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Publisher
Lynn Coakley

Editor in Chief
William R. Harris Jr.

Editor
Stephen Harding

Production Manager
Barbara Ross

Contributing Editor
James R. Bullinger

Circulation Manager
Mary Ann Stirling

Circulation Assistants
Debbie Coley
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President George W. Bush has nominated Army National Guard MG H. Steven Blum for promotion to lieutenant general with assignment as the chief of the National Guard Bureau. Blum is currently the chief of staff for Headquarters, U.S. Northern Command, and Headquarters, North American Aerospace Defense Command, at Peterson Air Force Base, Colo.

The Army is calling specific Reserve and National Guard commissioned and warrant officers to volunteer for active duty. The **Limited Call to Active Duty Program** is currently requesting majors in all basic branches, except for chaplain, judge advocate general and medical corps; and aviation warrant officers, except for air-traffic controllers and aviation maintenance technicians. Officers seeking additional information can call U.S. Total Army Personnel Command Accessions Branch at (703) 325-9970.

May 1, 2003 is the deadline for applications for the AAAA Scholarship Program. See the AAAA website (www.quad-a.org) or call the National Office (203) 268-2450.

Sikorsky Aircraft Corp. has signed a \$275 million contract with Corpus Christi Army Depot (CCAD) to provide technical, engineering, and logistical support services for military Black Hawk, Pave Hawk and Sea Hawk helicopters. Under the five-year agreement, Sikorsky will team with CCAD to provide the best service support in the areas of aircraft crash damage repair kits, inventory management, line support and other services for U.S. Army and Department of Defense aircraft. CCAD, as the Army's only depot-level maintenance facility, specializes in overhauling and repairing aircraft in the fleet.

Stephen Estill, formerly Bell Helicopter's vice president of sales and marketing, has been named Sikorsky Aircraft's vice president for worldwide sales. Estill is widely credited with sharply expanding Bell's presence in the Asia-Pacific market, and with negotiating deals for nearly 200 aircraft over a six-year period.

Smiths Aerospace has been tapped to provide an integrated Health and Usage Management System (HUMS) and flight operations and quality assurance for MH-47 Chinook helicopters belonging to the Army's 160th Special Operations Aviation Regiment. The contract is valued at more than \$3 million.

The COLSA Corp. of Huntsville, Ala., has selected SGI Origin 3000 servers as the central computing architecture for test beds located at the U.S. Army Space and Missile Command's Advanced Research Center in Huntsville, Ala. The ARC is critical in assessing the projected, alternative and demonstrated performance capabilities of both Theater and National Missile Defense systems.

A laser-guided 2.75-inch rocket developed by BAE Systems scored a direct hit on a small target during a Sept. 19 test at Yuma Proving Ground, Ariz. The flight test — during which the Controlled Test Vehicle hit the target at a range of some three miles — verified air-frame control and response to guidance commands, according to BAE. The weapon is being developed for the Army's Low Cost Precision Kill program.

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on the cover

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Product Support and Maintenance: Teaming Experts With Maintainers

By MG John M. Curran

In this first issue of 2003, I want to take an opportunity to thank all of you for what you do for Army aviation. We are a respected, well-trained and well-equipped, capable and versatile, power-projection and lethal force in the Army's arsenal of combat, combat-support and combat-service-support forces. This year, on April 12, we celebrate our 20th anniversary of aviation as a branch. You can be proud that Army aviation stands ready to defend the nation.

There is a fine line between reliance and over reliance when it comes to contracted maintenance. A walk today through any Army hangar worldwide will reveal a wide variety of workers involved in aircraft maintenance. Alongside our aviation-maintenance soldiers, you'll see contracted mechanics and technical inspectors, field service representatives (tech reps) from every manufacturer involved in some activity, and U.S. Army Materiel Command logistical assistance representatives (LARs), all working to keep aircraft flying.

Our primary, non-negotiable contract with the American people is to be ready to win our nation's wars. Key to our mission readiness is having operationally flyable aircraft. My advice to commanders, maintenance officers and NCOs is ... Use your contracted expertise, but don't surrender to it. Attend any local production-control meeting, and you'll discover the myriad of contract and civil employees present. The ratio of civilian to green-suiter may surprise you.

This involvement doesn't stop when units deploy, as many of our contractors make their way to field sites to continue essential maintenance support. The AMC LAR will be there as well.

For good reason, these hard-working individuals have become a staple in a mission-oriented unit. They have

become our subject-matter experts. We often look to the factory representative for answers. The knowledge base they provide is more than essential. In fact, these positions were created to reduce the time it took to get direct product support to the field. Tech reps were initially employed with the purpose of providing technical communication between manufacturers and military users. Having the engineering expertise on the ground is invaluable in the troubleshooting process. The individual efforts of these people increase our fleet readiness, reduce downtime and ensure currency of maintenance information Armywide.

However, relying too heavily on this vast source of knowledge can become a problem. It often becomes our first source of information. Leaders can tend to drift to these sources instead of doing the research themselves or entrusting the matter to their soldiers. We can unintentionally relegate our own maintainers to a stand-by or backup position.

When leaders bypass soldiers to get the information as directly as possible, the results can be unwittingly devastating. While it will produce quick results, it will adversely affect the force in the long term. By neglecting our soldiers in this fashion, we are possibly inserting a small amount of mistrust and

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a lack of confidence. If we continue to skip the soldiers in the troubleshooting and information loop, they become less able to have confidence in their own decision-making. Eventually, we will drive the maintainer to go to the contractor for information first.

With that as the model for communication, where will that leave the soldiers when they are on the battlefield? What decisions are we teaching them to make when the contractors are not available? With the subject-matter experts being the contracted representatives, we have to guard against having our own maintainers take a back seat in our quest for information.

While troubleshooting a problem, the first comment often heard is "Where's the LAR?" We want to get them involved first, so we don't miss anything or waste time making mistakes. While this can get issues resolved in a timely manner, the contractors can be spread only so thin, or make it just so far on the battlefield. This issue applies to the maintainers of aircraft, aircraft electronic logbooks, supply records and anywhere else we have civilian personnel doing Army tasks. The contractor becomes the continuity. They maintain the institutional knowledge. The Logistics Assistance Program (LAP), detailed in ARs 700-4, 700-138 and 750-1, emphasizes the word "assistance." It is to help commanders develop their units' capabilities to resolve materiel-readiness problems. While capitalizing on the benefits a contractor brings to the fight, we have to ensure expertise resides in our soldier population as well.

We should always integrate sustainment training in our operations. Sustainment training involves more than just the day-to-day operations in the hangar. While it is important

to get the fleet launched, and to know common tasks, we need to make time to do individual maintenance task training. The troubleshooting portion of our maintenance is not something our soldiers can learn through reading. Troubleshooting is an art in which we can use the expertise of the contractors to develop technically proficient maintainers.

Bear this in mind: "The Logistics Assistance Program does not relieve commanders of logistics-readiness responsibilities or functions. Commanders are responsible for developing a self-sustaining

"... we have to guard against having our own maintainers take a back seat in our quest for information."

capability. The LAP is not intended to be a permanent augmentation to the commander's staff; instead, it is limited to the amount of time necessary to solve specific problems and train assigned personnel." [From FM3-4.500]

We can wisely use the knowledge of the experts to train our young leaders and soldiers. We can instill in our leaders that the "down time" between major training events is not vacation time, but rather a tool to be used to train maintainers. A day of learning to troubleshoot may seem like a vacation to mission-weary maintainers; but it pays off in mission readiness if thoroughly planned and executed.

The modernized aircraft that the

Army depends on today are complex, technically advanced and harder to maintain than the legacy aircraft from the 1960s and 1970s. Maintenance is more challenging than ever before. Test-measurement and diagnostic equipment has also become much more complex and challenging. These are the primary reasons that Contract Field Service Reps and LARs have become so critical to Army aviation, but we must always remain cognizant of the fact that soldiers need the hands-on experience and training to learn their MOSs well. They cannot do this by working on the modernized aircraft two hours a day. On average, the maintainer spends from five to 18 hours maintaining an airframe, per flying hour, depending on the aircraft type. There are units flying 5,000-plus annual hours. This requires years of hard work and dedication for a mechanic to learn his business and become an asset in his unit.

Maintenance continues to be a challenge. With reduced resources, higher OPTEMPO, decentralized command and control, and lighter, faster, highly mobile units, it becomes imperative that we afford our soldiers the maximum opportunity to become experts in their fields. In our training environments, we need to facilitate maintenance training and focus on the technical aspects of the job. When we direct our attention to maintenance training, readiness improves. We can, from within, create confident, more technically proficient soldiers. It is these soldiers who will enable our force to be a more flexible and efficient portion of the national effort.

Thanks, and keep up the great work.



MG John M. Curran is the commander of the U.S. Army Aviation Center at Fort Rucker, Ala., and chief of the aviation branch.



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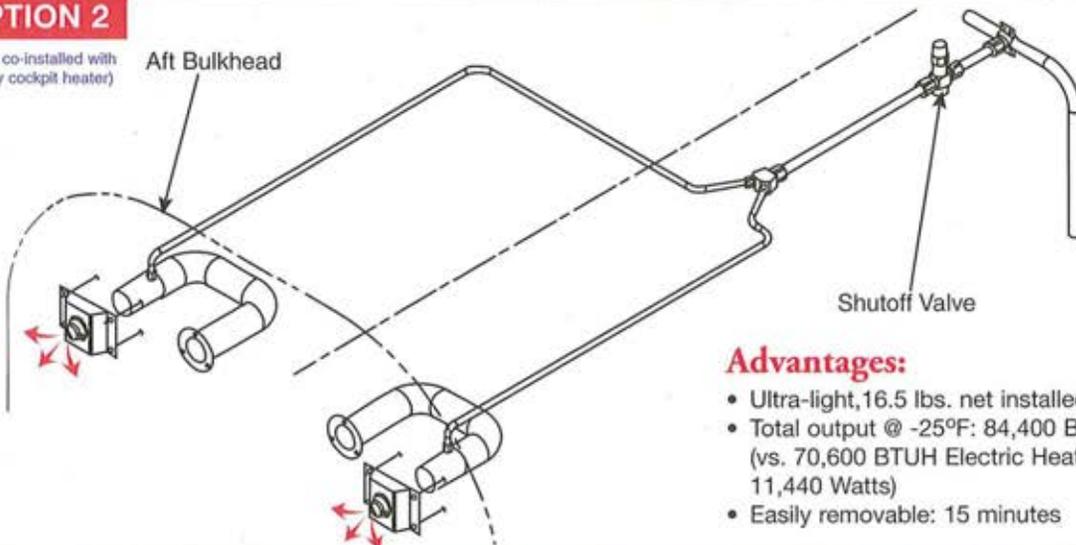
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AMCOM

PREPPED FOR THE FUTURE

by MG Larry J. Dodgen

As we begin to embark on 2003, I welcome the opportunity to bring AAAA's members and readers up to date on product support and maintenance innovations that will help the Army aviation community face future challenges.

The theme of this year's Joseph P. Cribbins Product Support Symposium, "Transformation Logistics," provides the exact baseline that U.S. Army Aviation and Missile Command (AMCOM) is focused on.

Logistics Transformation Task Force (LTTF)

As we move into 2003, AMCOM's Integrated Material Management Center (IMMC) will be working to identify milestones and report progress on task force recommendations. Those recommendations drive toward:

- reducing the logistics footprint;
- improving deployability; and
- increasing logistics capabilities while using fewer resources.

Also, the IMMC is focusing on synchronizing all ongoing logistics transformation efforts, as well as soliciting and acting on recommendations from the field.

Logistics transformation initiatives will produce higher equipment readiness rates and more efficient use of manpower.

I will update the community on our progress when we gather at the National Convention in April in Fort Worth, Texas.

Funding and Contracts

I am pleased to report that we have successfully made an aggressive case to our senior leaders, and we are procuring \$1.8 million in spare parts during fiscal year 2003. This is our largest program ever, and will put us in a good stock-availability position. This is a major step forward in our ongoing efforts to support the field.

In September, AMCOM awarded a multiyear, multi-service \$1.53 billion contract to Sikorsky Aircraft Corporation for 80 Army UH-60L and 82 Navy MH-60S aircraft, associated mission kits and related support for production years 2002 through 2006. The negotiated savings on this total effort is about \$363 million.

Last month, AMCOM awarded a five-year, \$273 million partnering contract to Sikorsky to support Corpus Christi Army Depot (CCAD), Texas, for 35 H-60 critical component overhaul and repair parts, including transmissions and blades.

