fully worked out, the targeted pay raise will likely be directed to sergeants through sergeants major, warrant officers, captains and majors. The budget also supports a 2.1-percent pay raise for Department of the Army civilians.

— Army News Service

AAAA Honors Excellence in Materiel Readiness

*The recipients of AAAA's Materiel Readiness Awards were recognized at the **28th AAAA Joseph P. Cribbins Product Support Symposium,** sponsored by the AAAA Tennessee Valley Chapter, January 30-February 1, in Huntsville, Ala.*

Outstanding Individual Contribution to Materiel Readiness

Mr. Larry R. DeMott of Rolls Royce's Integrated Product Team has been tapped as AAAA's outstanding individual contributor.

As manager of the Model 250 Military Engine Product line, DeMott is his firm's customer executive for Army users of the OH-58D Kiowa Warrior. In this capacity he implemented and manages Interim Contractor Support contracts to support the fielding of the C30R3 engine.

A dedicated aircraft- engine professional, DeMott has worked closely on many of the helicopter engines used by the Army over the past 30 years, beginning with the trend-setting T800. In both his professional capacity and as a key member of AAAA's Tennessee Valley Chapter, DeMott has set an example of dedication, personal excellence and team spirit that is second to none.

Mr. Larry DeMott *(center)* accepts the award for Outstanding Individual Contribution to Material Readiness. Also pictured are COL Robert Birmingham *(left)*, PM Comanche and Tennessee Valley chapter president and MG Joseph L. Bergantz *(right)*, PEO Aviation.

Materiel Readiness Industry Team Award

The 2001 recipient of AAAA's Materiel Readiness Award for an Industry Team, Group or Special Unit is DynCorp's Contract Field Team 10-2S/23.

Based at Killeen Airport Facility at Fort Hood, Texas, the CFT was busy during the award period. DynCorp's maintenance and modification efforts resulted in the team's completion of 2,903 work requests, with maintenance work orders (MWOs) accounting for 1,009. Depot maintenance repairs to CH-47D, AH-64 and UH-60 phase aircraft and components resulted in a cost avoidance of $11.8 million, and the 93 percent man-hour completion rate on MWOs resulted in a direct savings of more than $245,000 on modification installations.

The CFT also provided extensive support during the award period to such allied customers as Tunisia, Colombia, Saudi Arabia, Holland, Brazil, Argentina and Egypt, while also continuing sterling support for Army National Guard customers.

DynCorp CFT 10-2S/10-23 is a premier service organization dedicated to quality and professional integrity, and its members have made their presence felt throughout the Army and the world aviation community by diligently ensuring that each customer's needs are not just met, but exceeded.

Accepting the award for Outstanding Materiel Readiness Team is Mr. Levi J. "Jim" Hebert *(center)*. Also pictured are COL Robert Birmingham *(left)*, and MG Larry Dodgen, CG Aviation and Missile Command (USAAMCOM) *(right)*.

Contribution by a Small Business Organization

This year's winner of the AAAA Small Business Materiel Readiness Award is AEPCO, Inc., headquartered in Rockville, Md. The firm was cited for its outstanding support of the "in-sourcing" of technical publications for the Army's CH-47 fleet.

Founded in 1979, AEPCO is an engineering and research firm that specializes in providing its clients with innovative technological solutions to complex problems. The firm maintains three major operations centers - the Army Systems Group, Information and Telecommunications Technology and System Engineering - has more than 300 employees and posts annual sales of more than $30 million.

The firm's win in this category is based on its efficient and timely response to the Cargo Helicopter Program Management Office's requirements by establishing a fully equipped facility to house the joint government-contractor team engaged in updating legacy CH-47 technical manuals. AEPCO is converting the TMs to electronic format and incorporating CH-47F modifications into IETM format, an innovative program that will save the government approximately $30 million over three years.

Accepting the award for Outstanding Contribution by a Small Business Organization is Mr. Larry L. Vance *(center)*. Also pictured are COL Robert Birmingham *(left)*, and MG Larry Dodgen, CG Aviation and Missile Comand (USAAMCOM) *(right)*

Outstanding Aviation Logistcs Support Unit of the Year

The 8th Battalion, 101st Aviation Regiment, has been named AAAA's Outstanding Aviation Logistics Support Unit of the Year for 2001.

Assigned to the 101st Airborne Division at Fort Campbell, Ky., the unit provides Aviation Intermediate Maintenance logistical support to the division's nine aviation battalions, a total of 283 AH-64A/D, CH-47D, OH-58D and UH-60A/L aircraft. With an authorized strength of 1,217 soldiers, the 8th is the largest aviation battalion in the Army.

During the award period the 8th Bn. supported two rotations to the Joint Readiness Training Center; the division's KFOR 3 rotation to Kosovo; the division's participation in fighting western wildfires; numerous brigade-level training exercises; and sent 35 soldiers to the Apache Longbow school in Mesa, Ariz.

