ARMY AVIATION

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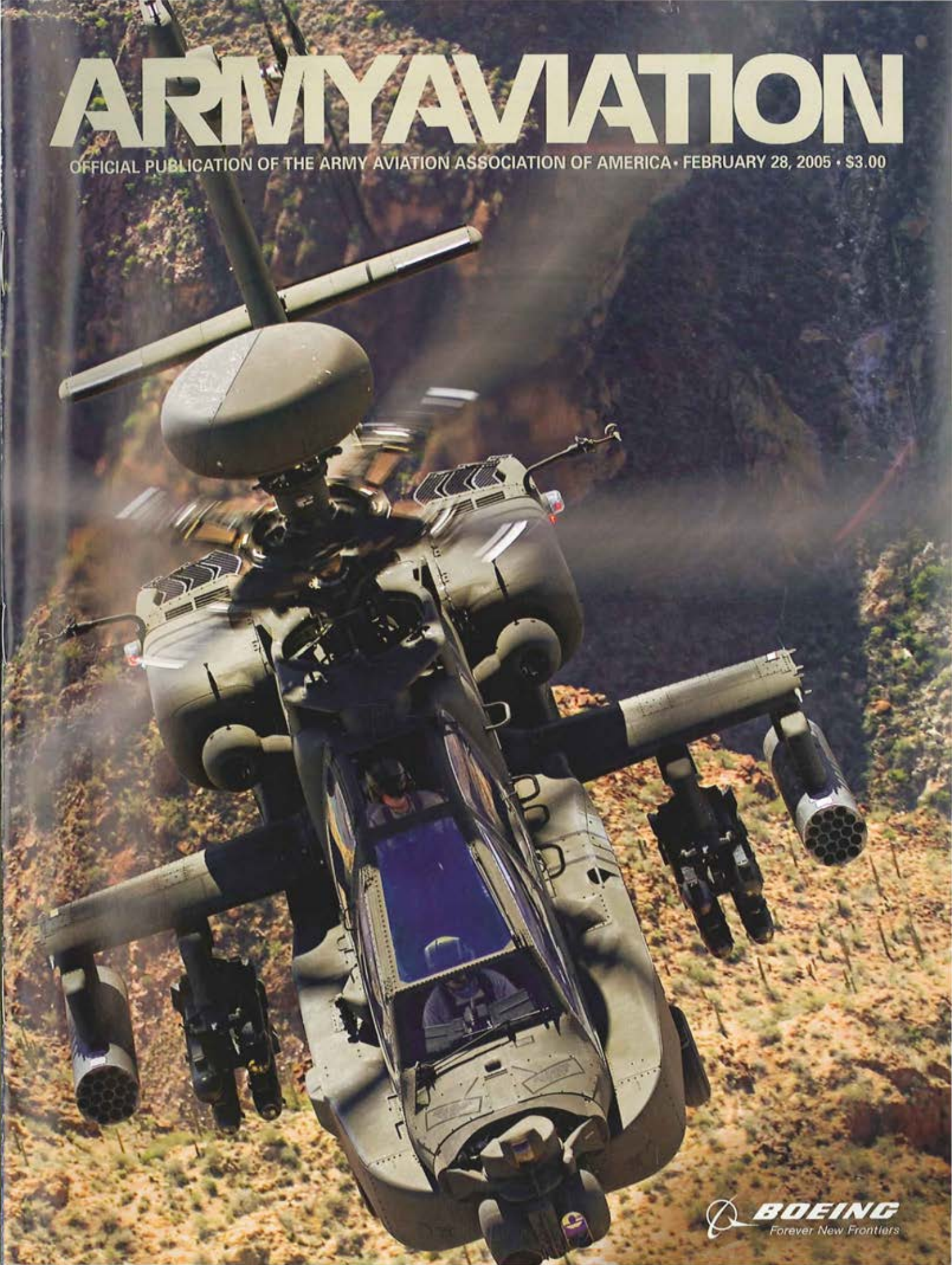

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Paid advertisement. U.S. Army AH-64D Apache Longbows from 12 combat-ready battalions or regiments are in service around the world, performing a wide range of missions daily. The U.S. Army has fielded more than 400 Apache Longbows. Photo by Bob Ferguson. *Caption provided by advertiser.*

Parker Aviation Award Winners Announced

The U.S. Army announced in January the recipients of the 2004 LTG Ellis D. Parker Aviation Unit Awards. The overall winner unit in the best Combat category is the 1st Bn, 227th Avn. Regt., Fort Hood, Texas. The best Combat Support unit is the 2nd Bn., 227th Avn. Regt., also from Fort Hood. The best Combat Service Support unit is the 421st Med. Evac. Co. (Air Ambulance), Wiesbaden, Germany. The 1st Bn., 145th Avn. Regt., Fort Rucker, Ala. is the best Table of Distribution and Allowances unit. (*See story in the upcoming March issue.*)

Finalists Named In ERMP UAV Program

The Army selected Jan. 3 two finalists for the Extended Range Multi-Purpose (ERMP) unmanned aerial vehicle program. **General Atomics Aeronautical Systems, Inc.**, and **Northrop Grumman Corp.**, both of San Diego, are participating in a series of ground and flight systems capabilities demonstrations during a six week "fly-off" being held at Fort Huachuca, Ariz. General Atomics is competing with the *Warrior* UAV, a variant of the Predator, and Northrop Grumman has submitted the *Hunter II*, a next generation UAV based on their Hunter model. The Army currently plans to down select to a final UAV in April.

Army Chinook Buys Taking-off

The Boeing Company of Ridley Park, Pa., and the U.S. Army signed a $549 million contract Dec. 21 for 17 new-build CH-47F Chinook helicopters. The contract is the largest Chinook order by any domestic or international customer since the mid-1980s. Deliveries of the new aircraft will begin in September 2006 and continue through the end of 2008. The Army has approved a new acquisition plan that increases the Chinook fleet from 463 to 513 aircraft. The plan calls for the modernization of the entire fleet of 397 CH-47D aircraft to the new F-model configuration and procure at least 55 additional new-build CH-47F Chinooks. The Army's Special Operations Command will increase its inventory of 34 MH-47D/E special ops heavy assault Chinooks to 61 MH-47Gs, with an option for future growth.

Testing Underway on 13-inch UAV

Honeywell International of Phoenix, Ariz., announced Jan. 6 that flight-testing was underway on a 13-inch autonomous surveillance aircraft that a Soldier can carry on his back. The Micro Air Vehicle (MAV) is being produced for the Defense Advanced Research Projects Agency (DARPA) as part of its advanced concept technology demonstration (ACTD) program. Called a ducted fan air vehicle, the MAV flies like a helicopter, using a propeller that draws in air through a duct to provide lift. The MAV may become part of the Army's Future Combat Systems program as the "hover and stare" Class I UAVS.

CONTRACTS

Protective Materials, a division of The Protective Group in Miami Lakes, Fla. was awarded contracts in excess of $18.8 million for the ballistic protection system (BPS) for Army UH-60 and CH-47 helicopters. The BPS features the latest, state-of-the-art technology to create a modular, lightweight, multi-hit capability armor system designed for use in helicopters.

The Boeing Co., Ridley Park, Pa., was awarded Jan. 14 a delivery order amount of $194M as part of a $223.4M contract for remanufacture of 12 CH-47 aircraft to the MH-47G configurations. Work will be performed in Ridley Park and is expected to be completed by July 30, 2006.

Lockheed Martin Corp., Orlando, Fla., was awarded Dec. 27 a $7.5M contract for CY05 target acquisition designation sight/pilot night vision sensor, Longbow refurbishment and production to support the AH-64 helicopter. Work will be performed in Orlando and is expected to be completed by Dec. 31, 2005.

Hellfire Systems L.L.C., Orlando, Fla., was awarded Dec. 22 a $45.4M contract for AGM-114K2 HELLFIRE II laser guided missile conversions. Work will be performed in Orlando and is expected to be completed by June 30, 2007.

Bell Helicopter Textron Inc., Fort Worth, Texas, was awarded Dec. 22 a delivery order of $12.4M as part of a $68.4M contract for seven TH-67A+ training helicopters. Work will be performed in Quebec, Canada and Bristol, Tenn., and is expected to be completed by July 30, 2006.

AAI Corp., Hunt Valley, Md., was awarded Dec. 16 a $71.9M contract for eight additional SHADOW Unmanned Aerial Vehicle Systems. Work will be performed in Hunt Valley and is expected to be complete by July 31, 2007.

PHOTOS COURTESY OF GENERAL ATOMICS AERONAUTICAL SYSTEMS AND NORTHROP GRUMMAN.

contents

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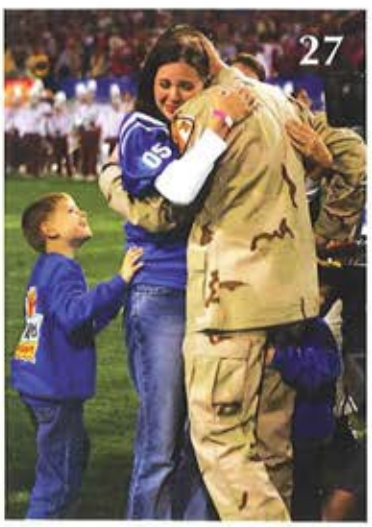

FEATURES:

SPECIAL FOCUS:

- **Operation Iraqi Freedom (OIF)**
- **Ongoing Stability and Support Operations (SASO)**
- **Unmanned Aerial Vehicles (UAV's)**

DEPARTMENTS:

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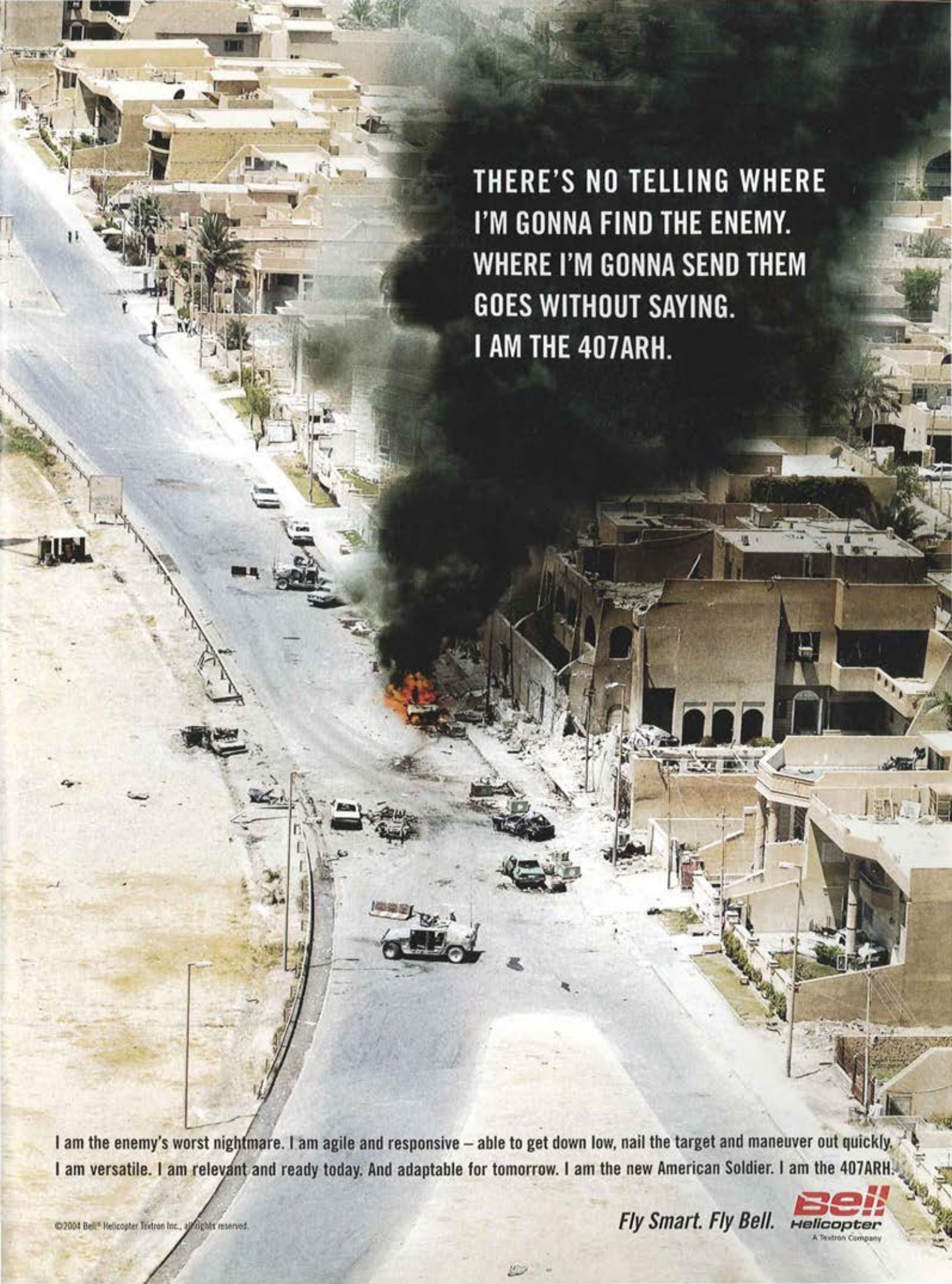

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Combat Operations

In Afghanistan and Iraq

By BG E.J. Sinclair

Industry and Army Aviation Teamwork

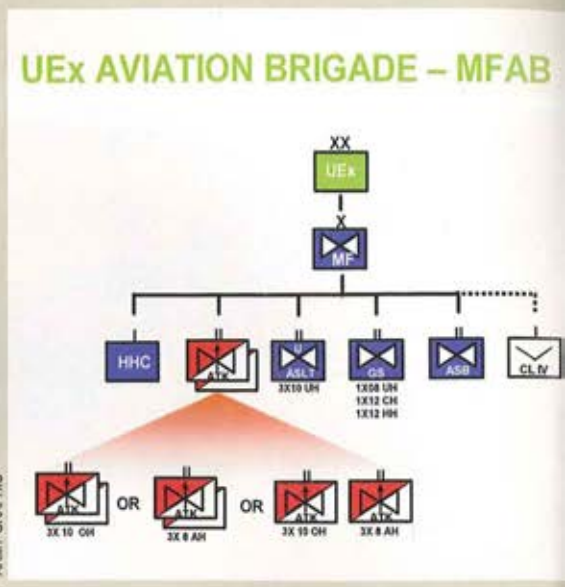
Our Aviation Soldiers in Operations Enduring Freedom (OEF) and Iraqi Freedom (OIF) are accomplishing outstanding feats for our nation. This article will discuss some of the successes of our units in the field. We are very proud of them and their supporting families, and understand the hardships and sacrifices that they go through each day. Joint Task Force Wings (JTF Wings), led by the Aviation Brigade of the 25th Infantry Division (Light), fully exemplifies the capabilities of the Multi-functional Aviation Brigade (MFAB). They are moving out, operating in Afghanistan as part of OEF and detaching units to support OIF, demonstrating that our MFAB concept works.

Joint Task Force Wings

PHOTO BY CWS TOM STRUCK

An AH-64A Apache helicopter (top) provides security for a lift support mission in Afghanistan.

The new MFAB, the Aviation Unit of Action for Army Units of Employment, is designed to be *capable and lethal, modular, tailorable* and *sustainable* (see Figure 1). JTF Wings is a capabilities-based maneuver arm optimized for the joint fight and epitomizes the goal of Army Aviation Transformation. To transform into JTF Wings (an MFAB task force), the 25th Avn. Bde. tailored its task organization using modular, company-sized capabilities, based on METT-TC considerations (mission, enemy, time, terrain and weather, troops and civilians available) for OEF and OIF. Their result is a more capable and lethal force, while increasing their aircraft sustainment during split-based combat operations.



ARMY GRAPHIC

Figure 1. The Multi-functional Aviation Brigade is the Aviation Unit of Action which supports a Unit of Employment.

Capable and Lethal

Since May 15, 2004, JTF Wings has simultaneously supported four brigade combat teams (BCT) under the command and control of Combined Joint Task Force 76 (CJTF-76), headquartered by the 25th Inf. Div. (Light). Their aviation missions have included: intelligence, surveillance and reconnaissance, security, vertical maneuver, support of ground forces in close combat, aerial sustainment, and command and control operations. JTF Wings is currently larger than its modified table of organization and equipment (MTO&E) authorizations as per the 2002 structure decision, despite detaching and deploying their organic light attack battalion (1-25th ATK) to Iraq in support of the 1st Cavalry Div. as part of OIF-II (see Figure 2, page 8).

JTF Wings' task organization emulates the design of the MFAB. It's an example of how the new modular brigade is tailorable for the most demanding combat missions. JTF Wings' command and control of all Army and joint rotary wing aviation in Afghanistan under one headquarters was extremely effective. Joint interoperability and connectivity was fundamental to their efforts, along with streamlined communications and strengthened unity of command.

The 68th Medical Evacuation Company (Air Ambulance), an HH-60L MEDEVAC unit from Hawaii, is a good example of the

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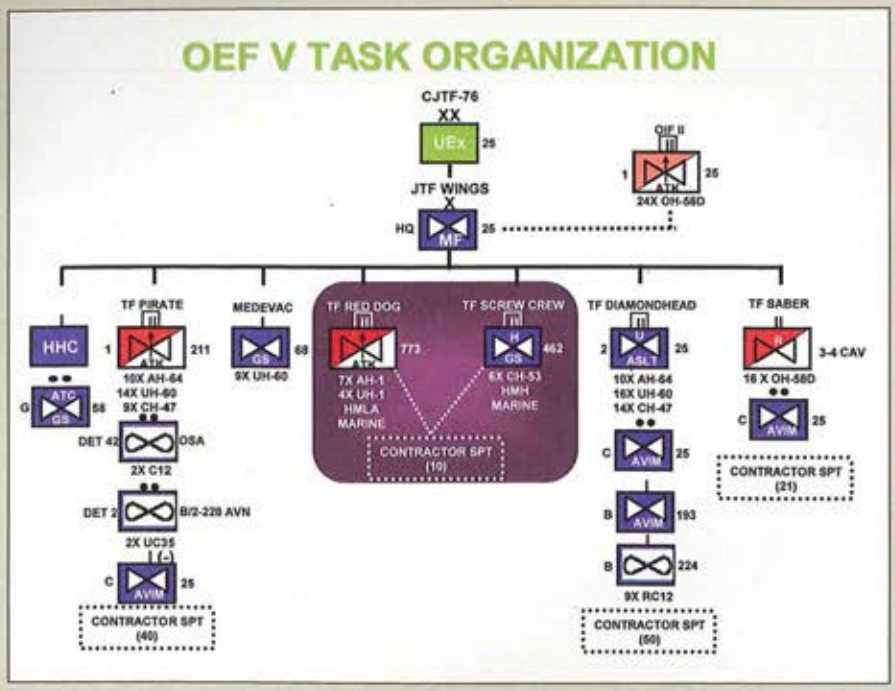

ARMY GRAPHIC

Figure 2. JTF Wings Task Organization mirrors the design of the Aviation Unit of Action.

benefits of having one area of responsibility aviation headquarters. They were under the command and control of JTF Wings for day-to-day operations, and as required provided task organized medical assets in support of ground BCTs. The MEDEVAC crews gained such inherent mission execution multipliers as operational situational awareness, three-dimensional threat information, attack helicopter security, and aviation risk approval and launch authority.

Prior to deployment, Fort Rucker sponsored an aviation training exercise (ATX) that allowed COL Shannon Davis, the 25th Avn. Bde. commander, to organize and train his unit for the pending JTF mission. As the nucleus of the MFAB, the brigade integrated and task organized company-sized National Guard and Reserve units into aviation multi-functional battalion task forces (MFBTF). This ATX established a foundation of teamwork and collective training to forge JTF Wings into a cohesive unit of action.

Modular

Army transformation defines modularity as a force-designed methodology that creates capabilities based unit elements that enable responsive and rapid identification, packaging, deployment and sustained employment of fully mission-capable organizations capable of operating in a joint and combined environment in support of combatant commanders. Standardized company-sized capabilities will be the norm.

Using METT-TC and the flight company as the primary building component, JTF Wings tailored modular elements into battalion task forces to support tactical operations (See Figure 2). The 1-25th Avn. Regt (ATK), 25th Avn. Bde., was given less than 60 days notification to deploy with its organic unit, augmented with fuel and ammunition (Class III/V) and aviation intermediate maintenance (AVIM) modular attachments, in support of OIF-II.

Tailorable

JTF Wings established MFBTFs based on unit locations, METT-TC and previous aviation brigade TF experiences. JTF Wings re-tailors its task organization as necessary to meet the changing METT-TC.

TF Diamondhead, headquartered by 2-25th Assault Bn., is based in the Regional Command (RC) South sector. It's the largest battalion TF and consists of the most lift assets. This MFBTF seamlessly combined Active and Reserve components and contractors into a unified, responsive force to decisively engage the enemy.

TF Pirate, led by the Utah National Guard's 1st Bn. (AH-64), 211th Avn. Regt., is deployed to RC East with the CJTF-76 and JTF Wings headquarters elements. Other active component units comprising TF Pirate include: a UH-60 company module from 2-25th Assault Bn., and CH-47s from Co. B, 214th Avn. Regt. and accompanying aviation unit maintenance (AVUM) and AVIM support inherent from the 25th Avn. Bde. A command aviation company was formed with six UH-60s, two aircraft from each of the three assault companies.

