ARMY AVIATION

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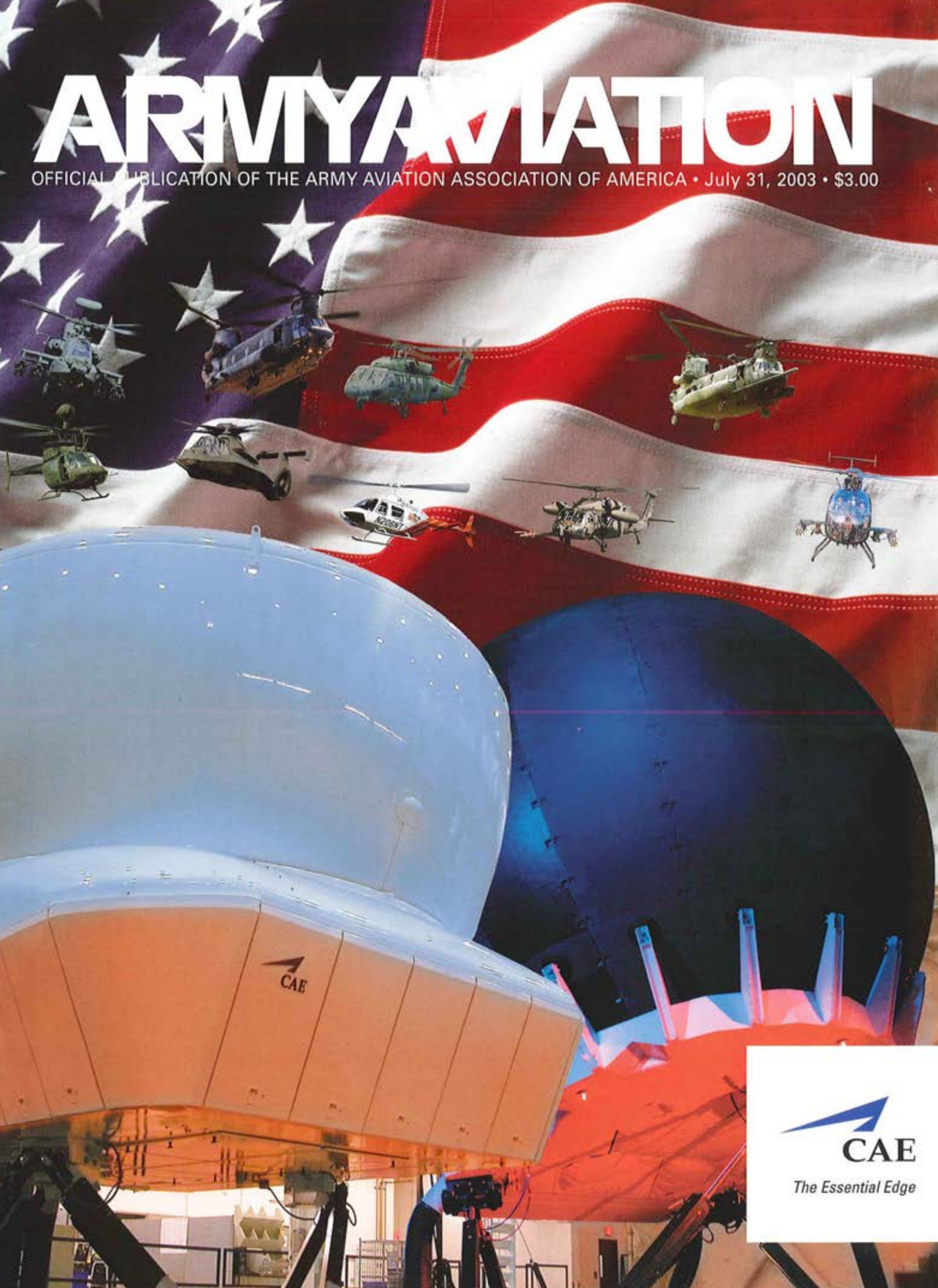

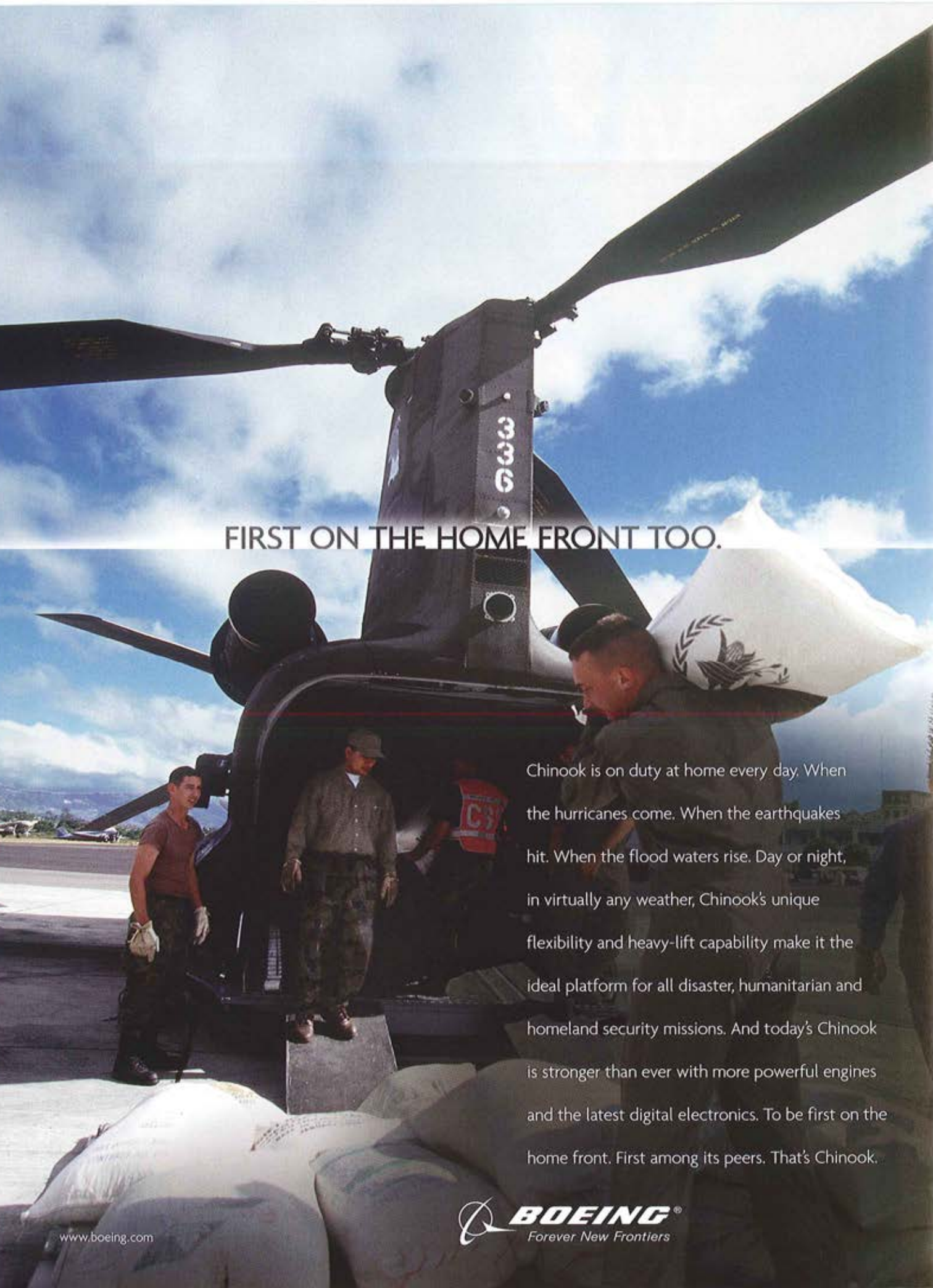

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Paid Advertisement. CAE is the world's leading provider of military helicopter training solutions that help provide the essential edge in readiness. The company has designed training systems for the greatest variety of helicopters, and has more industrial capacity for producing high-fidelity flight simulators than any other company. Currently, CAE is designing the world's first AH/MH-6 Combat Mission Simulator for the Army's 160th SOAR, and CAE leads a team that includes The Boeing Company in pursuit of the Flight School XXI program. *Caption provided by advertiser.*

briefings

The former Raytheon Aerospace has now become **Vertex Aerospace**, completing an agreement made upon the firm's divestiture from the Raytheon Corp. Vertex and its 6,300 employees oversee and manage more than 2,000 aircraft and other equipment at some 320 locations worldwide, providing contract maintenance and supply support for the Department of Defense, other federal agencies and some commercial companies.

Sikorsky Aircraft Corp. has tapped **CMS Electronics Inc.** to provide its CMA-2082M Flight Management System (two per aircraft) and CMA-2088 Emergency Control Panel for the UH-60M Black Hawk. Both systems are already fielded in the Army's UH-60Q and HH-60L medical-evacuation helicopters, and CMS anticipates that the value of the most recent Sikorsky contract could exceed $110 million over the life of the UH-60M program.

Northrop Grumman's Hunter unmanned aerial vehicle (UAV) and Tactical UAV Radar (TUAVR) successfully demonstrated their combined reconnaissance capabilities during May tests at Fort Huachuca, Ariz. Cosponsored by the Army's UAV and Robotics and Unmanned Sensors program offices, the operational tests showcased a new ground-operated synthetic aperture radar and moving-target indicator developed by Northrop Grumman's Electronic Systems sector.

In a gesture of appreciation to the nation's military veterans, **Amtrak** is offering a 50-percent discount on the price of train tickets to those veterans — both of active duty and the reserve component — who are members of the Veterans Advantage program. The program, established by several top national corporations to thank veterans for their service to the nation, offers a range of travel and entertainment benefits and special discounts on other goods and services. While Amtrak currently offers Veterans Advantage members 15 percent off on travel, from Sept. 2 through Dec. 16, 2003, the savings will increase to 50 percent. For terms and conditions, call Amtrak toll-free at (877) USA-RAIL.

The **Eastern Paralyzed Veterans Association** has announced a new partnership with the Independence Through Enhancement of Medicare and Medicaid (ITEM) Coalition. ITEM is a coalition made up of disability organizations, children's advocacy groups, aging organizations, voluntary health associations, labor organizations, provider organizations with interest in this issue and broader health advocacy organizations. The coalition's objective is to raise awareness and advocate for broad policy changes to increase coverage of assistive devices, technologies and related services so that individuals with disabilities can be as healthy, independent and functional as possible. Initially, the coalition will work to preserve and enhance Medicare and Medicaid's coverage policies, with the aim of later addressing related coverage issues under the policies of other federal and private payers.

The Boeing Co. has developed a new rotor-blade folding system for the AH-64 Apache that substantially reduces the time it takes to reassemble and have Apaches ready to fly after they roll off a transport. The new system allows the main rotor blades to be folded along the aircraft's length without being removed. The solution also provides for storage of the Apache Longbow's radar dome on the aircraft aft of the rotor hub for transport. The first 24 units were designed, developed and delivered in March, four months after the initial request and ahead of schedule. A total of 48 units were delivered by mid-April, with the last six units delivered one month early.

The U.S. Army Communications-Electronics Command has awarded **CAE** a $2.4 million contract to provide the first UH-60L Black Hawk Battlestaff Training Simulator for the U.S. Army Aviation Warfighting Simulation Center at Fort Rucker, Ala. The simulator is based on CAE's Reconfigurable Flight Trainer technology, and will be a motion-cued, fixed-base device that simulates the UH-60L. The system will incorporate high-fidelity pilot and co-pilot flight stations, and a rear cargo area capable of supporting a five-member battle staff. The simulator is to be ready for training at Fort Rucker by April 2004.

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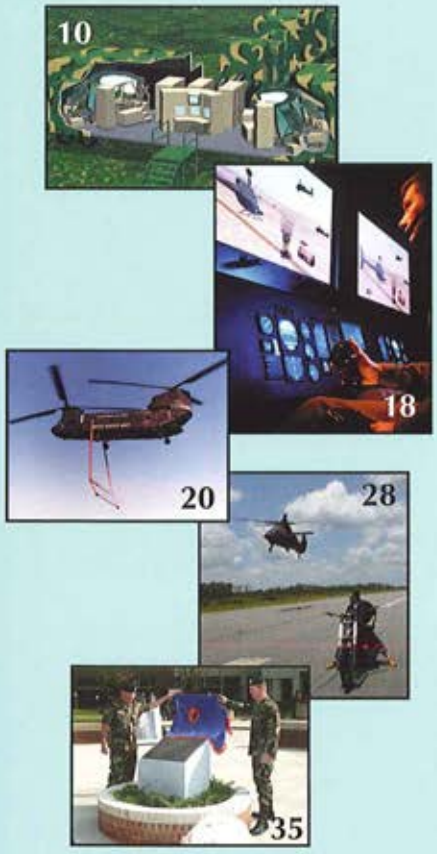

FEATURES:

SPECIAL FOCUS: Simulation & Training

DEPARTMENTS:

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TRAINING AND SIMULATION:
Transforming Virtual and Real World Training for the Ultimate in Air Warrior Readiness

By MG John M. Curran

The Army's Flight School XXI (FSXXI) program is a popular subject that's been addressed in articles in this publication and others over the past few years. Previous articles have focused on the integration of the Officer and Warrant Officer Education Systems combined with flight training to comprise a total aviator training strategy. A significant key component, and critical to the success of the FSXXI strategy, is its reliance on advanced simulation for both flight training and use in our professional military-education programs.

Until recently, the formidable task of matching the capabilities of virtual training to that of our live training was a daunting challenge. The Combat Aviation Simulators, and soon the Aviation Combined Arms Tactical Trainers, known as CAVSIM and AVCATT, respectively, will fill the voids for collective training. However, our current suite of individual and crew flight trainers lag behind in technology advancements and uniformity with the fielded fleet. Also, our OH-58D Kiowa Warrior and the TH-67 Creek have no virtual training devices, and the Creek relies on an older, modified UH-1 simulator for use in initial instrument training. Realizing these shortfalls and understanding that the key to a successful FSXXI program is a modern, robust and current suite of simulators and simulation support, our Directorate of Training, Doctrine and Simulation has set out to remedy this situation.

Several factors prevented flight simulators from keeping pace with our live training capabilities. Among those factors are long lead times in securing funding for simulator concurrency and developing new simulators to capitalize on gains in technology. In addition, procuring systems that met the needs of the training base have plagued our ability to use simulation for much more than aircraft systems familiarization, run-up and shut-down procedures, switchology and functions, and emergency-procedure training. The result has been a lack of adequate devices and fidelity to train the multitude of tasks associated with today's advanced aircraft and complex mission operating environments.

FORMING PARTNERSHIPS

To address these shortfalls in our simulation training strategy, we developed a partnership with the Program Executive Office for Simulations, Training and Instrumentation (PEO-STRI) to explore opportunities and make recommendations on a course of action to meet our simulation requirements. The guidance PEO-STRI operated under was a strict timeline, no interruption to current student flow, low government-personnel overhead, modernization of the suite of simulators supporting flight training and integration of simulators for professional military education at the U.S. Army Aviation Center (USAAVNC).

A requirements determination analysis was completed, and other materiel and non-materiel alternatives were judged to be inadequate to satisfy our urgent need. Following traditional procurement practices proved to be too time consuming and required significant up-front financial investment from the Army and USAAVNC. Additionally, the expense of continuous upgrades to maintain concurrency has proven to be exceedingly difficult and expensive for our platform product managers. An alternative to the current system for maintaining concurrency between the aircraft and simulators had to be found.

A long-term services contract was the resultant recommendation. In short, industry provides the up-front investment, owns the simulation devices and has the responsibility to maintain concurrency with each aircraft. Although the service will include materiel, the requirement from USAAVNC

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perspective represents a nonmateriel training solution. The recommendation was to acquire a service, not a specific materiel-oriented solution as has been used in the past. This gives us a turn-key style approach to the simulators and services, with USAAVNC maintaining the instructor-pilot duties and oversight to ensure the quality of the training and services.

PARTNERSHIP RESULTS

The product of this USAAVNC-PEO-STRI partnership is a task-based Operational Requirements Document (later changed to a Simulation Services Requirements Document, or SSRD).

The SSRD requires industry to provide the number, type and fidelity of simulation devices to meet the training requirements as outlined in existing programs of instruction, aircrew-training programs, mission-training plans and other documents that outline the tasks, conditions and standards in each course of instruction. Any proposed solution had to accommodate student throughput matching the Department of the Army-directed quantities for each course of instruction without interrupting the training for students in the current system.

The recommended FSXXI simulation-services concept is also in compliance with deputy secretary of defense guidance to "create an acquisition policy environment that fosters efficiency, flexibility, creativity and innovation" and "rapidly delivers affordable, sustainable capability to the warfighter that meets the warfighter's needs."

On May 20, 2003, the deputy assistant secretary for acquisitions, plans and programs approved an acquisition strategy for a simulations-services contract that will significantly alter the virtual training capabilities at USAAVNC. This event marked a sweeping change in how training devices and services are contracted within the Department of Defense. The Fort Rucker-PEO-STRI team has developed a multiple-year service contract for simulation training that spans nearly 20 years. The simulation-services contract provides flight simulators for all airframes and a training support capability to schedule, manage, operate, maintain and upgrade the FSXXI virtual simulators. This contract addresses all of our existing shortfalls in virtual training to complete the FSXXI model.

REQUIREMENTS DEFINED

The FSXXI simulation service requirement consists of three parts: the TH-67 virtual simulators (VS), the advanced aircraft virtual simulators (AAVS) and the training-support capability.

The TH-67 VS are required to support the Phase I primary core and advanced instrument training, and the Instrument Examiner's Course. The exact number of the TH-67 VSs will vary based on the student throughput training requirements, as determined by the contractor's analysis of student numbers versus their simulation type. The number of simulators required could vary significantly, based on the fidelity mix of the contractors' material solution.

The AAVS is required to support instruction in the Phase II advanced tracks and graduate-level flight training, in professional military education courses and aviation training exercises, and in active and reserve-component sustainment training. The first AAVS will include aircraft configurations for the AH-64D, UH-60A/L, CH-47D and OH-58D. Concurrency upgrades for these aircraft configurations will include upgrades from the CH-47D to the CH-47F/G, and from the UH-60A/L to the UH-60M. Later AAVS may include configurations for other aircraft, including the RAH-66. The number of AAVS will be as required to meet the training throughput for all the courses mentioned above.

A training-support capability is required to schedule, manage, operate, maintain and upgrade the FSXXI virtual flight simulators, and to integrate and optimize the training, concept exploration and experimentation activities for the USAAVNC simulation facilities. As augmentation to USAAVNC proponent agencies, the FSXXI contractor can be tasked to assist in developing tactics, techniques and procedures; training products such as training support packages; combined arms training strategies; mission training plans; aircrew training manuals and training scenario generation tools.