Equally impressive were the battalion's contributions to the division's exceptional aircraft readiness rates during the award period. Despite an extremely high operational tempo and the effects of Worldwide Aviation Safety Action Messages, the 101st Abn. Div. had aircraft fully mission-capable rates of 58 percent for the AH-64s, 81 percent for the CH-47s, 70 percent for the EH-60As, 81 percent for the OH-58Ds, 77 percent for the UH-60As and 87 percent for the UH-60Ls.

Accepting the award for Outstanding Aviation Logistics Support Unit of the Year is LTC Joe D. Dunaway *(center)*. Also pictured are COL Robert Birmingham *(left)* and MG Larry Dodgen, CG Aviation and Missile Comand (USAAMCOM) *(right)*.

Unparalleled aviation maintenance support was the hallmark of the 8th Bn. during the award period, and the unit's selection as winner in this category is a tribute to the professionalism and commitment of all its soldiers.

Contribution by a Major Contractor

The more than 180 members of Raytheon Aerospace's Contract Field Team (CFT) in U.S. Army, Europe (USAREUR), have collectively won the 2001 Materiel Readiness Contractor of the Year Award.

Serving with 20 USAREUR aviation units throughout Germany, Italy, Macedonia, Kosovo and elsewhere in Europe, the CFT professionals performed more than 276,380 man-hours of work while completing some 3,400 work orders. This significant accomplishment included the completion of 76 phase inspections and assistance on an additional 48.

The CFT members were especially diligent in their efforts to overcome the effects of the finite funding available for aviation maintenance, and pursued their efforts to maximize USAREUR's investment in such maintenance in two effective and focused ways. First, the CFT members were dedicated to returning components to serviceability at the retail level, concentrating on such ultra-high-cost items as main rotor blades, night-vision goggles, gear boxes, and so on. And, second, they made tremendous reductions in employee non-productive time.

The CFT members continuously demonstrated a superior level of technical expertise, professionalism and dedication to the USAREUR mission, and set a new standard of commitment and dedication to Army aviation in Europe.

Mr. Dan Grafton *(center)* accepts the award for Outstanding Contribution to Materiel Readiness by a Major Contractor. Also pictured are COL Robert Birmingham *(left)* and MG Joseph L. Bergantz *(right)*, PEO Aviation.

During the ceremonies there was a surprise presentation of the Gold Order of Saint Michael to MG Richard E. Stephenson (Ret.), former commander of U.S. Army Aviation Systems Command. He was honored for the many major contributions he made to the Army and Army aviation in his more than 40 years as a combat aviator, logistician and retiree. Stephenson (right) received the citation from his former aide, COL William Gavora, who was the MC for the entire Product Support Symposium.

LEGISLATIVE REPORT

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

TROA Testifies Before Health Task Force

The Presidential Task Force charged with furthering cooperation between the Department of Defense (DOD) and the Department of Veterans Affairs (VA) health-care systems recently held its fourth meeting, in Washington, D.C. The task force invited The Military Coalition (TMC), the Retired Officers Association (TROA) and a number of other associations to present their views on opportunities for improving cooperation between the two health-care systems.

The task force will make initial recommendations to President George W. Bush in July on improvements for care of dual-eligible military retired veterans and enhanced DOD and VA health care cooperation. Virtually all panelists involved in the meeting recommended against integrating the two systems, or forcing retired veterans to give up access to one system or the other.

2001 Legislative Scorecard

The following is a summary of selected legislative initiatives enacted during the first session of the 107th Congress. Collectively, they represent significant enhancements in the quality of life for service members, veterans and their families, and should have a positive effect on the services' recruiting, retention and readiness programs.

Health Care

- Prohibited DOD from implementing "forced choice" - forcing military retirees to choose between DOD (TRICARE) and VA health care.
- Clarified language that the retiree health-care trust fund covers retired Medicare-eligibles' health care, regardless of age, in private sector or military facilities.
- Authorized medically necessary care for custodial care patients (to maintain physical health; custodial long-term care remains unauthorized).
- Authorized certain added benefits for disabled active-duty dependents with severe physical or psychological conditions.
- Clarified travel eligibility for parent or guardian who travels with beneficiary unable to travel alone, for medical care beyond 100 miles.
- Authorized federal agencies to pay National Guard and Reserve employees' federal health insurance (FEHBP) premiums if they are activated for more than 30 days.
- Won permanent authority for extended health-care benefits for certain active-duty members and reserve-component members separated after more than 30 days in support of a contingency.
- Opened option for "gray area" Reservists to purchase government-sponsored long-term care insurance when program begins on Oct. 1.

Retirement and Survivor Programs

- Authorized concurrent receipt of retired pay and veterans' disability compensation in the future - but only if the president proposes funding.
- Expanded special compensation for severely disabled retirees eligibility to cover certain members with 60 percent disability ratings and authorized modest compensation increases for other eligibles in 2003/2004.
- Provided full-inflation COLAs for all retirees/annuitants.
- Extended Survivor Benefit Plan coverage to survivors of service members who die on active duty before reaching retirement eligibility.
- Implemented Servicemembers Group Life Insurance coverage for active-duty dependents.
- Restored "CHAMPVA for Life" benefits for eligible survivors of veterans who died of service-connected causes (they previously lost CHAMPVA health coverage at age 65).
- Raised educational benefits for survivors and dependents of veterans who died of a service-connected injury.