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Recapitalization

We have our first five UH-60A to A Black Hawks on the ground and in the CCAD recap line. The entire recap line at CCAD has been redesigned, based on lean principles. Put simply, we have adapted the techniques used in the Toyota car production line to maximize savings and minimize waste. For example, by virtue of what we call "value-stream mapping," the recap flow through the depot will now produce a recapped Black Hawk in 150 days, down from the previous 327 days.

This is a great stride forward. Our redesign has also reduced the distance of the recap line to one mile, down from five and one-half miles. Further, the actual physical movements of an aircraft through the line have been reduced from 30 to 10.

These significant process improvements not only save precious funding, but also produce a higher-quality product. The upshot of this is that COL Jim Budney and the CCAD workforce are working to expand the Black Hawk recap line process improvements to other lines, including the Chinook. Jim and the CCAD team have moved out smartly to assure that our recap efforts stay on track.

Emphasis

I wrote last year that AMCOM was pledged to increasing readiness, while meeting all warfighting and combat overmatch requirements.

Toward the goal of meeting that pledge, the command — working hand-in-glove with the Program Executive Office (PEO), Aviation — has revised its airworthiness qualification process to reduce safety risks, reduce operational restrictions and reduce the timelines for systems in development.

The key recommendation in this revision has been the establishment of a structure and a process so that the combat developer, the materiel developer and the sustainer will engage — at the earliest possible time — senior leaders to address such issues as flight restrictions that may impact mission performance, System Safety Risk Assessments that accept operational risks, or requirements that drive significant program impacts in cost and schedule.

Schoolhouse

Last year I also wrote about our efforts to support TRADOC pilot training.

Put simply, Fort Rucker's training base cannot run out of needed parts. In order to provide the Aviation Center with the parts it needs, AMCOM will take operational control of the Fort Rucker Maintenance contract this month, with full command and control in October.

With about one-third of the Army's flying-hour program and 35 percent of the Army's aircraft, Fort Rucker is AMCOM's largest single customer, accounting for 15 percent of our annual sales.

This new mission is a transformation in logistics and a strategic new move as AMCOM becomes a direct logistics provider. With that role in mind, we are beginning to focus on initiative improvements, including a "maintenance-backlog triage" effort that will result in a better "buy-versus-fix" process analysis.

Additionally, we want to improve the phase-maintenance process by way of performance work statements, instead of detail work statements.

In sum, we are going to do whatever it takes for Fort Rucker to meet training schedule needs and requirements.

Key Support

This past June, AMCOM sent a Contingency Deployment Package (CDP) — a Boeing 747 filled with Apache, Black Hawk and Chinook spare parts — to Camp Snoopy on the east coast of Qatar to support Operation Enduring Freedom. These aviation-critical parts were prepositioned to support warfighters in a short amount of time.

This CDP responded to a high-priority customer requisition within 48 hours, and demonstrated AMCOM's commitment to getting the aviation parts where they were needed, when they were needed.

The CDP — in its replenishment responsibility role — maintains and supports the U.S. Army Materiel Command's logistics support elements. This was a successful team effort involving the 321st Theater Materiel Management

AMCOM Prepped continued on page 26

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USAALS Prepares for CH-47F Maintenance Training

By Larry J. Otte

Whenever a new model of aircraft is fielded to the Army, the U.S. Army Aviation Logistics School (USAALS) at Fort Eustis, Va., takes on the task of teaching the changes of the newer model.

In the case of the CH-47F, changes in instruction can be expected because of improvements in the aircraft's structure, engine, avionics, cockpit, and the internal fuel system, just to name a few.

USAALS' goal is to provide the best available instruction for aircraft maintainers and supervisors using the best available resources. Achieving this goal is a complicated process that takes a significant amount of planning, coordination, funding and training development, utilizing many different training-support agencies.

To determine how to best teach the CH-47F, USAALS uses the Systems Approach to Training (SAT) process. This is a systematic approach that determines whether training is needed; what is trained; who gets the training; how, how well and where the training is presented; and the training support and resources required to produce, distribute, implement and evaluate those products.

The SAT process involves five training-related phases: analysis, design, development, implementation and evaluation. USAALS' Department of Training, Plans, and Evaluation (DTPE) will convene a critical-task review board to determine which CH-47F tasks will be taught and tested in the school. This is achieved through a panel of subject matter experts (SMEs), which includes NCOs from field units.

The board decides which (MOS) skill levels will need to be taught in order to maintain the CH-47F. Board members determine what the critical tasks are by deciding what maintenance will be performed in the field and how often particular tasks will be performed. These tasks are then added to the course. Some tasks may not be performed very often or could be trained in the unit; therefore, all tasks are not critical. In virtually all cases, though, USAALS will continue to instruct on the older-model aircraft while incorporating the changes of the newer model.

Once USAALS has a critical task list (CTL), the Course Management Offices (CMOs) of the Department of Aviation Systems Training (DAST) and the Department of Trades Training (DATT) will perform a critical-task analysis of each task using the Automated Systems Approach to Training (ASAT). This is a lengthy process that incorporates the input of all technical manual steps for each particular task. The equipment and expendables are also linked in the database to each critical task.

The CMOs develop lesson plans and tests that teach and test any new critical tasks. They also write lesson plans to teach the CH-47F model differences. From the MOS 67U maintainer standpoint, the CH-47F is not that much different from the CH-47D. From the MOS 68F or 68N maintainer standpoint, the improved avionics and digital cockpit will cause major changes in instruction. Additionally, the 67U30 Basic NCO Course will undergo changes, particularly in the troubleshooting arena.

In DTPE, the New Systems Training Division (NSTD) works closely with the Program Management Office (PMO) before and during the procurement of a new-aircraft model. The NSTD also works closely with other divisions to identify and obtain the training devices and other related materials required to teach the new model. In the case of the CH-47F, NSTD is heavily involved in Training Aids, Devices, Simulators and Simulations (TADSS) design and development.

Once the required training devices are identified, NSTD will work with the Cargo Helicopter PMO to obtain funding for these devices in time for train-up and instruction in the school. Currently, USAALS has the only Enhanced Composite Maintenance Trainer (ECMT) in the world for the training of CH-47D maintainers. However, it will require updating to teach the CH-47F systems operation. The ECMT is primarily used for BNCOC instruction, so incorporating the proper digitized instruments will be important for the troubleshooting aspects of the course.

USAALS also has four Hardware Maintenance Trainers (HMTs), nine Category B (actual aircraft) trainers and two CH-47D electrical mockups. Some of these may require modification in order to properly instruct CH-47F differences. A usually less-expensive option is to obtain Part Task Trainers (PTTs) on which students can perform critical tasks and be tested without utilizing an entire airframe.

USAALS will also work with the Cargo Helicopter PMO in the development of Interactive Multimedia Instruction (IMI) — an effective way to train systems operation, to supplement hands-on training and to highlight the differences between models. The school's SMEs work directly with the PM and the contractor to develop effective courseware. An exportable CH-47F IMI course is programmed for those soldiers who have already received MOSs 67U, 68F or 68N.

One other aspect of maintenance training involves the use of paper technical manuals versus the Interactive Electronic Technical Manual (IETM) for the CH-47F model. The school will most likely use both paper manuals and IETMs until enough IETMs are available and have been incorporated with the latest changes to reflect both models.

It will also be vital to obtain school instructors with CH-

47F experience once fielding occurs. Contracted instructor and key personnel training is normally provided by the Cargo Helicopter PMO. Ideally, the school will have the equipment first and the instructors will be the first taught the newer model. The objective of preparing the school before the field will ensure new soldiers and BNCOC soldiers receive CH-47F instruction before unit fielding.

The delivery of the first CH-47F is planned for July 2004, with the First Unit Equipped (FUE) scheduled in March 2006. Aircraft will be produced at a rate of approximately two per month. In the meantime, USAALS will determine how it will incorporate the new model courses while maintaining the CH-47D courses. The school will teach both until all the CH-47D models are out of the system.

Again, the goal of USAALS is to provide the best aviation maintenance instruction to our maintainers and supervisors. To achieve this, the school will continue to work closely with each of its training departments and with the Cargo Helicopter PMO to obtain the right training focus and required resources. The end product is a highly trained aircraft repairer who is trained for today's high-tech aviation world, either at the apprentice or supervisor level.

September 2001 marked the 40th anniversary of the first CH-47 Chinook test flight. By the time the first CH-47F is delivered in 2004, the Army's Chinook fleet will be well into its 43rd year of service. The maintainers trained at USAALS will have a huge role to play in the Chinook's continued service life as the aircraft supports our Army and our nation.

Larry J. Otte is an aircraft maintenance training specialist in the Department of Aviation Systems Training at the U.S. Army Aviation Logistics School, Fort Eustis, Va.



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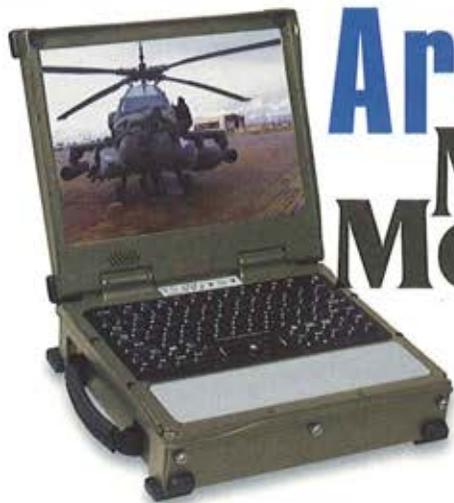
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Army Aviation MISSION PLANNING MODERNIZATION IN 2003

by MAJ Dan Smythe

The year 2003 will see revolutionary changes in Army aviation mission planning with the fielding of an entirely new mission planning tool for all active component and many National Guard aviation units, with remaining units fielded in early 2004.

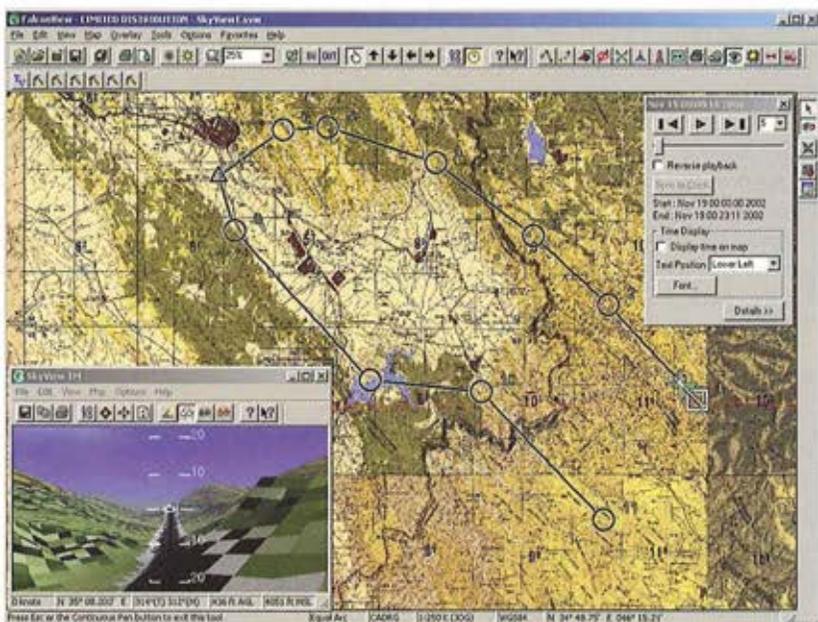
Ask Army aviators about the current Aviation Mission Planning System (AMPS) and they will likely have a tale of woe relating to the unwieldy and less-than-glamorous Lightweight Computer Unit (LCU). Or they may describe planning a flight in FalconView software and then fat-fingering the results into AMPS for loading onto an aircraft. These tales usually center around one common theme — frustration ... frustration with the mismatch between the ultra-fast PC systems pilots have in their own homes and the outdated AMPS.

In response to urgent user requests and the increasing obsolescence of the currently fielded system, AMPS will undergo a complete hardware and software transformation.

HARDWARE SWAP OUT

AMPS has functional requirements to operate in severe operating conditions that are too much for typical PC hardware cases. Even commercial, off-the-shelf (COTS) ruggedized notebook systems do not meet the extreme temperature, altitude and high-humidity requirements established in the AMPS Operational Requirements Document (ORD).