TF Saber, led by 3rd Sqdn., 4th Cav. Regt., is based in RC West. Their primary mission is reconnaissance, surveillance and target acquisition, and

COURTESY ARMY PHOTO

The MFAB will include modular medical evacuation assets, such as this HH-60L air ambulance preparing to transport a patient in Afghanistan.

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COURTESY ARMY PHOTO

Task Force Pirate at Bagram Airbase is one of the three modular multi-functional aviation battalion task forces comprising JTF Wings in Afghanistan.

disarmament, demobilization and reintegration. Their actions have resulted in the turn-in of over 4,000 tons of ammunition and explosives, along with 59 tanks, 106 artillery pieces, 76 armored personnel carriers, 34 anti-aircraft artillery guns, and 28 functional HN-5 surface-to-air missiles.

JTF Wings played an important leadership role through exploration and implementation of joint heavy lift and multi-role aircraft that augmented the aviation task force. Marine Heavy Helicopter Squadron 462 is an active duty CH-53 unit based in California. CH-53s bring unique capabilities to the combined joint operations, such as aerial refueling and fast rope proficiency.

The 25th Avn. Brigade's HHC divided their III/V platoon into four modules, with personnel and equipment tailored for each battalion task force. One module deployed to OIF and three to OEF, augmenting the organic III/V assets of each battalion task force.

JTF Wings combines its tactical experiences from split-based operations through weekly leadership discussions on aviation successes. Unique in OEF-V, JTF Wings developed a diverse aircraft employment set from tactics, techniques and procedures to fit a typical ground force template for cordon and search operations. This package, comprised of lift, cargo and attack aircraft, has become a common mission set on multiple objectives.

Sustainable

JTF Wings provided modular maintenance packages of tailored AVUM and AVIM companies to the MFBTFs. Contracted maintenance augmentation to this sustainment capability provides JTF Wings with an unparalleled ability to perform efficient aircraft maintenance. Since deploying JTF Wings has flown over 70,000 combat hours. This feat attests to the well-organized maintenance and resulted in consistently high operational readiness rates and bank times that routinely exceed 50 percent.

Meeting Expectations

JTF Wings meets the Army Aviation Transformation goal of a *capable and lethal, modular, tailorable* and *sustainable* MFAB. JTF Wings performs a diverse range of missions due to the multifunctional organization of its battalion task forces. The Afghanistan area of operations, with its rugged interior spanning over 600 miles, requires Army Aviation to provide the full scope of mission support. The modular composition allows JTF Wings to easily integrate with other coalition forces and joint services in conducting deliberate combat operations.

The modular design of 1-25 Avn. (ATK), conducting combat operations in Iraq, allowed them to fly over 25,000 hours in support of coalition forces. The ability to plan, coordinate and execute all the aviation facets (lift, attack and reconnaissance) of an operation within one headquarters increases its agility.

The accomplishments of JTF Wings, organized around the MFAB concept, conducting combat missions in Afghanistan while detaching units to Iraq, attests to the warfighting capability of the Army's Multi-functional Aviation Brigade.

"Above the Best!"

❖❖

BG E.J. Sinclair is the Army Aviation Branch Chief and commanding general of the U.S. Army Aviation Center and Fort Rucker, Ala.

Editor's Note: *A snap shot of the aviation assets under the command and control of JTF Wings, as of Oct. 2004, included:*

- UH-60 Black Hawks of the 2nd Bn., 25th Avn. Regt., 25th Inf. Div. (Light)
- CH-47 Chinooks of Co. B, 214th Avn. Regt., 25th Inf. Div. (Light)
- CH-47 Chinooks of Co. F, 131st Avn. Regt., Alabama and Georgia ARNG
- AH-64 Apaches of the 1st Bn., 211th Avn. Regt., Utah ARNG
- AH-64 Apaches of the 1st Bn., 111th Avn. Regt., Florida ARNG
- HH-60L Black Hawks of the 68th Med. Evac. Co. (Air Ambulance)
- CH-53 Super Stallions of Marine Heavy Helicopter Squadron 769
- AH-1 Cobra and UH-1 Hueys of Marine Light Attack Helo. Sqdn. 773
- Co. C (AVIM), 25th Avn. Regt., 25th Inf. Div. (Light)
- Co. B, 193rd Avn. Regt., Hawaii ARNG
- Co. G, 58th Avn. Regt. (Air Traffic Services)

Source: Department of Defense Website—CJTF-76 Forces in Afghanistan

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Aviation in Iraq

By COL Bradly S. MacNealy

A TF 185 AVN UH-60 from 1st Bn. 106th Avn. Regt. (IL ARNG) infiltrates a 2nd Bde. recon team from the 1st Inf. Div. during a quick response force weapons interdiction mission on June 19, 2004 in Iraq.

SPECIAL FOCUS OPERATION IRAQI FREEDOM

Editor's note: *After serving 11 months in Iraq, the 185th Avn. Bde., Mississippi Army National Guard, deployed as Task Force 185 Aviation, conducted its mission transfer of authority on Dec. 22 to the 18th Avn. Bde., Fort Bragg, NC. The 185th arrived back in Jackson on Christmas Eve to the delight and cheers of families and friends.*

When Aviation assets in Iraq were reduced from the eight Aviation brigades in OIF-1 to three Aviation brigades during OIF-2, the mission requirements were expected to decrease as well. Not the case as aviation mission requirements for OIF-2 drastically increased leaving aviation commanders with the huge task of having to do more with less.

MG James E. Simmons, III Corps deputy commander, set the tone early in OIF-2 challenging Task Force 185th Aviation (the Corps' aviation brigade) to reduce phase maintenance times, develop innovative ways to maximize each flight hour flown, and better utilize rotary and fixed wing cargo assets in Iraq.

In order to accomplish such a huge challenge, the measurement of effectiveness for Aviation in Iraq had to change from the "number of flying hours flown" to "passengers, cargo and equipment hauled per flight hour." Quality over quantity flying in Iraq was the only way to meet the Multi-National Corps – Iraq (MNC-I) mission requirements. Aviation maintenance, combining missions, mission stacking, space "A" travel, pre-staging CH-47 and C-23 loads, and great coordination between the Corps' TF 185 AVN and the division aviation brigades were the keys to success.

Maintenance... the Long Pole

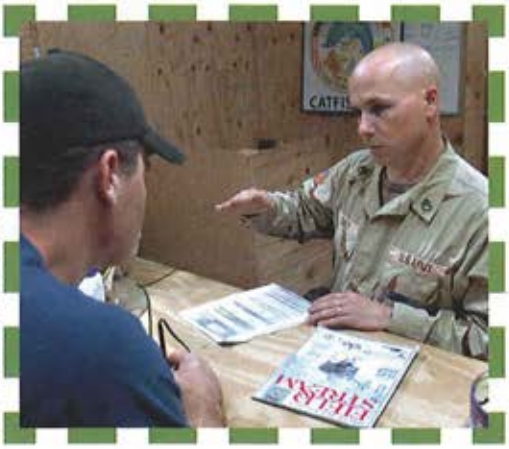
Aviation maintenance quickly became the "center of gravity" for TF 185 AVN as every flyable aircraft was flown every day and night. The goal was to exceed 75 percent operational

ARMY PHOTO BY SGT LARRY LOPER

Above: A C-23 Sherpa taking off on an early morning passenger and cargo run from Mosul. Flight crews from the Georgia and Kentucky National Guard were part of TF 185 AVN in Iraq.

Right: SSG Norman Carey, "Catfish Air" NCOIC, helps a customer plan a space available flight. Carey was one of seven Soldiers who scheduled the hundreds of space available flights TF 185 AVN conducted across Iraq.

Below: TF 185 AVN was comprised of various Army National Guard aviation units. Here two CH-47 Chinooks from Hawaii and Ohio ARNG hover over pad 2 at Balad Air Base ready for departure during Aug. 2004.



ARMY PHOTO BY SPC STEVEN J. SCHNEIDER

ARMY PHOTO BY SGT LARRY LOPER

readiness rates while simultaneously maintaining an extremely aggressive flying hour pace. Reducing the number of days required to complete phase maintenance on UH-60 Black Hawk and CH-47 Chinook aircraft was the main effort. With tremendous support from MG James H. Pillsbury and his Aviation and Missile Command support teams, the parts started flowing in a timely manner reducing wait time for critical aircraft parts. The average phase time for UH-60 and CH-47 aircraft were reduced to less than 20 days.

Smarter Scheduling

Combining air mission requests (AMR) was an absolute necessity in meeting MNC-I mission requirements, because most AMRs only had a few passengers flying on each mission leaving numerous empty seats on each aircraft. The solution was for TF 185 AVN liaison officers (LNO) to combine AMRs. By simply calling the customers and adjusting pick

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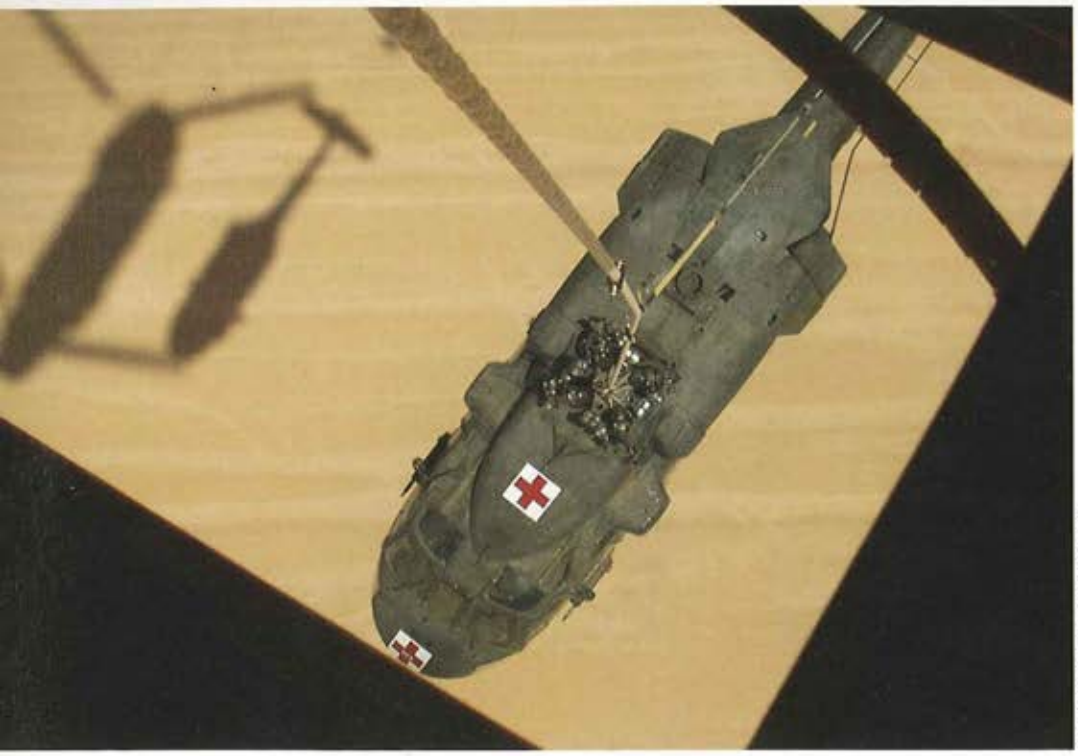

A CH-47 Chinook from Co. G, 185th Avn. Bde., Miss. ARNG, moves a damaged HH60L Medevac helicopter during a sling-load mission to Logistics Support Area Anaconda in Iraq.