Active and Reserve Components

- Provided minimum 5 percent Jan. 1, 2002, raise for officers; 6 percent for enlisted personnel, with up to 10 percent for selected grade/longevity combinations.
- Raised 2002 housing allowances by an average of 10 percent.
- Authorized REDUX-eligible members to receive 15-year career status bonus in lump sum ($30,000), or in annual installments.
- Improved PCS reimbursements-increased TLE to $180/day (from $110); upgraded household goods weight allowances for junior enlisteds; and increased military PCS per diem rates to equal those for federal civilians by Jan. 2003.
- Extended disability retirement coverage to Guard and Reserve members injured overnight within normal commuting distance to their homes.
- Guaranteed absentee voting rights in any federal, state or local election for members absent from a state on military orders.

Other Gains

- Increased Montgomery GI Bill education benefits by 46 percent over three years.
- Raised the VA home loan guaranty from $50,700 to $60,000 and extended the VA home loan authority for Selected Reservists until 2011.
- For Vietnam veterans, added adult onset (Type II) diabetes to the list of diseases presumed caused by Agent Orange exposure.
- Expanded in-ground burial capacity of Arlington National Cemetery.

TRICARE Drug Authorizations Now Online

The TRICARE pharmacy page has been updated to include information on how users can obtain the drugs that require pre-authorization from TRICARE. Beneficiaries who need to know if a drug they need requires pre-authorization can now find that information in one online location. That website is **www.pec.ha.osd.mil/PA_Criteria_ and_Requests.htm.**

OPM's Federal Long Term Care Insurance Program Update

The U.S. Office of Personnel Management has announced that the Metropolitan Life Insurance and John Hancock Life Insurance companies have been selected as the insurers for the Federal Long Term Care Insurance Program (FLTCIP). They have formed Long Term Care Partners, LLC, a jointly owned entity devoted exclusively to operating the FLTCIP. Insurance coverage will be available no later than October. The insurance will provide discounted long-term care insurance to up to 20 million federal employees and retirees, military personnel and retirees and their families.

The FLTCIP will offer contemporary benefits, such as a care-coordination program. The program will evolve with the market to adjust for technological advancements in the long-term care industry. The complete premium schedules and benefit options for the FLTCIP will be announced after John Hancock and Metropolitan Life conduct final market research with members of the groups eligible to enroll. Long-term care insurance covers services in nursing homes and chronic or extended illnesses that are not covered by standard health insurance. While the government pays about 72 percent of employees' normal health insurance premiums, the government will not subsidize long-term care premiums.

OPM officials believe the program is likely to become the largest employer-sponsored, long-term care insurance program in the nation. Under the law, approximately 20 million people, including federal employees and retirees, as well as members and retired members of the uniformed services, will be eligible to apply for coverage. Premiums are expected to be below those generally available in the private market. Premium information is expected to be announced later this month.

OPM officials say they are expecting that an enrollment opportunity will be offered soon, but only those with extensive knowledge on the subject should consider it. The late summer/early fall open enrollment will come after insurance partners have held numerous education meetings, produced satellite broadcasts and videos, unveiled an extensive new website with lots of interactive tools to learn about the insurance, sent information to employees and annuitants, etc.

Members of the retiree community can stay current on the Long Term Care situation by periodically visiting the OPM web site at **www.opm.gov.**

Aviation Security Act Gives Preference to Military Retirees

The Aviation and Transportation Security Act of 2001, signed by President Bush on Nov. 19, 2001, gives military veterans who retired after a career in service a preference when it comes to filling the new private-sector and federal jobs created by the legislation. The Act provides that the Federal Aviation Administration will develop standards for hiring airport security personnel that require military veteran retirees receive a preference. These standards will apply to both federal and non-federal employees.

Existing veterans-preference rules and regulations are not affected by the provisions of this new law. In the security screening area, the Department of Transportation (DOT) plans to hire a significant number of new federal security screeners.

Retirees who would like to be considered for one of these critical positions should send their name and email address to **screener@ost.dot.gov**, or call the DOT Connection at (202) 366-9392 or (800) 525-2878 to leave a name and address. Application information will be sent as soon as it Is available.