FLEXIBLE AND ADAPTABLE CONTRACTING

The FSXXI simulation services contract is a multiple year contract consisting of a six-month base period and 19 one-year option periods. A contract award term pro-

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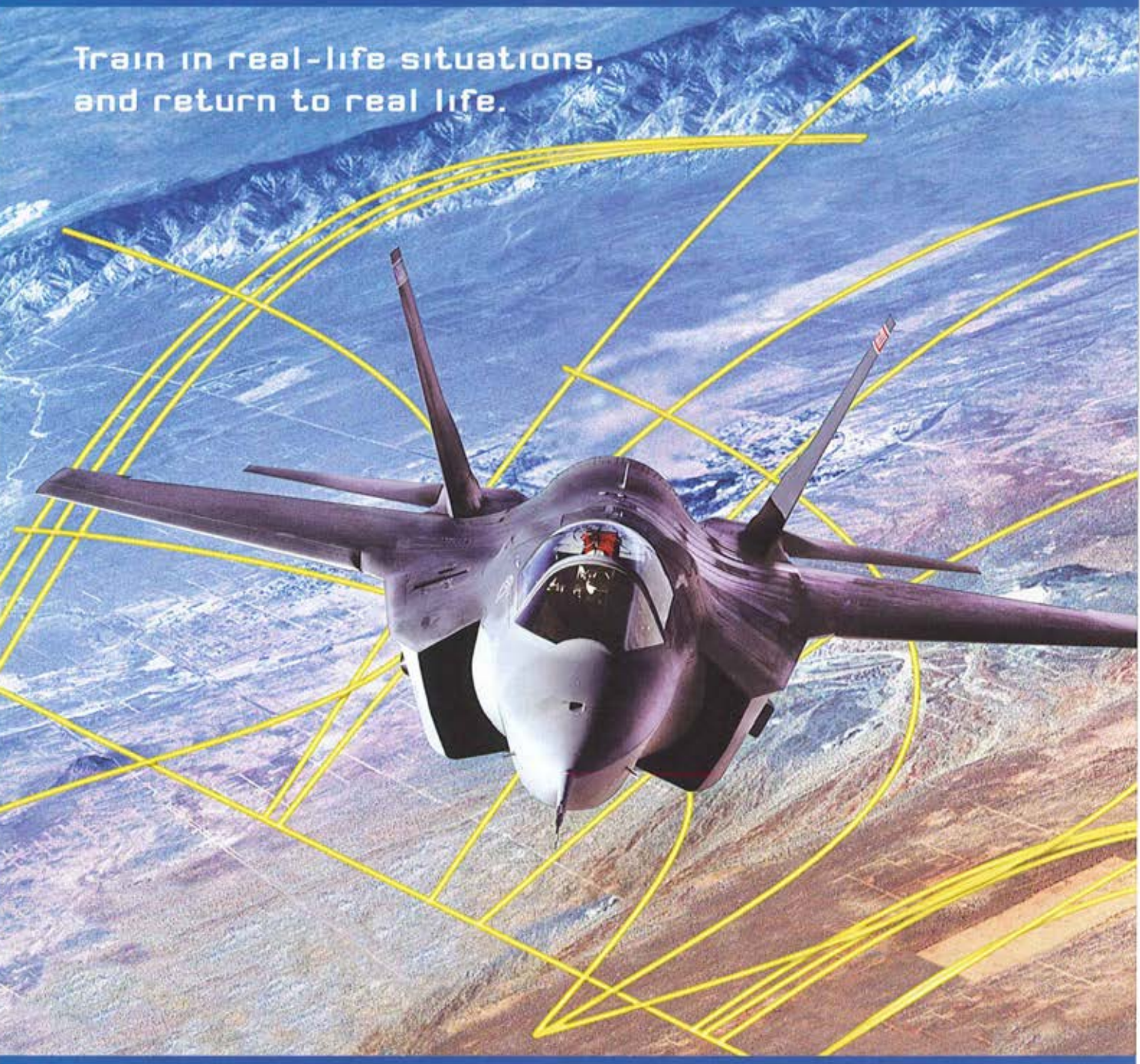

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The COMANCHE
Integrated Training Program

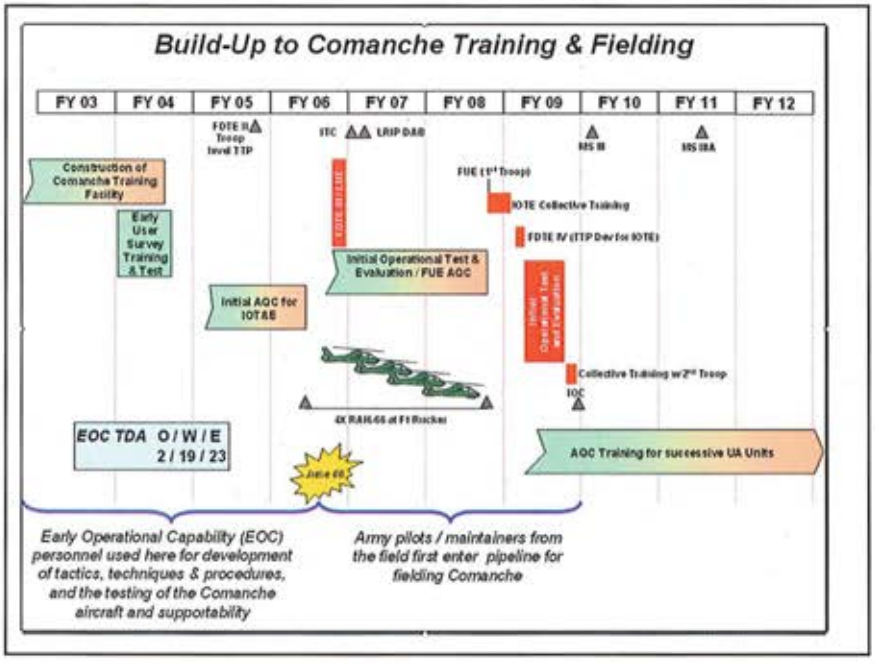
By COL Gregory M. Williamitis
and CW3 James H. Ridley (Ret.)

Comanche will be the first Army aviation platform to field its training system before the actual helicopter delivery, which for Comanche is scheduled for April 2006 at Fort Rucker, Ala.

The Comanche Integrated Training Program (ITP) will include all the hardware, software, technical and training manuals, interactive multimedia instruction (IMI) and simulation capabilities necessary for training at the institutions and operational units to qualify or sustain Operator, Maintainer and Support (OMS) personnel.

The ITP will be fully tested, validated and ready to train the Initial Operational Test and Evaluation (IOTE) unit in August 2008. The system includes a training-management system and a support system that encompasses life-cycle support of hardware, software, courseware and supporting data. The system is based on a training philosophy that requires continuity in all phases of training, from individual qualification in a resident environment through collective and combined-arms skills sustainment training within operational units.

At the training base a systematic, group-paced training will be used to qualify Comanche OMS personnel. The program will use a hierarchical building-block approach to training that provides task introduction, reinforcement and evaluation. It will include provisions for peacetime and mobilization, and will minimize facility requirements where possible.



The program is designed so that all qualification training will be conducted at a resident government-training base. During the Engineering Manufacturing Development (EMD) contract phase the Life-Cycle Support Plan will support the system developed and used by the Comanche Program Office and provides all the courseware updates, training devices updates, software updates, device maintenance and IMI updates in order to keep the ITP concurrent with the developing aircraft system.

The current plan is to employ a concept of Interim Contractor Support (ICS) for the first three years of the production contract. The CPO will continue to provide the services described above, while training the Army personnel who will populate the Training System Support Center (TSSC). They will gradually prepare the Army to support the ITP with organic assets. The method of life-cycle support will be the responsibility of each training agency. This support may consist of the use of contractor-support contracts, third-party support contracts or the use of organic personnel.

After the initial three years the current support strategy is to turn over support of the ITP to the U.S. Army Training and Doctrine Command (TRADOC). They will support the ITP through use of the TSSCs. Training-device support will be transitioned to the Program Executive Office-Simulation, Training and

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Instrumentation (PEO-STRI).

The ITP will be designed to produce qualified, combat-mission-ready aviators who meet or exceed the aircrew performance standards for individual, crew, team and combined-arms tasks as defined in Aircrew Training Manuals (ATM) and Field Manuals (FM) for those tasks identified for Comanche.

Aviator Qualification Courses

The first Aircrew Qualification Course training will begin transition training in June 2005.

- Aircraft Qualification is a 12-week, 45 flight hour course that relies heavily on the use of the Comanche Mission Simulator (CMS) and the Comanche Work Station (CWS). Comanche ITP uses high-fidelity simulators in order to keep the actual aircraft flight hours from exceeding 45 hours.
- Instructor-pilot training will be conducted in a separate eight-week course consisting of academic, simulator, and actual aircraft flight instruction.
- Maintenance test pilot training will be conducted in a separate six-week Maintenance Test Pilot Course (MTPC) utilizing 10 flight hours.

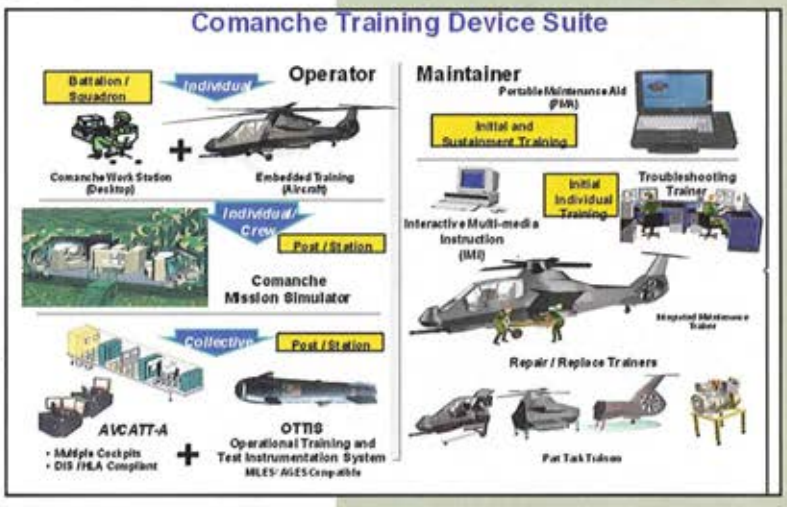
Maintainer Qualification Courses

The ITP will be designed to produce maintainer and support personnel who are fully trained at all skill levels. Initial qualification and transition training will produce qualified personnel capable of performing all critical tasks.

Advanced Individual Training (AIT) Programs of Instruction (POI) shall include a minimum of 70 percent of hands-on training using appropriate training media. IMI at Level Three (TRADOC Pam 350-70-2) or higher constitutes hands-on training only if interactive courseware requires the student to simulate locating, identifying, troubleshooting, and repairing or servicing aircraft systems. The ITP will require students to simulate locating, identifying, troubleshooting, and repairing or servicing aircraft systems. All documentation, IMI, instructional material and training devices will maintain concurrency with the aircraft.

- Helicopter Repairer Course, 13 weeks
- Helicopter Repairer Transition, 8 weeks
- BNCOC, 2 weeks
- Aircraft Elect/Armament/Avionics/Missile Repairer, 41 weeks
- Transition Course, 14 weeks
- ANCOC, 2 weeks
- Aircraft Structural Repairer, 18 weeks
- Transition Course, 5 weeks
- Flight Operations, 1 week

Currently, the first maintainer qualification courses are scheduled to begin training in January 2007. This will allow the soldiers to complete their training and join the First Unit Equipped (FUE) for collective training in August 2008. These soldiers will also participate in the Initial Operational Test and Evaluation (IOTE) in January 2009.



Collective Training

The concept of standardized initial unit collective training using a single site will be used by the first Comanche units fielded. Training will be tailorable to the needs of the gaining unit based on the unit mission. As the Army's Objective Force is documented, the ITP will be modified to accommodate the new Unit of Action (UA) and Unit of Employment (UE) structures.

The Aviation Combined Arms Tactical Trainer (AVCATT) will be the Comanche collective-training device. Currently, the first Comanche AVCATT module is scheduled to be delivered in June 2008.

The ITP will teach Operator Doctrine and Tactics Training (DTT) through institutional training (resident qualification courses), organizational training (unit collective training) and sustainment courses utilizing a tailored set of material. The ITP will provide battalion/squadron and company/troop commanders and staff DTT through organizational training (initial unit collective training) and sustainment courses utilizing new Comanche doctrine and tactics.

Embedded Training

Embedded training (ET) will be included in the aircraft design to allow dual use of weapon system capability for training and combat. The aircraft will be able to use operational data stored in the aircraft system, as well as upload and integrate data specific to the training event. ET features built into the equipment will not adversely affect the operational capabilities of the system or safety of flight, and will not degrade either maintainability or component life of the aircraft systems.

The entire ITP training device suite user interface will comply with industry standards. Operator guides will be in accordance with industry standards. A student performance feedback capability will be provided for software-dependent training devices.

- Variable difficulty to match increasing student capabilities as instruction progresses and free play capabilities will be provided within the bounds of the defined task. Training devices will be transportable. Devices used to instruct classified information will meet TEMPEST emission requirements. Trainer parameters will be entered and changed without requiring modification of the trainer software. The Training Device Suite (TDS) will simulate appropriate fielded equipment to the degree of fidelity necessary to train OMS personnel, and each device will produce positive training transfer to actual

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equipment. The growth potential for training equipment will functionally match growth potential in fielded equipment, and will include the capability of absorbing new training requirements.

Operator Training Device:

The Comanche Mission Simulator (CMS) will support all the procedure areas, including:

- Navigation;
- Weapons;
- Sensors;
- Aircraft survivability equipment;
- Aircraft emergency;
- Aircraft operation under adverse weather and degraded capability conditions;
- Nuclear, biological and chemical defense system;
- Fire-control radar;
- Maintenance test flight; and
- Troubleshooting (diagnostic and prognostic).

The CMS will have the capabilities to select multiple conditions, environments and threat configurations. The capability to train shipboard operations will also be available in the CMS. Included in the CMS will be a Semi-Automated Force (SAF) and threat entities will be simulated IAW the STAR.

The Flight Simulator Device will have an external interface via High Level Architecture (HLA) protocols and standards. Each training device will have a self-test capability and provisions for fault isolations that assist maintenance personnel. Each CMS can be loaded with a predefined geographical training area — including visual, sensor and threat — in 15 minutes or less. The training device will have the ability to reinitialize to any snapshot of scenario conditions recorded and stored before an interruption. Devices will have a record/playback capability.

The first CMS will be delivered to the Comanche Training Facility (CTF) at Fort Rucker in February 2006. The scheduled delivery of the CMS is three months before the first aircraft delivery (April 2006). Unlike past systems, the ITP does not have the luxury of developing its training devices after production begins. The Comanche team is developing the ITP concurrently with the aircraft and will deliver a total training system ahead of the actual aircraft delivery. This is no small feat, as the required time (3-5 years) to develop a simulator has not changed.

Cockpit Procedural Training

Another valuable asset to the ITP is the Comanche Work Station (CWS). The CWS is a desktop training device for individual training with the capability to simulate the functional capabilities of the Comanche. Device fidelity is sufficient to enable training of individual tasks and limited collective tasks. Essentially, the CWS will be a classroom desktop procedural trainer. Each squadron/battalion will have enough devices to train the pilots assigned.

Interactive Multi-Media Instruction

Comanche's ITP will utilize a state of the art IMI or Computer Aided Instruction (CAI) interactive delivery of self-paced and regimented training for resident and nonresident applications. This will be the primary method of imparting the knowledge required by students to master requisite skills. IMI will be designed in accordance with Department of the Army policies and directives. The IMI design will meet or exceed TRADOC standards to qualify as hands-on training.

Maintainer Training Devices

A Maintenance Training Device System will be provided to the resident training location to support instruction in troubleshooting; component removal, replacement, and repair; and inspection of aircraft systems. Supporting PMA operations such as downloading of operational flight and maintenance data will also be trained as part of the maintenance training capability.

Procedural Trainer

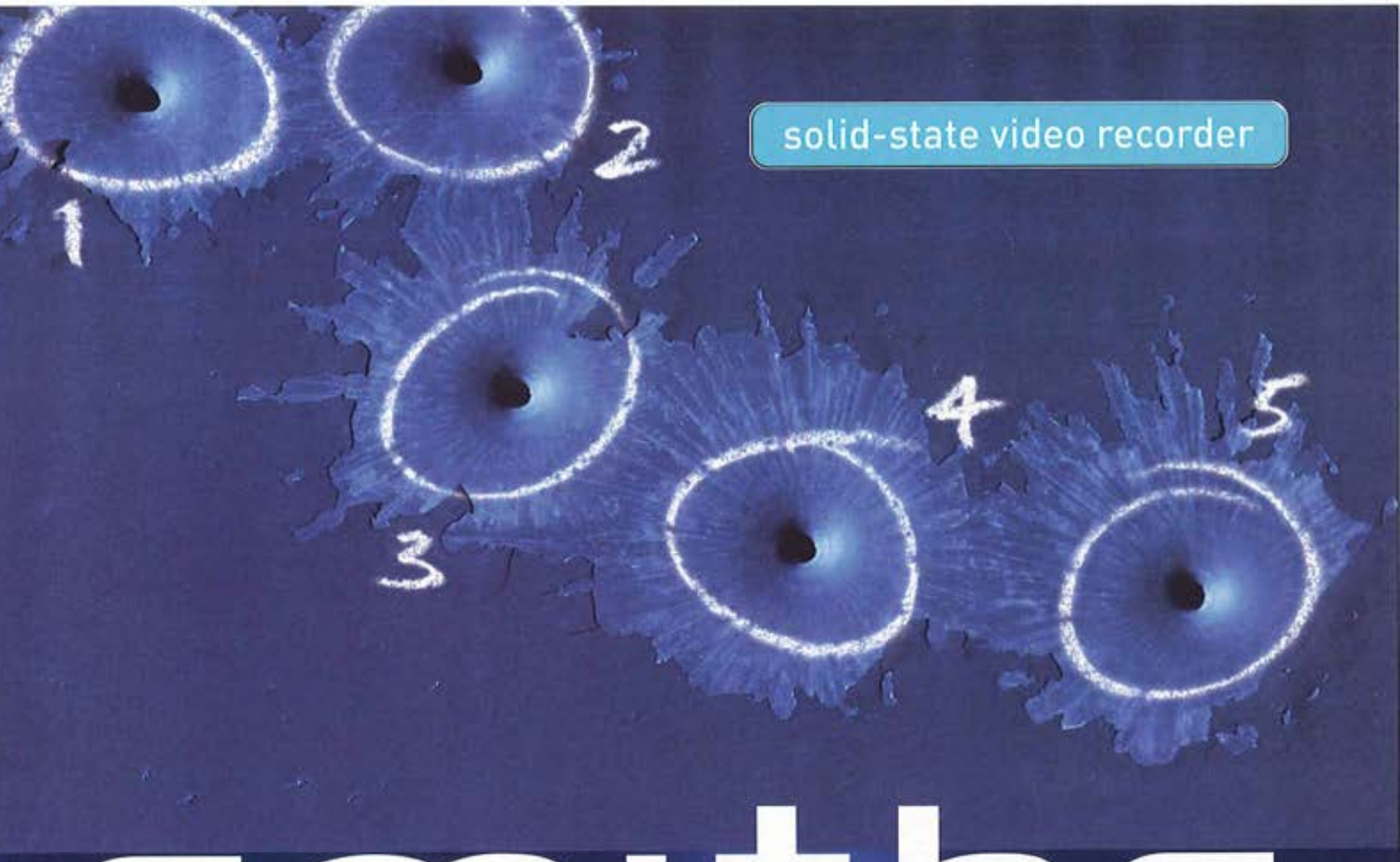
The Maintenance Procedural Trainer will be a low-to-medium fidelity, full-size and integrated replica of the RAH-66 aircraft. It will be used to train allocated tasks normally associated with the maintainer skills.