ARMY PHOTO BY SGT LARRY LOPER

Below: CSM James R. Brooks (left), TF 185 AVN CSM, confers with COL Bradly MacNealy, TF 185 commander, before an OH-58D recon mission in Iraq.

up and drop off times, we maximized every seat and every inch of cargo space. TF 185 AVN planners combined, on average, five to seven AMRs into each flight leg. The byproduct of this process required customers to be flexible in their schedules, but the efficiency of flight hours multiplied dramatically.

Mission stacking was another force multiplier used by TF 185 AVN LNOs to insure each and every flight hour was maximized. Planners synchronized or stacked missions one right after another. On a daily basis mission flight crews would fly 7 to 10 flight legs that were stacked or sequenced flights one right after another to get the most passengers and cargo transported to and from locations throughout Iraq.

TF 185 AVN space "A" travel operations, called "Catfish Air" in Iraq, was a venue used by hundreds of low priority passengers each day to move to literally every location in Iraq. Despite combining and stacking missions, seats and cargo space remained available during most missions, so TF 185 AVN publicized and advertised phone numbers for Catfish Air. Thousands of Soldiers, sailors, Marines, airmen, civilians and contractors took advantage of empty seats and space on aircraft that safely traveled to landing zones throughout Iraq.

Mission stacking was another force multiplier used by TF 185 AVN LNOs to insure each and every flight hour was maximized.

ARMY PHOTO BY SGT LARRY LOPER

Cargo Operations

Pre-staging and scheduling CH-47 and C-23 Sherpa loads sounds simple, but was probably the biggest challenge. The Army has no doctrine and infrastructure in place to stage cargo, load and unload CH-47 and C-23 aircraft. After numerous requests for assistance and hundreds of aircraft being hand loaded by flight crews on Chinook and Sherpa, TF 185 AVN finally got movement control teams (MCT's) contracted through Kellog, Brown and Root, to insure proper weights, dimensions, fork lifts and trained operators were hired to conduct staging, loading and unloading operations. Well-planned, organized, coordinated and palletized loads that met the weight, balance and hazardous cargo requirements resulted in a phenomenal improvement in theater wide timely distribution of critical parts and cargo.

Teamwork and coordination between TF 185 AVN (Corps) and the Aviation brigades of the 1st Infantry and 1st Calvary Divisions was critical to the overall success of Army Aviation in Iraq. The divisions with only 16 UH-60s and no CH-47 or C-23 aircraft were limited when conducting cargo ops. Therefore, the division Aviation brigades worked closely with TF 185 AVN requesting, coordinating and receiving direct support (DS) air assets. It was proven the best way to utilize corps aviation assets was by DS, as opposed to opera-

The quality "measurement of effectiveness" resulted in flying over 50,000 missions...

tional control, because it allowed better use of aircraft through combining and stacking Corps missions.

Besides the initiatives above, TF 185 AVN also maintained the use of limited standby aircraft to accomplish short notice "9-1-1" missions and quick reaction force missions. Reduced planning time and thorough risk assessment was the primary concern of any short fuse mission, but was overcome with aircrew experience and risk mitigation. This 24-7 quick response ability was used on a routine basis throughout the year.

Results Speak Volumes

By thinking outside the box and using a little corporate America ingenuity, the citizen-Soldiers of TF 185 AVN units maximized the use of over 33,500 UH-60 hours, over 16,000 CH-47 hours, and over 6,000 C-23 Sherpa flight hours. The quality "measurement of effectiveness" resulted in flying over 50,000 missions, carrying more than 210,000 passengers, hauling in excess of 30,000 tons of cargo, conducting over 1 million air traffic movements, pumping over 6 million gallons of fuel, completing more than 134 aircraft phases, finishing over 10,000 work orders, and distributing more than 90,000 aircraft parts. The quality over quantity approach resulted in a dramatic improvement in phase maintenance times, innovative ways that maximized each flight hour flown and the best utilization of rotary and fixed wing assets in Iraq.

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COL Brad MacNealy is the commander of 185th Aviation "Catfish" Brigade and the State Army Aviation Officer for the Mississippi National Guard in Jackson.

Down-Range Gunnery

ARMY PHOTO BY CPT MICHAEL TILTON

1-1 AVN uses each aircraft's normal parking pad as a FARP pad to expedite aircraft turn around during gunnery training.

a Shift from a Known Point

By LTC David R. Moore and CW4 Mark Riddle

SPECIAL FOCUS OPERATION IRAQI FREEDOM

From his fortified observation post (OP) on Forward Operating Base (FOB) Speicher, SGT Aaron Johnson, a vehicle mechanic with Headquarters and Hqs. Company, 1st Battalion, 1st Aviation Regiment, scans the Iraqi horizon – no suspicious activity to report. Above the horizon though, CW2 Chris Tamburello's command of "match and shoot" satisfies CW2 Russ Motes' itchy trigger finger. Seconds later and only a kilometer away from the OP, the unmistakable sound of high explosives (HE) detonating prompts a smile from Johnson and a comforting thought crosses his mind… *"Apaches are 'In the House'."*

No, this wasn't a combined arms, air-ground integrated combat operation. It was a planned gunnery training opportunity to sharpen the battle axe "The Gunfighters" of 1-1 AVN swing everyday over the 1st Infantry Division's demanding battlespace.

"Duty First" – Gunnery Always

The battalion's mission, to protect ground forces with attack helicopter fires, is our duty and the unit's priority. It's why we deployed. So if we shoot during missions, why bother with gunnery?

The fact is that hands-on combat experience and gunnery training combine to achieve AH-64 weapons proficiency. For 1-1 AVN, proficiency began with home-station training over the German forests, continued with theater-tailored gunnery over the sands of Kuwait, and is now sustained through continuation gunnery at local ranges and from combat experience in Iraq.

A combat mission is no place to train — you can't "go around and try it again," or "work on that TTP your buddy described in the chow hall." It's "game on" with whatever "game" you brought to the cockpit that day. Gunnery helps you build that "game."

Gunnery Design – Simple and Complementary

For our battalion, developing a gunnery program that complemented instead of competed with the mission is a paradigm shift from home-station programs. Gunnery in Germany was resource-intensive, planned and scheduled months out, constrained by procedures and facilities, compliant with field manuals and regulations, and executed by the entire battalion. This does not work in combat.

Down-range gunnery must be resource-savvy, planned

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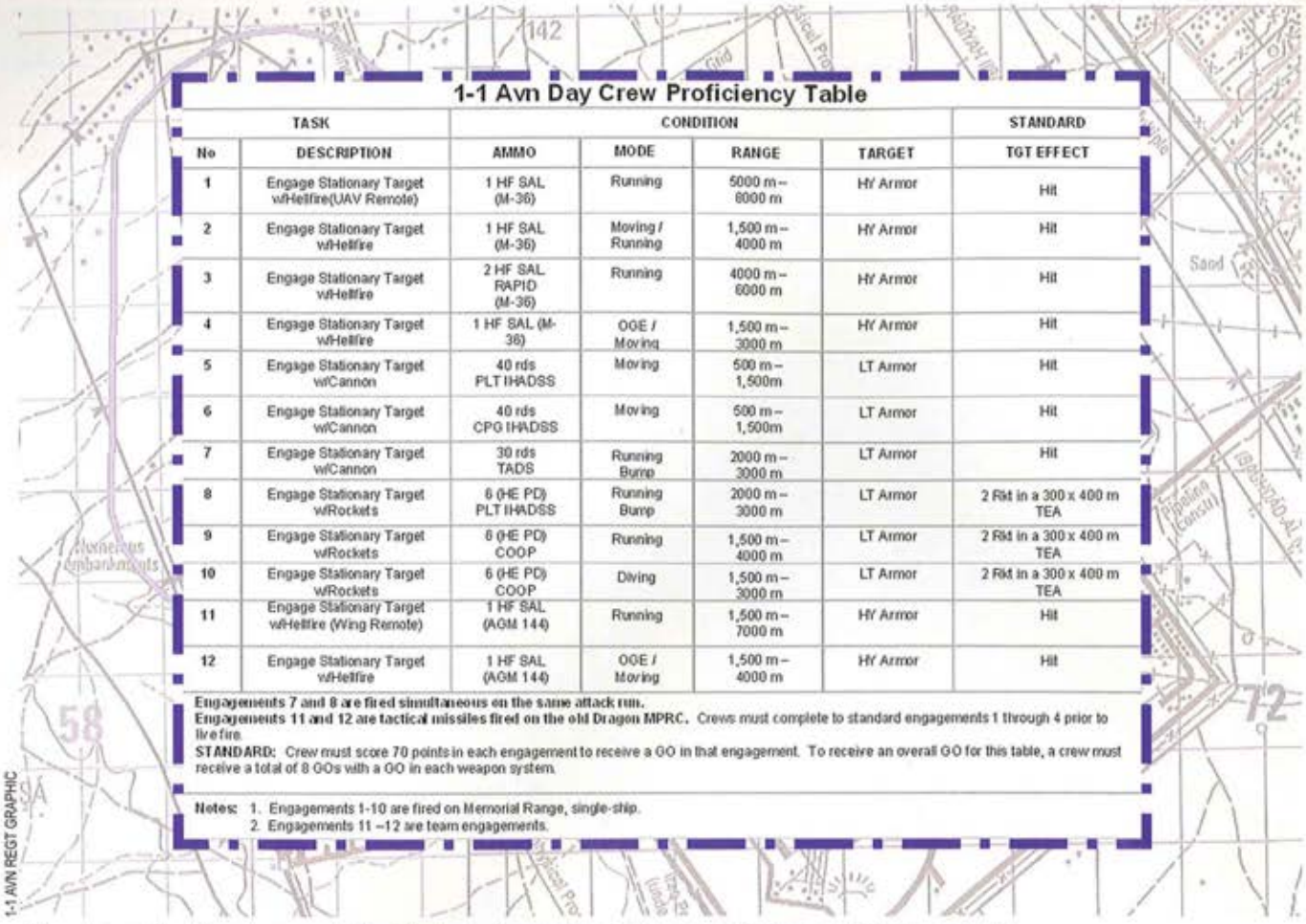