Those interested in Federal Air Marshal positions may contact the Aviation Careers Division by telephone at (405) 954-4657, by fax at (405) 954-6397, or via e-mail to **9-AMC-AMH-300@mmacmail.jccbi.gov**. More detailed information on both the Federal Air Marshal and Security Screener positions are available on the Internet at **http://jobs.faa.gov/.**

2001 MEMBERSHIP WINNERS

The winner of the 2001 "Chapter Membership Enrollment Competition" are:

MASTER CHAPTER CATEGORY
Morning Calm Chapter, Seoul, Korea
CY01 Net Member Gain of 258 members
COL Anne F. Macdonald, Chapter President
Mr. John H. Bae, VP Membership

SENIOR CHAPTER CATEGORY
Connecticut Chapter, Stratford, CT
CY01 Net Member Gain of 57 members
Mr. Arthur J. O'Leary, Jr., Chapter President
Mr. William J. May, III, VP Membership

AAAA CHAPTER CATEGORY
Jimmy Doolittle Chapter, Columbia, SC
CY01 Net Member Gain of 42 members
CW5 Lemuell E. Grant, Chapter President
SSG Lonnie M. Griffin, VP Membership

AAAA "TOP GUN" INDIVIDUAL MEMBERSHIP RECRUITMENT

Mr. John H. Bae, Morning Calm Chapter
enrolled 759 new members

Mr. William J. Cannon, Aviation Center Chapter
enrolled 506 new members

MAJ Frederick L. Rice, Flying Tigers Chapter
enrolled 84 new members

LTC Michael F. McClellan, Ret.,
Tennessee Valley Chapter
enrolled 45 new members

MAJ William W. Merrell, Magnolia Chapter
enrolled 40 new members

Lost Members

Help us find our Lost Members. We'll give you an additional month on your AAAA membership free for each member you help us locate. Simply write, call or E-mail us with the Lost Member's current address. AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Tele: (203) 268-2450; FAX:(203) 268-5870; E-Mail: aaaa@quad-a.org.

Atwood, Sheldon K., 2LT
Barron, Allin N., WO1
Bender, Patrick J., SFC
Boushey, Claude J., CW2
Bradley, Shane M., 2LT
Brown, Bobby J., Mr.
Burmaz, Dion J., 1LT
Cherry, Michael C., 2LT
Cockrell, Paul A., 2LT
Ford, Jason L., WO1
Gammill, Ari R., WO1
Gregson, Jeffrey G., LTC
Hogan, Jason M., WO1
Holmes, Sharon L., COL
Jablonski, Kevin M., WO1
Jenkins, Bobby J., SFC
Jones, Christopher, 1LT
Kernan, Rich M., Mr.
Kodalen, Keith C., LTC
Kraus, Bryan E., WO1
Martin, Wayne A., WO1
McCarthy, Michael B., CDT
McCladdie, Tammie, Ms.
Ng, Cher K., CPT
Penrod, Jason M., WO1
Regnier, Michael E., 1LT
Rhodes, Earl T., 1LT
Ruedisueli, John P., CPT
Sawyer, Laurence D., Mr.
Snyder, Jeff, Mr.
Sorrells, Ronald R., Mr.
Starr, Andrew H., SFC
Stenberg, Ryan D., WO1
Stone, Christopher, CPT
Thompson, Tamarsh, WO1
Tiffany, Patrick A., WO1
Welch, Jason R., 2LT
Welch, Ryan K., 1LT
Wiswell, Hank, MSgt, Ret.

CW4 Donald Lee Prentiss (Ret.) died on Dec. 25, 2001, in Long Beach, Calif. He joined the Army in 1966 and served three tours in Vietnam, and ultimately retired from the Army Reserve's 214th Aviation Company at Los Alamitos, Calif. An AAAA member since 1988, Prentiss was vice president for programs of the Southern California Chapter, and had received the Bronze Order of St. Michael in June 2001. He is survived by his father, COL Donald E. Prentiss (Ret.); his sister, Donna Tousignant; and his brother, Bill Prentiss.

ARMY AVIATION ASSOCIATION OF AMERICA (AAAA)

755 MAIN STREET, SUITE 4D, MONROE, CT 06468 ● PHONE (203) 268-2450 ● FAX (203) 268-5870

Please check one: ☐ **Change of Address:** ☐ **New Membership Application**

I wish to join the Army Aviation Association of America (AAAA). My past or current duties affiliate me with U.S. Army Aviation and I wish to further the aims and purposes of the AAAA. I understand that my membership includes a subscription to AAAA's official magazine "Army Aviation", and that my membership will start on the subsequent first of the month. Contributions or gifts to AAAA are not deductible as charitable contributions for federal income tax purposes. Dues payments may be deductible by members as ordinary and necessary business expenses.

Rank/GS Grade First Name MI Last Name Sex

Mailing Address

Mailing Address

City State Zip + 4 Code

Active Duty or Civilian Job Title and Unit or Firm name E-Mail

( ) Area Code Office Phone ( ) Area Code Residence Phone ( ) Area Code FAX

Consent: ☐I do ☐I do not consent to the publication or release of the above information to third parties.

Signature Date

Citizenship Nickname Spouse's Name

Date of Birth (Mo/Yr) Social Security No.

membapp.i31 08/22/01

AAAA ANNUAL DUES

Applications other than those listed below:
( ) 1 yr, $26; ( ) 2 yrs, $47; ( ) 3 yrs, $70
Full-Time Students; Enlisted; WO1s; GS-8 DACs & Below; Wage Board 12 DACs & Below:
( ) 1 yr, $15; ( ) 2 yrs, $27; ( ) 3 yrs, $39
Add $5 per year if you have a foreign, non-APO address.
Add $15 if your check is drawn on a foreign bank.