This task-driven device will be used to train the remove-and-replace tasks identified in the critical task list and component access procedures. The device will be used in conjunction with the Virtual Troubleshooting Trainer described below.

Of primary importance is the capability of training the major component replacement tasks such as engines, gearboxes and rotor dynamic components. The device will be used to train all Comanche maintainer MOSs. This training device will be the centerpiece of the Comanche Maintenance Training capability. Used in conjunction with the Portable Maintenance Aid (PMA), the Interactive Electronic Technical Manuals (IETM) and the actual fault codes from the aircraft, this device will train mechanics in fault isolation and diagnostics. Once students have determined the exact fault, they can then apply the remove-and-replace procedure to the MPT for the faulty component.

Virtual Trouble-Shooting Trainer (VTT)

The VTT is a high-fidelity, fully integrated virtual replica of the RAH-66 aircraft. It will be used to train allocated tasks normally associated with the maintainer skills as established in the logistics support analysis (LSA) database for troubleshooting failures. The device will be used to train all Comanche maintainer MOSs, including fault diagnosis and fault isolation. This



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task-driven device will be used to reinforce tasks introduced during academic instruction. The device will virtually replicate all systems, subsystems and components found on a flyable aircraft.

The Future

The Comanche ITP is unlike past fielded systems. It will be designed concurrently with the aircraft development. The ITP will incorporate state-of-the-art technologies, architecture, hardware and software.

The Comanche program is the first to be designed using the total-training approach. The primary objective of the Comanche ITP is to acquire a total training capability that is cost effective, generates qualified OMS personnel at a rate commensurate with aircraft fielding, and is ready for training at the training base prior to Initial Operational Capability (IOC).

❖❖

COL Gregory M. Williamitis is the U.S. Army Training and Doctrine Command systems manager for Comanche. CW3 James H. Ridley (Ret.) works for the contractor Veridian, Inc.

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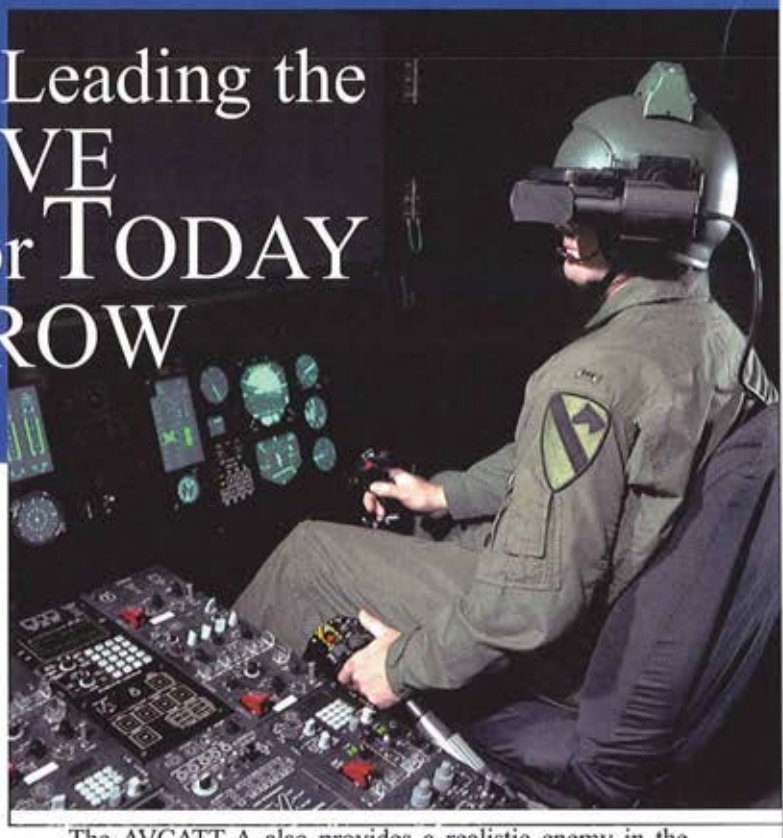
AVCATT-A: Leading the Way in COLLECTIVE TRAINING for TODAY AND TOMORROW

By BG Stephen M. Seay



Putting the power of simulation into the hands of our warfighters is the vision of the Program Executive Office for Simulation, Training and Instrumentation (PEO STRI), and that is exactly what we are doing. PEO STRI is leading the way for Combined Arms Tactical Trainers and at the leading edge of this program is the Aviation Combined Arms Tactical Trainer-Aviation Reconfigurable Manned Simulator (AVCATT-A).

Today's individual aircrew simulators fully support training requirements for individual skills, safety and linked crew functions. In addition, with the fielding of AVCATT-A, simulators will now allow units to train together in a robust, combined-arms environment.

Crews must train as they fight, and they fight together — collectively. The recent conflict in Iraq is evidence that current trainers must provide combat realism, tactical scenarios with effective common virtual battlefields, against a realistic, thinking enemy as a team. Today's soldiers will train for tomorrow's wars using the AVCATT-A simulator.

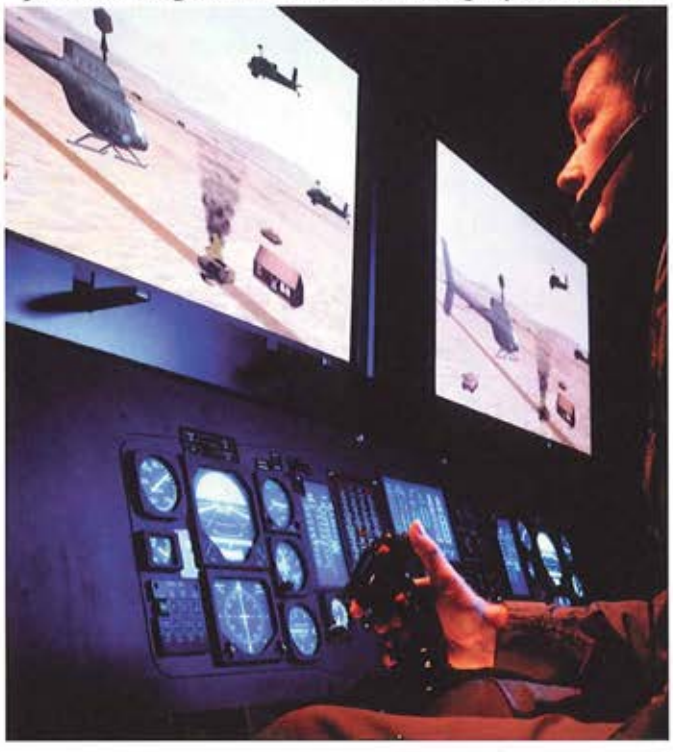
AVCATT-A provides the Army and Army National Guard with a realistic, high-intensity virtual combat training system for the entire combined-arms aviation team. The AVCATT-A takes advantage of reconfigurable manned modules simulating attack, reconnaissance, utility and cargo helicopters. The system supports the AH-64A Apache, OH-58D Kiowa Warrior, UH-60A/L Black Hawk and CH-47D Chinook. AVCATT-A support for the AH-64D Longbow Apache will be available in late 2003 and for the RAH-66 Comanche in 2008. An AVCATT-A suite will be on display at the National Guard Convention in Biloxi, Miss., in September.

The AVCATT-A suite consists of two trailers. Each AVCATT-A trainer can network AVCATT to AVCATT among multiple locations, saving thousands of training dollars because training is brought to the soldiers. The AVCATT-A can network and interoperate with the Army's Close Combat Tactical Trainer (CCTT) through a local-area network. Interoperability with this system and the Army's command-and-control systems allows battalion or brigade staff personnel to participate along with aviation crews in highly dynamic simulated engagements.

The visual linkage is provided by high-resolution head-mounted displays. The helmet gives the pilot an out-the-window view by incorporating sensor systems and head-tracking controls. The fidelity of the system gives the pilot a 360-degree field of vision. The helmet runs at 60 Hz and uses solid-state image source technology to provide full-color video imagery.

The AVCATT-A also provides a realistic enemy in the form of Semi-Automated Forces (SAF) developed from the Army's OneSAF Test Bed (OTB) software, with planned migration to the Objective OneSAF when it becomes available. These SAF opposing forces can react to the changing situation and employ validated threat tactics and weapons.

The SAF produces a realistic, tactically correct battlefield training environment. It provides battalion-level friendly force exercise with a single suite of equipment as well as it provides a brigade level threat from company level exercis-



AVCATT continued on page 34

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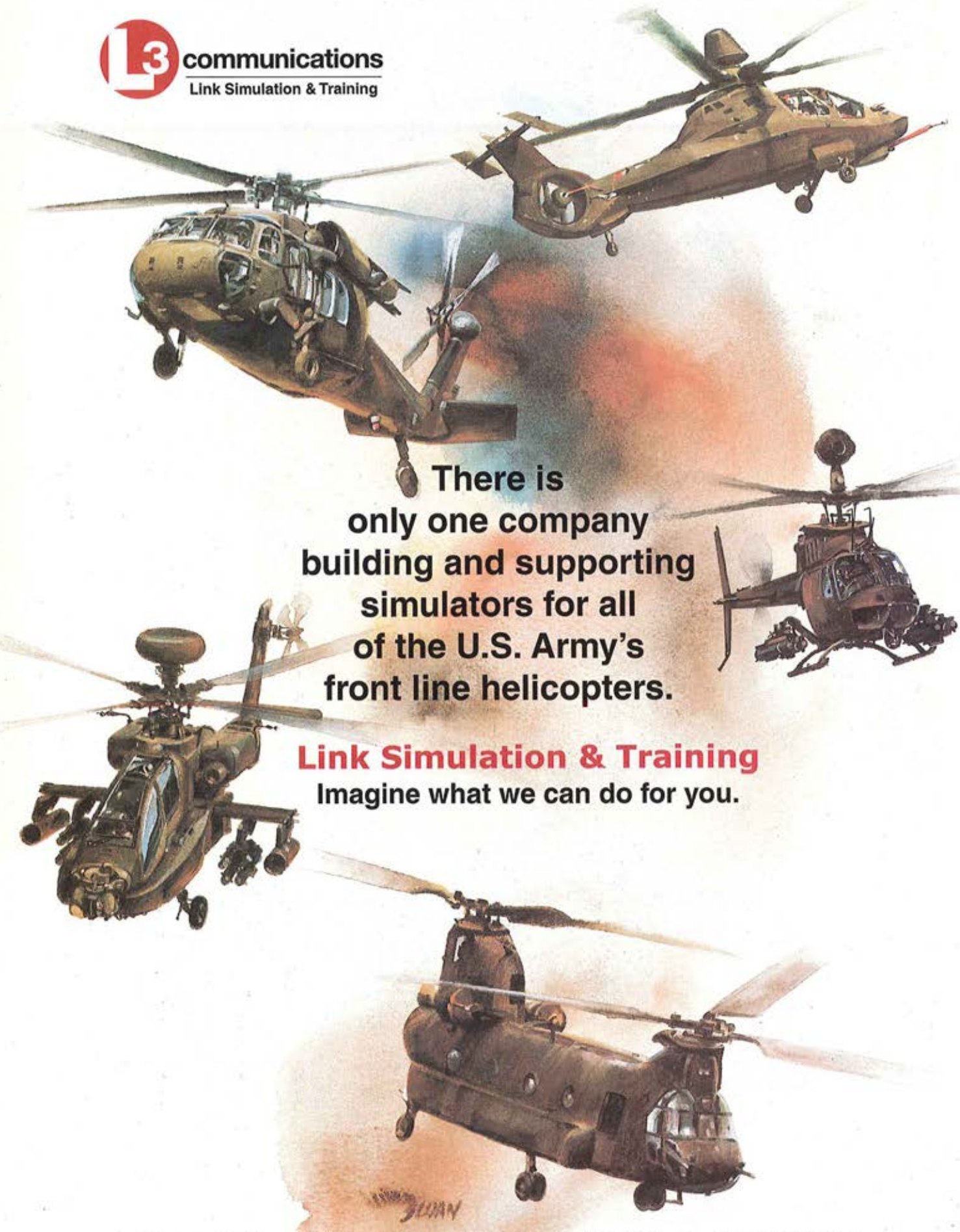

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Simulating Dangerous Aircraft Icing Conditions

By Mike Cast

A dual trapeze spray boom attached to the JCH-47D produces an 8-foot-high by 36-foot-wide cloud to simulate icing conditions for test aircraft. *(Photo courtesy of ATTC)*

As American Eagle Flight 4184 from Indianapolis circled at 9,000 feet above Chicago's O'Hare International Airport awaiting permission to land, freezing drizzle was coating the wings with ice. The co-pilot warned his companion about this hazardous condition, but the pilot was unconcerned and distracted by a visit to the cabin, or so it seemed to investigators as they listened to a segment of the aircraft's voice-recorder tape later. The recorder also captured an expletive from the pilot as the Turboprop ATR-72 rolled over and dived to the ground at an estimated 450 miles per hour. All 68 people on board the aircraft died Oct. 31, 1994, as the aircraft slammed into a cornfield at Roselawn, Ill.

On Jan. 9, 1997, Comair Flight 3272, an Embraer 120RT turboprop, was approaching the Detroit Metropolitan Wayne County Airport when ice buildup on the wings caused it to lose control and crash, killing 26 passengers and three crewmembers.

Inadequate Safety Measures

The National Transportation Safety Board determined that a "boot" on the wing of the American Eagle aircraft, designed to prevent ice buildup, was inadequate and led to the pilot's loss of flight control. In the case of Comair Flight 3272, the board ruled that the Federal Aviation Administration's icing-certification process for the aircraft was inadequate because it did not require the manufacturer to demonstrate flight-handling characteristics under a realistic range of adverse icing conditions.

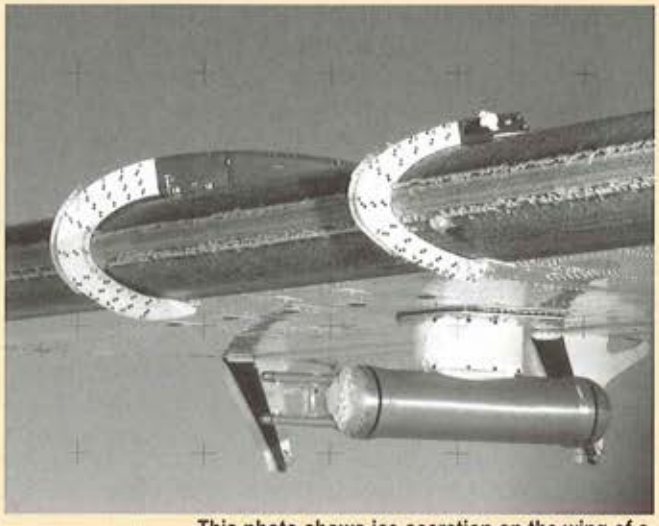
Simulated Icing Conditions to Test Military Aircraft

To ensure that military aircraft are engineered to be as safe as possible when flying in weather that causes ice buildup on wings and other surfaces, the Army's Aviation Technical Test Center (ATTC) at Fort Rucker, Ala., conducts

in-flight icing tests. ATTC employs a system it calls the Helicopter Icing Spray System, or HISS, to simulate the wide variety of icing conditions aircraft could encounter.

This system, which first went into operation in 1973, is basically a modified CH-47D Chinook operated as an airborne spray tanker. The helicopter carries nozzles that emit vaporous clouds of moisture that trailing military aircraft fly through to be tested for cold-weather effects and handling capabilities. HISS has undergone successive modifications over the years to improve its capabilities for testing the susceptibility of fixed- and rotary-wing aircraft to icing conditions of varying severity. Improvements include the addition of a trapeze-shaped dual spray boom on the JCH-47D and a better engine for the spray tanker.

Icing like this, on the wing of a Twin Otter test aircraft, can cause serious problems (Photo Courtesy of the NASA Glenn Reseach Center)



This photo shows ice accretion on the wing of a Twin Otter at the NASA Glenn Research Center. *(Photo courtesy of the NASA Glenn Research Center)*

Extreme Combinations

Kimberly Hanks, a flight-test engineer for ATTC, said the testing system provides extreme combinations of cloud conditions not easily found in nature. It allows aircraft testing under various simulated meteorological conditions to be observed from a support aircraft, ensuring rapid exit from the icing situation if test pilots begin losing control. Hanks said the test aircraft is under constant surveillance by experienced ATTC personnel in the support aircraft, who document the effects of various icing situations by employing an onboard data-collection system and photographic equipment that provides sharp images of the test aircraft and the types of icing that occur during flight.

In tandem with improvements to its HISS equipment, ATTC is enhancing its ability to observe and document the effects of the various icing conditions by putting its data-collection system, called Airborne Cloud Measurement Equipment (ACME), in upgraded support aircraft.

The ACME system enables ATTC researchers to measure and document the physical characteristics that lead to ice buildup when test planes fly through a variety of cloud conditions associated with icing. The test center also is adding an improved laser probe to its JRC-12G support aircraft to obtain more accurate measurements. Two laser probes will be installed on each wingtip of the aircraft, an improvement over the two probes on the forward fuselage of ATTC's former test-support aircraft, the JU-21H.

"Natural" Testing is Difficult

ATTC's enhanced test capabilities are critical to aviation safety because of the difficulty of testing aircraft in the full range of icing conditions that would occur naturally, Hanks said. It would not only be hazardous for test pilots, it also would take a long time to test an aircraft using only natural conditions. According to Hanks, only one helicopter, the Aerospatiale Super Puma, has received FAA icing certification, and that took nine years under strictly natural icing conditions.

Two general classifications of cloud types, stratiform and cumuliform, are of interest when discussing icing conditions, Hanks said. Stratiform clouds, which have a flattened appearance and spread out in an extensive horizontal layer, tend to have less liquid water content per cubic meter than cumuliform clouds, which are generally separated by clear spaces and have a vertical development with dome-shaped tops.

Both types can pose aircraft icing hazards. The tendency of a cloud's water droplets to remain in a liquid state below freezing temperatures can result in the accretion of ice on aircraft surfaces, Hanks said, and these supercooled droplets typically form in temperatures ranging from 0

to -30 degrees Celsius. Liquid water in clouds is rare at temperatures below -25 degrees Celsius, she said.

The amount of supercooled droplets in clouds is referred to as "liquid water content" (LWC). The droplet size distribution in clouds is expressed in terms of "median volumetric diameter" (MVD), meaning that half the water volume will be contained in droplets larger than the median size measured in microns (millionths of a meter) and half the volume will be in droplets smaller than the median size. Typical cloud MVD is between 9 and 50 microns, Hanks said.

Ice Forms in Various Ways

At temperatures colder than -12 degrees Celsius, an opaque rime ice forms, with a more streamlined shape that poses less of an aerodynamic penalty, Hanks said. Glaze ice, which is smooth and clear, forms at temperatures closer to freezing and generally in clouds with higher liquid water content. It tends to form in broad shapes that create high aerodynamic drag as they expand laterally, Hanks said. A third type of ice, called intermediate, is a combination of rime and glaze.

At temperatures closer to freezing, icing can be particularly hazardous because the droplets hitting the aerodynamic surface will not freeze immediately on impact but run back and then freeze, sometimes behind ice protection surfaces such as an aircraft's de-icing boot. This situation makes it difficult to shed the accreted ice.