The AMPS hardware must perform reliably in extremely dusty, damp, hot and cold environments. In

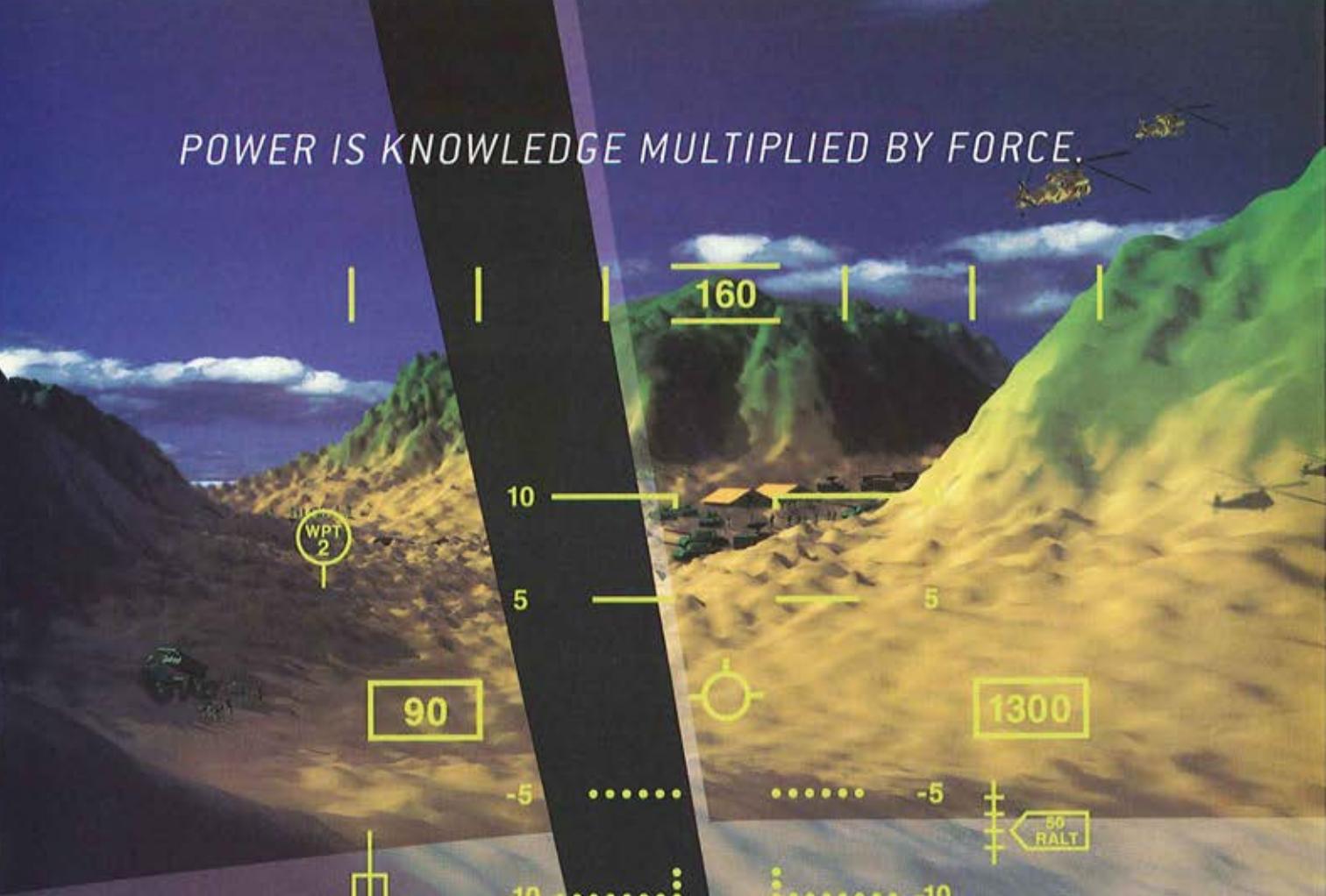


the past, these requirements could only be met with the bulky toaster-oven-sized LCU. The LCU was designed in the early 1990s and, at best, upgraded units have 366 MHz CPUs, 128 MB RAM and 10 GB hard drives.

Today, a ruggedized laptop that meets the AMPS ORD requirements has been developed for the Army by Miltope Corporation. The Miltope boasts current industry-standard specifications, including:

- 1.7 GHz Pentium IV processor;
- 40 GB hard drive;
- 13.3-inch, sunlight-readable display (1024 x 768);
- 512 MB DRAM;
- 64 MB video RAM; and
- Microsoft Windows 2000 operating system (OS).

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The Miltope TSC series will replace the AMPS LCU beginning in July 2003. During the transition to the Miltope hardware all peripherals — including printers, Data Transfer Cartridges (DTCs) and cables from the current AMPS box — will be retained by units.

WHAT'S NEXT FOR AMPS SOFTWARE?

Built upon the Air Force-developed Portable Flight Planning Software (PFPS), also known by its flagship application FalconView), PFPS-Army will replace the beleaguered AMPS 5.x software series and will retain no AMPS legacy software components.

The AMPS Product Office is currently participating with the Air Force, Navy and U.S. Special Operations Command (USSOCOM) in PFPS requirements development, and Army changes have been incorporated into PFPS 3.3. These changes, or "hooks," in PFPS 3.3 enable Army functionality in PFPS-Army 3.3 components to extend the PFPS core functionality. The PFPS-Army version number will always correspond to a core PFPS version.

PFPS-Army can be loaded onto existing desktop and laptop computer systems running the Windows 2000 OS, though initially only the Miltope hardware will have safety certification for loading aircraft. When fielded beginning in July 2003 with the Miltope hardware, PFPS-Army will support:

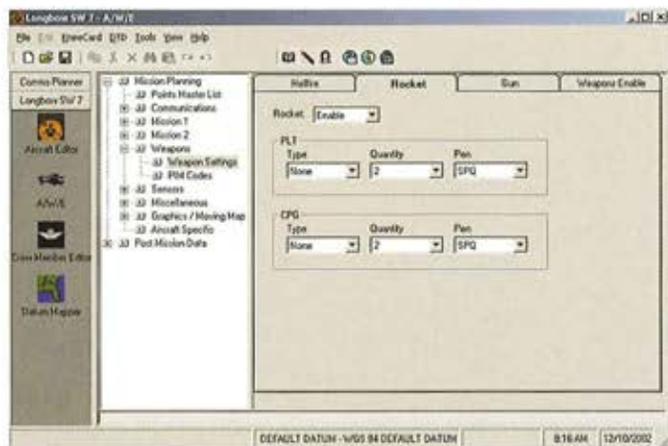
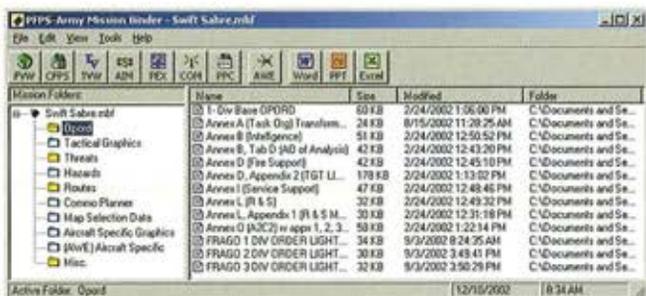
- AH-64A;
- AH-64D Longbow SW 6, 6.1, and 7;
- CH-47D;
- OH-58D CDS2 and CDS4 Phase Iib;
- UH-60A/L;
- MH-60A; and
- UH-60Q/HH-60L.

PFPS-ARMY PRODUCT SUITE

PFPS-Army is a suite of integrated COTS, military-specific and Army-specific software components fulfilling the ever-changing needs of the digital Army.

Mission Binder is the electronic organizer allowing users to manage mission-data files and to open the various tools or modules that comprise the PFPS-Army application. Users will notice similarities between Microsoft Explorer and Mission Binder. Pulldown menus allow file, edit, view and tool functions. Toolbar functionality allows users to launch the PFPS-Army specific applications.

The Army Interoperability Module (AIM) is the message center allowing all echelon levels to receive data from a variety of sources through USMTF, TACFIRE and PCIDM e-mail messages. AIM uses Microsoft Outlook to send and receive e-mail messages. It allows users to pull Joint Common Database



data from the Maneuver Control System (MCS); receive situation data from the All Source Analysis System (ASAS); interact through TACFIRE messages with in-flight OH-58D aircraft; and review the latest weather situations from the Integrated Meteorological System (IMETS). Users can automatically or manually import the attached tactical graphic files from the e-mail messages directly into their FalconView map as overlays.

The Commo Planner allows users to manually preset analog and digital communication network assignment structures into a single SOI or HF database for loading onto a DTC.

The FalconView Aircraft Specific Editor (FASE) is a utility allowing users to view route and map data in the format specific to their aircraft. This allows AH-64D Longbow or OH-58D crews to format the generic Mil-Std-2525B symbology to their aircraft's specific symbolic language.

FalconView is an electronic mapping package that displays the various NIMA map types, including raster and DTED, allowing users to create and place such georeferenced overlays as routes, aimpoints, hazards and threats. Combined, these features allow users to visually plan all aspects of a mission on an electronic map.

The Combat Flight Planning Software (CFPS) is a worksheet that interacts directly with FalconView. CFPS allows users to enter their mission route flight data in a tabular format. Once calculated, the route can be displayed graphically in FalconView.

SkyView allows users to view their mission routes

AMPS continued on page 23



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FDIC

Aviation Port Operations in USAREUR

By LTC Samuel S. Evans
and
MAJ Roy D. Templin

For those who haven't been to Europe lately, much has changed since the 1989 fall of the Berlin wall. There has also been a significant change in mission for U.S. Army, Europe (USAREUR). No longer do units focus on defending against an attack from the east — they now undertake such tasks as peacekeeping, engagement, and security and support operations to name a few. In short, USAREUR, has evolved into a launch platform for missions ranging from Africa to Afghanistan.

Being both geographically and philosophically "an ocean closer" to some of the world's current areas of concern has meant that USAREUR, among many other things, is playing an increasingly important role in Reception, Staging and Onward movement (RSO) operations in its area of concern.

RSO operations involving high cost aircraft become all the more critical. And the unit that ensures all aircraft movements into or out of USAREUR are completed safely and efficiently is the 2nd Battalion, 502nd Aviation Regiment, in Mannheim, Germany.

The regiment is the theater-level Aviation Intermediate Maintenance Battalion within the 29th Support Group under the 21st Theater Spt. Command. Though the battalion's primary mission is to provide AVIM support to theater-level aviation units and V Corps aviation units on an area basis, it has RSO of aviation assets into and out of theater as an ancillary mission.

Although extremely small in terms of military manpower (the MTOE authorization is just 23), the 2-502nd has a primary work force of 87 local nationals and 200 contractors — about 80 of whom work daily at the battalion's hangar on Coleman Army Airfield in Mannheim. The rest are apportioned to provide AVIM support to units throughout Europe, including a significant number in Bosnia and Kosovo.

Indeed, during the past year the battalion has supported the RSO of all aviation elements with missions in Bosnia or Kosovo. The 2-502nd moved the 25th Infantry Division's aviation forces into and out of Bosnia; the assets of the 10th Mountain Div. and 101st Airborne Div. into and out of Kosovo; and New Hampshire, New York and Idaho National Guard units into Bosnia.

These SFOR and KFOR missions were supported out of ports in Rijeka, Croatia; Burgas, Bulgaria; Koper, Slovenia; and Antwerp, Belgium. Suffice it to say if you deploy to or from Bosnia or Kosovo, you will work with the 2-502nd.

During the past year the 2-502nd also supported aviation transformation by retrograding 13 AH-64s to Mesa, Ariz., for induction into the Longbow program, and 21 UH-60s to Fort Rucker, Ala., and to the Army National Guard. Most recently, the battalion performed the RSO of the 6th Squadron, 6th Cavalry Regt., upon its arrival in Germany from Fort Hood, Texas, as the first Longbow Apache unit in Europe.

Overall, this year the 2-502nd moved more than 250 aircraft onto or off of ships. That level of experience results in several lessons learned and/or innovations to share.

DEPLOYABLE HANGARS

The first innovation is the deployable hangar. Whenever possible, warehouses are rented at the port to allow for aircraft breakdown and shrink-wrap. Although it is possible to shrink-wrap aircraft in the elements, even a light breeze makes handling large sheets of shrink-wrap film difficult and sometimes dangerous. Controlling the temperature and direction of the torch flames is also difficult in an open environment.

For ports without available warehouse space, the battalion worked with contractors to design a makeshift hangar. This had to be relatively easily shipped or stored. To save cost it had to use materials readily available to any port. The solution is a "hangar" that uses sea-land container walls with a prefab roof. It allows three to four aircraft to be shielded from the elements while work is performed on them. The battalion used this innovative structure with great success during operations in Koper, Slovenia, and Constanza, Romania.