☐ Check enclosed payable to "AAAA" or charge to
☐ AMEX ☐ Diners Club ☐ Mastercard ☐ VISA

Card No.
Amt $ Exp. Date
Signature:
Date:

Check (✓) Your Professional Qualification:

( ) Army Active Duty
( ) Army AGR (ARNG)
( ) Army AGR (USAR)
( ) DA/DOD Civilian
( ) Army Nat'l Guard
( ) Army Reserve
( ) Army Retired
( ) Foreign Military Service
( ) Foreign Defense Industry
( ) Other Military Service (Active)
( ) Other US Military Service (Retired)
( ) US Defense Industry
( ) US Defense Industry & Military Retired
( ) Consultant
( ) Publishing/Other Assn.
( ) Other

Are you a former AAAA member? ☐ Yes ☐ No
If yes, what year did you join?
Chapter Affiliation Preferred
Print Name of Recruiter

AAAA NEWS

NEW MEMBERS

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
CPT James A. Birmingham
CW3 James P. Cook
LTC Terry A. Ethridge
LTC Charles F. Fields
CW4 Milo W. Hachtel
CPT Shawn C. Henley
CDT Phillip E. Hill, Jr.
SSG Paul D. Impson
CPT Jeffrey M. Siino
CPT(P) John L. Smith
CW3 John M. Walsh

ALOHA CHAPTER
HONOLULU, HI
SPC Michelle J. Crowe

ARIZONA CHAPTER
MESA, AZ
Mr. Jeff J. Marcroft
MAJ Robert P. Shuman, Ret.

AVIATION CENTER CHAPTER
FORT RUCKER, AL
Mr. Elmer H. Bayer III
CW2 Jeremy D. Bennett
CW3 Robert T. Boazman
WO1 James E. Boyd
WO1 Bernie K. Buczko
WO1 Chris W. Elsasser
SPC Jason L. Evans
2LT Kory J. Farmer
CPT Clyde L. Fleming
2LT Mark O. Fulmer
WO1 Brandon W. Helms
CW4 Pablo Herrera, Jr., Ret.
CW2 Heath A. Hielsberg
2LT Mike G. Johnson
Mr. Eustache A. Karpinski
WO1 James K. Lawson
2LT Christopher M. Marvin
WO1 Gerald W. McGowan
2LT Samuel R. Pemberton
2LT Thomas K. Powell
WO1 Charles S. Rhoden, Jr.
WO1 Sven Rittweger
2LT Beau G. Rollie
WO1 Shane M. Sposito
2LT Robert B. Taylor
2LT Brian D. Tillson
2LT Justin K. Ward
2LT Travis M. Young

BIG RED ONE CHAPTER
ANSBACH, GERMANY
CPT Erick W. Sweet II

BLACK KNIGHTS CHAPTER
WEST POINT, NY
2LT Ricardo J. Jimenez

CENTRAL FLORIDA CHAPTER
ORLANDO, FL
Mr. Keith B. Moses
LTCOL Ted O. Mundelein, Ret.

COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA
LTC George V. Dimitrov, Ret.
MAJ Roger K. Mayer
CSM Willie J. Reed

CONNECTICUT CHAPTER
STRATFORD, CT
Mr. Robert J. Carter
CPT James A. Monson, Ret.
LTC Thomas W. Shea, Sr.

CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
CW2 Robert C. Blackett, Ret.
Mr. Michael L. Cortinas
Mr. Jose L. Quintanilla
Mr. Michael J. Webb

DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
CW4 James M. Pregler

FIRST CITY TROOP CHAPTER
PHILADELPHIA, PA
2LT Edward F. Gobora

HIGH DESERT CHAPTER
FORT IRWIN, CA
1SG Mateo J. Alba, Jr.
CPT Richard H. Gordon
MAJ Larry R. Kolar, Ret.
LTC George P. Slagle

HUDSON-MOHAWK CHAPTER
ALBANY, NY
CW4 John T. Matheson

INDIANTOWN GAP CHAPTER
INDIANTOWN GAP, PA
SFC David R. Barkley
SFC Edward L. Harmon II

IRON EAGLE CHAPTER
HANAU, GERMANY
CW5 Allan L. Grissom
CW4 Kenneth C. Jensen

JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC
SPC Jason D. Cheshire
2LT Jeff M. Couch
CW3 Lester A. Furr III
Mr. Mark D. Johnson
Mr. Laurin J. Kaasa
SGT George S. Lamira
SGT Daniel K. Lee
CW4 Russell W. Nance
CW3 David F. Nolan
SGT Wes L. Obenauer
2LT Brian J. Pipkin
SGT Toby L. Wiggers