More than Wings Affected

In addition to disrupting airflow and creating drag on fixed wings, ice can cause a variety of other problems, Hanks said. It can disrupt the operation of aircraft windshield wipers, accumulate on the rotor hubs of rotary-winged aircraft and cause excessive airframe vibration when it is shed asymmetrically from main rotor blades or propellers. Icing can also adversely affect antennas, radar domes and other sensors. Ice formations on the exterior sensor used for measuring airspeed may cause readings in the cockpit to become inaccurate or cease altogether.

Icing is a special problem for some relatively new military systems such as the Predator unmanned aerial vehicle, which must ascend through clouds to reach mission altitude, Hanks said.

The Army typically conducts its icing tests at Duluth, Minn., a test location that offers heated hangar space, office facilities and storage capacity for test equipment and test-support aircraft. HISS, on the other hand, can be employed at any location as long as atmospheric conditions are conducive to icing, Hanks noted.

Future Improvements

Future efforts to improve the HISS include making it more "palletized," so test-support equipment can be removed from the host aircraft to configure it for other types of tests and reloaded on this aircraft when needed. Depending on funding, additional future improvements to HISS might also include additional test equipment or redesigning the boom to achieve artificial icing conditions even closer to those that occur in nature, Hanks said. Researchers would like to obtain improved spray nozzles, an increase in the number of nozzles and better auxiliary power units. ATTC has submitted a proposal for funding through the Defense Department's Central Test and Evaluation Investment Program.

Hanks said test customers have expressed keen interest in ATTC's HISS in-flight testing capabilities, for testing the Sikorsky S-76 and S-92 helicopters, the Bell-Augusta BA-609 civil tiltrotor aircraft, and the Army's AH-64D Longbow and UH-60M helicopters. The Army depends on the twin-turbine-engine Apache Longbow as its primary attack helicopter, and this aircraft has seen frontline action in Iraq.

For more information about ATTC's icing qualification systems, contact Kim Hanks at (DSN) 558-8028 or commercial (334) 255-8028. The fax number is (334) 255-8174, and the e-mail address is **kimberly.hanks@attc.army.mil.**

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Mike Cast is a public affairs officer for the U.S. Army Developmental Test Command at Aberdeen Proving Ground, Md.

Briefings *continued from page 3*

The Utah-based **Evans and Sutherland Computer Corp.**, serving as prime contractor, has completed the Mission Command Trainer upgrade for the United Kingdom's Army Aviation Command and Tactics Trainer (ACTT) on budget and on schedule. The upgrade included replacing existing image generators for the six student stations and the instructor station with 19 channels of Evans and Sutherland's PC-based Ensemble visual system, adding forward-looking infrared and night-vision goggle capabilities to the existing training databases, and porting the semi-automated forces feature from a Unix-based system to a Linux-based PC system.

The Army has received the first of its new AN/AVS-6(V)3 Aviators' Night Vision Imaging System (ANVIS) units of the OMNIBUS VI procurement from the manufacturer, **ITT Industries**. The units are the first "V3" ANVIS models to incorporate ITT's Gen 3 Pinnacle tube, which the manufacturer says provides the highest-possible performance currently available in an image-intensification device. ITT is also delivering the AN/PVS-7 night-vision goggle for ground troops; that device also features Gen 3 Pinnacle tube technology.

Northrop Grumman Corp. has received a $220 million award to expand the integrated communications, navigation and identification (CNI) functionalities for the Army's RAH-66 Comanche helicopter. The award increases the Comanche development contract to $428 million for the firm's Space Technology sector, whose San Diego-based Radio Systems unit will develop and incorporate three additional communications capabilities for the Comanche's integrated avionics suite.

Simula Inc. is nearing the successful completion of the initial order for its Cockpit Air Bag System (CABS) technology, which is being installed in Army UH-60 Black Hawk and OH-58 Kiowa helicopters. By the end of June the Company will have delivered 510 shipsets for the Black Hawk helicopters and 84 shipsets for Kiowas. The value of these deliveries is in excess of $13 million. The CABS system is composed of air bags, gas generators and a unique three-axis crash sensor, and is designed to protect helicopter aircrews from potentially fatal impacts with aircraft structure and equipment installed in the cockpit in the event of a crash. When a crash impact is sensed, the air bags inflate in front of and beside the occupants to cushion their heads and upper torsos, as well as to keep their limbs from flailing excessively within the crowded cockpit environment.

PEO Aviation Supports OIF Troop

By CPT Steven R. Ansley Jr.

Operation Iraqi Freedom (OIF) provided a unique opportunity for the Office of the Assistant Secretary of the Army for Acquisition, Logistics and Technology ASA(ALT) to assist warfighters in the prosecution of the conflict. From February through June 2003 aviation liaison officers (LNOs) from the Program Executive Office, Aviation (PEO-Aviation) supported the ASA(ALT) Operations Cell. These LNOs coordinated and facilitated essential communications among deployed units and the support base in the continental United States (CONUS) for both the PEO and the U.S. Army Materiel Command (AMC).

PEO-Aviation provided three LNOs (MAJs Larry Homan, Aaron Brown and Jason Galindo) to serve in the ASA(ALT) South West Asia Operations Center as a subset to the AMC Logistics Support Element. These LNOs supported the Department of the Army (DA), AMC, Combined Forces Land Component Command (CFLCC) and PEO Aviation in fielding new equipment, locating and arranging transportation for CLIX Air repair parts, coordinating the execution of Modification Work Orders (MWOs) on aircraft assigned to units within the U.S. Central Command (CENTCOM) theater of operation, and tracking support contractors used by all PEOs as the Army wrestled with transitioning from a peacetime to a wartime contractor logistics support operation for many of its major weapons systems.

The LNO Team, with the assistance of SSG Tim Hardin, fielded the new Battle Damage Assessment and Repair kits (BDAR), used for hasty repairs of aircraft to return them to the fight until more extensive maintenance could be performed. In conjunction with the BDAR kits, the team also fielded the new Unit Maintenance Aerial Recovery Kit (UMARK), used to sling-load battle-damaged aircraft back to a maintenance facility. Both these kits were accelerated procurements by the Aviation Ground Support Equipment Office in order to satisfy a critical requirement voiced by in-theater warfighters.

Another significant accomplishment by the LNO Team was coordinating the installation of the new Engine Barrier Filter (EBF) MWO on the OH-58D Kiowa Warrior (KW) fleet in theater. This modification protects the Kiowa's engine from ingesting vast amounts of sand, which causes premature wear of the compressor and turbine components. The Scout Attack Product Management Office (PMO) coordinated for all parts and maintenance personnel to be on-hand and accomplish

this installation for a select number of KWs in theater — the remaining units are in the works to get this MWO, and some are ongoing as of this writing. The EBF kept the Kiowa Warriors flying when they would otherwise have been grounded for engine repair or replacement.

Also worthy of note is the LNO Team's assistance in planning and executing the deployment of six combat-replacement AH-64D Longbow Apaches just off the Longbow remanufacture line in Mesa, Ariz., into theater. A team consisting of personnel from PM Apache, Boeing and the 1109th Aviation Classification Repair Activity Depot (AVCRAD) offloaded the replacement Apaches from C-5s and prepared them for combat and issue to the 11th Aviation Regiment; 1st Battalion, 3rd Avn. Regt.; and the attack helicopter battalions of the 101st Airborne Division.

The deployment preparation and subsequent "rebuild" of these Apaches in theater marked the first combat use of the newly developed Apache Transportability Kit. This Kit, developed by PM Apache, enables deploying units to fold, instead of remove, all four main rotor blades; allows for the removal and reinstallation of the stabilator in 12 minutes, rather than the two hours required for the previous process; and creates a man-portable, overhead-lifting device that mounts in the "turtle-back" section of the helicopter to remove and install the Longbow Fire Control Radar (FCR) without the need for an external crane, as had previously been required.

What is truly amazing about the Apache Transportability Kit is that the transition from the deployment configuration to the aircraft in a combat, mission-ready posture takes much less time than it took before the introduction of the kit, requires no external crane for removal of the FCR or main rotor blades, and is all accomplished in such a manner that no maintenance test flight is required.

The PEO-Aviation LNO Team was also instrumental in arranging and supporting the Army G3 and AMC directive to assess all weapon systems in theater and determine post-conflict reconstitution requirements. Led by LTC Cory Mahanna, the deputy project manager for the Aviation Systems Project Office, the Aviation Assessment Team consisted of aviation experts from the Apache, Black Hawk, Chinook, Kiowa Warrior, Air Traffic Control and Aviation Ground Support Equipment project and/or product management (PM) offices. These individuals, most of whom were government civilians, were the premier experts in their specific aviation mission areas and all volunteered to go into harm's way to conduct this critical mission.

The Aviation Assessment Team's objectives were to establish immediate liaisons with commanders, maintenance officers, PMs, division G-3 and G-4s, and the 1109th AVCRAD's COL Erickson to investigate the concept for in-country refurbishment of systems. The team was also tasked to:

- perform a readiness assessment of the deployed fleet, AGSE, Mission Equipment, and Aircraft Survivability Equipment (ASE);
- utilize aircraft experts to develop an initial snapshot and gauge the cost of repairs, including battle and crash damage assessment;
- assess the impact of the component replacement and overhaul influx that will occur due to deferred maintenance;
- and analyze the feasibility of applying component upgrades/redesign across each fleet type.

The team was on the ground in Kuwait and Iraq from May 5 through 13, and literally touched every Apache and Kiowa Warrior, and most Black Hawk and Chinook aircraft, in order to better determine the cost and level of inspection and repair needed to reconstitute the aviation fleet and prepare for future operations.

The EBF kept the Kiowa Warriors flying when they would otherwise have been grounded for engine repair or replacement.

The assessment team traveled throughout the CENTCOM area of responsibility (AOR) and met with aviation senior leaders and maintenance managers to discuss unit-reset requirements, and to conduct aircraft and ground support equipment inspections to gauge the extent of environmental and battle damage to the Army rotary-wing fleet.

Examples of some key findings of this assessment were that most aircraft engines will have to be broken down by section and overhauled; main rotor blades are in bad shape in general; thorough blade taping performed much better at inhibiting blade erosion than did blade painting; and the AN/ALQ-144s had significant sand intrusion problems and a system redesign or filtration system is being investigated. The capability for the AVCRAD to repair and overhaul the engines in country is being examined, as well as the possibility of establishing a blade-taping center to tape all blades before they go to units.

Overall, the speed with which the PEO-Aviation Assessment Team was able to deploy into theater, talk to commanders, maintainers and systems engineers, and capure information while it was still fresh in the minds of the warfighters has already significantly impacted the fidelity of the overall Aviation RESET Program.

HQDA is developing an Armywide post-conflict Reconstitution or RESET Program. As discussed above, PEO-Aviation led the way by sending a team to assess the state of Army aviation assets in theater to better define the cost and best method of accomplishing this task for our aviation weapons systems.

Using the combined resources of PEO-Aviation and the U.S. Army Aviation and Missile Command (AMCOM), COL Ralph Pallotta (the current Apache project manager), has established an organizational structure much like that of a project office to develop the plan to RESET our aviation fleet. Gathering the platform, systems engineering, budget, maintenance, logistics, repair parts and myriad other required technical experts to form Integrated Product Teams (IPT) for each aircraft type, and an overarching IPT to vet all issues and costs within a two- to three-week period to brief the DA and AMC leadership on the plan, was a monumental accomplishment.

The objectives of the Aviation RESET Program are:

- return our combatant aircraft to predeployment conditions via a Special Technical Inspection and Repair (STIR) process;
- to include the application of all funded MWOs by aircraft;
- to offset losses due to attrition and battle/crash damage, with possible new aircraft builds to bring our inventory up to the required number by type of aircraft;
- to address critical deficiencies observed during combat operations through fielding of redesigned parts or system modifications;
- to apply enhancements based on a priority basis consistent with the Army Aviation Transformation Plan;
- and to return safe and fully mission capable aircraft to the fleet as rapidly as possible.

Army aviation was the first branch to develop a RESET plan and to send an assessment team into theater to update the initial cost and schedule figures briefed to senior Army leaders.

The Aviation RESET program has now transitioned to the leadership of COL Ray Woolery, formerly from the Comanche PM, with AMCOM's Craig Maurice as the deputy. This program is truly a cooperative effort between PEO-Aviation and AMCOM, and it will set the conditions for aviation weapon systems and support equipment to successfully prosecute future operations as successfully as they did during OIF.

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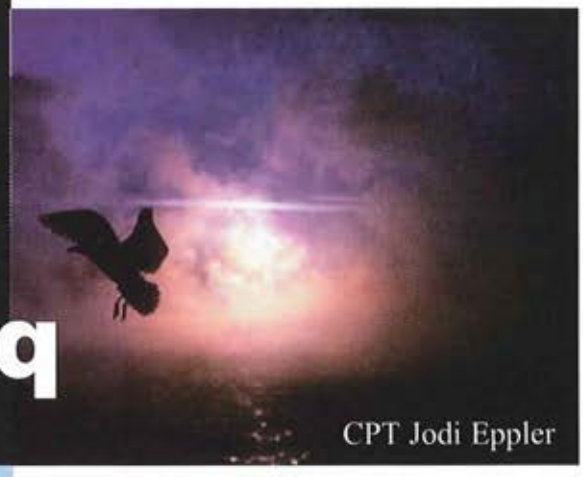
At the time he wrote this article CPT Steven R. Ansley Jr. was the executive officer of the Program Executive Office, Aviation.

EAGLE LIFT Into Iraq



CPT Jodi Eppler

Although Operation Iraqi Freedom (OIF) officially began on March 19, 2003, the war truly began for the soldiers of 7th Battalion, 101st Aviation Regiment — the 101st Airborne Division's "Eagle Lift" battalion — on March 20, at exactly 12:34 P.M.

For the soldiers of 7th Battalion, it started with a bone chilling "WOOSH" followed immediately by the teeth-rattling explosion of a Patriot missile launching from within the perimeter and successfully intercepting one of the first Iraqi "SCUD" missiles launched into Kuwait. Time stopped as every soldier, from 19-year-old SPC Nelson Blalock to 43-year-old LTC James Marye, processed the sequence of events. Seconds later, the shocked silence was broken by radios blaring "lightning, lightning, lightning," three words used throughout Kuwait to indicate Iraqi missiles were inbound; three words which became the defining mantra of the first weeks of the war.

Spurred into action, the 500-plus soldiers of 7th Bn. immediately put to use tactics and techniques that were second nature after hundreds of hours of training conducted at Fort Campbell, Ky. After donning their chemical protective masks, soldiers raced for the waist-deep defensive trenches they had dug only hours before. The missile launch was a moment that brought out the hero in many soldiers, including 19-year-old SPC Taneisha Merriwether and 20-year-old SPC Delores Davis, two soldiers who put aside their own fears to comfort a fellow soldier terrified by the knowledge that someone, somewhere, had tried to kill them with a surface-to-surface missile.

That same day, CPT John Knightstep, commander of Company A, 7th Battalion, led four Chinooks deep into Iraq to set up a forward arming and refueling point (FARP) for the division's scout helicopters. His aircraft were the first 101st Abn. Div. helicopters to enter Iraq since the Gulf War more than 10 years earlier. Less than 50 feet above the ground, the four Chinooks raced across the desert, hugging the contours of the barren earth to avoid detection by enemy radar.

As the Chinooks slowed for their approach into Objective Shell, a Martian landscape of red dirt and rock, the hurricane force winds of their tandem rotor blades created a 500-foot-tall solid wall of swirling dust and debris. From inside the blinding maelstrom, 1LT Nick Meister focused his attention on the ground below, searching for some feature — a rock, a weed, anything that wouldn't move — as he brought his aircraft down to the relative safety of the Iraqi desert.

Once on the ground, the aircrews immediately secured the area. Less than 12 hours later, the entire country of Iraq was engulfed in a blinding dust storm that would last three days.

Late in the afternoon that third day, SPC Christopher Ramsey could make out a small white pick-up truck approaching his position on the perimeter of Objective Shell. He immediately sent a runner to notify his platoon sergeant, SFC Mitch Peddicord, of the situation. Ramsey's heart pounded as the truck rolled to a stop less than 150 yards from where he lay. Peddicord arrived just as six Iraqi men exited the vehicle. With strong words and motions of encouragement from the Co. A soldiers, the Iraqi men put their hands in the air. Visions of the suicide surrenders seen by other units haunted the soldiers as they cautiously surrounded the Iraqi men and their truck. As night fell, the 7th Bn. soldiers handed over the six men, all Ba'ath Party officials, to an infantry brigade headquarters. The 7th Bn. aircrews had

just captured the 101st's first OIF prisoners of war.

While the Chinooks crews were busy capturing the enemy, the rest of the battalion prepared to move out of Kuwait in a convoy of more than 70 military vehicles. Thoughts of the transportation company that had been ambushed by members of the Fedayeen Saddam were in the minds of every soldier and leader as they prepared for the 300-mile convoy.

As a result of the very real terrorist threat, soldiers were told that the convoy would keep rolling no matter what. Any vehicle that broke down for longer than five minutes would be left on the side of the road, its passengers transferred to another vehicle and its load recovered at some future date — if the local population didn't claim it first. It was a policy which motivated soldiers like SPC Joshua Higgins, the primary driver for a 40-foot long, 18-wheeled truck and its 20-foot long trailer of essential aircraft repair parts and equipment, to carefully inspect his equipment prior to leaving friendly territory.

On April 4, as the sun began to rise, the two-mile-long line of 7th Bn. vehicles crossed the heavily guarded checkpoint into Iraq. Anxiety quickly gave way to curiosity as the convoy made its way deeper into Iraq, providing soldiers with an up-close and personal look at the country and the people they were fighting to free. 2LT April Kelleman would never forget the hundreds of dirty, barefoot children, smiling and waving despite their poverty, as the convoy passed through their town. SGT Stacy Lewis could only shake his head at the irony of ponds of crude oil, bubbling up like fresh water springs on the side of the road only a few miles from an Iraqi gas station where hundreds of vehicles waited, stranded by the country's gasoline shortage. Finally and most dramatically, the soldiers were struck by the stark contrast between the adobe shacks and straw huts of the common Iraqi citizen and the opulent concrete palaces and grand estates of former Iraqi officials.

So far, the 7th Bn., 101st Avn. Regt., has successfully flown more than 3,200 hours and driven a total of more than 120,000 miles in support of OIF. There is no doubt that this war has forever changed the lives of every soldier in the battalion. Whether it was reacting to the first Patriot missile launch, flying harrowing missions deep into enemy territory or driving marathon convoys across the Iraqi desert, there is not a soldier in this battalion who won't return home a little more proud to be an American fighting in the name of freedom, a bit more humbled by the resilience and determination of the Iraqi people, and a lot more thankful for the love and support of the citizens of our great nation.

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CPT Jodi L. Eppler is a Chinook pilot and commander of Headquarters and HQs. Company, 7th Battalion, 101st Aviation Regiment, at Fort Campbell, Ky.

Black Hawk Rescue

Sikorsky Aircraft's eastern regional manager for government-business development, Rob Fiest, recently got to put one of his firm's premier products to a real-world test. And he helped save a life in the process.

CW2 Fiest, as he's known to his fellow soldiers in the Alabama Army National Guard, was flying a routine training mission on May 3 with CW4 Keith Marshall in a UH-60A Black Hawk. As twilight was approaching, the pair got a call from Montgomery Approach Control (MAC) asking their help in searching for a civilian Cessna that had gone down nearby.