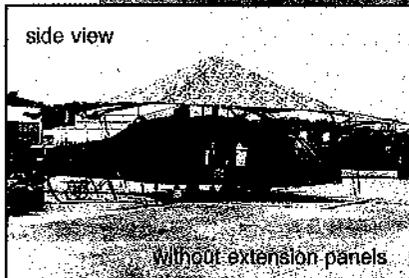
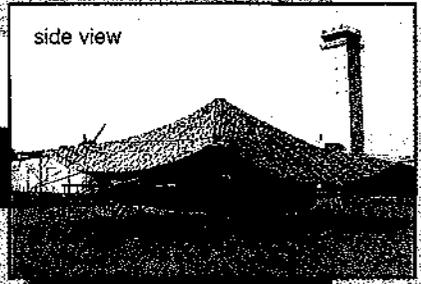
SCISSOR LIFTS

Another innovation that the 2-502nd has used with great success is electric scissor lifts, which are basically electrically powered B4 stands.

These rechargeable, battery-powered, self-propelled lifts allow the operator to raise, lower and maneuver

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them with the push of a button, and they are quite useful in shrink-wrapping aircraft. They are invaluable for folding or unfolding the rotor blades on UH-60 Black Hawks. When operating in a reasonably mature port, industrial electric scissor lifts are typically readily available at an industrial equipment rental agency that will invariably be located near the port. For anyone who has held a rotor blade on their shoulder while three other mechanics manhandle a non-motorized B4 stand around a UH-60, the value of this motorized lift device is obvious.

TOW BARS

The battalion adds a three-foot extension that allows the Army-issued tow bar to be used by Humvees and SCAMPS. Without this extension it is difficult for these types of vehicles to negotiate sharp turns without making contact with the UH-60's stabilator.

Upgrades are also made to the tow bar's jackscrew. Standard tow bars use a rotating piece of metal and a pin to secure the legs together when they are not in use. When the tow bar is attached to an aircraft, two pins attach to each side of the aircraft's tail wheel

and are held in place using a standard 10K cargo strap. This cargo strap takes time to install and any excess must be secured prior to towing.

The jackscrew is mounted to the legs of the tow bar. This keeps the legs together when moving the tow bar to and from the aircraft. When the tow bar is installed on the tail-wheel, the jackscrew is tightened down until it is snug against the wheel. The aircraft can then safely be ground handled — there are no straps to get in the way and the tow bar is completely self-contained. The jackscrew also increases the safety of towing aircraft, since it does not have the tendency to slide or come loose as the strap sometimes does.

A third upgrade to the tow bar involves the installation of oversized rubber wheels. This innovation resulted from the number of caster-type wheels being torn off tow bars during ship loading and unloading.

Most ship ramps, both internal and external, have 1/4 to 1/2 inch strips of steel welded to the floor to provide additional traction for vehicles operating on the ramps. These grooves catch the caster-type wheels on

unmodified tow bars and rip them right off. With new, larger rubber wheels the tow bar rides straight over these grooves unhindered.

SHRINK-WRAP FILM RACK

As a result of extensive experience in shrink-wrap operations the 2-502nd has designed a shrink-wrap film dispensing rack. The rack allows workers to easily unroll the appropriate amount of film material without allowing it to touch the ground, where it is easily susceptible to damage.

A small hole from scraping shrink-wrap film on the ground grows quickly when heat is applied. Debris picked up from the ground often ignites when the heat is applied, which also burns holes in the film. Additional time, shrink tape and effort are required to patch these holes.

The rack is a simple device made out of aluminum tubing and is used to hold rolls of shrink-wrap film. It has locking caster-type wheels that allow mechanics to easily move it from one aircraft to another and then lock it in place while the shrink-wrap is being dispensed. The dispenser is placed directly in front of the aircraft being preserved. A mechanic grabs the end of the film and then easily pulls it the length of the aircraft without hindrance. This easy-to-construct device saves time, material and personnel effort.

CONCLUSION

Through many years of experience and the movement of more than 1,300 helicopters, the 2nd Bn., 502nd Avn. Regt., has learned many lessons and improved its RSO support.

As the Army continues to support operations around the world, you can be relatively certain that if you have not moved a helicopter via sea lately, you soon will. We hope some of these innovations will assist deploying aviation units in their move through a sea-port. If your unit is deploying to, from or through Europe, you are relatively certain to see the 2-502nd there to support you.

We wish you calm seas.



LTC Samuel S. Evans is the commander of the 2nd Bn., 502nd Avn. Regt. MAJ Roy D. Templin is the battalion's operations officer.

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from the cockpit perspective. When combined with FalconView's flight-rehearsal utility, it allows pilots to rehearse missions in day or night modes.

TaskView allows electronic access to Air Tasking Order/Confirmation (ATOCONF), Air Tasking Order (ATO) and Airspace Control Orders (ACO). The Performance Planning Card (PPC) produces approved performance planning cards for specific aircraft.

The Aircraft/Weapons/Electronics (AWE) application is an aircraft-specific worksheet allowing users to input and evaluate mission data, routes, waypoints, laser codes and target information. Users can plan from one to 10 routes in the standalone mode, or connect to a currently active PFPS route and transfer the appropriate route data to the AWE. Once users have completed data entry, they can export data to their aircraft's on-board computer system via a DTC.

MICROSOFT OFFICE SUITE

To utilize Microsoft-based applications for mission planning, PFPS-Army allows access to Word, PowerPoint and Excel directly from its toolbar.

THE FUTURE: JOINT MISSION PLANNING SYSTEM

The Joint Mission Planning System (JMPS) is a software development effort managed collaboratively by the Air Force, Navy, Army and USSOCOM. The JMPS

software will provide a flexible framework incorporating the entire Department of Defense (DOD) aviation mission-planning requirements on a PC platform. Because PFPS is the de facto standard of choice by DOD aviation mission planners, it has been designated as the prototype for JMPS. The JMPS user interface is required to have the same look and feel as PFPS.

The AMPS Product Office is currently conducting JMPS-Army software design and development, integrating Army-specific functionality with JMPS. The Army plans to field JMPS-Army 1.0 software to all units in 2005. JMPS-Army will enhance the functionality available in PFPS-Army by providing joint interoperability of threat and mission planning data for Army aviation units deployed as a part of a joint task force.

Contact the AMPS Product Office by email at: amps@peoavn.army.mil or on the Web at <https://www.amps.army.mil>.



MAJ Dan Smythe is the assistant project manager for the AMPS. He is assigned to the Product Manager's Office for Aviation Mission Equipment, a subordinate organization of the Project Manager, Aviation Systems, under the Program Executive Officer for Aviation, at Redstone Arsenal, Ala.

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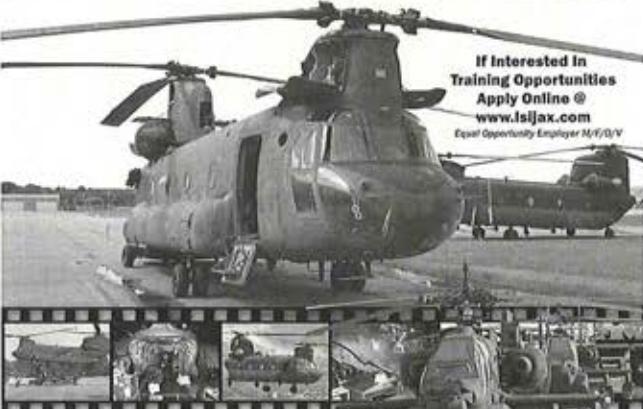
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CRASHES CLAIM AVIATORS' LIVES

In the space of 24 hours, separate helicopter crashes in Honduras and Alabama during the second week of December claimed the lives of six Army aviators and a Department of the Army civilian.

The first accident occurred Dec. 11, when a UH-60 Black Hawk of the 1st Battalion, 228th Aviation Regiment, crashed in mountainous terrain some three miles east of Santa Cruz, Honduras. The aircraft, operating as part of Joint Task Force-Bravo, was on a routine night training mission when it went down. Killed in the crash were CWOs Maurice A. Lammie and Jonathan C. Helman; SFC Anthony L. Sieng; and SPCs Bryan P. Abercrombie and Luke A. DeGroff.

The second accident occurred Dec. 12 near Fort Rucker, Ala. In that incident an AH-64 of the post's Aviation Training Brigade crashed in a heavily wooded area approximately 12 miles north-northwest of the main post. Killed were CW3 Don L. Brown, (Ret.), a retired Army chief warrant officer serving as a Department of the Army civilian instructor pilot, and CPT Stephen J. Valent, an Arizona Army National Guard pilot attending the AH-64D Longbow Apache aircraft qualification course.

No cause has yet been determined for either crash, and both remain under investigation by Army safety officials.

- Steve Harding

BILL FUNDS, STRYKERS, COMANCHE AND PAY RAISES

This year's Defense Appropriations Bill and Authorization Act fund a fourth Stryker brigade, 650 Comanche helicopters and pay increases for soldiers.

One of the things that the Army requested was to close the pay gap between soldiers and the private sector, officials said. Congress responded with a pay increase of at least 4.1 percent with targeted increases of up to .5 percent for mid- and senior-level non-commissioned officers, and a 5.5 percent increase for majors with between eight and 14 years of service.

The Army also asked Congress to eliminate out-of-pocket housing expenses for soldiers and their families. The last legislative session saw progress there as well by reducing the average amount of expenses paid by service members from 11.3 percent to 7.5 percent, with the intent of eliminating the out-of-pocket expenses by fiscal year 2005.

Army Chief of Staff GEN Eric K. Shinseki has repeatedly said that the Army needs six Stryker brigade combat teams. Congress responded by authorizing \$788 million to purchase 332 Stryker vehicles, enough for a fourth brigade, with an additional \$150.9 million for further research and development.

The first two Stryker Brigade Combat Teams are at Fort Lewis, Wash. The third is in Alaska and the fourth one will be at Fort Polk, La., Army officials said.

The Army's transformation from the Legacy Force to the Objective Force was also supported with \$1.9 billion for science and technology programs.

The Army's budget has increased, but so have its requirements, officials said. Manning for Active-Guard-Reserve soldiers was increased 2.2 percent over FY 02, but the request for 100 percent remains, officials said. The Army's request to procure 819 RAH-66 Comanches was partially granted. Congress authorized \$910 million for development, but the Department of Defense only supported the procurement of 650 Comanches.

On Oct. 23 President George W. Bush signed the Defense Appropriations Bill, which is nearly \$335 billion, and the Military Construction Appropriations Bill, which adds \$10.5 billion for building and upgrading military installations and family housing, at the White House. The Defense Authorization Act was signed at the Pentagon Dec 2.

- SSG Marcia Triggs and Courtney Brooks, Army News Service

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HISTORY PROJECT CAPTURES VETERANS' STORIES

By Courtney Brooks

The great wars are usually remembered for their bloodiest battles and historic treaties — rarely do the soldiers and civilians on the home front have an opportunity to voice their individual experiences.

The Veterans History Project is giving soldiers a chance to relay these personal stories. Project organizers are encouraging Americans of all ages to participate in a mission to capture and chronicle oral histories from America's war veterans. The stories will become a collection in the Library of Congress' American Folklife Center in Washington, D.C.

Volunteers interview veterans and collect letters, photographs and journals from those who served in World War I, World War II and the Korean, Vietnam and Persian Gulf wars, as well as the civilians who supported them.

Most importantly, the project seeks to honor the individual's experience, said Ellen McCulloch-Lovell, director of the Veterans History Project at the Library of Congress.

"We're not attempting to patch together a complete history of every war," said McCulloch-Lovell. "We're trying to let people talk about their experiences and what meant the most to them."

The personal wartime accounts have preserved history that may have otherwise been forgotten, said Charlie Mendoza, vice president of membership and member services for the American Association of Retired Persons, a founding sponsor of the project.

"In New York, I witnessed an interview with a young man from a college interviewing a man who was a Navajo code talker with the Marine Corps in World War II," Mendoza said. "I thought, 'That's terrific.' That's something that might have been lost."

Mendoza said the nation is losing 1,600 veterans a day, and before long there won't be any memories to collect. Wartime accounts are an important part of America's history, he said.

Mendoza encourages all Americans to become involved with interviewing veterans. He believes everyone, particularly young people, have a lot to benefit from the project.

Eleven-year old Edward Litten has taken it upon himself to interview some 20 veterans since April. He said that young Americans should participate in this program because they don't know what they're missing.

The "Young Marine" has conducted the interviews at the Southeastern Michigan Veterans Service Center near his home in Monroe, Mi. Litten volunteered three days per week the entire summer and after school every day during the school year, hoping to catch a veteran to interview.

"I think it's really cool to hear all the veteran's stories and just know the fact that they're not going to be forgotten," Litten said. "Some of the stories are really sad because not everything in the war was really cool. There were a lot of sad parts."