1-1 Avn Day Crew Proficiency Table

TASK		CONDITION				STANDARD
No	DESCRIPTION	AMMO	MODE	RANGE	TARGET	TGT EFFECT
1	Engage Stationary Target w/Hellfire(UAV Remote)	1 HF SAL (M-36)	Running	5000 m – 8000 m	HY Armor	Hit
2	Engage Stationary Target w/Hellfire	1 HF SAL (M-36)	Moving / Running	1,500 m – 4000 m	HY Armor	Hit
3	Engage Stationary Target w/Hellfire	2 HF SAL RAPID (M-36)	Running	4000 m – 6000 m	HY Armor	Hit
4	Engage Stationary Target w/Hellfire	1 HF SAL (M-36)	OGE / Moving	1,500 m – 3000 m	HY Armor	Hit
5	Engage Stationary Target w/Cannon	40 rds PLT IHADSS	Moving	500 m – 1,500m	LT Armor	Hit
6	Engage Stationary Target w/Cannon	40 rds CPG IHADSS	Moving	500 m – 1,500m	LT Armor	Hit
7	Engage Stationary Target w/Cannon	30 rds TADS	Running Bump	2000 m – 3000 m	LT Armor	Hit
8	Engage Stationary Target w/Rockets	6 (HE PD) PLT IHADSS	Running Bump	2000 m – 3000 m	LT Armor	2 Rkt in a 300 x 400 m TEA
9	Engage Stationary Target w/Rockets	6 (HE PD) COOP	Running	1,500 m – 4000 m	LT Armor	2 Rkt in a 300 x 400 m TEA
10	Engage Stationary Target w/Rockets	6 (HE PD) COOP	Diving	1,500 m – 3000 m	LT Armor	2 Rkt in a 300 x 400 m TEA
11	Engage Stationary Target w/Hellfire (Wing Remote)	1 HF SAL (AGM 144)	Running	1,500 m – 7000 m	HY Armor	Hit
12	Engage Stationary Target w/Hellfire	1 HF SAL (AGM 144)	OGE / Moving	1,500 m – 4000 m	HY Armor	Hit

Engagements 7 and 8 are fired simultaneous on the same attack run.
Engagements 11 and 12 are tactical missiles fired on the old Dragon MPRC. Crews must complete to standard engagements 1 through 4 prior to live fire.
STANDARD: Crew must score 70 points in each engagement to receive a GO in that engagement. To receive an overall GO for this table, a crew must receive a total of 8 GOs with a GO in each weapon system.

Notes: 1. Engagements 1-10 are fired on Memorial Range, single-ship.
2. Engagements 11 –12 are team engagements.

1-1 AVN REGT GRAPHIC

A theater specific tailored gunnery table helps train aircrews for mission scenarios they are likely to encounter.

Targets are what they are: hulks, abandoned artillery pieces, trucks, mud huts and berms.

opportunistically, constrained only by imagination, tailored to mission profiles and, most importantly, executed in a decentralized fashion. These concepts were significant "shifts from a known point" and subsequently drove the resourcing, scenario development and assessment of our down-range program.

Resources – Ample Cake, Limited Icing

At FOB Speicher we enjoy all the basic gunnery resources: a range, targets, ammunition, a forward arming and refueling point (FARP), aircraft, personnel and time. Speicher has an adjacent range that supports 30mm chain gun and 2.75 inch rockets, as well as an expansive bombing range just minutes west. Targets are what they are: hulks, abandoned artillery pieces, trucks, mud huts and berms. They are realistic and in-place targets.

In combat ammunition is plentiful and a 24-7 battalion-controlled ammo holding area is a beautiful thing. By supplementing training with training seeker-head HELLFIRE missiles for engagement scenarios on local ranges that don't support HELLFIREs, real mission ammunition is conserved.

Our FARP pads are simply each aircraft's normal parking pad. This concept works for gunnery and missions, since a pit-crew of fuelers, maintainers and armament personnel refit the aircraft after each turn, right on the battalion's parking ramp. And aircraft, people and time are on our side. By spreading the gunnery over a period of weeks, we can balance availability of aircraft, people and range time with the mission, thereby accomplishing it all.

What we don't have, we do without. Instead of using the area weapon scoring system, we have video and HE rounds. Range cadre are not required. As an alternative, the crew is briefed on each engagement and a wingman conducts any battle handovers. Since ample range time eliminates airspace sequencing challenges, our own flight operations section can flight follow. There's no place to sit, because there isn't a range tower! None of these resources reduce the effectiveness of the gunnery – on the contrary, they increase its realism.

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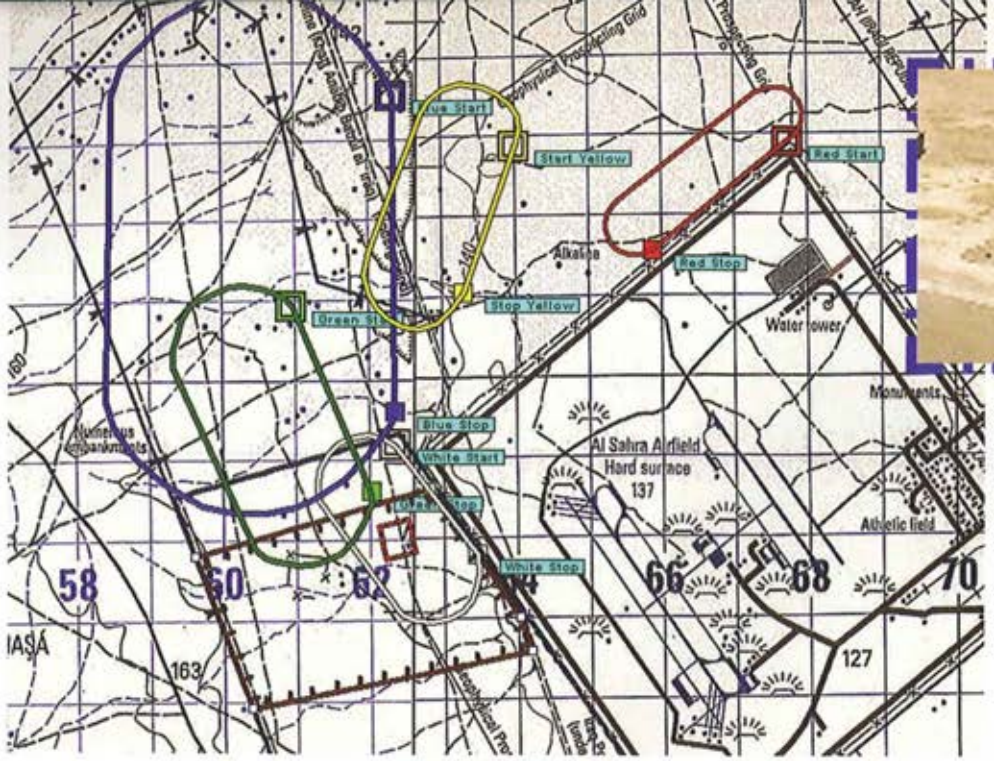

GRAPHIC BY CW4 MARK RIDDLE

ARMY PHOTO BY CPT MICHAEL TILTON

Above: 2.75 inch HE rockets are fired at urban type training targets aircrews might engage during combat missions.

Left: Gunnery scenarios are designed around a Forward Operating Base's airspace, using an adjoining range with existing targets within a designated impact area. Safety, buffer areas and airspace de-confliction are key planning factors.

Mission Scenarios – Tailored for the Theater

A theater-specific, down-range scenario of engagements replicates the mission in several ways.

First, it is flown over the actual terrain and in the same environment as missions are conducted.

Second, the engagements selected mirror the attack missions performed and the employment profiles flown.

Third, the sustainment and command and control systems are the same ones used during combat operations.

Fourth, the tables are simple to brief and easy to execute on a flexible timeline.

Lastly, the scenarios can be quickly refined to reflect changes in the environment, the mission or the concept of support and control.

Proficiency Assessment – Learning Through Research, Realism and Repetition

For down-range gunnery, commanders determine their aircrews' proficiency with the same decentralized, mission-complementary approach. Written gunnery skills tests are administered to the crews to complete on their own. If a pilot doesn't know the answer, he looks it up, and then gets with his crewmember to check his work, before turning it in to a company instructor pilot for grading. This testing method promotes research, table talk and self-development, and can be completed on any mission cycle.

When a crew completes their gunnery table, they review their taped results with a company instructor pilot and an air mission commander (if available). This promotes a realistic after-action review process, similar to mission debriefs. It also facilitates discussions on tactics, techniques and procedures for potential use on future missions. The use of service ammunition, onboard recording devices, and mission debrief procedures reinforces the realism of the gunnery training.

Finally, if the assessment reveals an area needing practice, the aircrew takes opportunities at the end of a mission, or on non-mission duty cycles to repeat the engagements as often as required to gain proficiency and confidence. By designing a decentralized program that utilizes existing combat sustainment functions, the aircrew can "build muscle through repetition," because the gunnery program doesn't require a significant and non-standard support structure.

Conclusion: Proficiency and Confidence Improves, Mission Accomplished

A down-range gunnery program is an excellent tool for commanders to continue to improve the skills that aviators need to perform their combat mission. A balanced, tailored approach, based upon the resources available and the mission performed, will allow units to seize on unprecedented opportunities to gain and maintain gunnery proficiency during a deployment.

With a simple but bold shift from home-station designs, an in-theater gunnery program doesn't have to compete with the mission. On the contrary, its positive effects will improve the combat readiness of the unit, increase aircrew confidence in weapon system employment and, every time a high-explosive round collides with its target, it reminds the enemy within earshot of the range just how awesome our Attack Aviation capabilities are.

The more we remain a deployed force, the more we'll need to maintain our proficiency during the deployment. The solution is down-range gunnery.

Attack!