Soon afterward a fixed-wing search aircraft located the crash site, and Fiest and Marshall landed in a marsh about 100 yards from the wrecked Cessna. Marshall, a certified paramedic, went in search for the pilot while Fiest kept the aircraft light on the wheels to avoid sinking into the spongy ground.

Marshall found the pilot, who'd suffered multiple head injuries and lost all his teeth in the crash. After loading the injured man aboard the Black Hawk, Marshall and Fiest flew him to Baptist Medical Center in Montgomery, where the crash victim was rushed to the emergency room.

Film Crews Focus on Comanche

Two separate Discovery Channel film crews visited West Palm Beach, Fla., in mid-May to gather footage for upcoming television shows featuring the RAH-66 Comanche. Both shows will include interviews with Army and Comanche team members, as well as air-to-ground footage shot on site at the Development Flight Center.

"American Chopper" will tell the tale behind the making of a Comanche Bike. Orange County Choppers, led by the father-and-son team of Paul Teutel Sr. and Paul Teutel Jr., will custom-make a Comanche Bike on episodes set to air on Discovery Channel in July at a date to be determined. The show "Ultimate Machines" will feature Comanche in a 12-minute segment during a one-hour documentary about high-tech helicopters. The episode airs on Discovery some time in October.

The film team from "Ultimate Machines" conducts an interview with CW4 Bill Fell.

Paul Teutel Jr. (*right*) with the Army's then Comanche program manager, COL Robert Birmingham (*left*).

Paul Teutel Jr. sits astride the Comanche Bike while the real McCoy flies overhead.

HOW RISK MANAGEMENT CAN MAKE YOUR MDMP BETTER

By MAJ Thomas Von Eschenbach

Two of the most effective tools used to facilitate successful operational planning are the military decision-making process (MDMP) and the risk-management (RM) process. These decision-making processes, when performed and integrated together, enable maximized operational capabilities with minimized risk to the force.

Although the risk-management process is incorporated into the steps of the MDMP as per FM 101-5, most after-action reviews (AARs) from the Combat Training Centers (CTCs) reflect something different. The most common observation concerning risk management and its incorporation into planning is that both commanders and battle staffs do not understand how to properly integrate risk management into their MDMP. The result of this absence of risk management in the planning process is that commanders often lack a complete understanding of all risks inherent in the operations, which therefore unintentionally passes most of the risk-management duties to the next lower level.

This article discusses some techniques taught at the Aviation Captains' Career Course (AVC3) in the incorporation of risk management in the MDMP that, when applied properly, can both improve your MDMP and produce a plan with minimized risk.

During the spring of 2000, noting that the AARs from the aviation training exercises at Fort Rucker, Ala., were showing the same trend as the CTCs in the lack of incorporation of risk management, the commander of the 1st Aviation Brigade decided it was time to take positive steps in his area of responsibility towards correcting this trend. His vision was to start at the instruction of risk management at the AVC3, where the desired goal was to ensure that risk management was fully integrated into the MDMP taught at AVC3, and that the students would become knowledgeable enough about risk management that they could apply the process in any situation.

A working group — consisting of a representative from the U.S. Army Safety Center and two AVC3 small-group leaders — was tasked with reviewing the current risk-management program of instruction (POI). The task was to determine what improvements should be made to the POI to assist in reversing the current disconnect between risk management and the MDMP.

After reviewing the current doctrine of risk management and MDMP, it was decided that the most effective method to combine the two was to incorporate risk-management instruction into both MDMP instruction and other facets of the course. Discussions with other AVC3 cadre also revealed that most company-grade officers understand risk management and know how to incorporate it at the company level, but lack influence on the risk-management process due to the small amount of time or latitude left to them in the planning process. Most company-level planners felt that by the time they received the mission they were more risk assessors than risk managers.

After much debate and discussion, the group made the following recommendations:

1. RM instruction in the course would shift from student-taught to instructor-taught, and a master trainer would certify all AVC3 small-group leaders on the instruction of RM.

2. RM instruction would occur in the beginning of the course during initial MDMP instruction, and the POI would include the stand-alone RM class and have risk management embedded into all MDMP instruction.

3. The RM class would include a practical exercise that would allow for instant feedback from the instructors.

4. RM evaluation would take place in each of the four MDMP exercises that used a variety of task organizations and environments.

5. RM would be a

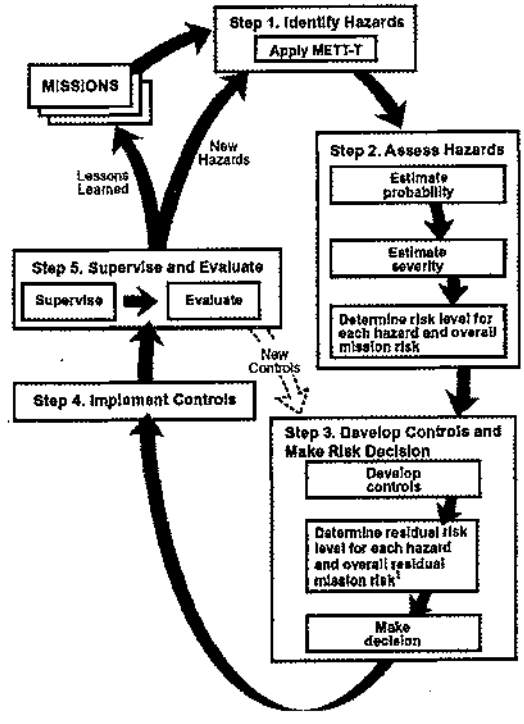
Military Decision-Making Process	Risk Management Steps				
	Step 1 Identify Hazards	Step 2 Assess Hazards	Step 3 Develop Controls and Make Risk Decision	Step 4 Implement Controls	Step 5 Supervise and Evaluate
Mission Receipt	X				
Mission Analysis	X	X			
COA Development	X	X	X		
COA Analysis	X	X	X		
COA Comparison			X		
COA Approval			X		
Orders Production				X	
Rehearsal[1]	X	X	X	X	X
Execution and Assessment[1]	X	X	X	X	X

[1]All boxes are marked to emphasize the continued use of the risk management process throughout the mission

Figure 2-1. Risk Management Steps Correlated with Military Decision-Making Tasks

graded portion of the students MDMP exam in which students, as individuals, receive a brigade-level order and are tested on their ability to perform all the steps of MDMP.

The following steps will outline the techniques taught and refined at the AVC3 that when properly utilized can result in a well-conceived and focused plan.



[1]As controls for hazards are identified and selected the hazards are reassessed as in Step 2

INCORPORATING RM

The first important step in incorporating RM into your planning process is during mission analysis and intelligence preparation of the battlefield (IPB). These two processes play a critical role in identifying hazards associated with both tactical risk and accident risk. IPB not only gives the commander a understanding of the capabilities and possible courses of action an enemy can execute, it also plays a critical role in integrating information into the considerations of the commander's risk-assessment process.

During this phase of the MDMP, the requirement is to conduct the first two steps of risk management — identifying hazards and assessing the initial level of risk. Unlike risk management at the company level, where most junior officers have learned the process, hazards at the battalion and brigade levels have to be examined on a larger scale. Because most of the experiences are at the company level, the focus tends to be on such accidental hazards as wires, dust, winds, low illumination, etc.

Although the presence of these factors does make the mission more dangerous, they in and of themselves do not constitute a hazard. The first question we must ask ourselves is "What is a hazard?" Using the definition of hazard as quoted from the FM 100-15, "Risk Management," "...a hazard is an actual or potential condition where injury or death of personnel, damage to or loss of equipment and property or mission degradation can occur due to exposure to the hazard."

In order to refine the hazard, we must accurately identify the condition that presents the hazards, in order to lead us to a more focused control measure. The second question you must ask is "What is it about those factors that I have identified that, when not adequately controlled, make them a risk to my unit?"

When analyzing this question, two tools must be applied to assist us in refining this step. First, use the framework of METT-T to categorize the hazards and bring them into focus. Second, only select hazards that cannot be controlled to risk manage. The procedure for each step is detailed as followed:

Mission: Consider all missions, specified tasks and implied tasks your unit has been assigned.

Enemy: Analyze the size and capabilities of the enemy forces arrayed in the area of operations.

Terrain and Weather: Analyze the terrain and weather effects on the mission. Consider the effect on both friendly and enemy forces. Use the military aspects of terrain (observation and fields of fire; cover and concealment; obstacles; key terrain; and avenues of approach) when analyzing the terrain factors.

Troops and Equipment: Study this factor not only from the perspective of what is available, but also the capabilities and condition of both the troops and equipment assigned the mission.

Time: How much time is available? Not only for the planning process, but consider the time available to rehearse and prepare for the mission.

APPLYING SOLUTIONS

Now that the hazards are categorized, apply the second step in an effort to filter out hazards that don't need to be risk managed.

A common pitfall of this step is that every hazard identified must be managed. The ultimate goal of risk management is to control the hazard to the point that potential benefits outweigh potential costs. To risk-manage everything would result in an operation that possibly ignores some high-payoff missions due to the high risk involved.

To accurately select the hazards that must be risk managed ask the question "Which hazards are not adequately controlled?" To complete this step, address each of the hazards from the perspective of support, standards, training, leaders and individual.

Support: Is the necessary support available? Are sufficient personnel, equipment, supplies and facilities available to control the hazard?

Standards: Is the guidance or procedure clear, practical and specific enough to control the hazard? Although not implicitly clear, this question also addresses the enemy and asks, "Has everything, within the unit's capabilities, been planned or performed to reduce the enemy's ability to impact our ability to achieve mission success?"

Training: Does the current capability of the unit match the mission assigned?

Leaders: Are the leaders able to enforce the standards required to control the hazard?

Individual: Is the soldiers' performance self-disciplined enough to control the hazard?

If "yes" is the answer to all the

questions concerning a particular hazard, the hazards should not be risk managed and are not considered when developing controls in the next step. If the answers to any of those questions are "no," then the hazards should be risk managed.

After conducting the mission analysis brief, all hazards to be risk managed are identified with their initial risk levels and posted for reference in COA development. This is a key technique in linking risk management and MDMP. To truly be risk managers we must take positive steps or actions towards reducing the level of risk that certain hazards present.

As it applies to MDMP, the crucial phase of RM happens during COA development. In MDMP, the COA-development step is where the staff uses its creativity to produce multiple methods or plans in which the unit can accomplish the assigned tasks. The most common methods in differing COAs are the use of different task organizations, schemes of maneuver, day/night operations, or the use of a reserve.

When considering the RM process, the methods with which we desire to mitigate the identified hazards can also vary the COAs. The use of the risk-management worksheet to display the identified hazards assists in focusing the staff and helps in specifying options when brainstorming possible COAs.

Prior to wargaming these COAs against a selected enemy COA, the staff selects evaluation criteria to use when comparing COAs against one another. Evaluation criteria are used to measure the effectiveness of one COA relative to other COAs. A technique used when selecting evaluation criteria that allows the COAs to be compared from a wide perspective is to use selected battlefield operating systems (BOS), the principles of war or doctrinal fundamentals for the operation being conducted.

A technique to incorporate risk management into this selection process is to use the level of residual risk for the hazards being controlled. Although quantifying the residual risk is difficult when conducting COA comparison, the measurement of the most effective COA in mitigating the risk can be expressed in the desired effects of the task assigned to the unit controlling the risk.

After wargaming, the staff may use a variety of techniques to select which COA is most advantageous and best suited to accomplish the assigned mission. The most common technique and the one predominately used at AVC3 is the decision matrix (DECMAT). When briefing the DECMAT during the COA decision brief, the advantages and disadvantages of each COA are briefed along with the residual risk.

When choosing a COA the commander must also make a risk decision. This decision is whether to accept the level of risk, and then decide if the controls are sufficient and acceptable. The commander must compare and balance the risk against mission expectations. If the risk level is too high, the commander can direct the development of additional controls, modify or change the COA, or reject the COA altogether.

Based on the commander's decision and final guidance, the staff refines the COA and prepares to issue the order from an approved COA.

Although the MDMP is complete after the orders process, the RM process enters a crucial phase in the implementation, supervision and evaluation of the approved controls. Most often, the controls developed through MDMP will be implemented through some type of operations order. The supervision of these controls most often occurs when a leader ensures compliance through direct supervision during the actual exercise or mission. As risk management relates to MDMP, the supervision takes place in two predominant rehearsals: the backbrief and combined-arms rehearsal.

RM AND OPTEMPO

In today's high operational tempo (OPTEMPO) environment — which is characterized by less planning time, fewer resources and smaller units of action — what was often a higher echelon's responsibility to perform has now quite often been delegated to subordinate levels. When there is little time between reception of the operations orders and mission execution, lack of incorporation of risk management in the planning process is a recipe for disaster.

All leaders must demand that proper risk-management procedures be a part of any and all planning processes. Staff officers and NCOs must be identified to assume the responsibility to integrate and perform risk management during the MDMP, and to ensure that each process is fully integrated with each other. When these two processes are correctly synchronized, missions are performed with controls emplaced that reduce the probability of losing personnel and/or equipment that is needed for and relied upon for the next mission.

Ask commanders what they expect from their leaders and soldiers, and most will respond with "To be able to perform our assigned mission and return with all personnel and equipment ready to fight another day." Why should we not ask the same from our staff actions?

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MAJ Thomas Von Eschenbach commands Company A, 1st Battalion, 145th Aviation Regiment, at Fort Rucker, Ala.

Simulation/Training cont'd. from pg 8

vision will be used to extend or reduce the contract period. The contractor's performance will be evaluated annually, and the contractor can earn years for satisfactory or better performance, or lose years for marginal or unsatisfactory performance.

The FSXXI simulation capability provides better individual, crew and collective-task training, and enhances the gunnery and combat skills training. This will result in a higher level of knowledge and proficiency in the areas of aircraft and weapon system employment; doctrine; TTP; mission planning; execution; communications; command and control; situation awareness; "fratricide" prevention; risk management; and survivability. This enhances combat readiness for aviators, leaders and units.

The FSXXI simulation capability supports implementation of FSXXI, which produces aviator readiness level two and night-vision-device-qualified pilots. It increases each student's flight time in their go-to-war aircraft by an average of 78 percent over the current legacy flight school program. Moreover, it increases each student's flight time in simulators by an average of 95 percent over the current flight school program.

The final result is sending better qualified and more proficient aviators to the field, allowing units to focus on unit collective and crew training in support of their mission essential task list and combined arms training strategy.

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

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.

The following personnel changes are provided by the U.S. Army Aviation Center Public Affairs Office at Fort Rucker, Ala. Movements are listed in chronological order of occurrence.

COL Doyle D. Broome, USAAVNC chief of staff, departed May 30 for duty as the assistant division commander with the 82nd Airborne Division at Fort Bragg, N.C. **COL William H. Forrester Jr.**, former commander of the 159th Aviation Brigade, 101st Abn. Div., at Fort Campbell, Ky., assumed the duties of chief of staff in early July.

LTC Kevin W. Kelly passed command of the Helicopter School Battalion to **LTC Larry K. McCullough** on June 13. Kelly moved to the Directorate of Combat Developments. McCullough returns to active duty from retirement.

LTC Brian L. Thoma passed command of the 1st Battalion, 145th Avn. Regiment, to **LTC Jimmy L. Meacham** on June 20. Meacham was the chief of the Gunnery and Applied Tactics Division at DOTDS. Thoma replaces **LTC Gregory Brockman** as the director of the Aviation School, USAAVNC. Brockman has departed for the Army War College at Carlisle Barracks, Pa.

LTC G. Garrick Kelly, outgoing USAAVNC deputy chief of staff, departed for the Army War College.

BG James E. Simmons, commanding general of the U.S. Army Safety Center, passed command to **BG Joseph A. Smith** on June 20. Simmons became deputy commanding general of III Corps at Fort Hood, Texas. Smith was the assistant division commander of the 82nd Abn. Div.

LTC Christopher St. Jean passed command of the 1st Bn., 223rd Avn. Regt., to **LTC Michael Senters** on June 27. Senters was the chief of the Doctrine Division at DOTDS. St. Jean becomes professor of military science at Valley Forge Military Academy, Pa.

BG Edward J. Sinclair, assistant division commander of the 101st Abn. Div., assumed the duties of deputy commanding general of the USAAVNC in July. **BG Randall Tiezsen**, the outgoing DCG, will retire in September after more than 32 years of service.

LTC James Kenney passed command of the 1st Bn., 212th Avn. Regt., to **LTC John F. Dowd** on July 25. Kenny became USAAVNC deputy chief of staff. Dowd recently served as a strategic operations officer about the National Airborne Operations Center at Offutt Air Force Base, Neb.

COL Michael Zonfrelli passed command of the Aviation Training Brigade to **COL Steven Semmens** on July 30. Zonfrelli departed for duty with the U.S. Special Operations Command at MacDill Air Force Base, Fla. Semmens previously was the deputy chief of staff for personnel with U.S. Army, South, at Fort Buchanan, Puerto Rico.

CSM Ossie W. Carey Jr. recently passed the colors of the 1st Aviation Brigade at Fort Rucker, Ala., to **CSM Michael M. Hunter** in a change of responsibility ceremony on March 7. Carey had served as the 1AB CSM since Jan. 1999 and retires after 30 years of service. Hunter recently served as the CSM of the 1st Battalion, 10th Aviation Regiment, at Fort Drum, N.Y.

CSM Clark J. Gay assumed the duties of **CSM Richard C. Lewis Jr.** as command sergeant major of the 1st Bn., 11th Avn. Regt., at Fort Rucker on March 21. Gay was previously an instructor at the Sergeants Major Academy at Fort Bliss, Texas. Lewis had served as the 1-11th Avn. Regt. CSM since July 1999 and has moved on to the Aviation Training Brigade at Fort Rucker, where he assumed responsibility from **CSM Diane E. Williams**, the first female CSM in Army aviation. Williams had been the ATB CSM since July 1998 and retires after 30 years of service.

On Mar. 28 **COL James S. McGhee** assumed command of the U.S. Army Aeromedical Research Laboratory at Fort Rucker, Ala., from **COL Brian S. Campbell**. Before coming to USAARL McGhee was dean of the U.S. Army School of Aviation Medicine at Fort Rucker. Campbell, who had commanded the USAARL since June, 2001, took command of the McAfee Health Clinic at White Sands Missile Range, N.M.

"It's Been an Extraordinary Year"

By LTG John Galvin

No matter which way you look at it, this has been an extraordinary year for Army aviation. The branch has been created; the aviation school has been given proponency for all training and doctrine; the Black Hawk is here and the Apache is on the way; the Aviation Brigade is coming on as a part of DIVISION 86 — all of this and much else makes 1983 a year to remember.

MUCH MORE TO BE DONE

The Aviation Employment Conference showed us that there is much to be done. Roles and missions are shifting as we bring on new organizations and new equipment. In this period of flux, Army Aviation is looking at the possibilities inherent in the role of support and the role of maneuver on the battlefield. The gun may be coming back to challenge the missile as aviation weaponry for a wide variety of missions. The new branch will grow to maturity in the era of the AirLand Battle, where the potential for development of aviation is broader and more varied than ever before. The question is: How to fight? There are great untapped resources and capabilities available for exploitation within our new branch.

Perhaps the most important tactical concept of all is the idea of the ground envelope. The lift-scout, and attack birds, no matter how they are configured or no matter what the mission may be, will operate in close coordination with other Army combat arms to bring three dimensions to the battlefield — with maneuver and firepower that has never been seen in the levels that this new mix can bring.