Veterans have also gleaned new understanding from interviews by a younger generation. A Korean War and Vietnam veteran himself, Mendoza was interviewed by his youngest daughter. He said that the experience helped bridge generation gaps, which he said is one of the goals of the project.

Capturing civilians' stories from the wartime eras are also important, Mendoza added.

"Even though this project is concentrating on veterans themselves, I think another important part is working with the veterans who stayed at home," Mendoza said. "That's an important part of our collective memory ... not just the people who went off to service."

Authorized by Congress through the enactment of Public Law 106-380 and signed into law by President Bill Clinton on Oct. 27, 2000, the Veterans History Project has so far chronicled the histories of approximately 1,500 veterans.

McCulloch-Lovell hopes to reach much larger masses for the historical collection. The project will be ongoing with goals of reaching literally millions of people, she said.

Although she missed out on the opportunity to interview her own father, who served in the Navy in World War II, she was able to help her mother make 1,800 copies of his letters to her. She realized how precious this opportunity was and invites others to share in the experience.

"You can interview," McCulloch-Lovell said. "It's a wonderful experience. I've done a number of these interviews myself and they're unforgettable."

McCulloch-Lovell said that young people and adults can get involved in the ongoing project by visiting the Veterans History Project Web site or calling a toll-free number, which provides guidelines for partners and volunteers. A project kit for people who would like to interview veterans is available on the Web site.

More than 420 organizations have already partnered with the project, including veterans' service organizations, historical societies, libraries, museums, military archives, colleges and universities, military historical groups and heritage areas.

The oral histories and documents collected will be part of the national Veterans History Project Collection at the Library of Congress and other recognized repositories, McCulloch-Lovell said.

Eventually, portions of the material will be available digitally on the Library of Congress Web site, she added.

To become involved with the project, visit the Veterans History Project Web site at www.loc.gov/veterans or call the toll-free number at (888) 371-5848.



Courtney Brooks works for the Army News Service in Alexandria, Va.

Center, the 106th Transportation Battalion, the Aviation Logistics Management Division at Fort Campbell, Ky., and the 561st Corps Support Bn. in Qatar.

Working side by side, that team has successfully set a sterling example of providing world-class product support and maintenance.

Emerging Concepts

AMCOM's Research, Development and Engineering Center (AMRDEC) is working on advanced integrated prognostic and diagnostic capabilities that promise to greatly improve reliability and performance.

For example, AMRDEC engineers are currently working on the sensors and lightweight communication systems that will permit speedy, on-board, real-time processing for the self-repair of unmanned aerial vehicles. This lab technology can be developed to provide similar significant leverage for future Army aviation warfighters.

The decision tools being pioneered in the AMRDEC today will produce increased reliability and availability in the future.

Summary

AMCOM will continue to work closely with MG Joe Bergantz and his PEO Aviation team to improve readiness, reduce costs and produce a greater "go-to-war" capability. We are also vigilantly doing what is necessary to decrease maintenance time per flight hour, by providing more durable and reliable components.

AMCOM's partnership with the PEO Aviation and MG John Curran at Fort Rucker is dedicated to assuring readiness and superiority in future conflicts.

AMCOM, PEO Aviation and the Aviation Center remain steadfast in our pledge to continue providing the best possible product support and maintenance to Army aviation's warfighters.



MG Larry J. Dodgen is the commanding general of the U.S. Aviation and Missile Command at Redstone Arsenal, Ala.

The U.S. Army Aviation and Missile command has awarded Sikorsky Aircraft Corp. a \$1.5 billion multiyear contract to build 80 UH-60L Black Hawk helicopters for the Army and 82 similar MH-60S aircraft for the Navy. If all options are exercised, the program could ultimately be worth \$6 billion for 600 helicopters, mission kits and related support between 2002 and 2006.

Canada's CAE Inc., a maker of simulation and integrated training systems for aviation and maritime use, has opened a field office at Fort Campbell, Ky. The post is home to both the 160th Special Operations Aviation Regiment and the 101st Airborne Division. In related news, CAE will collaborate with The Boeing Co. in the development of solutions in ballistic missile defense, and will also sell Kuwait the Helicopter Integrated Defensive Aids System, or HIDAS, for use with that nation's AH-64D Apache Longbow attack helicopters.

The Defense Department's GPS Joint Program Office has tapped Rockwell Collins as one of two firms selected to develop and deliver Defense Advanced GPS Receivers (DAGR) by May of next year. The selection ensures that Rockwell Collins will be able to compete for full-rate production of the DAGR, the contract for which will be awarded in August.

L-3 Communications has been tapped by Northrop Grumman as a key supplier in that latter firm's Aerial Common Sensor (ACS) technology-development program. L-3 will provide both the line-of-sight and satellite communication data links for the ACS, which is the Army's next-generation multi-intelligence airborne collection system.

The U.S. Army Aviation and Missile Command at Redstone Arsenal, Ala., has awarded Bell Helicopter Textron Inc. a delivery order amount of \$9,583,092 as part of a \$56,041,061

firm-fixed-price contract for six TH-67A+ Creek training helicopters for use as instructional aircraft at the U.S. Army Aviation Center at Fort Rucker, Ala. The work, which will be performed in Bell plants in Canada and Tennessee, is to be completed by Jan. 30, 2004.

In a December ceremony at Fort Rucker, Ala., the Army saluted the first UH-60 Black Hawk helicopter to reach 10,000 hours of flight time. The UH-60A, serial 85-24441, entered service at the Army Aviation Center at Fort Rucker in 1985, and has been there ever since. Students from the Army, U.S. Customs Service, Drug Enforcement Administration, other U.S. military services and 17 foreign countries have trained on the aircraft



at Rucker. During its service life the aircraft has so far consumed 1.2 million gallons of fuel, flown more than 10,000 students, flown 1.5 million nautical miles, and conducted 46,920 take-offs and landings. On hand for the ceremony were MG John M. Curran, the Army Aviation Center's commanding general and chief of the aviation branch, as well as senior Sikorsky representatives. The high-hour Black Hawk will most likely become a UH-60M under the Army's recapitalization program, through which Sikorsky will eventually improve and make new again at least 1,200

Author Seeks Help on History of U.S. Army Aviation in Europe

Hanno Englaender of Cologne, Germany, is working on a history of U.S. Army Aviation in Europe (in English). He started the project — which covers about a 60 year period from the post-World War II occupation up to the present — in the spring of 2002.

The author seeking help from persons who have served with any Army aviation units in Europe who can share first-hand historical accounts, documents and photographs. Help is also needed with histories of units in Germany, as well as in Italy, France, Austria, Belgium and others European nations. Interested persons can contact Englaender by mail at Kieler Strasse 30, 51065 Cologne, Germany; by phone at 011 (49) 0-221 626-214; or via e-mail to hanno.englaender@freenet.de.

PARKER AWARDS ANNOUNCED

Army officials have announced the results of the 2002 LTG Ellis D. Parker Aviation Unit Awards evaluation board.

A Department of the Army selection board selected the Army's top aviation battalions in four categories: Combat, Combat Support, Combat Service Support and Table of Distribution and Allowances (nontactical).

In a surprise decision this year, the board selected two winners as the overall top aviation battalion for 2002 from among the four category winners.

The board unanimously decided to co-award this year's top Parker Award to the 3rd and 7th battalions of the 101st Aviation Regiment at Fort Campbell, Ky.

"These two units were clear winners in their respective categories. Their accomplishments are made more extraordinary by the environments and circumstances in which they performed their combat missions in Afghanistan," said LTC James Bullinger, Army Aviation Center public affairs officer. "The board members felt that both units equally represented the best of Army aviation and are equally deserving of the prestigious Parker award."

The top individual unit awards by category went to:

- Combat — 3rd Bn., 101st Avn. Regt., Fort Campbell.
- Combat Support — 7th Bn., 101st Avn. Regt., Fort Campbell.
- Combat Service Support — 56th Medical Bn., Fort Bragg, N.C.
- TDA — 1st Bn., 223rd Avn. Regt., Fort Rucker, Ala.

Former Army Chief of Staff GEN Gordon R. Sullivan approved the LTG Ellis D. Parker Award in 1993. He directed the creation of the award to honor the top aviation battalions in the Army. The award, which was created in honor of Parker's many contributions during the establishment of the branch during his career, was first announced during Parker's retirement ceremony.

The Parker awards will be presented on Feb. 5 at Fort Rucker.

Longbow One of "Ultimate Ten Military Machines"

The Army's AH-64D Apache Longbow attack helicopter and M1A2 Abrams tank are among the U.S. weapon systems to be featured on The Learning Channel's upcoming documentary "Ultimate Ten Military Machines."

Last September film crews visited Fort Rucker, Ala., and Fort Knox, Ky., to interview soldiers and shoot video footage of the Longbow and Abrams in action. At Fort Rucker, instructor pilots from the 1st Battalion, 14th Aviation Regiment, helped to explain the Longbow's capabilities to producer John Heinz and demonstrated flight maneuvers for the cameras at Hanchey Army Heliport, Hooper stagefield and the Molinelli Aerial Gunnery Range complex.

The program is scheduled to air on TLC on Thursday, March 20, at 9 p.m., and at midnight (Eastern Time) and 6 p.m. and 9 p.m. (Pacific).



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

President George W. Bush has nominated Army National Guard **MG H. Steven Blum** for promotion to lieutenant general with assignment as the chief of the National Guard Bureau. Blum is currently the chief of staff for Headquarters, U.S. Northern Command, and Headquarters, North American Aerospace Defense Command, at Peterson Air Force Base, Colo.

President George W. Bush has nominated Marine Corps **Col. Thomas L. Conant** for appointment to the rank of brigadier general. Conant is currently head of the Aviation Plans, Programs, Joint Matters and Budget Branch in the Department of Aviation at Marine Corps headquarters in Washington, D.C.

President George W. Bush has nominated **COL William M. Jacobs** for appointment to the rank of brigadier general. Jacobs is currently the program management officer, Objective Force Task Force, in Arlington, Va.

President George W. Bush has nominated the following officers for promotion and assignment as indicated:

Army National Guard **BG Dennis M. Kenneally** for promotion to the rank of major general. Kenneally is currently the assistant adjutant general, California State Area Command, Sacramento, Calif.

Army National Guard **COL Oscar B. Hilman** for promotion to rank of brigadier general. Hilman is currently the commander, 81st Infantry Brigade (Separate), Seattle, Wash.

Don't miss the AH64D Longbow Apache and Fort Rucker's own 1-14th Avn "Firebirds" on



The Learning Channel's "ULTIMATE 10 MILITARY MACHINES"

TLC
LIFEUNSCRIPTED

Thursday, March 20th
8 p.m. & 11 p.m. CST
on Cable channel 46

Lump of Coal for the Troops?

It's enough to make you shake your head. Earlier this year, Office of Management and Budget Director Mitch Daniels fought tooth and nail against putting up any money to treat disabled military retirees more fairly.

Now, according to Military Update columnist Tom Philpott's Dec. 16 column, Daniels is proposing capping active duty, Guard and Reserve members' 2004 pay raise at two percent and shifting to a different standard to cut their raises in future years. This is all in the name of budget austerity.

It would be laughable if it weren't so appalling. This is President George W. Bush's chief budgeter saying this, not some bit player. But he's thinking from an ivory tower, if not some other planet.

Let's state up front that The Military Coalition (TMC) and The Retired Officers Association (TROA) don't think this is going to happen, for several reasons.

First, Congress passed a law several years ago requiring military pay raises that are at least one-half a percentage point above private-sector pay growth every year until 2006. Congress took that action because years of past pay caps had created a double-digit pay gap with the private sector and helped cause retention and readiness crises in the late 1990s. So Congress will have to change the law to do anything different.

Second, just last year the Bush Administration bought off on a new pay-table concept that recognized that military people are underpaid compared to civilians of comparable age and education, and Secretary of Defense Donald Rumsfeld and the president already have bought into a multi-year effort to restore military-pay comparability.

Third, has anyone noticed there's a war on, and another one appears imminent? Is the government that's putting active duty, Guard and Reserve troops in harm's way and wearing out their families with extended deployments time after time, year after year, really going to reward them by telling them they don't even deserve pay raises that keep up with the average American's?

Fourth, exactly who is bearing the burden of the nation's budget deficit and making the real wartime sacrifices? The Bush Administration has vigorously supported and still is pushing a range of tax and other initiatives that could deepen the deficit by hundreds of billions of dollars. If that won't leave enough money to pay the troops an equal raise, it's time to modify some of those other proposals rather than going after the troops' paychecks.

Pay comparability is a fundamental principle of the all-volunteer force. We've had decades of experience with administrations of both parties that tried to save money by picking the troops' pockets, and the result was the same every time — serious problems with morale, retention and readiness.