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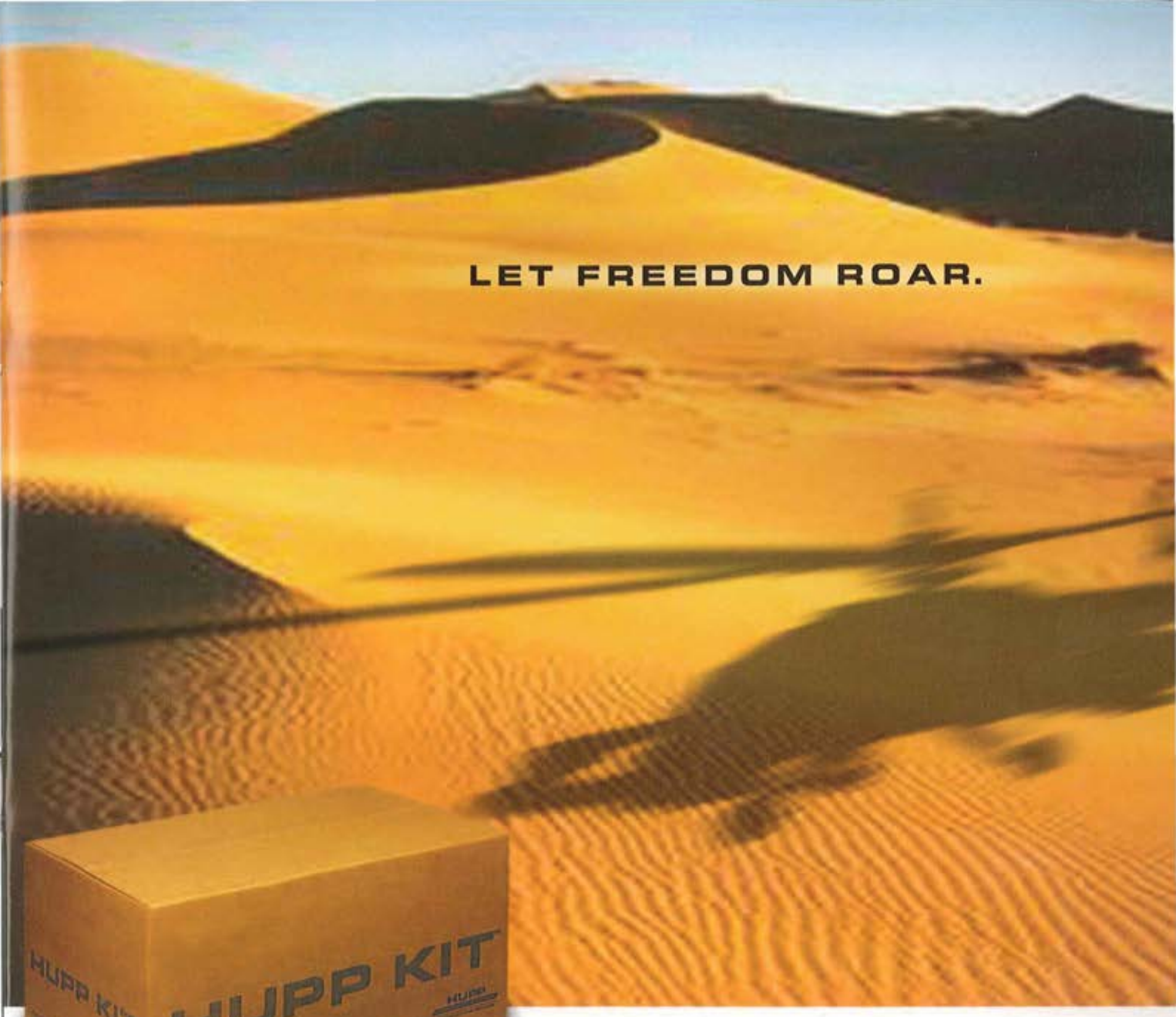
LTC David R. Moore is the commander and CW4 Mark Riddle is the senior standardization instructor pilot of the 1st Bn., 1st Avn. Regt., 4th Brigade, 1st Infantry Division, Germany. Both were deployed in support of Operation Iraqi Freedom when they wrote this article.



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UAV Sensor to Shooter Helicopter Linkage

DOD PHOTO BY USAF STAFF SGT SHANE CUOMO

When UAVs are teamed with agile Army attack helicopters like the OH-58D Kiowa Warrior, they provide the ground commander with a lethal capability to quickly react when insurgent activities are discovered. Here an armed OH-58D with Troop D, 1st Bn., 4th Cav. Regt. is ready to respond.

Counter-Insurgent and UAV Operations

SPECIAL FOCUS UNMANNED AERIAL VEHICLES

By LTC Christopher E. Walach and CPT Stephen Browne

On a night mission to provide surveillance of a designated ground brigade's named area of interest (NAI) along a northbound convoy route, an unmanned aerial vehicle (UAV) detects three suspicious vehicles traveling north along a road leading directly to a hostile city district. The vehicles stop alongside the road and appear to exchange large objects from one vehicle to another. Upon closer analysis, the UAV team reports the object as a base plate for a 60mm mortar system.

Based on the UAV report, an AH-64D Longbow Apache attack team is diverted to the area to observe and report. While the aircraft team is getting diverted, the vehicles stop alongside a Mosque, set up their mortar system, and then fire three mortar rounds toward the south into another city section. The insurgents disassemble their mortar as quickly as they set it up, load their vehicles and then proceed northbound along the road while the UAV maintains a track and observation on the enemy.

The AH-64D team is guided to the area, confirms the individuals are not friendly, and receives the ground commander's approval to engage the three vehicles. Within minutes of coordination with the ground headquarters, the Apache team engages the target with 30mm chain-gun fire and destroys the insurgent vehicles.

Another Day and Another Victory

On another mission, while making a routine pass over a densely populated neighborhood, the optics of a UAV identifies a seven-man mortar team with a white sedan firing mortar rounds into a coalition forward operating logistics base. Counter-fire radar quickly picks up this information and a plan for an air and ground interdiction is set in motion.

The ground brigade notifies the aviation brigade and a team of OH-58D Kiowa Warriors are diverted and intercepts the fleeing vehicles. The OH-58D team checks in with the ground brigade and receives a situation report. After a target handover from the ground brigade, the OH-58D team positively identifies the vehicle and is cleared for fire. Firing eleven 2.75-inch high explosive rockets and 130 rounds of .50 caliber machine gun fire the vehicle is disabled and one insurgent is killed.

Using air-ground coordination, the ground elements are directed to the scene of the engagement. When they arrive on location and inspect the vehicle trunk, they find the 82mm mortar and bipod used to conduct the attack, several 82mm mortar rounds, as well as rocket propelled grenades and AK-47 assault rifles.

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ARMY PHOTO BY CPT ANTHONY SIMS-HALL

Soldiers of Co. B, 312th MI Bn., 1st Cav. Div., load an RQ-7A "Shadow 200" UAV onto a portable launch vehicle for another mission.

Battle Handover

In both situations, the Longbow and Kiowa Warrior teams received the target handover from the ground brigade, getting the exact location of the target directly from either the brigade or the UAV operator via the UAV FM radio net. The battle handover should include the target description, azimuth from the UAV to the target, range to the target, and a recommended direction of attack from the UAV to the target. The UAV operator and the UAV sensor operator/camera controller constantly cross talk on target tracking, position reporting and enemy disposition. The aviation battle captain also "double taps" this cross talk by monitoring the aviation tactical operations center's remote viewing terminal.

Focused Reconnaissance

Based upon wartime lessons learned, units cannot have successful air and ground integration without focusing the reconnaissance plan. The lethal Apache Longbow and Kiowa Warrior teams have the capability to fly low, maneuver quickly and conduct detailed reconnaissance over large areas. Armed helicopters can conduct force oriented zone reconnaissance or specific reconnaissance of an NAI several kilometers in size. On the other hand, the UAV conducts detailed reconnaissance over a much smaller area than the manned aircraft.

The UAV achieves success when the size of the NAI and number of collection targets are smaller versus larger. The UAV is more likely to have success along a shorter route versus a longer route of several kilometers. By teaming the UAV with Army Aviation assets, the chances of finding the enemy and bringing immediate lethal consequences are much higher along a route or specific NAI.

Both the helicopter team and UAV have to be fully integrated to achieve any significant measure of effectiveness in stopping insurgents. Measures of effectiveness and actionable intelligence must come from all aerial assets employed on the urban battlefield. However, employing the UAV requires an analysis of the shoot down risk in the urban environment.

ARMY PHOTO BY CPT ANTHONY SIMS-HALL

Ready for takeoff, the 328-pound Shadow UAV uses a catapult-type hydraulic rail to quickly launch. Once airborne it can operate at altitudes up to 15,000 feet with a five-hour endurance.

UAV Shoot Down Risk

Any airborne platform is at risk to enemy ground fire, however, what the enemy cannot see cannot be shot down. Hearing the UAV overhead can alert threat forces of something in the air but does not create undue risk to the UAV at lower altitudes. In order to mitigate the noise, the UAV can offset from the target and use terrain (built up areas) to mask the noise. Enemy small arms fire is probably the UAV's greatest risk. Once the UAV is flying at altitude and covering the target area, the threat is significantly reduced. With a relatively low risk of being shot down, UAV operators can fly the system at lower altitudes to obtain better imagery resolution on the target area. Reducing the flight altitude requires quick airspace coordination with the controlling airspace agency.

Airspace Coordination and Deconfliction

The theater airspace controllers need to react to requested changes in UAV altitude in order to get better clarity of targets at night. Altitude deviations should be no different than a manned aircraft for coordination with the controlling radar approach agency or air traffic control tower. Lateral

ARMY PHOTO BY CPT ANTHONY SIMS-HALL

Post mission maintenance is important to operational readiness. Each Shadow UAV system includes 3 aircraft, important since most units, such as Co. B, 312th MI Bn., are conducting 24-7 continuous operations.

airspace separation between the UAV and the Apache teams is also important for airspace mission planning. The UAV has to identify and target an enemy location while the Apache team maintains a standoff from the target area in order to not "spook" an enemy target into "going to ground." If the Apache team identifies the enemy target first, the UAV performs a supporting effort for maintaining contact and conducting battle damage assessments. The theater airspace system must remain flexible and have procedures in place to gain decisive results against enemy insurgents. Priority for airspace changes should be given to the counter-insurgent aerial package.

Creating a Lethal and Agile Maneuver Force

The basic framework for the helicopter and UAV team is built around the ground maneuver element. Regardless of the operation, air and ground teams must be agile and lethal. Both the air and ground teams must work off of basic principles for "actions on contact" to rapidly close with and destroy an enemy target. As stated previously, small lethal teams must quickly react to what is found. Speed is essential when dealing with an enemy that can disappear as easily as the Viet Cong did in the cities and villages of South Vietnam during the Vietnam War.

With an enemy that looks no different than the local population, camouflage and the element of surprise is countered by teaming the various coalition aerial platforms and echeloning reconnaissance assets in the same ground maneuver battle space.

By employing various sensors, aerial and ground, at targeted areas of interest, and teaming with agile shooters, coalition forces are significantly reducing any advantages gained by insurgent forces.

Teaming "like" aerial systems in the same battle space ensures maximum reconnaissance forces are forward, and facilitates enemy target destruction between the air and ground counter-insurgent force.