LINDBERGH CHAPTER
ST. LOUIS, MO
Mr. David M. Hosea

MAGNOLIA CHAPTER
JACKSON, MS
1SG Larry G. Adams, Ret.
CPT Ronald L. Beckham
CW3 Stan M. Caldwell
SGT Timothy B. Chesney
1LT Robert S. Corley
CW3 Billy R. Curl
CSM Chuck Evans
SGT Jason A. Gerstner
Mr. Gary L. Gray
1LT Derek J. Holland
CW3 Larry N. Houghton
CW4 Roger A. Hussey
SGT Kevin L. Kennedy
COL Hugh W. Ketchum, Ret.
SFC Thomas J. Lilly III
SSG Richard L. Montgomery
CW4 Irvin G. Quinnelly
CW3 Stephen D. Regnier
CW4 Robert J. Reynolds
Mr. Larry D. Roberts
CW3 Harold R. Shirley
MAJ Mark Stevens
SGT Robert N. Stringer
Mr. Norman Q. Thomas
LTC Robert F. Thomas
CW4 William G. Timmons
MAJ John M. Valentine
CW3 Jerry Wayne Wade
SFC Charles E. Waguespack
CW3 Joseph A. Weeks
CW3 Andrew S. Wheatley
SFC Richard W. Williams
SGT Roy A. Wilson
2LT Jerome W. Woodward

MONMOUTH CHAPTER
FORT MONMOUTH, NJ
1LT William J. Mullen, Ret.

MORNING CALM CHAPTER
SEOUL, KOREA
PV2 Gerald Acevedo
SSG Richard Adams
PFC Misael Alfaro
SPC Myesaha Allen
SPC Nancy Amador
SGT Mark Ammons
SGT Sabrena Anderson-Brown
PFC Lukeus W. Bailey
SPC Derek Barr
PV2 Pedro Barreto
SGT Nathaniel Barthell
SGT Brad Batchelder
SGT Jacob Baty
PV2 Esmeraldo Benavides
PFC Vincent Bernal
SPC Shane Bettencourt
SPC Bryan Beville
SGT Chanda Bloom
SSG Andrew Blue
PFC Michelle D. Bocon
SPC Michael A. Bonafiglia
SPC Keith Burrell
SSG William Butler
SGT Richard Butts
PFC David Byus
SPC Michelle Caliwliw
SSG Robert Camsmith
SPC Nicole Cancel
PFC Alphonso Capers
PFC Daniel C. Capers
PFC Thomas Capouch
SSG Vernon Carmouche
SGT Michael Castelberry
SPC Nicholas L. Castro
SPC Min Sung Cha
PFC Anthony C. Champion
SGT Joseph T. Chapman
PFC Christopher Childress
SPC Maria Concepcion
PFC Clint Connor
SPC Kevin J. Easley
PFC Gregory E. Echelberry
SSG Chad Edler
SSG Bruce D. Edwards
SGT Dolly Elliotthames
SGT Jamal Elliott
SSG Anthony P. Emana
SGT Jerry Emmons
PFC Joshua Eric
PV2 Steve Estiverne
SPC Larry Evans
SGT Wilfrette Evans
SGT Robert Farmer
SGT Kimberly Fleming
PV2 Gabriel Franco
SGT Gilbert Franco
SSG Petrina Frasier
SGT Chad E. Frazer
SGT Marvin Frazier
SPC Matthew Friedman
SSG Richard Gabriana
PFC Xavier A. Garabay
SGT Christopher Garcia
SPC Jerry Garcia
SPC Christopher Gatehouse
PFC Roy Gatera
SGT Hector Gavilanrodrigue
PV2 William Giddings
PFC Jacob Gieswein
PFC Michael A. Giles
SPC Jerry Gillo
SPC Regan Ginty
SSG Shelby Girdner
SGT Bruce W. Godwin
SPC Anthony R. Gonzalez
SGT Gilbert Gonzales
SPC Wesley Grubbs
SPC Armando Gurule
PFC Oneika Hackney
SPC Fitz Hall
PFC Gabrielle Hallion
SGT John Hamilton
Mr. Hwan Young Han
Mr. Sang Un Han
PFC Yung Min Han
PV2 Eric A. Hansen
SPC Stewart D. Hanvey
PFC Brad J. Hardy
SPC Solomon Harmon
PV2 Janisyn Harris
SPC Ron D. Harris
PV2 John Hart
PFC Robert Hatfield
PFC Laura Havel
SPC Steven Hejna
PFC Danita Henderson
PV2 Dwana L. Henderson
SPC Jonathan Herdman
SSG Terril W. Herrera
SSG Michael J. Hesson
SSG Jonathan N. Hoesky
PFC James Hogue
PFC Renee R. Hoist
SPC Albert A. Holder
SSG Tim V. Holgado
Mr. Kyung Hee Hong
PFC Noah B. Hostert
PFC Timothy A. Houston
PFC Nathaniel Howard
SPC Kevin A. Hudson
PFC Jae Ho Huh
Mr. Se Man Huh
Mr. Jong Ja Jee
PFC Tiffany Jensen

NARRAGANSETT BAY CHAPTER
N. KINGSTOWN, RI
CW2 Karl M. Krauss
SGT George V. Thibault