Hopefully, Congress, the president and the secretary of defense are paying attention to such issues and learning from that terrible history.

It is obvious that Mitch Daniels, director of OMB, isn't.

TROA President Meets with White House Liaison

On Monday, Dec. 9, TROA President VADM Norb Ryan Jr. joined leaders of several other military and veterans associations in meeting with Mr. Tim Goeglein, a special assistant to President George W. Bush in the White House Public Affairs office, to discuss issues of concern in the military and veterans arena.

Ryan expressed the theme he previously addressed with the secretary of defense — that the tone of many Bush Administration representatives' public statements comes across as negative



LEGISLATIVE REPORT

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

toward military personnel (particularly retiree) issues.

Over the last several months, senior DOD officials have made unfounded assertions that disabled retirees are well off and don't deserve any relief, and wrongly alleged that providing such relief would take money from operations, maintenance and housing. Other statements have opposed manpower increases to relieve overstressed troops and families; asserted that health care costs are too high and no further improvements in that area are warranted; and claimed personnel costs are preventing needed increases in weapons systems and warfighting capabilities.

TMC and TROA believe that the nation can and must afford to treat its military people fairly. With a force that's 30 percent smaller than it was 15 years ago, it's not personnel costs that are the problem. It's the failure to recognize that the cost of long-delayed modernization and ever-increasing operations with a much-reduced force can't be balanced on the backs of active, Guard, Reserve and retired members and their families and survivors without long-term retention and readiness consequences.

New Congress Brings New Bills

When the 107th Congress adjourned on Nov. 22, those bills that hadn't been enacted into law expired, along with their co-sponsorship lists. Each Congress lasts only two years, so the legislative clock will be reset with the start of the 108th Congress in Jan. 2003.

TMC's first order of business will be to seek reintroduction of key bills supporting our areas of interest. In most cases, our primary sponsors in the House and Senate already are poised to do that.

The bigger challenge will be rebuilding co-sponsorship lists for the new bills. With a new Congress comes a new education process for the 50 newly elected representatives and the 11 new senators who need to be convinced to support our bills. We also have to re-contact last year's returning cosponsors to urge them to renew their co-sponsorship in 2003.

As soon as we have new bill numbers for TMC/TROA-supported legislative initiatives, we'll again be seeking your help in generating large volumes of grassroots messages to your legislators to urge their formal support.

Guard and Reserve Legislative Progress

TMC's and TROA's legislative objectives for 2002 included a range of initiatives to address the growing reliance on the Guard and Reserve; to alleviate gaps in their health-care coverage; improve protections under the Soldiers and Sailors Civil Relief Act; increase pay; and more.

One of the key goals was passage of legislation to restore a tax deduction for reserve-component members' training-related expenses. Although the Senate Finance and House Ways and Means Committees' staffs worked out a compromise tax-relief plan,

it didn't reach the House floor before the adjournment deadline. We're hopeful that this initiative will be reintroduced and passed early next year.

A number of other improvements for Guard and Reserve service members were included in the National Defense Authorization Act for fiscal year 2003 (P.L. 107-314) and other legislation separately passed into law. TROA's Web site offers a table outlining Guard-Reserve gains in 2002 at www.troa.org/Legislative/ActiveDuty/GRGainsChart.htm.

If the nation expects to continue its unprecedented reliance on these dedicated citizen-soldiers, much more will have to be done in the next Congress to match Guard and Reserve personnel policies and compensation programs to this new operational reality. TROA and TMC will be pressing that case.

Armed Services Committees to Change Leaders

As a result of retirements, election defeats and the shift of the Senate to Republican control, the hierarchy of the House and Senate Armed Services Committees (HASC/SASC) will see significant changes in 2003.

In the Senate, the chairman and ranking minority member will switch roles as a result of the impending Republican majority. Sen. John Warner (R-VA), who was SASC chairman from 1998 through 2001, will resume that post, while current Chairman Sen. Carl Levin (D-MI) will become ranking minority member.

The SASC Personnel Subcommittee — of particular interest to TMC members because it oversees issues affecting personnel, compensation, benefits and force structure — will undergo more dramatic changes. Both the chairman and ranking minority member of that subcommittee, Sen. Max Cleland (D-GA) and Sen. Tim Hutchinson (R-AR), respectively, lost their bids for re-election.

With at least 11 Senate seats changing hands and the Republicans assuming the majority's higher share of committee assignments, there will be lots of shifting among committee and subcommittee memberships. Some Hill sources have speculated that, when all the reshuffling is complete, Sen. Jim Bunning (R-KY) may be a front-runner to chair the Personnel Subcommittee.

In the House, Armed Services Committee Chairman Rep. Bob Stump (R-AZ) decided to retire at the end of the 107th Congress, bringing to a close his 26 years of distinguished service in Congress.

During his career, Stump was chairman of the House Veterans Affairs Committee before moving to the House Armed Services Committee. His tenure on both committees was marked by a strong commitment to the men and women of the armed forces, and the significant benefits improvements made under his watch testify to that commitment.

Stump's successor will be Rep. Duncan Hunter (R-CA), the current chairman of the HASC Subcommittee on Military Research and Development. A former Army officer who served in Vietnam, Hunter will be entering his 12th term in Congress next year.

Reports are circulating that Rep. John McHugh (R-NY), the current chairman of the HASC Personnel Subcommittee, may move to another subcommittee when Congress reconvenes in January. Reps. Roscoe Bartlett (R-MD) and Mac Thornberry (R-TX) have been mentioned most frequently as possible successors to McHugh if that happens.

No leadership changes will be finalized or announced officially until Congress reconvenes after the first of the year.

TROA Briefs DOD on Health Survey Findings

In early December, TROA's president, VADM Norbert Ryan Jr.,

and members of the TROA staff briefed senior representatives of the Assistant Secretary of Defense (Health Affairs) and the TRICARE Management Activity (TMA) on the results of a health-care survey TROA conducted this past summer among TROA members under age 65.

About 37 percent of respondents use TRICARE Prime, while 27 percent use TRICARE Standard. Another 24 percent use an employer-provided health plan. The 84-percent satisfaction level reported by TRICARE Prime enrollees compared favorably with the 85-percent satisfaction reported by participants in the Federal Employees Health Benefits Program (FEHBP).

However, the number of TRICARE Standard users reporting they are "satisfied" or "very satisfied" was a much lower 72 percent. This is eight percentage points lower than any other source of care. Other coverages reported include the Uniformed Services Family Health Plan (88 percent satisfaction), department of Veterans Affairs (VA) facilities (80 percent) and employer/private insurance (85 percent). About 15 percent of TRICARE Standard and VA users reported being "dissatisfied" or "very dissatisfied" — vs. 6 percent to 8 percent dissatisfaction rates for other sources.

Access to providers can be a problem in TRICARE Prime, as well. Thirty percent of Prime respondents reported waiting longer than a week (the DOD limit) for a primary care appointment, while 17 percent had to wait more than DOD's maximum of 30 days for a specialty-care appointment.

Responses on provider availability among Standard users were most troubling. One-fourth of respondents reported that their doctors refuse to participate in TRICARE Standard, which means the beneficiary must pay the bill up front and file a personal claim for partial TRICARE reimbursement.

Respondents ranked improved provider access as the most important change necessary for TRICARE. Reducing or eliminating requirements for prior authorization and non-availability statements was ranked as the second most important need.

Based on these survey findings, TROA urged DOD officials to take any and all possible actions to increase doctors' participation in TRICARE Standard, including:

- Supporting legislation to increase Medicare and TRICARE payments to providers;
- Using DOD's administrative authority to increase provider payments in locations where there are inadequate numbers of participating doctors;
- Considering "disproportionate funding" legislation for TRICARE (similar to that used by Medicare) to pay higher fees to providers who have TRICARE beneficiaries as a disproportionate share of their clientele (many providers are reluctant to take significant numbers of TRICARE patients because TRICARE payments often don't cover their office costs);
- Tracking TRICARE Standard and TRICARE Prime statistics separately, to avoid allowing more favorable Prime experience to mask continuing problems with Standard; and
- Requiring TRICARE contractors to develop specific programs to assist beneficiaries in finding providers who will accept new TRICARE Standard patients.

TROA was encouraged by our candid, open dialogue with the DOD representatives and their acknowledgement of the need for further action on these issues, particularly provider access. The DOD attendees expressed their belief that the new generation of TRICARE contracts will help address several of these issues, and expressed a desire to work together to explore options to increase provider payments and access. ■

AAAA NEWS

NEW MEMBERS

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HONOLULU, HI
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CPT Clayton L. Combs

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WO1 Scott J. Bloom
WO1 Jerry F. Brock
2LT Steven C. Chetcuti
2LT Dave C. Cibik
WO1 Steve R. Conway
CW3 David A. Culler
1LT Kevin M. Easter
WO1 Ross W. Glidewell
WO1 Gustavo A. Grande
WO1 Margil M. Guerra III
WO1 Nathan L. Hall
CPT Jennifer S. Hebert
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WO1 William N. Lyndon
WO1 John A. Mesic, Jr.
2LT Timothy J. Moshier
WO1 David S. Noyes
CDT Andy P. O'Donnell
WO1 John R. Parnell
2LT Sarah E. Pearson
2LT Benjamin A. Steadman
WO1 Lucas J. Whittington
CW3 David K. Wood

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WEST POINT, NY
CDT Dylan W. Malcomb

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ORLANDO, FL
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Mr. Paul J. Targonski, Jr.

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FORT EUSTIS, VA

LTC Marion E. Beaumont, Ret.
Mr. Marc A. Portanova
SFC Travis W. Turner

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CORPUS CHRISTI, TX
Mr. David B. Garcia
Mr. Leslie N. Hobson

FLYING TIGERS CHAPTER
FORT KNOX, KY

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SFC Billy L. Lewis
SPC Angelica L. Lynch
CPT Troy M. Self
MAJ Jeffrey D. Stephens

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CHICAGO, IL
MAJ Michael D. Beasley

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INDIANTOWN GAP, PA
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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. _____

membappj31 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 () Other US Military Service (Active)
() Army AGR (ARNG) () Other US Military Service (Retired)
() Army AGR (USAR) () US Defense Industry & Military Retired
() DA/DOD Civilian () US Defense Industry & Military Retired
() Army Nat'l Guard () Consultant
() Army Reserve () Publishing/Other Assn.
() Army Retired
() Foreign Military Service
() Foreign Defense Industry () Other

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

AAAA NATIONAL EXECUTIVE BOARD NOMINATIONS

In accordance with the AAAA By-Laws, notice is hereby given that in addition to the nominations recommended by the Nominations Committee for those NEB offices in which vacancies occur at the time of the annual election, floor nominations may be made at the Annual Convention, provided that the name of the floor nominees appear on nomination petitions signed by 25 AAAA members and said petitions are provided to the Chairman of the Nominations Committee at the AAAA National Office at least 30 days prior to the conduct of the AAAA Annual Convention.



ARMY AVIATION ASSOCIATION OF AMERICA, INC.
UNITED STATES ARMY AVIATION & MISSILE COMMAND

29TH ANNUAL JOSEPH P. CRIBBINS PRODUCT SUPPORT SYMPOSIUM

February 12-14, 2003
Von Braun Center — Huntsville, AL



The Army Aviation Association of America (AAAA) and the United States Army Aviation and Missile Command (AMCOM) will co-sponsor the 29th Annual Joseph P. Cribbins Product Support Symposium for interested members of industry and the aviation logistics and acquisition communities on 12 to 14 February 2003. The theme of this year's symposium is "Transformation Logistics".

For further information regarding the symposium, please contact Janice Sanders or Connie Armstrong of AEPCO, Inc. at (256)464-9191 or via email at Sanders_janice@aepco.com or Armstrong_connie@aepco.com respectively.



ARMY AVIATION HALL OF FAME NOMINATIONS

(SUSPENSE DATE FOR NOMINATIONS: JULY 1, 2003)



USAGE

The official nomination form is to be used for the submission of all nominations for the Army Aviation Hall of Fame may be obtained from one's AAAA Chapter Secretary or by writing to: AAAA, 755 Main Street, Suite 4D, Monroe, CT 06468-2830. Telephone: (203) 268-2450. FAX: (203) 268-5870, or downloading from the AAAA Web site (www.quad-a.org)

CRITERIA

An AAAA-sponsored Army Aviation Hall of Fame honors those persons who have made a) an outstanding contribution to Army Aviation over an extended period, b) a doctrinal or technical contribution, c) an innovation with an identifiable impact on Army Aviation, d) efforts that were an inspiration to others, or e) any combination of the foregoing, and records the excellence of their achievements for posterity. All persons are eligible for induction, except active duty Generals and Colonels. Membership in AAAA is not a requirement for individuals nominated for the Army Aviation Hall of Fame. Any individual, military or civilian, may nominate an individual for Army Aviation Hall of Fame consideration.