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LTC Christopher E. Walach is the executive officer of the 4th Brigade Combat Team and CPT Stephen Browne is the commander of Headquarters and Hqs. Company, 312th Military Intelligence Battalion. Both are assigned to the 1st Cavalry Division, Fort Hood, Texas and are serving in Baghdad, Iraq.

OIF Apache Mechanic Reunites with Family during Fiesta Bowl

By SFC Doug Sample

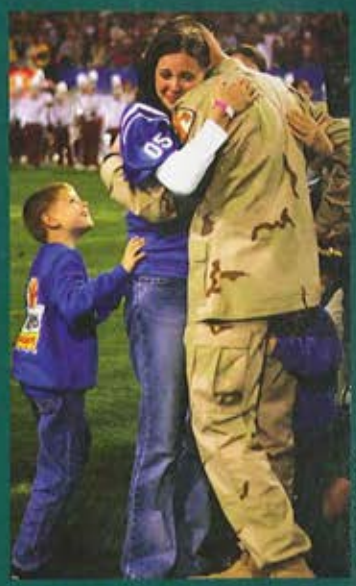
When Tresa McCormick, and sons Aiden, Brennon and Conor walked onto the football field at this year's Tostitos Fiesta Bowl on New Year's Day, they thought they were there to help raise money for charity. They were.

But then, before thousands of cheering fans, their husband and father, SSG James McCormick, whom they had not seen for nearly a year, paid them a surprise visit on the field in Tempe, Ariz.

The ruse was part of the 34th annual Fiesta Bowl's "Family Connections" halftime show. Bowl organizers had coordinated with the Army to bring McCormick home from duty in Iraq for a surprise visit.

COURTESY PHOTO

SSG James McCormick put a great big "Happy" on New Year's Day for his family by surprising his wife Tresa and sons, Aiden, Brennon and Conor at the 34th annual Fiesta Bowl in Tempe, Ariz.



COURTESY PHOTO

Tresa McCormick with her boys hugs their husband and dad, James, before more than 73,000 fans and millions on national television during the halftime show of the Tostitos Fiesta Bowl.

During a tearful reunion, McCormick, an AH-64 Apache helicopter mechanic with Company D, 1st Battalion, 227 Aviation Regiment, 1st Calvary Division, kissed and embraced his wife and his boys.

He then thanked the Army and bowl organizers for making the event possible. "Besides being married and having kids," he said. "This kinda takes it, this is awesome."

McCormick, who deployed to Iraq in February 2004, said he knew about the surprise visit for over a week. But keeping it a secret was one of the hardest things he's ever had to do. "She's my best friend, and I couldn't tell her anything," he said.

During brief comments on the field, McCormick also thanked the public for their support of American service members serving in Iraq and elsewhere.

"I can't tell you how good it feels when somebody just comes up to me in the airport and just pats me on the back to say, 'Thank you,'" he said. "That means a lot." He said his comrades overseas are doing a "great job."

"A lot of people don't see all the sacrifices that they are making out there, the long hours, the 14- (and) 20-hour days, sometimes back to back," he said. "Those guys are busting their humps, and they are doing the right thing, and they truly are American heroes—we need to be proud of them."

During the halftime show, the bowl's organizer gave Tresa a chance to throw a football though a target on field in an effort to win $50,000 for the United Service Organizations. Her throw fell short, but the Fiesta Bowl organizers still donated $25,000 to the USO to help provide service members with morale, welfare and recreation-type programs. One popular project is the USO Phone Home program, which provides calling cards to troops overseas to help keep them connected to families back home.

McCormick is expected to return home in March. This is his second deployment to Iraq.

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SFC Doug Sample is an Army Public Affairs journalist with the American Forces Press Service, Alexandria, Va.

Winged Warriors in Honduras

Army Aviation Support to SOUTHCOM

By LTC Vincent M. Reap

PHOTO BY CPT THOMAS MALLORY

SPECIAL FOCUS
STABILITY & SUPPORT OPERATIONS

Since the early 1980s, the U.S. Army has deployed or based rotary and fixed wing aviation forces in Honduras at the Colonel Enrique Soto Cano Air Base (a base originally known as Palmerola AB and renamed in 1990), outside the small city of Comayagua, northwest of the capital Tegucigalpa. On Jan. 16, 1990, the 4th Battalion, 228th Aviation Regiment was activated as a permanent tactical unit and based at then Palmerola AB, serving and supporting our national interests.

Since then, for more than two decades, Soto Cano AB has been a vital hub for U.S. forces supporting the Central American counter-insurgencies and the war on narcotics trafficking. Its key location, and more than 8,000-foot long runway with available ramp space, makes Soto Cano a strategic force projection point. Joint Task Force Bravo, the U.S. joint forces headquarters at Soto Cano, continues its mission as one of the U.S. Southern Command's (SOUTHCOM) principle instruments of engagement in the Americas.

A History of Service

In 1987, the 1st Bn., 228th Avn. Regt. activated to replace the 210th Avn. Bn. based at Fort Kobbe adjacent to Howard Air Force Base in the Republic of Panama. The 1-228 Avn. flew combat missions in support of Operation Just Cause and supported missions in Panama and South America. After years of structure changes and unit activations and deactivations, 1-228 Avn. continues as the theater aviation battalion assigned to the United States Army, South, transferring its unit colors to Soto Cano in mid 1999. Since then it's been under the operational control of JTF-B.

Not Your Typical Organization

Army Transformation and Task Force Aviation implementation efforts (including contracted support for aviation intermediate level maintenance (AVIM)) have reshaped the battalion. The result is a lean, fit force consisting of a headquarters company, an assault company with a command and control section, a heavy lift helicopter detachment and an air ambulance detachment.

The Headquarters Company is comprised of sections, including: production and quality control; a petroleum, oil and lubricant section; motor maintenance, and medical and staff sections. Company A, the assault company, consists of eight UH-60L helicopters, plus a command and control section with two UH-60A CINC Hawks. The heavy lift helicopter detachment is Company B, "Sugar Bears," and has four CH-47D Chinooks. Attached to the 1-228 Avn. is the U.S. Army Air Ambulance Detachment-Honduras (USAAAD), a medical evacuation detachment with four HH-60L Black Hawks.

The 1-228 Avn. has more than 160 Soldiers, including the medevac detachment. The AVIM, aviation life support equipment, and supply and services activity (SSA) sections are contracted services by Defense Support Services.

Improving Our Infrastructure and Capabilities

From the early days that some "more seasoned" Aviation Soldiers may recall in the '80s and '90s, much on Soto

PHOTO BY CPT SAMUEL CANDERS

Above: A CH-47D Chinook from the "Sugar Bears" prepares to lift a French-built armored car during a deployment in support of JTF-Haiti.

Left: Soldiers from the 1-228th's Air Ambulance detachment conduct routine hoist training with their HH-60L Black Hawk.

Below: The fielding of crashworthy extended-range fuel systems (CEFS) to the 1-228 Avn., such as the tanks on this HH-60L Black Hawk, was critical to meeting the extended range operations in a geographic area that offers very limited refuel opportunities.

Cano is changed today. Following the Hurricane Mitch relief efforts in 1998 and 1999, the previous Honduran government guidelines of only permitting "temporary U.S. structures" have given way to permanent facilities. New structures include a new large bay hangar (2 x CH-47) near its older two UH-60 aircraft hangar, a concrete and asphalt helicopter parking ramp, and permanent billeting facilities which include some with indoor plumbing, with more on the way.

The modernization of the battalion's UH-60L aircraft fleet, started under previous commanders, culminated in January with the transfer of the last two UH-60A models from Alpha Company to the Army National Guard, thus leaving the two CINC Hawks as the only remaining UH-60A models in the unit. The fielding of the UH-60Ls also allowed us to accomplish the crashworthy extended-range fuel system (CEFS) modifications in September 2004. The transition to CEFS was critical to achieving a safe means of meeting our routine extended range operations in a geographic area that offers very limited refuel opportunities. Flying with the CEFS tanks enables the battalion to more effectively accomplish its missions and most importantly reduce the risk associated with the older, high-risk non-crashworthy ERFS (extended-range fuel system) tanks.

Demonstrating the unit's ability to conduct extended range inter-theater operations, this past year the battalion

PHOTO BY CPT WENDELL RICHARDS

PHOTO BY SSG VICTOR ESTRADA

Soto Cano Air Base today has many improvements and permanent facilities. Gone are the days of living in wooden huts and parking aircraft on WWII era perforated steel panel ramps.

self-deployed from Honduras to Port au Prince, Haiti to provide general support aviation operations for JTF-Haiti during Operation Secure Tomorrow. TF Warrior, which was comprised of our UH-60, CH-47 and MEDEVAC aircraft, flew more than 1,120 hours in execution of hundreds of missions. TF Warrior's recovery from the Haitian deployment was in June, while the rest of the battalion continued to support frequent counter narco-terrorism (CNT) operations back in the JTF-B area of responsibility.

Counter Narco-Terrorism Ops

The battalion's primary mission in support of CNT operations is to provide air movement of U.S. Drug Enforcement Agency (DEA), foreign nation law enforcement agencies (LEA) and military forces with counter-drug responsibility to locations where narcotics are being trans-loaded from aerial or maritime platforms. During semi-annual planning conferences, the Joint Inter Agency Task Force South, based in Key West, Fla., establishes windows for operations in coordination with various foreign nations, and other U.S. agencies and services. During these operational windows, multiple interagency assets are brought to bear to identify air or maritime tracks of interest and track them to destination.

The 1-228 Avn. integrates into the CNT mission within very defined rules of engagement. Planning is meticulous, with information exchanges between the air mission commander and DEA agents with the ground force, so that air movements result in success. The battalion's objective is to insert law enforcement elements within proximity to the suspected transport platform, timed to occur so that host nation LEA agents, accompanied by DEA agents, can seize the cargo and arrest the traffickers. The CNT mission set also includes support of eradication missions to destroy opium poppies and marijuana grown in several Central American countries.

Multi-Mission Support

Besides the immediate successes of seizures and eradication, additional benefits of the CNT missions include support to the SOUTHCOM ground component commander's theater engagement strategy by facilitating military to military contact and training, as well as political-military and interagency coordination and operations. Military and paramilitary forces, along with foreign nation drug and law enforcement agencies, train with the 1-228 Avn. and their U.S. counterparts in various insertion and extraction techniques, which includes: the Jacob's ladder, special patrol insertion & extraction system (SPIES), and rappelling. These missions represent one of JTF-B's primary focus areas.