NORTH COUNTRY CHAPTER
FORT DRUM, NY
COL Patrick N. Plourd
SFC John W. Sproch

NORTHERN LIGHTS CHAPTER
FORT WAINWRIGHT/
FAIRBANKS AK
CW4 Bruce R. Perry

PHANTOM CORPS CHAPTER
FORT HOOD, TX
CPT Eric A. Selber

RHINE VALLEY CHAPTER
HEIDELBERG, GERMANY
MAJ Cephus L. Roupe

RISING SUN CHAPTER
CAMP ZAMA, JAPAN
Mr. John A. Gerlach
SPC Benton L. Jones
Mr. Hideki Shimizu
SSG Darryl L. Stedman
Ms. Deidre A. Stedman
Mr. Noboru Takagi
Ms. Noreen N. Tanaka
MAJ Noriaki Uchinoura

SOUTHERN CALIFORNIA
CHAP.
LOS ANGELES, CA
CAPT Robert G. Ellhamer, Ret.
MSG Donald W. Smith

TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
CW2 Craig T. Abington
1LT Ryan L. Averbeck
CSM Billy D. Batson
CW5 Charles W. Bell
Mr. Coy D. Caldwell
CW4 Andy Cordray
SSG Aaron E. Cross
CW5 Jerry L. DeWitt
MG Larry J. Dodgen
SGT Curtis E. Garner
SSG Angela S. Griffy
SFC Wayne G. Harper
CW5 Phillip E. Hill
Mr. John D. Hynan
CPT Joel C. McGlasson
Mr. Roger T. Messick
CW4 John J. Petraroi
SGT Lorena Rios
SGT Cindy A. Roper
CW5 Richard T. Scrugham
Mr. John R. Somsel
CW4 John F. Stone
SSG Joe L. Todd
SGM Roy N. Williams
SSG David R. Yates

WASHINGTON-POTOMAC
CHAPTER
WASHINGTON, DC
Ms. Sharyn C. Fitzgerald
CW4 Joe F. Pearson, Ret.

MEMBERS WITHOUT
CHAPTER AFFILIATION
CW3 John A. Conwell, Ret.
CW5 Ronald A. Edwards, Ret.
Mr. Jonathan C. Engroos
Mr. Milo M. Overstreet

Magnolia Chapter

The newly formed Magnolia Chapter in Jackson, Miss., conducted its second meeting on Dec. 8 in Tupelo. Guest speaker and chapter member and TF160 Legend CW5 Randy Jones (Ret.) informed and entertained the distinguished group. The meeting was concluded with a steak dinner and netted more than 40 new chapter members. Go Magnolia!

The Magnolia Chapter's CW5 Randy Jones (Ret.) *(left)* and LTC James Young *(right)* flank the chapter's NCO of the Month for November 2001, 1SG Troy Wilemon.

CW5 Randy Jones (Ret.) *(left)* and LTC James Young *(right)* flank the NCO of the Month for December 2001, SPC Greg Williams.

Jones and Young stand with CPT Walter Jordan, who also received the Bronze Order of St. Michael

Here, Jones and Young stand with Tony Karpenski of Bell Helicopter, who was awarded the Bronze Order of St. Michael.

... as did CW5 Bob Caldwell *(center)*...

.... and CW3 Mike Tucker *(center)*.

Flying Tigers Chapter

COL Scott Shannon *(left)*, commander of the 63rd Aviation Group, presents LTC Jamie Williamson the Order of Saint Michael during a Jan. 12 ceremony in Frankfort, Ky.

AAAA NEWS

LTC Jan Drabczuk (Ret.) *(right)*, president of AAAA's Central Florida Chapter, and COL Mark Russell (Ret.) *(left)*, the chapter's vice president, programs, present donated toys to Sgt. Howard Lawrence *(center)* of the Marine Corps Reserve. The toys, which were to be distributed in Central Florida through the USMC Reserve "Toys for Tots" program, were purchased with funds the chapter raised during its December 2001 social. Funds received from the chapter's January through November monthly socials go toward the chapter scholarship program.

High Desert Chapter

The High Desert Chapter at Fort Irwin, Calif., held its quarterly meeting in October at the post's Leader's Club. BG John D. Thurman, Fort Irwin and National Training Center commander, was the guest speaker.

A former aviator, Thurman gave a 30-minute speech on some of his past aviation experiences and on the importance of belonging to professional organizations such as AAAA. He spoke highly of AAAA and the work that the organization does to promote Army aviation at the national level. Thurman stressed that the success of the aviation branch is due to continued support from dedicated groups of professionals that promote aviation through membership in AAAA chapters at posts throughout the Army. He then renewed his membership at the conclusion of his comments.

After Thurman's remarks, the discussion turned to membership issues, the High Desert Chapter AAAA Golf Tournament, and the High Desert Chapter Spring Formal scheduled for April 2. The final topic of discussion was AAAA scholarships and awards.

BG James D. Thurman, Commanding General of the National Training Center (NTC) and Fort Irwin, CA.

BG Thurman *(left)*, LTC Anthony G. Crutchfield *(center)*, High Desert Chapter president and NTC Senior Aviation Trainer and MAJ Lee Shepherd *(right)*, NTC Aviation S3/Operations Trainer, socialize after the meeting.