DOCUMENTATION

The Army Aviation Hall of Fame Board of Trustees will consider only the following in making its selections:

- [1] A 100-word summary of the accomplishments of the individual nominee.
- [2] Up to three additional pages of data or 1,500 words (whichever is greater) amplifying the accomplishments of the individual nominee.
- [3] The nomination must include a photograph of the nominee in any size, preferably in color.

SUBMISSION

Any person may submit this Nomination Form directly to the Army Aviation Hall of Fame Board of Trustees for consideration. Nominations should be postmarked not later than July 1, 2003, and mailed or express-mailed to AAAA, ATTN: Chairman, Hall of Fame Board of Trustees; 755 Main Street, Suite 4D, Monroe, CT 06468-2830. The receipt of each nomination will be acknowledged by the AAAA. However, nominations material — to include photographs — cannot be returned.

SELECTION

The Board of Trustees, which is composed of members of the Hall of Fame, is responsible for selecting a specific number of candidates from all nominees received for placement on the Army Aviation Hall of Fame Ballot.

BALLOTING

The selected candidates, their qualifications and their photos will be published in a ballot to be mailed to all AAAA members in good standing. These members will be asked to elect a specified number of Inductees from those candidates appearing in the ballot. Balloting is conducted triennially.

INDUCTION

The next induction will take place at the AAAA Annual Convention in April, 2004. The elected Inductees will be inducted in the Army Aviation Hall of Fame in ceremonies held during an Army Aviation Hall of Fame Induction Dinner. The actual Hall of Fame is located at the U.S. Army Aviation Museum in Fort Rucker, Alabama, where the portraits of the Inductees and descriptive narratives are displayed.

AAAA Honors Excellence in Materiel Readiness

The recipients of AAAA's Materiel Readiness Awards will be Recognized at the 29th AAAA Joseph P. Cribbins Product Support Symposium, sponsored by the AAAA Tennessee Valley Chapter, February 12-14, in Huntsville, Ala.

Outstanding Aviation Logistics Support Unit of the Year

The Fort Campbell, Ky.-based Company D, 3rd Battalion, 101st Aviation Regiment, has been named AAAA's Outstanding Aviation Logistics Support Unit of the Year for 2002.

The accolade is based on the company's performance in support of the battalion's operations in Afghanistan as part of Operation Enduring Freedom. The company prepared the battalion's AH-64 Apache attack helicopters for shipment to the theater of operations, and reassembled and prepared the aircraft for action following their arrival. Within 96 hours of arriving in Afghanistan the Apaches were in action as part of Operation Anaconda, and over the following months the company provided first-class support while undertaking split-base operations both at forward areas and in Kandahar.

The dedication of Co. D's soldiers allowed the battalion's Apaches to conduct 473 combat operations in support of Operation Enduring Freedom, and exemplified the finest traditions of the aviation branch.

Outstanding Individual Contribution to Materiel Readiness

The Boeing Company's Mr. Eric Peavy has been tapped as AAAA's outstanding individual contributor for his dedicated support to the 3rd Bn., 101st Avn. Regt., during its deployment to Afghanistan as part of Operation Enduring Freedom.

Peavy coordinated for all key logistical supplies required for the deployment of the battalion's 24 Apache helicopters. His interaction with such agencies as Boeing and U.S. Army Aviation and Missile Command was vital in obtaining the necessary parts. Once in Afghanistan, his expertise in aircraft maintenance was a key factor in the battalion's successful completion of 12 aircraft phases and more than 4,100 combat hours. Among other missions, he supervised the repair of six damaged aircraft following Operation Anaconda, and accomplished all of the battalion's maintenance goals well above standard.

A steadfast individual who always ensures that aircraft maintenance is of the highest quality, Peavy's untiring efforts and dedication to soldiers and the mission helped ensure the battalion's success in the war on terrorism.



Contribution by a Major Contractor

Raytheon Aerospace's Contract Field Team (CFT) has won the 2002 Materiel Readiness Contractor of the Year Award for its outstanding support for aircraft deployed in the Third U.S. Army/U.S. Army Central Command area of operations.

During the award period 39 dedicated CFT members serving at Camp Doha, Kuwait, and in Bagram and Kandahar, Afghanistan, supported CENTCOM with more than 48,150 manhours of work and completed more than 2,400 work orders.

The CFT members also took great pride in passing on their knowledge and expertise to the young soldiers with whom they worked. Not only did the CFT members set unprecedented and selfless standards in the hangar, on the flightline and in camp, they truly embraced and practiced the Army values in all situations. Their accomplishments, dedication to the mission and professional expertise make them truly deserving of this prestigious award.

Materiel Readiness Team Award

The 2002 recipient of AAAA's Materiel Readiness Award for an Industry Team, Group or Special Unit is DynCorp's maintenance support team serving the Korea-based 1st Bn., 52nd Avn. Regt.

The team's 17 dedicated and highly skilled members provide phase-maintenance inspections, scheduled and unscheduled maintenance, non-standard equipment maintenance and a range of other support of the battalion's 33 UH-60 Black Hawk helicopters.

The team's efforts continue to transform maintenance programs within the unit, and each individual strives to find ways to further contribute to unit readiness. The DynCorp team members are vital to the battalion's success in a demanding environment, and their professionalism is a continual example for all of those with whom they work.

Contribution by a Small Business Organization

This year's winner of the AAAA Small Business Materiel Readiness Award is CAS, Inc.

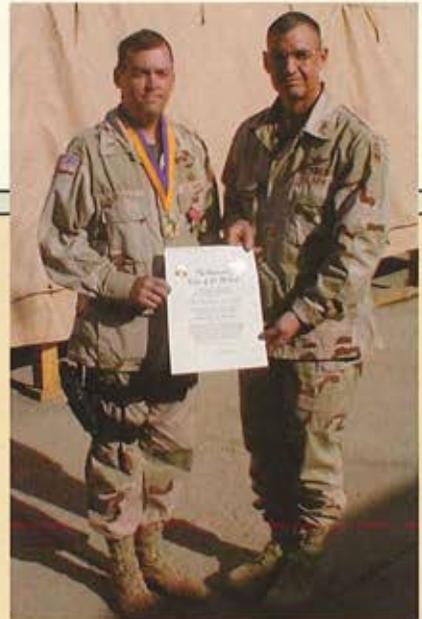
The firm was honored for its vital participation in a number of important programs. These included its key contributions to the RAH-66 Comanche Program restructuring; the work of its A2C2S and Battlefield Digitization Support Teams; and its development of a decision tool that is currently being used by the Utility Helicopter Recapitalization Program in the selection of both aircraft and components for recapitalization. In addition, CAS developed — in conjunction with Army field units — a significant revision to the UH-60 scheduled maintenance system.

Through its continuing commitment to quality and cost savings, CAS has significantly contributed to the readiness and effectiveness of Army aviation systems and units worldwide.

Corpus Christi Chapter



Corpus Christi Chapter Senior Vice President Tammy Tuttle (*left foreground*) and Liz Murtaugh (*background, holding gift*), help Santa (*partially visible*) distribute gifts and cards to residents of the River Ridge Nursing Home in Calallen, Texas, on Dec. 12. The Corpus Christi Chapter has adopted the nursing home and raises funds to provide gifts for the residents each Christmas season as part of the Corpus Christi Army Depot's Operation Christmas Spirit program. The program, which was conceived by two CCAD employees who saw a need while visiting relatives at a local area nursing home in the late 1980s, has received command attention from U.S. Army Materiel Command and was part of the briefings presented to the AMC Commanders' Spouse Conference in September.



COL Benny Steagall, commander of the 82nd Aviation Brigade, presents an Order of St. Michael to CW3 Mark Marshall in Afghanistan. The ceremony took place Nov. 15 at Bagram Airfield. Marshall also received the Bronze Star for valorous service in the war on terrorism.

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CSM T. Ray Kirkland (Ret.), the former post command sergeant major at Fort Rucker, Ala., died Dec. 28 in Dothan, Ala.

Born Feb. 11, 1935, in Geneva County, Ala., Kirkland served in both the Korean and Vietnam wars and retired from the Army in 1987. He was a member of the Veterans of Foreign Wars, the Disabled American Veterans, the Sergeant Majors Association, and several other professional and fraternal organizations.

Survivors include his wife, Betty Kirkland, and his mother, Mattie Lois Kirkland; two sons; a brother; four grandchildren; and several nieces and nephews.



COL John Marr (Ret.) Army Aviation Hall of Fame member, past president of AAAA and a World War II combat veteran, has been awarded the Order of Saint Michael, Gold Award. Receiving this rare honor from AAAA President LTG Don Parker (Ret.) (*left above*) during the AAAA National Executive Board Meeting at the recent AUSA National meeting in Washington, D.C., Marr is flanked by his wife, Willa, and daughter, Connie, after the ceremony. See the AAAA Web site (www.quad-a.org) Hall of Fame section for more details on this remarkable gentleman's career.



It is with deep regret that we note the death on Nov. 29 of **COL Frederick C. Goodwin Jr.**

An AAAA Charter Member, Life Member and Cub Club member, he began his military career in 1941 as an artilleryman, and after the war became a rated Army aviator. While at the Department of Combat Developments at Fort Rucker, Ala., Goodwin was instrumental in the development of helicopter armament systems. His later military assignments included Aviation Staff Officer for the U.S. Army Field Artillery Center and School at Fort Sill, Okla., and time as commander of the Field Artillery Aviation Command.

Following his 1972 retirement Goodwin became a commercial real estate broker, while at the same time playing a key role in such organizations as AAAA, the American Helicopter Society and the Association of the U.S. Army.

Survivors include a son, two daughters, two grandchildren and a brother. Goodwin's wife died in 1999.

Memorial contributions should be made to the charity of the donor's choice.

New Chapter Officers

Big Red One:

COL Walter M. Golden, Jr., Pres.; LTC Samuel J. Ford III, Sr. VP; CW4 Mark A. Riddle, Sr. VP; CPT John B. Broam, Secy.; 1LT Thomas M. Jones, Treas.; LTC David R. Moore, VP Membership Enroll.; CSM Douglas L. Murray, VP Memb. Renewals; MAJ James J. Cuttin, Liaison Officer.

Iron Eagle:

COL David L. Lawrence, President; 1LT Sarah A. Stitt, Secy; 1LT Chad P. Corrigan, Treas.; CW4 Neil S. Cadwell, VP Membership Enroll.; CW4 Anthony C. Lynch, VP Programs; SGT Jennifer B. Ramsey, VP Enlisted Affairs.

Rising Sun:

SFC Annette R. Ortiz, VP Membership; 1SG Dwayne A. Tigs, VP Enlisted Affairs.

Stonewall Jackson:

LTC Paul M. Kelly, President; CW5 Norman H. McIntosh, Sr. VP; MAJ Shawn R. Kerrigan, Secy; MAJ Bob A. Tamplet, Treas.; CPT Neal J. Edmonds, VP, Membership Enrollment.

Winged Warriors:

LTC Perry A. Anest, Pres.; MAJ Kent L. Sylvester, Sr. VP; CPT Christopher A. Cisneros, Secretary; CW3 Stacy L. Owens, Treas.; CSM Francisco J. Melo, VP Membership Enrollment; CPT Ryan I. Moore, VP Scholarship; CPT Richard E. Stanfield II, VP Chap. Awards; 1LT Michael W. Cerchio, VP Special Projects

New AAAA Order of St. Michael Recipients

CW5 John M. Travers, Ret. (Silver)
CW5 James A. Mankie (Silver)
GEN John N. Abrams (Silver)
CW5 Howard L. Swaim (Silver)
SSG David A. Spencer (Bronze)
CW5 Benjamin A. Pasquine (Bronze)
CW3 Henry Wilson (Bronze)
CPT Michael A. Tarquinto (Bronze)
1SG Chester A. Lambert (Bronze)

CW5 George A. Taylor (Bronze)

CW5 John E. Mitchell (Bronze)

New AAAA Industry Members

Amphitech International
General Atomics
Innovative Concepts Inc.
Inventory Locator Service
The F.O.D. Control Corporation
Ryan International Corp.
W. L. Gore & Associates

Aces

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

MAJ Albert Carreon, Jr., Ret.

CPT Jon D. Kerr

LTC Glenn A. Monrad, Ret.