There are great untapped resources and capabilities available for exploitation within our new branch.

A combat aviation management system, such as is used today in the 101st Airborne Division (Air Assault), is probably going to provide the example for command and control interfaces at all levels in the air-ground combination on the battlefield.

What the force packages will look like remains to be seen, and that is a very important matter: We need homogeneous organizations in which scout, lift, and attack birds are segregated into their own particular units — and then are mixed on the battlefield in packages as dictated by the tactical situation. We cannot put every kind of weapon on every helicopter — we must carefully build the proper mix. The air-to-air capability will definitely be a requirement of the immediate future.

FOUR CHALLENGES

What does all of this mean to the army aviator of today?

What are his responsibilities as we transition into the aviation branch, with its new doctrine, with its combined arms training, with the questions of roles and missions, of maneuver versus support — with the question of how to fight?

What is the responsibility of the individual officer, non-commissioned officer, and soldier within aviation branch as it grows to maturity under the aegis of AirLand Battle?

I see four challenges.

The first challenge is to become a team partner, fighting alongside the rest of the Army, training up the doctrine and the equipment, winning the AirLand Battle through an integrated mix of combat power — in the right place at the right time on the battlefield.

I know that you have already heard many times that you must become a part of the team. Maybe there's a certain aspect of "penance" in the advice that you get that tells you — over and over again — not to put on your white scarf and fly away into the "Wild Blue Yonder."

You should be objective and recognize the fears and biases behind the endless repetition of the idea that you are somehow going to be lost — and with the comment, "Wild Blue Yonder" I mean no disparagement

to the United States Air Force. History shows us that there was a requirement for a strategic Air Force, as well as for tactical flying. It was necessary for the Army Air Corps to become an Air Force in order to be able to operate in the strategic realm as a partner to the other Armed Forces; but you know that you are tactical — you will be operating in the ground envelope as a part of the Army.

You must overcome the worries and anxieties of some of the United States Army by showing — over and over again — your absolute dedication to the ground fight. As an aviator your first source of pride must be the recognition that you are, above all, a soldier.

The second challenge is the danger of parochialism which might inhibit the development of training and doctrine along lines that can be most productive to the Army ground battle. As the experience of the other branches — which you now have in abundance — begins to disappear over the years, you must replace this at Fort Rucker, and in the field, with a deep professional knowledge and understanding of what goes on in the Infantry, Armor, Artillery, and other elements of the ground fighting machine.

The third major challenge is the problem of people in the aviation branch. As we look at the personnel aspects of the drastic changes which must come about in the creation of a new branch, we should recognize that careers are on the line — careers of officers, non-commissioned officers, and young soldiers. The immediate answer to the problem of career development is, of course, to get on with the organization of Division 86, but that is only the first step. As the kaleidoscope of personnel actions revolves around the birth of the branch we must do everything possible to recognize the people aspects of the organizational and doctrinal changes that are sure to come about.

Everyone of you must ensure, from top to bottom of the organization, that the following words are true: Aviation Branch takes care of its own.

The fourth and last of the challenges has to do with tradition. Never forget that the fighting will of the Aviation Officer and Soldier will always be more important than anything else. It is based on many things, of course; on love of country, on pride in unit, on personal sense of responsibility. Perhaps even more than these, it is based on a deep feeling of cohesion among those who wear the aviation insignia.

AS IT SHOULD BE

In the future, you will see devotion, dedication, and indeed love for the branch. The wings and propeller will come to mean more and more to you as time goes by, enveloping great chunks of your life and experience. And this is as it should be. That insignia means you have become an equal member of the fighting team, an expert, a professional in every sense of the word, an Army Aviator in a way that has new meaning to all of us.

Army Aviation is embarked on a profoundly significant endeavor, reaching into hitherto untouched possibilities in combined arms warfare. The potential is unlimited, but the future is unknown. It all depends on you.

I can only wish you the best of luck — and Godspeed.

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At the time he wrote this article, LTG John Galvin was commanding general, VII Corps, and was the guest speaker at the Fourth Army Aviation Ball sponsored by the USAREUR region — AAAA, on Nov. 5.

***AVCATT** continued from page 18*

es. The environment provided by the system is true to life, high intensity and task-loaded. The simulator offers soldiers unprecedented realism to mimic real-world environments and events.

The AVCATT-A simulates a wide array of mission equipment and such virtually limitless environmental elements as terrain, natural and cultural features, weather conditions and atmospheric effects, friendly and opposing weapon systems, aircraft configurations, vehicles and other equipment, and interactive competing forces. AVCATT-A also utilizes CCTT database elements, including geo-specific terrain data that represent the Army's National Training Center at Fort Irwin, Calif., as well as terrain for Grafenwöhr-Hohenfels, Germany, and Fort Hood, Texas. Additional areas representative of the current operational environment are under development for Korea, Afghanistan and Kosovo.

The heart of the simulator is the battle master control room. It houses the battle master, observer controller (OC), semi-automated force controller and role players, and records each unit's performance during a mission. The battle master can see and hear everything taking place on the battlefield by viewing displays that provide situational awareness from a god's-eye view of the combat area, any crew perspective, or a sensor panel to allow observation through a simulated helicopter's weapons sight. Four role-player stations in the battle master control room enable individuals to serve as the voices and minds of certain SAF entities that maintain close cooperative interactions with AVCATT-A aircrews. Each of these workstations can be used for ground maneuvering, fire support, close air support, logistics, battle command and engineers.

Units in training can conduct mission planning for an AVCATT-A exercise the same way they conduct mission planning for a live training exercise — using the Aviation Mission Planning System (AMPS). AMPS mission-summary data is downloaded and delivered to the AVCATT-A battle master controller, who uploads the data into the AVCATT-A simulation software so commanders may assess mission-planning proficiency as part of the AVCATT-A training experience.

When a mission is completed, the recorded data and video are transferred to the after-action review (AAR) theater, where OCs conduct a mission debrief with the aircrews to review the unit's actions, both individual and collective, and operational effectiveness. The AAR room is located in the second trailer and seats 20. The AAR can run concurrently with other units training in the AVCATT-A suite.

AVCATT-A is transportable and is moving toward becoming deployable. It provides users with an effective, affordable team and combined arms training solution providing a wide spectrum of mission types. In summary, AVCATT-A makes a tremendous statement on how technological innovation can facilitate improved training and a higher level of warfighter readiness.

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BG Stephen M. Seay is the Program Executive Officer for Simulation, Training and Instrumentation in Orlando, Fla.

The U.S. Army Force Management Support Agency (USAFMSA) is the Army's TOE/MTOE/ TDA documentation organization. TOEs have been maintained by the Requirements Documentation Directorate (RDD) at Fort Leavenworth, Kan., and Fort Lee, Va., for the last 12 years. MTOEs, and recently TDAs, have been maintained by the Authorization Documentation Directorate (ADD) at Fort Belvoir, Va. On May 1 USAFMSA began reorganizing and changing the way it does business.

All aviation TOEs, MTOEs and Augmentation TDAs (including AVIMs, but not medevac) will now be maintained by the Aviation Branch, Combat Arms Division, USAFMSA, at Fort Leavenworth. In the next two years all functional branch documentation will be consolidated in the Combat Division at Fort Leavenworth, the Combat Support Division at Fort Belvoir and the Combat Service Support Division at Fort Lee. Organization/installation TDAs will remain at Fort Belvoir.

These changes will provide the organization to implement the Single Integrated Document (SID), combining TOEs and MTOEs in one document in the Force Management System (FMS). FMS will combine the Requirements Documentation System (RDS), the Total Army Authorization Documentation System (TAADS), the Structure and Manpower Allocation System (SAMAS) and the Force Builder into one database.

As of May 1 Joe Alexander at Fort Belvoir is no longer the aviation MTOE point of contact, and Dick Guilmart at Fort Lee is no longer the AVIM TOE POC. The new POCs are:

- Rick Grant, chief of the Aviation Branch ,(DSN) 552-8608, **Grantr@leav-rdd.army.mil**.
- John Reeder, aviation TOE/MTOE senior analyst, (DSN) 552-8564, **Reederj@leav-rdd. army.mil**.
- Chris Southard, AVIM TOE/MTOE senior analyst, (DSN) 552-8582, **Southarc@leav-rdd. army.mil**.

Aviators Get Dunked in Korea

By Steve Davis

Army aviators stationed in the Republic of Korea and other Pacific rim countries are getting "dunked" at Camp Humphreys for a good reason: to get certified in survival skills needed for over water missions.

The main attraction at the training site at Camp Humphreys — a cream-colored metal building between a dining facility and soldier barracks — is a unique half-million dollar Apache version of a modular egress training system built and leased by the 6th Cavalry Brigade from a government contractor for use by the 6th Cav. and other Korea-based U.S. Army aviation units.

"We've even had Marine Cobra pilots from Okinawa and Army aviators from Japan come here to train," said CW3 Glenn Smith, the 6th Cav. over-water operations officer.

The two-day training includes a swim test, classroom instruction on underwater egress techniques, use of a small compressed-air breathing cylinder known as a helicopter emergency escape device, and plenty of time in a shallow-water egress trainer, or "SWET" chair, and in the dunker.

"Shallow-water egress training teaches crewmembers and pilots how to inspect and use the breathing device and to unbuckle themselves while turned upside down underwater in the SWET chair," said Smith. "They are also drilled on 'Mayday' emergency radio procedures."

Pilots then graduate to the dunker, which "crashes" into the pool and slowly rolls over as it sinks.

Using procedures learned in class and in the SWET chair, pilots practice escaping from the submerged cockpit. Pilots get dunked a minimum of five times, sometimes more.

"We work with crewmembers and pilots to make sure each and every one is proficient in over-water operations and survival," he said.

Steve Davis is a journalist with the Area III Public Affairs Office in Korea.

Dedication of Soldier Service Center

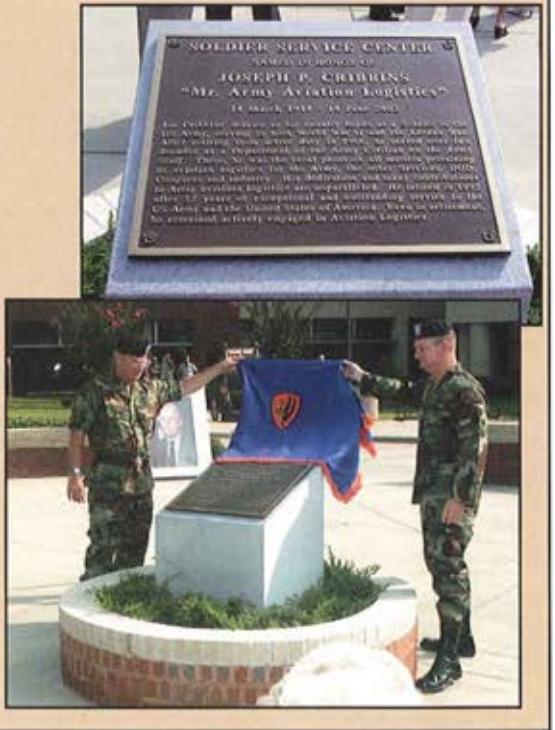
The Fort Rucker, Ala., Soldier Service Center was dedicated June 10 in honor of Joseph P. Cribbins, the "Father of Modern Aviation Logistics."

Cribbins retired from civil service at Fort Rucker in 1993 at age 78, closing a federal career and personal involvement that spanned the Army's evolution from horse cavalry to the AH-64 Apache attack helicopter. At the time of his retirement he was special assistant to the deputy chief of staff for logistics at Department of the Army Headquarters in Washington, D.C.

His many years of dedication in key assignments shaped the present worldwide system for Army aviation supply, maintenance and repair. When Cribbins was inducted into the Army Aviation Hall of Fame in 1980, his citation read: "There is no individual who has had as much influence and long term impact on Army aviation logistics as Joseph P. Cribbins."

Cribbins maintained close ties with Fort Rucker and attended the building's grand opening in March 1998. He died on June 14, 2002, and the effort to dedicate a significant component of Fort Rucker in his name began almost immediately.

The three-story, $19 million building is the work site for about 300 soldiers, civilian employees and contractors in more than a score of organizations. Together, they provide a wide range of services to more than 300 customers each day. They also handle the many administrative actions necessary for approximately 62,000 soldiers, family members, retirees, government employees and contractors.



LEGISLATIVE REPORT

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

Combat Related Special Compensation

Combat-Related Special Compensation (CRSC) was authorized by the fiscal year 2003 National Defense Authorization Act for certain retirees with combat- or operations-related disabilities. The details about how the program will be administered have only recently become available.

Eligible retirees must have 20 or more years of active-duty service in the uniformed services (retired reserve-component members are not eligible unless they have accumulated 7,200 points-equivalent of 20 years for pay-or more). Retirees are not eligible if they have waived military retired pay to credit military service toward their civil service retirements, or for any other reason, other than to receive Department of Veterans Affairs (VA) disability compensation.

DOD expects approximately 35,000 retirees to qualify for the new compensation. Qualifying disabilities are combat-related disabilities associated with the award of a Purple Heart decoration, regardless of the VA disability rating (10-100 percent). Or any disability with an assigned medical diagnosis code from the VA Schedule for Rating Disabilities (VASRD) that results in a VA rating of 60-100 percent that was incurred either:

- As a direct result of armed conflict;
- while engaged in hazardous service (e.g., flight, diving, parachute duty);
- in the performance of duty under conditions simulating war (exercises, field training);
- through an instrumentality of war (combat vehicles, weapons, Agent Orange, etc.).

The retiree's parent military service will determine which disabilities qualify under the above criteria. CRSC will not be paid for disabilities that are not combat- or operations-related.

Certain disabilities will be presumed to be combat-related when the VA disability rating form indicates that the VA rating for the disability is based on one of these presumptions: disabilities rated by the VA on the basis of exposure to radiation, mustard gas or lewisite; Agent Orange; and those associated with Persian Gulf service. Post-Traumatic Stress Disorder (PTSD) must be evaluated by the member's service to determine if it is combat-related.

The military services will process CRSC claim applications for members of their service and will notify members of their decisions. Processing times have not been established, but it is anticipated that thousands will be applying and the process will take months. However, payments will be retroactive to June 1, 2003, for those determined to have qualifying disabilities that existed as of that date.

The CRSC application form is available on the Web at www.dior.whs.mil/forms/DD2860.pdf. Frequently asked questions by topic, contact information and other Web links are available on MOAA's Web site at **www.moaa.org/BenefitsInfo/crsc/crsc.asp**.

MOAA Supports Repeal of GPO/WEP

Recently, MOAA joined forces with the National Association of Retired Federal Employees (NARFE) and 48 other organizations in a coalition to push for the repeal of the Government Pension Offset (GPO) and Windfall Elimination Provision (WEP) in Social Security law.

In 1977 and 1983 legislation was enacted that sharply reduced Social Security benefits for certain surviving spouses and federal, state and local government retirees who were employed under the older federal Civil Service Retirement System (CSRS), or worked in state and local jobs not covered by Social Security. If these people become eligible for Social Security through other employment, they will lose part of their Social Security checks. GPO can reduce Social Security survivor benefits by as much as two-thirds while WEP can result in reduction of up to 60 percent of Social Security benefits for retirees.

There are two key bills before Congress that would fix these problems — S. 349, sponsored by Sen. Dianne Feinstein (D-CA), and H.R. 594, sponsored by Rep. Buck McKeon (R-CA). The coalition is seeking repeal of GPO/WEP plans briefings to Hill staffers on these two issues and has already participated in a hearing in the House before Rep. Clay Shaw's (R-FL) Ways and Means Subcommittee on Social Security. So far, Congressional support for repeal of GPO/WEP is running ahead of the 107th Congress, but a difficult fight lies ahead due to cost of full repeal.

Battle Joined to Force Concurrent Receipt Action

On June 8 Rep. Jim Marshall (D-GA) filed a discharge petition in support of H.R. 303; Rep. Mike Bilirakis's (R-FL) bill to end the unfair disability tax on military retired pay. The petition has gathered 341 signatures; the House leadership is required to bring the bill to the floor for a vote.

H.R. 303 has substantial support from members of both parties (159 Democrat and 193 Republican cosponsors), and members of both parties voted unanimously last fall in support of full concurrent receipt.

We hope that you will help disabled military retirees by letting your U.S. representatives know that you expect them to take action to end the disability offset. Right now, that means signing Marshall's discharge petition. Send a message to your representatives through the Action Alert on MOAA's Web site (http://capwiz.com/moaa/home/). You can also use MOAA's toll-free Capitol Hill hotline [(877) 762-8762)] to call your legislator's office.

Medicare Rx Bill Would Offer Relief

The Military Coalition (TMC) has received many inquiries asking whether the Senate Finance Committee's new proposal to create a Medicare pharmacy benefit would affect military TRICARE Senior Pharmacy benefits.

The answer is "no." The military program is a separate, employer-provided benefit. Adding pharmacy coverage to Medicare is not expected to affect it in any way.

TMC is pleased to report that the Senate Finance Committee, in considering legislation to add pharmacy coverage to Medicare, has agreed to include an amendment by Sen. Blanche Lincoln (D-AR) that would waive the late enrollment penalty for military TRICARE For Life (TFL) beneficiaries.

Part B enrollment is a prerequisite for TFL eligibility, but many beneficiaries who live overseas (where Medicare doesn't pay) or who thought they would have lifetime care in military or VA facilities were previously counseled by military benefits advisors that they didn't need to enroll in Part B.

Those who enroll in Part B after age 65 face stiff late-enrollment penalties. For example, a 75-year-old new enrollee must pay double Part B premiums for life.

Lincoln's proposal would eliminate the late-enrollment penalty for Medicare-eligibles who first signed up for Part B between Jan. 1, 2001, and Dec. 31, 2004. It would also permit year-round enrollment through 2004. Currently, individuals who do not join Medicare Part B when initially eligible can only do so during the annual open enrollment season, which runs from Jan. 1 until March 31 each year.

Administration Resists Hill-Proposed Pay, Benefit Upgrades

In mid-June the Office of Management and Budget (OMB) released a Statement of Administration Policy in response to H.R. 1588, the House-passed version of the FY 2004 Defense Authorization Act. In addition to articulating the Bush Administration's position on missile defense, procurement and other operations issues, the OMB statement shows a shocking lack of sensitivity in opposing several important compensation and benefit improvements for our men and women in uniform (who just won two wars).

Specifically, the position paper opposes the House's modest proposed increase in military end-strength, which TMC considers the least that can be done to provide a modicum of relief for a much-overstressed force. Incredibly, the Bush Administration objects to the Imminent-Danger Pay and Family Separation Allowance increases approved by both the House and Senate.

Let's not forget that these would make permanent the increases the president already signed into law for this year alone. OMB even went out of its way to object to a mostly cosmetic change that would extend full commissary privileges for drilling and gray-area reserve-component members. This group already gets 24 visits a year. The change would just let them stop having to present a morale-troubling "second-class patron" card and would save reserve-component units the $18 million a year they now have to spend on administering those cards.