New Chapter Officers

Air Assault Chapter:
CW5 Terry B. Ennis, Teasurer.

Iron Eagle Chapter:
LTC Michael J. Swanson, Teasurer.

In Memoriam

Howard P. Vaillancourt

New AAAA Industry Members

Hupp Aerospace/Defense

Aces

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

SSG Ruppert G. Baird
Mr. William J. Cannon
COL William M. Gavora
CW4 David S. Lumley

New AAAA Order of St. Michael Recipients

CW5 Neal E. Jacobson (Silver)
Charles J. Reading (Silver)
CW5 Thomas P. Gadomski (Silver)
LTC George K. Gamble (Silver)
1SG Delisa L. Smith (Bronze)
MAJ Marc G. Yates (Bronze)
CPT Keriem X. Kvalevog (Bronze)
CW4 Anthony A. Fridelle (Bronze)
CW3 Jeff A. Eckman (Bronze)
Billy S. Miller (Bronze)
CSM John H. Ryan (Bronze)
COL Kevin R. McBride (Bronze)
CW3 Robert F. Selje (Bronze)
CPT Guy Gierhart (Bronze)
CW3 Laird Culver (Bronze)
MAJ Rupert J. Rockhill, Jr. (Bronze)
1SG Jairo Gallego (Bronze)
CW3 Charles Dicker (Bronze)
CW3 Alexander Freitas, Jr. (Bronze)
LTC(R) Richard G. Dickson (Bronze)

AAAA Soldier of the Month

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

SGT Shane D. Campos
November 2001
(Air Assault Chapter)

SPC Matthew C. Whiteside
December 2001
(Air Assault Chapter)

SAPC Bambi Lukens
March 2002
(Narragansett Bay Chapter)

SGT Michael J. Paliotta
April 2002
(Narragansett Bay Chapter)

AAAA Non-Commissioned Officer of the Quarter

A Chapter Program to Recognize Outstanding Non-Commissioned Officers on a Quarterly Basis

SGT Norberto Rodriques
1st Qtr. 2002
(Narragansett Bay Chapter)

SFC Larry Barry
2nd Qtr. 2002
(Narragansett Bay Chapter)

AAAA Distinguished Instructor of the Quarter

A Chapter Program to Recognize Distinguished Instructors on a Quarterly Basis

SSG Carl G. Vest, Jr.
1st Qtr. 2002
(Narragansett Bay Chapter)

New AAAA Life Members

LTC Lynn N. Bowler
1LT Connie M. Lane

- **May 11-15.** AAAA Annual Convention, Nashville, TN.
- **Jul. 7.** The Vietnam Helicopter Pilots Assoc (VHPA) 19th Annual National Reunion. Contact Don Joyce 407-870-5367.
- **Jul. 19.** AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.
- **Jul. 20.** AAAA Scholarship Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.

Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, Inc., recognizes those individuals who have made an outstanding contribution to Army aviation. The actual Hall of Fame is located in the Army Aviation Museum, Fort Rucker, Ala., where the portraits of the inductees and the citations recording their achievements are retained for posterity. Each month Army Aviation Magazine will highlight a member of the Hall of Fame. The next triennial induction will occur in the spring of 2004. Contact the AAAA National Office for details at (203) 268-2450

Stanley Hiller Jr.
Army Aviation Hall of Fame 1989 Induction

A major factor in Army aviation in the 1950s and 1960s, Stanley Hiller Jr. was a true aviation pioneer in rotary-wing flight. During World War II his firm became a major producer of die castings for the aircraft industry. In 1942, at the age of 18, Hiller left Hiller Industries to devote himself to helicopter development and founded United Helicopters, which subsequently became Hiller Aircraft.

Two-and-one-half years later he completed the Model XH-44 coaxial helicopter. For this accomplishment, Stanley Hiller received the Fawcett Award for his "major contribution to the advancement of aviation." At 24, Hiller built a single-rotor UH-5, the forerunner of the Hiller 360, which received its Civil Aeronautics Administration Type Certification in October 1948.

In 1950, at the outset of the Korean War, Hiller personally directed the sales efforts that resulted in his firm producing its first military helicopter, the H-23A. Used primarily for medical evacuation and popularized later in the TV series "MASH," some 1,200 H-23s were delivered to the Army in a 12-year period.

Continuing his quest for design simplicity and reduced cost, Hiller then directed his company's research-and-development efforts into the field of tip propulsion, his YH-32 Hornet being powered by two 11-lb. ramjet engines mounted at the tips of its two-blade main rotor. In the process, the Hiller 8RJ2B ramjet engine received type certification in 1954, the first jet engine to be CAA-certified. In 1956 several YH-32s were delivered to the Army for evaluation.

In other Army and Navy-related efforts, Hiller pursued the experimental XROE-1 one-man helicopter and the VZ-1E flying platform, both break-through projects. His X-18 VTOL aircraft sustained tri-service user interest in a large, four-engine tilt-wing VTOL transport aircraft.

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