CW5 Michael R. Smith

AAAA Soldier of the Month

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

PFC Michael A. Hagerman

December 2002

(Oregon Trail Chapter)

SPC Jessica M. Hayden

December 2002

(Winged Warriors Chapter)

AAAA Distinguished Instructor of the Quarter

A Chapter Program to Recognize Distinguished Instructors on a Quarterly Basis

SSG Eric R. Jensen

1st Qtr. FY03

(Colonial Virginia Chapter)

New AAAA Life Members

Mr. John T. Donnelly

CW2 Timothy Wade Cater

1SG David L. Vernon, Ret.

In Memoriam

Hilliard Bailey

WO1 Jonathan C. Helman (see story on page 24)

MONMOUTH CHAPTER SYMPOSIUM

By Ted Sendak

For more than 30 years AAAA's Monmouth Chapter has conducted a biennial symposium. Initially, the symposium was focused on avionics and electronics, providing a platform for technical presentations and a forum for industry interface with the Aviation Research and Development Activity (AVRDA) at Fort Monmouth.

In the mid-1990s this symposium merged with the Aviation Electronic Systems (AES) symposium out of U.S. Army Aviation Systems Command (AVSCOM), now U.S. Army Aviation and Missile Command (AMCOM). With the many Army reorganizations since then, for 2002 the Monmouth Chapter revisited its history and reinstated a technical symposium with this year's title of "Aviation, Electronics and Survivability Symposium." Our theme was "Aviation & Electronics at War ... Maintaining the Decisive Edge for the U.S. Army."

The chapter was fortunate to have the assistance of two great organizations, the Garden State chapters of the Association of Old Crows (AOC), sponsoring the classified sessions, and the International Society of Logistics (SOLE).

The symposium was a three-day affair, conducted at the Sheraton Hotel in Eatontown, N.J., and at Fort Monmouth. We had more than 300 registered attendees with 42 electronic warfare officers (EWOs) from around the Army. Government and industry presenters brought eight classified and 16 unclassified papers to the symposium. Topics included Battle Command; Survivability; Aviation Digital Enablers; Aviation Intelligence, Surveillance and Reconnaissance (ISR); and Intelligence, Electronic Combat and Information Warfare.

The level of information provided during this event allowed the government to give its employees credit for attending two and a half days of training. Additionally, the U.S. Army Communications-Electronic Command (CECOM) conducted an afternoon of special classified training for the attending EWOs at Fort Monmouth's new McAfee Center/Laboratory and the Software Engineering Center.

The community was pleased and honored to have a sterling list of distinguished speakers and guests. Opening remarks were provided by AAAA President LTG Don Parker (Ret.); Mr. Eddie Bair, Program Executive Officer (PEO) Intelligence, Electronic Warfare and Sensors; Mr. Vic Ferlise, deputy to the commanding general of CECOM; and MG Joe Bergantz, PEO Aviation. Although delayed by meetings in Washington, CECOM commander MG Bill Russ also joined the symposium upon his return on Wednesday.

Our Keynote Speaker was Army G3 LTG Dick Cody, who gave a rousing presentation on Afghanistan and aviation experiences in the battle for Tora Bora. He stirred patriotism and pride in the souls of all in attendance. Cody then assisted in presenting the annual AAAA National ASE Award, sponsored by BAE Systems, to CW4 Norman J. Elmore of the 160th Special Operations Aviation Regiment, at the Wednesday evening Banquet.

Also at that banquet, we were honored with an excellent presentation by CW4 Michael Durant (Ret.), the now famous pilot and former POW from Somalia, so aptly depicted in the movie "Black



CW4 Norman J. Elmore (left), winner of the AAAA National ASE Award, is pictured with Keynote Speaker LTG Dick Cody (center) and CW4 Michael Durant (Ret.) (right).

Hawk Down." Mike discussed in detail his thoughts on how to fix the defense acquisition system to get critical systems and updates to the soldiers in the field in a timely manner.

Wednesday's luncheon speaker was Mr. Jay Kistler, deputy director for electronic warfare in the Office of the Secretary of Defense. He gave a very informative presentation on his vision for EW's role in the transformation of the Army.

In one of the most inspiring presentations of the symposium, U.S. Congressman Curt Weldon (R-PA) spoke at our Thursday luncheon. He gave a heart-felt summary of where the nation and the military stand today, and on our preparedness for the war on terror, the confrontation with Iraq and future conflicts. He also spoke about the Pennsylvania-New Jersey-Delaware-Maryland "four-state technology corridor of excellence." The audience reacted to his talk with a deafening round of applause.

In a tremendous show of support for the symposium, AAAA and CECOM, we had 14 industry and eight government exhibitors from Fort Monmouth, Redstone Arsenal, Fort Eustis and Tobyhanna Army Depot. Their displays were stimulating and insightful, with many participants speaking to the exhibitors on their products and services.

The symposium was brought to a grand close as Bergantz and Bair opened the floor to a series of to-the-point questions and candid answers.

Besides the welcome packet, the participants will receive a CD with the biographies and presentations. They will have also participated in a function that brought \$6,000 to the Monmouth Chapter Scholarship Fund.

Good food, camaraderie, excellent speakers and the organizational skills of our vice president for programs, CW4 Joe Pisano (Ret.) and the technical chair, Mr. Eddie Bair, was the formula for the most successful Aviation Symposium at Fort Monmouth to date.

What do you call an AAAA scholarship recipient?

Mom, dad, son, daughter, brother, sister, officemate, soldier...me!

With today's skyrocketing education costs, each dollar buys less education than ever before. Only through your continued financial support can the AAAA Scholarship Foundation continue at the level of service that has helped so many for so long.

For nearly 40 years, the AAAA Scholarship Foundation has helped more than 1,200 soldiers; association members and their children, spouses and siblings realize their dreams through grants and interest-free loans for graduate, undergraduate and technical programs.

Whether it's an annual individual gift, participation in a chapter's scholarship drive or contribution through the Combined Federal Campaign, every dollar helps members of the Army aviation community make an investment with a guaranteed return for themselves, their community and the country—an investment in education.

To obtain AAAA scholarship application forms or learn more about the many ways to strengthen the foundation's endowment, call now or visit the website at www.quad-a.org.



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

In 2002, the AAAASFI received a total of over 280 applications and awarded 90 grants and loans totalling \$152,000. These awards are made on the basis of academic merit only and the applications are scrubbed to remove all references to the names and ranks of their AAAA member relative.

Don't forget, all overhead costs are borne by the AAAA so that 100% of your contribution (net CFC charges) go directly to AAAA Scholarship Foundation, Inc. awards. Help us reward more of these outstanding students with larger awards.

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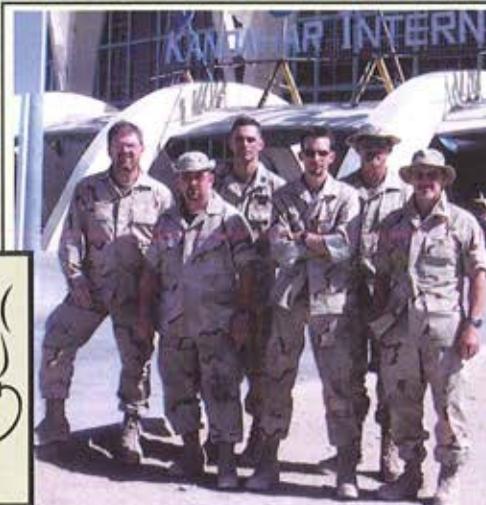
Phantom Corps Chapter

Mr. Harry Frazier (*second from left*), DynCorp sponsor for the Phantom Corps chapter golf tournament, presents awards to the overall tournament winning team representing the 21st Cavalry Brigade. Team members (*left to right*) are CPT Duck, MAJ Beltson, COL Eller and CPT Ragsdale.



Magnolia Chapter

On Dec. 15 the Magnolia Chapter met in Tupelo, Miss., to celebrate the holidays and honor the chapter's outstanding unit members. Chapter President and 1st Battalion, 185th Aviation Regiment, commander LTC Gregory L. Kennedy (*right*) inducted CSM George Miller (*left*) in the Order of St. Michael (Bronze) during the ceremony.



A team from the Aviation Applied Technology Directorate at Fort Eustis, Va., recently returned from Afghanistan. The team members — (*from left to right*) Donald A. Skrinjorch, Scott J. Fanning, MAJ Christian B. Grinzelli, Steven R. Munzert, Stanley D. Aiton and Robert J. Southern — spent two weeks at the Khandahar and Bagram air bases completing innovative materiel modifications to UH-60 Black Hawk and CH-47 Chinook helicopters. (U.S. Army photo)

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Adkins, Don M., COL
Bagaglio, Joseph E., 2LT
Baldwin, Shad T., WO1
Ballinger, Jason L., Mr.
Baz, Mo, Mr.
Beasley, Howard K., CW3
Castro, Pio Raoul N., 2LT
Chiasson, Scott M., CPT
Christianson, Mark T., CW3

Daniel, Kevin H., WO1
Donahue, John C., LTC, Ret.
Fitzpatrick, Jordan K., Mr.
Goyings, Ryan R., 2LT
Guillen, Jayro M., Mr.
Hummel, Brian M., 2LT
Hunter, Steven J., CW2
Irwin, Allen D., SSG
Jackson, Michael D., CPT

Jenkins, Joseph J., 2LT
Jones, Wanda C., SSG
Knisley, William H., CW2
Krell, Richard W., CW3
Landrum, Steffen T., 2LT
Marchant, Stephen T., CPT
Maxwell, Scott E., WO1
McConvery, Timothy F., Mr.
McMillon, Dexter I., 1SG

Morley, Thomas E., 2LT
Nicholas, Scott P., CPT
Olsen, Erik R., WO1
Paquette, Derek J., LTC
Ray, David G., LTC, Ret.
Saldana, Eric A., WO1
Staudt, John W., Mr.
Stevens, Robert, Mr.
Sturgeon, Jack E., MAJ

Thomas, Ralph W., Mr.
Thompson-Gad, Delores, Ms.
Ziebell, Christensen, WO1



☞ **Apr. 9-12.** AAAA Annual Convention, Fort Worth, TX.

☞ **Apr. 12.** 20th Anniversary of the Aviation Branch.

☞ **Jul. 2-6.** VHPA Annual Reunion, Orlando, FL.

☞ **Jul. 18.** AAAA Scholarship Executive Committee Meeting, National Guard Readiness Center, Arlington, VA.

☞ **Jul. 19.** AAAA Scholarship Selection Committee Meeting, National Guard Readiness Center, Arlington, VA.

Army Aviation Hall of Fame

Nominations
Are Open

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. Nominations are currently open for the ballot that will be distributed to all AAAA members in the fall of 2003. Nominations should be postmarked no later than July 1, 2003. Contact the AAAA National Office for details at (203) 268-2450

LTG James H. Merryman Army Aviation Hall of Fame 1992 Induction

LTG James H. Merryman's Army aviation career was long and eventful, ranging from duty as a second lieutenant flying fixed-wing Army Security Agency missions in Germany to serving as deputy chief of staff of the Army for research, development and acquisition. Between these two mileposts he also was a great combat commander in Vietnam, the director of Army Aviation, and the commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala.

In 1961 Merryman became the first aviation officer assigned to the Field Artillery School at Fort Sill, Okla., where he gained approval for establishing an aerial field artillery battery. He served on the Howze Board in 1962, developing methods to evaluate the capabilities of various aerial firepower systems. From 1964 to 1966 Merryman worked with the Federal Aviation Administration. In 1967 he went to Vietnam, where he ultimately commanded the 269th Combat Aviation Battalion. His innovations in command and control, the use of gunships and aerial medical-evacuation techniques were well known.

After a tour at the Pentagon Merryman returned to Vietnam in 1971 to command the 17th Combat Aviation Group. He then served as executive to the assistant secretary of the Army for research and development. In this assignment, Merryman advised the Army Secretariat on all matters pertaining to aviation programs, and was intimately involved in developing and securing approval of aviation programs such as the AH-64 Apache. In August 1973 Merryman became director of Army aviation. In January 1977, while assigned to U.S. Army Training and Doctrine Command's Office of the Deputy Chief of Staff for Personnel, he managed and emphasized the improvement of career patterns of aviation warrant officers. Merryman then became TRADOC's deputy chief of staff for combat developments. As commander of the Aviation Center from December 1978 to July 1980, he established Fort Rucker as the focal point for Army aviation organization, doctrine and material requirements.

From July 1980 to August 1984 Merryman was the assistant deputy chief of staff and deputy chief of staff for research, development and acquisition. Perhaps the greatest achievement of his career was changing the organizational structure of Army aviation — through his personal efforts an aviation brigade was approved for all divisions in the Army.



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