Maybe this shouldn't come as a surprise after DOD's adamant opposition to concurrent receipt. But it certainly represents another low point. This administration has called upon military members to risk their lives in two major armed conflicts over the past 18 months. Now, with the fighting done, their civilian leaders are opposing measures earned and needed to improve the lives of active-duty, National Guard and Reserve soldiers, sailors, airmen and marines who went so bravely into harm's way. The OMB statement says these initiatives would "divert resources unnecessarily." What resource is more important than our men and women in uniform? Time and again, DOD leaders have stressed that "Our most valuable asset is our people." Apparently, not everyone in the Bush Administration agrees

It's unlikely that Bush would veto the defense bill over these relatively minor upgrades, so we believe Congress won't be deterred from keeping them in the bill. All the statement does is offer a jarring, gratuitous and grossly inappropriate contrast to the well-earned praise the troops have been hearing for their sacrifice and success.

More Medicare Cuts Coming?

In the past year, one of MOAA's important goals has been the enactment of an increase in provider-reimbursement rates for Medicare and TRICARE.

Significant reductions in reimbursement over the past few years have limited the number of providers willing to treat these patients. These cuts also hurt TRICARE

beneficiaries, as TRICARE rates are tied directly to Medicare. In February, lobbying efforts by MOAA and such other organizations as the American Medical Association (AMA) were successful in preventing a proposed 4.4-percent Medicare rate cut, and instead effecting a 1.6-percent increase for both Medicare and TRICARE.

However, recent events open the door to the possibility that we will have to fight this battle all over again. Recently, the Centers for Medicare and Medicaid Services (CMS) announced plans for a 4.2-percent cut effective next January. With many providers already refusing Medicare and TRICARE patients because of the low rates, another round of cuts would deter even more from participating, which would disenfranchise more beneficiaries who rely on Medicare or TRICARE for their health needs. The problem is that the Medicare formula used to determine reimbursement rates relies on a faulty premise. It's based on the assumption that when the economy goes down, so does consumption of health care. That's just not true. Whether the economy is good or bad, people are still going to need health care and a doctor who will care for them.

There is some hope. The House version of the Medicare prescription drug bill calls for a 1.2-percent increase in Medicare rates. The Senate bill currently being debated contains no provisions to address this issue. We're optimistic the House version will prevail when both chambers come together to hammer out their differences in conference, but we won't be leaving that to chance.

MOAA is working to convince legislators that the current Medicare-rate formula is flawed, and puts beneficiaries at risk of losing access to care. Congress needs to replace it with a formula that more accurately reflects the cost of providing care. Until that happens, we'll keep fighting this legislative battle as long as it takes.

"Agent" May Shop For Commissary Patrons

Recent activities have brought to the forefront the issue of having someone shop for eligible commissary patrons. It doesn't just apply to children with deployed parents, but to other authorized patrons who may have difficulty shopping on their own. Known as the "agent privilege," it's for any authorized commissary shopper who needs assistance shopping or who cannot shop personally because of disability, illness or infirmity. That privilege also extends to grandparents, guardians or caregivers of children of service members who may not be available due to deployment or remote assignment.

The agent does not have to be an authorized commissary shopper. The military member may request an agent pass for approval to allow the individual who is the primary caregiver for the children of deployed parents to enter the installation. The installation commander authorizes agent privilege.

Nonmilitary primary caregivers should contact the identification card sections on their installations to determine what legal documents, i.e., power of attorney, may also be needed to establish proof of caregiver status. At the same time, the individual can also ask what documents are required to enter the installation.

Upon verification of caregiver status, the individual receives written authorization from the commander's representative designating him/her as an "agent" to accompany the children. Usually, the letter is for a 12-month period, but it can be extended in cases of continued hardship.

Authorized shoppers who are elderly or disabled and unfamiliar with the agent privilege should contact the identification card sections on their installations to determine what proof is needed to have an agent shop in the commissary on their behalf.

SBP Champions Speak Out for Survivors

Rep. Henry Brown Jr. (R-SC) organized a press conference, supported by Rep. Jeff Miller (R-FL), reaffirming their commitment to improve the Military Survivor Benefit Plan (SBP). Other representatives participating were Michael H. Michaud (D-ME) and Ginny Brown-Waite (R-FL). All have sponsored or cosponsored bills to increase SBP payments to survivors, eliminate unfair offsets and bring these benefits up to par with other federal survivor benefit programs.

- Miller's H.R. 548 would fix a long-standing inequity experienced by older survivors, mostly widows, who see their SBP annuities drastically reduced when they reach age 62.
- Brown's H.R. 1726 would eliminate the unfair reduction of SBP payments for Dependency Indemnity Compensation (DIC) paid to survivors whose spouses died in action (or because of service-connected disabilities).

Unfortunately, Congress failed to include these initiatives in the FY 2004 Budget Resolution or the FY 2004 Defense Authorization Act.

Although the prospects for action this year look slim, absent inclusion in the Defense Authorization Bill, it's important to pile up cosponsors for these bills to create pressure for further action. To send a message to your legislators, use the Action Alert on MOAA's Web site at **http://capwiz.com/moaa/home/**

TRICARE Standard Provisions Aim to Improve Provider Access

In recent weeks, TMC has noted that both the House and Senate versions of the FY 2004 Defense Authorization Act include provisions aimed at improving health-care access for TRICARE Standard beneficiaries.

These provisions are the culmination of a concerted lobbying effort by TMC and MOAA to educate legislators and their staffs about real problems with TRICARE Standard. The Defense Department and its contractors like to tout their statistics for TRICARE Prime, the military's HMO-style plan. But they don't like to talk about TRICARE Standard, in which beneficiaries face far greater problems finding participating providers. DOD doesn't even track statistics on Standard providers, many of whom are refusing to accept any new patients.

TMC is very pleased that legislators and staffers in both chambers have grasped the problems and started serious efforts to find solutions.

The Senate version of the Defense bill starts by requiring the Pentagon to collect information on where the problems are: how many providers are participating by location, and how many of them are accepting new Standard patients. It would require designation of a specific senior official to be held accountable for getting information to beneficiaries and helping them find participating providers. This designee would also be responsible for doing what it takes to recruit enough Standard providers to meet beneficiary needs by location — including recommending payment increases. The Senate would require the General Accounting Office (GAO) to review the adequacy of DOD's efforts on a regular basis.

The House language goes into greater detail about its plan to direct the secretary of defense to develop an outreach program to assist Standard beneficiaries. This outreach program would require that DOD:

- Provide information to every Standard beneficiary about TRICARE benefits, costs, sources to find providers, and assistance in resolving problems;
- Ensure that beneficiaries who need assistance locating a TRICARE-authorized provider get that assistance;
- Institute a systematic approach to identify the number and location of TRICARE Standard beneficiaries; and
- Actively work to recruit and retain enough Standard providers to meet beneficiary needs.

Best of all, both the House and Senate provisions require DOD to submit a specific plan to accomplish these things, along with an implementation schedule, to Congress by next March.

It's the implementation that will be the key to solving long-standing problems with TRICARE Standard. But the very specific requirements established by both Armed Services Committees demonstrate a serious commitment and a huge step in the right direction.

DOD Sets Up Office to Help Federal Job Applicants

DOD, which employs more than 700,000 civilians in more than 900 occupations, has set up a new office to help job applicants interested in joining the federal workforce.

The Defense Application Assistance Office was established this year to help those seeking government positions, such as help with the tedious application process. DOD has put together a marketing program to assist DOD recruiters throughout the United States and around the world in attracting job applicants to federal positions. Its marketing theme is "DOD is the Employer of Choice."
Interested job seekers can read more at www.go-defense.com, or call toll-free (888) DOD-4USA to learn more about available DOD jobs.

DOD Considers Exchange Systems Consolidation

DOD is working on a plan to consolidate the service exchanges under one roof. Congress must approve any move to merge the Army and Air Forces Exchange Service, the Navy Exchange and the Marine Corps Exchange. Provided the legislators give the go-ahead, the project would still be "some years" down the road before the move occurs.

Any consolidation will be transparent to exchange workers and shoppers. The plan is to change things in the support areas and management above the store level. Shoppers should see improved service, availability, variety and the ultimate result of better dividends. Any consolidation is intended to improve the dividend to the MWR accounts to all of the services.

SBA Support for Guard and Reserve Members

The U.S. Small Business Administration is offering special assistance to activated members of the National Guard and Reserve, and to small businesses affected by their activation. After receiving orders, self-employed Guard or Reserve members with existing SBA loans can request from their SBA lender or SBA District Office loan-payment deferrals, interest-rate reductions and other relief. Essential business-planning assistance is also available from SBA and its many resource partners. This planning can be critical to the successful operation of a small business during the deployment of the owner or an essential employee.

SBA also offers special low interest rate financing (MREIDLoans) to small businesses harmed by the activation of the owner or essential employees. SBA has created a special Web page specifically for Reserve and Guard members at www.sba.gov/reservists/ or you can contact your nearest SBA District Office. For further assistance, contact the Office of Veterans Business Development at (202) 205-6773, or visit **www.sba.gov/vets.**

AAAA NEWS

NEW MEMBERS

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
CW4 Guy D. Montjoy
Mr. John S. Parsley
1SG James H. Thomson, Jr.
1SG Chester V. Westergart

ALOHA CHAPTER
HONOLULU, HI
MAJ James R. Bolton
CPT Peter C. Bonin
MAJ David J. Francis
2LT Nathan C. Luecke
MAJ John M. Lynch Jr.
CW4 Gary H. Newsom
CW5 Alfred Pena
CW4 Peter R. Phillips
CW2 Israel G. Sanchez
CW4 Derek S. Smith
CPT Jason F. Wild, Sr.

ARIZONA CHAPTER
MESA, AZ
Mr. Thomas R. Cunningham

ARMADILLO CHAPTER
CONROE, TX
1LT Michael D. Orms, II

AVIATION CENTER CHAPTER
FORT RUCKER, AL
CW3 Michael P. Allard
2LT Grayson F. Angus
WO1 Randall L. Atkinson, Jr.
WO1 Shane L. Beld
WO1 Michael J. Bernarding
WO1 Alexander Bonilla
WO1 Aaron L. Bottorff
1LT John T. Boynton
CPT Todd I. Brattmiller
WO1 Sean C.W. Burman
WO1 Richard J. Caetano
WO1 Jeramy D. Campbell
2LT Jason A. Carter
2LT Hsisheng Chiang
WO1 David M. Copp
1LT Ryan C. Davis
WO1 Thomas Alan Dean
WO1 Lee E. Ellis
WO1 Karlo D. Felix
WO1 Christopher J. Finnigan
WO1 Anthony C. Gentry
WO1 Brandon S. Gillette
2LT Benjamin Green
WO1 Christopher A. Henson
WO1 Andrew F. Hudson
CDT Michael T. Ishida
WO1 Richard L. Jones, Jr.
2LT John R. King
2LT Eric E. Ladd
WO1 Bryant A. Larimore
2LT Douglas A. Larsen
WO1 William K. Lee
WO1 Geoffrey W. Mann
2LT Paul L. Mantiply
2LT Collin L. Massey
WO1 Terry A. O'Brien
2LT Rodney N. O'Hara
WO1 Robert B. Phillips
CDT Justin B. Pullen
Mr. Alfredo Reyes
2LT Jesus Reyes
WO1 Todd M. Rossignol
2LT Mancli A. Samples
WO1 Shaun M. Scully
WO1 Karl A. Sigafoos
1LT Apollo M. Simmonds
2LT Edward P. Speeckaert
Mr. Jerry W. Sturdivant
2LT Michael J. Stutts
WO1 Zachary L. Thomas
2LT Wilford A. Toney
WO1 Jeremy B. Turner
WO1 James R. Vance
WO1 Christopher J. Videau
WO1 C. Benjamin Whalen

BLACK KNIGHTS CHAPTER
WEST POINT, NY
CDT Benjamin M. Cohen
CDT Cameron G. Gallagher

CENTRAL FLORIDA CHAPTER
ORLANDO, FL
Ms. Mary Lou Allen
LTC Thomas S. Allen, Ret.
Mr. Kevin E. Althaus
Mr. Jack Beckett
Ms. Charlene Brandal
Ms. Cindy Cooper
Mr. Jack Crews
Mr. Gary Dibble
Mr. Jerry Ehleiter
Mr. Robert C. Farney
Ms. Christine Galante
Mr. Henry D. Goode
Mr. Larry J. Harrison
Mr. Bill Hutchings
Ms. Nita Lovell
Mr. Michael J. Miller Jr.
Mr. Robert A. Ragans
Mr. Larry Retta
Mr. Victor J. Reyes

COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA
Mr. Robert J. Carter
1SG Gary W. Cox

CONNECTICUT CHAPTER
STRATFORD, CT
Mr. Leon M. Silva

DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
CW2 Edward G. Eget, Ret.

HIGH DESERT CHAPTER
FORT IRWIN, CA
CSM Ralph Middlebrooks

IRON EAGLE CHAPTER
HANAU, GERMANY
MAJ Gerald N. Damron

IRON MIKE CHAPTER
FORT BRAGG, NC
CW2 Douglas E. Branson
1SG Leroy Purdie, Jr.

JACK H. DIBRELL/ALAMO/
FORT SAM HOUSTON, TX
MAJ Robert J. Perdue, Ret.

MONMOUTH CHAPTER
FORT MONMOUTH, NJ
Ms. Maureen E. Boyette

MORNING CALM CHAPTER
SEOUL, KOREA
CPT George S. Eyster
CW2 Jerome M. Goldick
CW3 Michael A. Scheel

NARRAGANSETT BAY CHAPTER
N. KINGSTOWN, RI
SSG Amy A. Litman

NORTH COUNTRY CHAPTER
FORT DRUM, NY
SFC Kevin S. Gillin
2LT Jose Alexis Ramos
CPT Brian J. Stickney

NORTH TEXAS CHAPTER
DALLAS/FORT WORTH
SFC William A. Anderson

OREGON TRAIL CHAPTER
SALEM, OREGON
Mr. Thomas L. Cavener

PHANTOM CORPS CHAPTER
FORT HOOD, TX
Ms. Dawne E. Patterson
LTC Jann E. Stovall, Ret.

SAVANNAH CHAPTER
FT STEWART/HUNTER AAF, GA
SGT Clinton L. Hanson

SOUTHERN CALIFORNIA
CHAPTER
LOS ANGELES, CA
Mr. Drew Baker
Mr. Bob Bruning
Mr. David V. Heminger
Mr. Scott Radcliffe
Mr. Peter Samsonov
Ms. Linda Solomon
Mr. Larry Stephenson
Mr. Walter Temple
Ms. Jennifer Thurman

STONEWALL JACKSON CHAPTER
SANDSTON, VA
SSG Kenneth D. Hall
CW3 Robert W. Mason, Ret.

TARHEEL CHAPTER
RALEIGH, NC
CPT Ralph A. Bitely

TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
Mr. James F. Bell, III
Mr. Don Bisson
Mr. Norman K. Bush
Ms. Tanna Herchenhahn
Mr. Steve Hinton
Ms. Glynn Jackson
MSG William J. Loew
Ms. Tonya M. Riley
Mr. Chris Tripp
Ms. Heather L. Tripp
Mr. William G. Tripp
Ms. Donna L. Zelinsky

WASHINGTON-POTOMAC
CHAPTER
WASHINGTON, DC
Mr. William N. Farmen
MAJ Mark S. Fritz
CDT Jessica F. Price

WINGED WARRIORS CHAPTER
SOTO CANO AB, HONDURAS
CPT Eric J. Eberline
MAJ Andrew J. Miller
LTC Terry L. Rice

MEMBERS WITHOUT
CHAPTER AFFILIATION
Mr. Lawrence K. Alvey
Mr. Tony Fulsom
CW4 Herbert W. Nagel
Mr. R. Brock Watkins

Lost Members

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

Evins, Regner, LTC
Gresham, Walter G., 2LT
Iga, Aldenn T., WO1
Kessinger, Richard L., Mr.
McIntosh, William A., WO1
McPeake, Aaron M., 2LT
McVay, Sammy, Mr.
Miller, Charles A., WO1
Murray, Douglas L., CSM
Reaviel, Lee, Mr.
Resh, Mark T., 2LT
Richardson, Ryan M., WO1
Sauer, Wayne A., LTC
Scott, Shane P., 2LT
Shores, Eric M., WO1
Smith, John T., CPT
Soltwedel, Kraig M., 2LT

AAAA Locator

The AAAA offers its members the opportunity to contact the national office for addresses and phone numbers of other members with whom they have lost touch over the years.

In addition, as a service to our members, a brief announcement may be placed in these pages to help locate those who are not AAAA members.

Looking for WO1 Robert Martin who probably graduated from Army helicopter flight school in late 1987. He served as a UH-60 pilot at Camp Humphreys, Korea from December 1987 to December 1988. Please contact Don Joyce at 407-870-5367.

High Desert Chapter

AAAA's High Desert Chapter kicked off an early celebration of the Aviation Branch birthday by sponsoring the eighth-annual High Desert Chapter Golf Tournament. The event took place March 20 at the Hesperia Golf and Country Club in Hesperia, Calif., and was followed March 21 by the chapter's Spring Formal at the National Training Center Leader's Club at Fort Irwin, Calif. Thanks to the efforts of MAJ Jim Ward, MAJ Richard Gordon, CPT Jeff Litvin and many High Desert members, the golf tournament and spring formal were very successful.

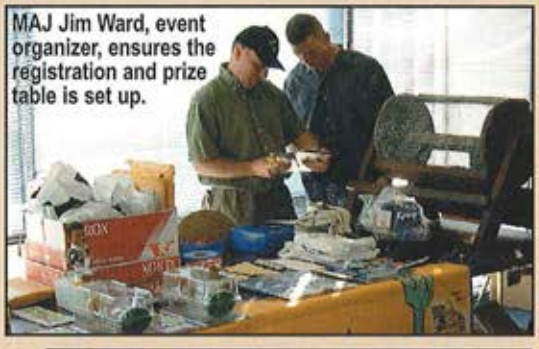
In beautiful yet occasionally blustery high desert conditions, 32 four-person teams competed on the golf course for a chance at several prizes and the honor of being this year's champions. The winners, from the Cobra Team (Armor Trainers), Operations Group, carded a 13 under par (59) in the best-ball competition format. They were awarded a cash prize of $160 and AAAA logo hats and T-shirts.

In addition to prizes awarded on the course for golfing skill, all participants had the chance to take part in an opportunity drawing. Prizes ranged from golf equipment to celebrity and professional sporting team autographed memorabilia. High Desert Chapter members and guests enjoyed good competition, great camaraderie and raised more than $2,500 for the Chapter's Scholarship and Annual Aviation Ball funds.

The Aviation Ball culminated the Chapter's celebration of aviation becoming a separate Army branch. The chapter celebrated the 20th anniversary of the formation of Army aviation as a separate branch with 152 guests. MG Carl McNair (Ret.), former commander of the U.S. Army Aviation Center at Fort Rucker, Ala., and first Aviation Branch chief, was the guest speaker. McNair's attendance was personally special to LTC Anthony Crutchfield, High Desert Chapter president, because McNair was the commander of Fort Rucker when Crutchfield was in flight school.

Following McNair's wonderful comments on the evolution of Army aviation, Crutchfield presented Bronze Order of Saint Michaels to:
COL Joseph E. Martz, LTC Richard Francey, MAJ Ronald D. Jones, MAJ Andrew J. Kaufmann, MAJ Thomas E. Baker, MAJ Richard H. Gordon, MAJ Adam W. Lange, MAJ Paul A. Cravey, CPT Shannon T. Miller, CPT Christopher M. Barnwell, CW5 John R. Lund, CW4 Ross E. Morrison, CW4 Paul P. Chopra, CW4 Leonel J. Toribio and CW4 Raymond A. Quinones.

A beautiful day for golf during the High Desert Chapter Golf Tournament.



MAJ Jim Ward, event organizer, ensures the registration and prize table is set up.

Crutchfield (*left*) presents COL Joseph E. Martz, commander of NTC's Operations Group, with the Bronze Order of Saint Michael.

LTC Anthony Crutchfield (*left*), High Desert Chapter president, presents MG Carl McNair (Ret.) (*right*) with an Eagle Team hat and Eagle identifying him as an honorary member of the NTC Aviation Training Division, or Eagle Team.

(*Left to right*) CPT Christopher M. Barnwell, CW4 Ross E. Morrison, MAJ Ronald D. Jones, CPT Shannon T. Miller, CW5 John R. Lund, CW4 Paul P. Chopra, CW4 Leonel J. Toribio, CW4 Raymond A. Quinones, MAJ Richard H. Gordon, MAJ Adam W. Lange, MAJ Paul A. Cravey, MAJ Andrew J. Kaufmann, and MAJ Thomas E. Baker (not pictured) are the newest recipients of the Bronze Order of Saint Michael from the High Desert Chapter.

Crutchfield presents LTC Richard Francey, the senior artillery trainer in the NTC Operations Group, with the Bronze Order of Saint Michael.

AAAA PRESIDENT'S CORNER

By MG Andy Andreson (Ret.)

There is no doubt that the highpoint of the last month was a gathering of the AAAA Senior Executive Associates. These outstanding non-aviator retired three and four star general officers have volunteered their time to help Army aviation achieve its potential.

Under the leadership of the Chairman of this group, GEN Bill Richardson, a former TRADOC commander and previous boss of mine, the members present at the dinner meeting focused on what could be done on several challenging fronts for the Army Aviation Team. Force Structure, OPTEMPO, PERSTEMPO, UAVs, and Army Aviation in OIF all entered into the mix.

General Richardson formed an Executive Committee of himself, GEN Saint, GEN Tuttle, and LTG Fields to distill the issues raised at the meeting to a few that would receive the focus of the full group over the next few months.

While much of the discussion is close hold, rest assured that with great leaders like this on our team and the rest of the Senior Associates like, GEN Wayne A. Downing, Ret., GEN Frederick M. Franks, Jr., Ret., GEN Gary E. Luck, Ret., GEN J. H. Binford Peay, Ret.,GEN Robert W. RisCassi, Ret., LTG Joseph E. DeFrancisco, Ret., LTG Jay M. Garner, Ret., LTG Max W. Noah, Ret., and Mr. Thomas L. House, your association, is representing your issues and concerns to the highest levels and doing our best to make a difference.

Have a safe summer, and don't forget to keep in mind our friends, family members, and associates who are deployed and at risk every day guaranteeing our freedom while back here at home much of the country is on vacation.

MG Andy Andreson, Ret.
AAAA President

❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖

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 2003, the AAAASFI received a total of over 200 applications and awarded 107 grants and loans totalling $153,500. 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.

Tax-deductible donations may also be made directly to the

AAAA Scholarship Foundation, Inc.
755 Main Street, Suite 4D, Monroe, CT 06468-2830
E-Mail: aaaa@quad-a.org Telephone: (203) 268-2450 FAX: (203) 268-5870

❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖CFC❖

It is with great sadness that we note the passing in early June of **MG Spurgeon H. Neel Jr. (Ret.)**. Widely known as the father of aviation medicine, Neel died in San Antonio, Texas. He was 83.

A native of Memphis, Tenn., Neel commanded a medical company in Europe during World War II. In 1954 he became the Army's first aviation medical officer, and as the first commanding general of the Health Services Command he was instrumental in the development and refinement of the UH-1 helicopter as an aeromedical-evacuation aircraft, and of the Army's medevac doctrine.

After his retirement from active duty Neel was instrumental in the founding of the U.S. Army Medical Museum at Fort Sam Houston, Texas. He was inducted into the Dustoff Hall of Fame in 2001, and the Army Aviation Hall of Fame in 1976.

Neel is survived by his wife of 63 years, Alice Neel; a daughter, Leah Neel Zartarian of Falmouth, Mass.; a son, Spurgeon H. Neel III of Atlanta; and two grandsons. He was buried with full military honors at Fort Sam Houston National Cemetery.

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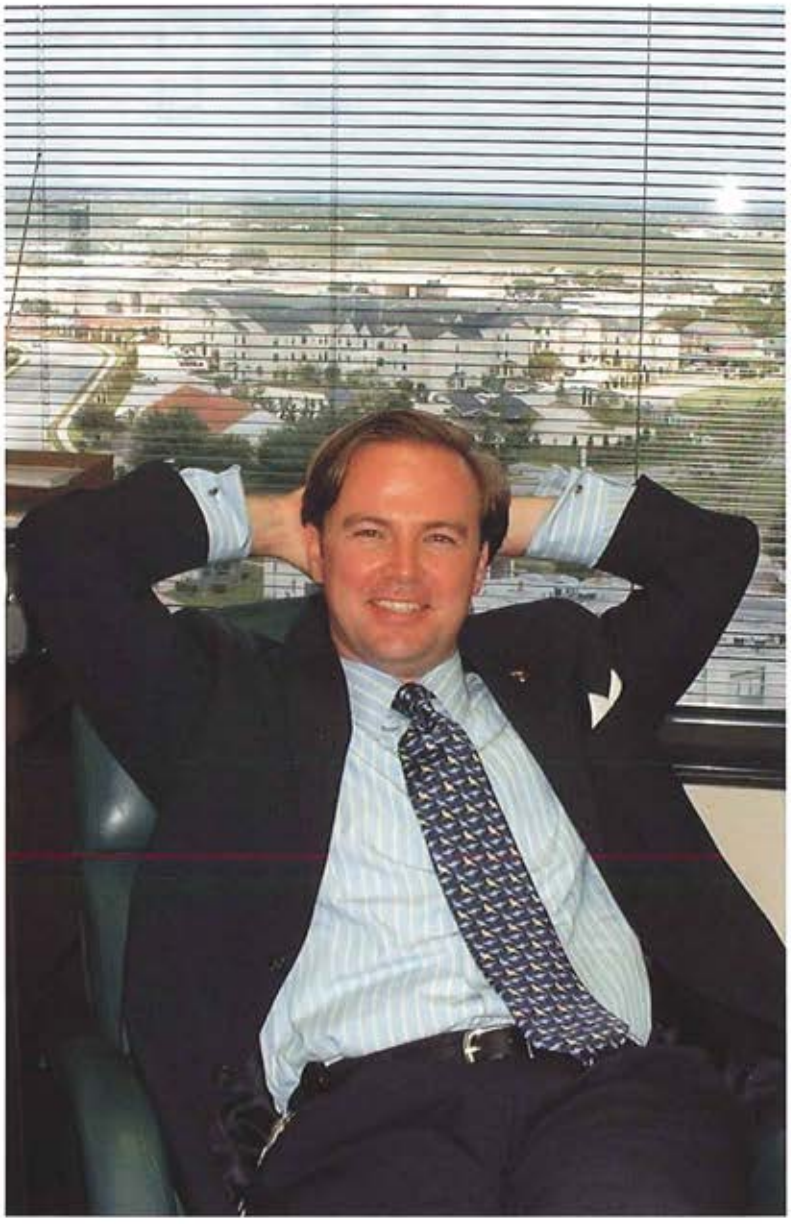

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To learn more, please call or visit our website at www.quad-a.org.

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AAAA NEWS

New Chapter Officers

Air Assault:
COL Andrew N. Milani, Sr. V.P.

Armadillo:
LTC Michael J. Currie, Pres.; COL Robert Poland, Ret., Sr. VP; 1LT Michael D. Orms, II, Secy.; CW4 Bobby R. Deiss, Treas.; CW4 Daniel T. Heggie, VP Member Enrollment.

Phantom Corps:
COL Jeffrey G. Gregson, President; COL James C. McConville, Sr. VP;COL Michael E. Moody, Sr. VP; MAJ Donald R. Mobley, Ret., Treas.; CPT Michael S. Duck, VP Member Enrollment; Ms. Dawne E. Patterson, VP Programs; Mr. Michael A. DiGennaro, VP Industry Affairs;

New AAAA Order of St. Michael Recipients

CW5 Jonathan Edwards (Silver)
LTC Harry J. McGinness, Ret. (Silver)
CSM Diane E. Williams (Silver)
COL Randall F. Cochran (Silver)
SSG Debra Mumma (Bronze)
LTC Louise Terrell (Bronze)
SGM Robert Felder (Bronze)
MAJ Carl Simon (Bronze)
CW4 Terry Rigsby (Bronze)
1SG Chester Westergart (Bronze)
MeriBeth Chaffin (Bronze)
CW3 Rodney B. Swanson (Bronze)
LTC(R) Mark Brodeur (Bronze)
COL James E. Rogers (Bronze)
COL William L. Greer (Bronze)
CW3 Bobbie T. Schweikart (Bronze)
CW4 Miles A. Caughey (Bronze)
CW4 David R. Rice (Bronze)
CW3 Eugene Minter (Bronze)
CW3 Erik W. Treves (Bronze)
CW5 Garth Burt (Bronze)
CW3 Bernard Smith (Bronze)
MSG Kenneth Stephens (Bronze)
1SG Ralph Schreiber (Bronze)
CW5 Nick Garcia (Bronze)
CPT Christopher P. Downey (Bronze)
SGM Tonkphontong (Bronze)
MAJ Matthew J. Brady (Bronze)
MAJ Bradley D. Pecor (Bronze)
CW4 Glenn Beck (Bronze)
LTC David L. MacDonald (Bronze)
CW4 Darrell Lahr (Bronze)
MG William Lynch (Bronze)
MG Walter Pudlowski (Bronze)
1SG James Kilbert (Bronze)
MAJ Dave Gereski (Bronze)
COL Richard Murphy (Bronze)
CPT Brian Zarchin (Bronze)
MAJ Dwayne Hummel (Bronze)
CW4 Kenneth J. Koch (Bronze)
LTC Keith K. Kodalen (Bronze)
LTC Michael A. Bills (Bronze)
MAJ Matthew M. Laver (Bronze)
CW5 James E. Patrick III (Bronze)

AAAA Soldier of the Quarter

A Chapter Program to Recognize Outstanding Soldiers on on a Quarterly Basis

SSG Eric T. Faber
3rd Qtr FY03
(Aviation Center Chapter)

PFC Fernando C. Tomlinson, Jr.
3rd Qtr FY03
(Aviation Center Chapter)

AAAA Soldier of the Month

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

SFC Michael L. Ayala
March 2003
(Indiantown Gap Chapter)

New AAAA Life Members

COL Tony G. Crutchfield
CPT Joseph R. Gallaher
COL Larry D. Holcomb, Ret.
CW3 Tony L. Moore
CW4 David C. Ravegum, Ret.

In Memoriam

COL Craig T. Ceneskie

It is with deep regret that we note the death on June 24 of **LTG James H. Merryman (Ret.)**. He was 74 years old.

An AAAA charter member and 1992 Hall of Fame inductee, Merryman was the former commanding general of the U.S. Army Aviation Center at Fort Rucker, Ala., and commandant of the U.S. Army Aviation School, he retired in 1984 after 34 years of service. His last active-duty assignment was as the Army's deputy chief of staff for research, development and acquisition.

Merryman is survived by his wife, Mrs. Jane Merryman of Springfield, Va. Funeral services were held on July 25 at the Old Post Chapel, Fort Myer, Va., after which the remains were interred at Arlington National Cemetery.

Silver Eagles

The Silver Eagles program recognizes those who are marking their 30th and 40th years of membership in AAAA this year.

40 Year Members

Baumgarten, John R., COL, Ret.
Becker, William A., MG, Ret.
Bradley, Peter W., COL
Brady, Patrick H., MG, Ret.
Brafford, Robert T., COL, Ret.
Brown, Patty E., COL, Ret.
Bryant, Carlie E.Jr, MAJ, Ret.
Buford, William C., LTC, Ret.
Byars, Donald R., LTC, Ret.
Carrell, Alfred C., Mr., Ret.
Catron, Robert L.Sr, LTC, Ret.
Childree, William C., LTC, Ret.
Chin, Richard C., CPT, Ret.
Coutoumanos, George, Mr.
Crawford, Charles C., Mr., Ret.
Curtis, Raymond L., CW4, Ret.
Dobbs, Bobby W., 1SG, Ret.
Ewart, Loel A., LTC, Ret.
Falls, John, LTC, Ret.
Fern, Albert J.Jr, COL, Ret.
Flohe, Donald L., LTC, Ret.
Foulkes, Vincent R., CW4, Ret.
Frix, Robert S., MG, Ret.
Hendrickson, Donald E., LTC, Ret.
Henry, Terence M., BG, Ret.
Hess, Carl L., CW4, Ret.
Hicks, Herbert O., CW4, Ret.
Hill, Rollin A., CW4, Ret.
Horton, Chris. A., CW4, Ret.
Howe, Michael B., COL, Ret.
Kempster, John E., COL, Ret.
Kinnard, Harry W.O., LTG, Ret.
Klose, John A.G., COL, Ret.
Lasch, John A, III, COL
Leming, Joe A., MAJ, Ret.
Lionberger, William D., CW4, Ret.
Long, Donald E., LTC, Ret.
Marsh, Caryl G., LTG, Ret.
Miller, Edward J., LTC
Minkinow, Stanley, MAJ, Ret.
O'Connor, Thomas W., LTC, Ret.
Orrell, Herman M., LTC, Ret.
Ostermeier, William F., COL, Ret.
Owen, Dean M., COL, Ret.
Patla, Norb, COL, Ret.
Peterson, Richard N., Mr., Ret.
Preston, Edward J., COL, Ret.
Quirk, William G., Mr., Ret.
Ramage, Gary F., LTC, Ret.
Reed, Nathan K., LTC, Ret.
Rice, Bert L., COL, Ret.
Rittenhouse, William R., COL, Ret.
Sanders, Bobby J., LTC, Ret.
Sarnecki, Aloysius P., COL, Ret.
Satterwhite, James J., Mr.
Scott, Donald R., MAJ, Ret.
Sheffield, Ronald L., LTC, Ret.
Smith, Duane N., COL, Ret.
Smith, Lee C. Jr., COL, Ret.
Stravato, A. G., Mr.
Swift, William D., COL, Ret.
Terrell, Douglas R., Mr.
Thompson, Owen R., LTC, Ret.
Wagg, Jr., Robert A., COL, Ret.
Weber, Ralph P., CW4
Williams, Robert L., CW4, Ret.
Zagars, Viesturs, Mr.

30 Year Members

Alverson, Frank L. Jr, LTC, Ret.
Atwood, Walter W., MAJ
Bennett, Patrick J, COL, Ret.
Brophy, William S., COL, Ret.
Carder, Ronald D., LTC, Ret.
Clemo, John E., SFC, Ret.
Conrad, Ralph R., CW4, Ret.
Ferguson, Corey J., CW4
Fox, Timothy J., LTC, Ret.
Garner, Walter M., Mr.
Gram, Wallace D., COL, Ret.
Grimsley, Turner E., COL, Ret.
Groves, Gary E., LTC, Ret.
Hayes, Thomas M., COL
Helton, David E., CW5, Ret.
Hirsch, John S., COL, Ret.
Inman, Kenneth A., 1SG, Ret.
Isom, Jack R., Mr.
Johnson, Phillip G., MAJ, Ret.
Keirsey, J. Dan, COL
Kenton, James H., LTC, Ret.
Klink, Ralph R., Mr., Ret.
Lam, John R., Jr, LTC, Ret.
MacWillie, Stephen, COL, Ret.
Melesky, Wayne A., CW4, Ret.
Meyndt, Rene, CW4, Ret.
Mullady, Brian P., COL, Ret.
Murrell, Reginald C., CW4, Ret.
Newsome, Amos M., Jr, LTC, Ret.
Ovnic, Frank A., CW4, Ret.
Ragsdale, Jack D.,Jr., LTC, Ret.
Retterer, John M., MAJ, Ret.
Ritterspach, Frederick P, LTC, Ret.
Rosen, Kenneth M., Dr.
Rowe, Robert H., CW4, Ret.
Sauer, James B., COL, Ret.
Scheuer, Henry H., Mr.
Sheahan, Patrick J., LTC
Springsteen, Raymond L., MAJ, Ret.
Stevens, Shelby T., COL, Ret.
Swank, Will, CW4, Ret.
Swink, Terry E., LTC, Ret.
Torney, James V., CW4, Ret.
Trumpfeller, Herbert G., CSM, Ret.
Vehlow, Charles A., COL, Ret.
Walker, Thomas M., COL
White, Robert T., MAJ, Ret.
Williamson, James A., COL, Ret.

- **Sep. 11-14.** OV-1 Mohawk Association 14th Annual Reunion, Minneapolis, MN. Contact Ron Wheeler (706) 291-1895 E-mail: ReunionDirector@ov-1mohawk.org.
- **Sep. 15-18.** The C4IEWS Path to Military Tranformation & Homeland Security Enabled by Military & Civilian Warfighters Symposium, Sponsorsed by: U.S. Army CECOM and the Fort Monmouth Chapter of AAAA — AFCEA — AOC — AUSA. Visit website for more details: **http://www.aaaamonmouthchapter.org**
- **Oct 6.** AAAA National Executive Board and AAAA Scholarship Board of Governors Meetings, Washington Convention Center, Washington, D.C.
- **Oct 7.** AAAA Hall of Fame Selection Committee Meeting, Washington Convention Center, Washington, D.C.

Army Aviation Hall of Fame

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

COL Robert R. Williams
Army Aviation Hall of Fame 1974 Induction

COL (later LTG) Robert R. Williams' association with Army aviation began at Fort Sill, Okla., immediately after his 1940 graduation from the U.S. Military Academy as a field artilleryman. While with the famous "Class Before One," he helped to validate the need for light aircraft in the artillery-adjustment role. As flight division chief in the Department of Air Training, he organized the Army's first aviator-training program and became the first ground-force officer to receive an instrument rating.

During 1947, in Europe, he organized the first ground-force aviation unit, the U.S. Constabulary Flight Detachment. He was the first chief of the Army Aviation Branch, G-3, Department of the Army, which later became the Directorate of Army Aviation, and became the first active-duty master Army aviator.

In 1955 Williams organized and was the first president of the U.S. Army Aviation Test Board and was instrumental in fostering the Army Aviation Association of America (AAAA) in 1957. In 1962 he assumed command of the Aviation School and was reassigned a year later as commander of the Test and Evaluation Control Group, which evaluated and validated the test of the 11th Air Assault Division at Fort Benning, Ga. He was director of Army aviation during 1966 and 1967, following this with a two-year Vietnam tour as commanding general of the 1st Aviation Brigade.

Williams was deputy assistant chief of force development — serving for extended periods as the ACSFOR — until he was promoted into that duty in 1970. During this period, the aircraft family for the 1980s was conceived and adopted. Later, he was the deputy commander in chief of U.S. Army, Pacific. Throughout his career, he was in the forefront of the development of airmobile concepts, and vigorously promoted Army aviation from positions of great responsibility in both peace and as a combat leader. He is considered to be the "father of Army aviation."

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