In the recent history of the 1-228 Avn., key events in the past four months include missions in the support of SA-7 Grail missile destruction in Nicaragua, and support for visits by Secretary of Defense Donald Rumsfeld to El Salvador and Panama. Other examples of the frequent and varied missions of the battalion include a search for the wreckage and remains of Michael Hines, an American missionary, who crashed his aircraft during poor weather in the remote mountains near the Honduran-Guatemalan border. Through persistent effort and skillful reconnaissance, aviators of the battalion located Hines' aircraft and then hoisted his remains from the densely forested 9,347-foot mountain for return to his family in the United States.

For the Future

In the coming months, the battalion's support to JTF-B will include support of medical readiness exercises and joint exercises conducted in Central America. This year the 1-228 Avn. is poised to support multiple New Horizons exercises in El Salvador, Guatemala, Panama and possibly Haiti; as well as joint exercises in support of special operations forces.

These support missions will be conducted while the unit continues to pursue a modernization effort of air-to-ground and ground-to-ground communications. Due to long distances and mountainous terrain, use of non line-of-sight radios is vital to command of the battalion. For some years the 1-228 Avn. has been working toward fielding a multi-band SATCOM capability for our aircraft - a capability currently implemented in the flight operations and tactical command post of the battalion.

Our aircrews employ secure high frequency communications using automated link establishment (ALE) and HF digital messaging and position reporting extensively. To enhance communications capability, the signal and flight operations sections have recently upgraded their antenna array. And with assistance from the Army's Communications-Electronics Com-mand, our aircrews, maintainers and flight operations Soldiers have embarked on an HF radio operator and maintainer's training program.

Summary

The 1-228 Avn. Regt. continues to conduct its many and varied missions as directed by the U.S. Southern Command in support of JTF Bravo and U.S. Army, South in Central America, the Caribbean and South America.

Service in this composite battalion presents many challenges and opportunities for Soldiers and contract civilian aircraft repairers. Assignments with the "Winged Warriors" are rewarding and exciting. And for those who have served with this unique battalion, they have countless fond memories of camaraderie and their extraordinary experiences.

"Winged Warriors!"

❖❖

LTC Vincent M. Reap is the commander of the 1st Battalion, 228th Aviation Regiment at Soto Cano Air Base, Honduras.

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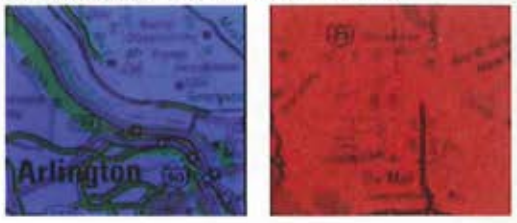

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SPECIAL FOCUS UNMANNED AERIAL VEHICLES

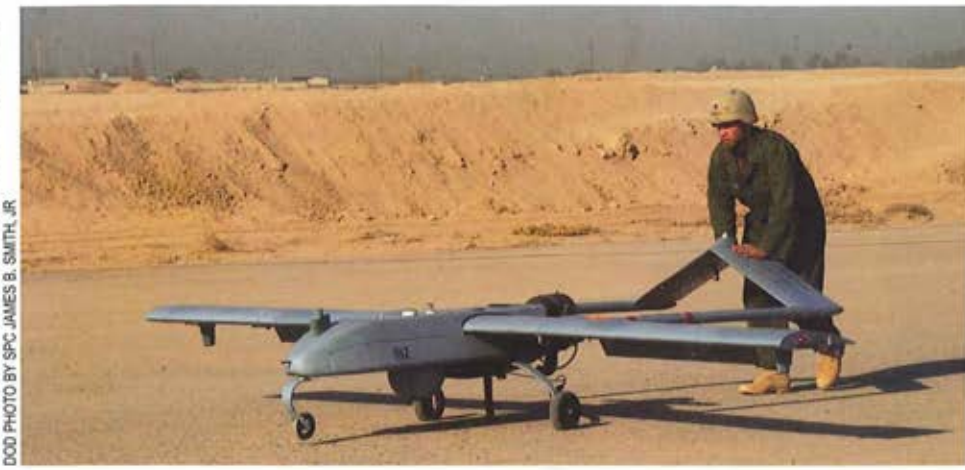
Army UAVS

An Army Aviation Center Update

By COL Jeffrey T. Kappenman

As we fight the Global War on Terrorism the Army Aviation Center is reshaping to meet the needs of the field. Another milestone occurred on June 30, 2003, as formal proponency for the Army's unmanned aerial vehicle systems (UAVS) was transferred from the U.S. Army Intelligence Center at Fort Huachuca, Ariz., to the U.S. Army Avn. Center (USAAVNC) at Fort Rucker, Ala. The transfer continued to progress and on July 1, 2004 the assumption of charter, signed by the commanding general of the Army's Training and Doctrine Command (TRADOC), was accepted by the newly formed TRADOC System Manager for UAVS. UAVS are here to stay and Fort Rucker is now at the heart of Army UAVS development and training.

The tremendous growth of UAVS throughout our Army's formations can be seen in Chart 1.



DOD PHOTO BY SPC JAMES B. SMITH, JR

A soldier with the 101st Military Intelligence Battalion pushes a Shadow UAV in preparation for launch on a mission Baqubah, Iraq.

UAVS Assessment Team Formed

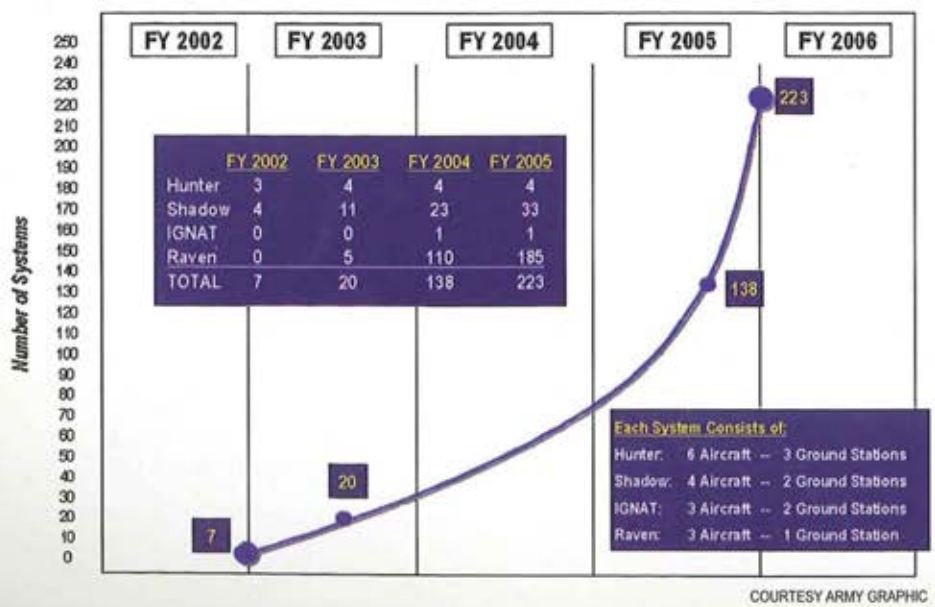
Congress, the Office of the Secretary of Defense and the armed services have seen the benefits of UAVS firsthand in Operations Enduring Freedom (OEF) and Iraqi Freedom (OIF). In late summer 2004, then LTG Richard Cody, the Army's G3, directed an operational assessment of UAVS in OIF. The team consisted of ten subject matter experts from combat development and material development, the Army staff, and from the U.S. Army Test and Evaluation Command.

We spent three weeks in theater from mid-October to early November visiting and interviewing every major command. The final report when complete will consist of an executive summary, a power point briefing and a fully detailed account.

UAVS are a highly sought after combat multiplier. So much so, that brigade operations are held or modified based on UAVS coverage and availability. Both division commanders in theater expressed a strong need for organic UAVS at their level allowing them an additional capability to weight their main efforts.

UAVS full motion video is now the "coin of the realm" and the old SALUTE (Size, Activity, Location, Unit, Time and Equipment.) report is no longer sufficient for commanders to detect and engage time sensitive targets in an urban battlefield. Additionally, a good number of tactics, techniques and procedures (TTP) have been developed by those units in theater to expand the ever-increasing role of UAVS in the battlespace. Army UAVS, such as the Raven, Shadow,

Chart 1. Army UAVS Fielding Growth



COURTESY ARMY GRAPHIC

The Raven is a small (3.5 pound), hand launched, UAV for use by units at battalion level and below. Here a Soldier launches a Raven to conduct reconnaissance for insurgent activity around the Samarra area in Iraq.

DOD PHOTO BY PO1C JEREMY L. WOOD

Hunter and I-GNAT, have raised the bar for both the amount and detail commanders expect prior to launching offensive operations. UAVS are meeting these requirements by operating at six to eight times the planned peacetime rates.

Finally, the assessment team outbriefed many senior leaders to include GEN Cody, now the Army Vice Chief of Staff. The feedback from the operational assessment will be used to inform upcoming organizational decisions as the Army structures UAVS for the modular force and beyond.

Fielding efforts continue at a rapid pace as depicted in Chart 2.

Fielding the Raven

The Raven is a small UAVS that is being equipped under an operational needs statement (ONS) at the battalion level and lower, and is near completion of a total buy of 185 systems. It provides small unit situational awareness and understanding. The Raven with accompanying gear is a three air vehicle system and is being fielded in theater at Camp Buehring, Kuwait. The Program Executive Office for Aviation's Program Manager for UAVS, under the direction of COL John Burke, is overseeing the fielding of the Raven to units. Approximately 22 to 24 Soldiers are brought to Camp Buehring every two weeks. They are issued their system and receive ten days of hands-on training. Within 48 hours of being rejoined with their parent organizations, these Soldiers are employing the Raven in a myriad of missions. A new requirements document designed to follow up Raven with a small UAVS program of record has been approved at TRADOC and sent to the Army G3 office for final approval.

Chart 2.

	UAV	Level	Current Inventory	Future	Remarks
	Raven / SUAV	BN and below	123 Systems (6 – OEF; 101 - (OIF), 16 – Kuwait Raven Equipping Detachment (KRED), 12 - Reset)	185 Systems OEF/ OIF	Complete in-theater training, logistics support, system improvement feedback. SUAV ORD at DA awaiting endorsement
	Shadow TUAV	BDE	21 Systems (9 – OIF, 1 Reset)	Field 10 Sys FY05	Army Procurement Objective of 83 systems.
	Hunter UAV	Corps	3 Systems (1 – OIF)	1 System (V Corp)	3rd OIF rotation; 24/7 ops in country. JP-8 engine with fleet retrofit
	ARMY I-GNAT UAV	Corps Augment	1 System (1 - OIF)	1 System (contract)	Augments Hunter units in OIF

COURTESY ARMY GRAPHIC

The Shadow UAVS

At the brigade level, the Shadow UAVS fielding continues as 3rd Infantry Division is currently manning, fielding and training Shadow platoons for their deployment to OIF-3. The Army has fielded 21 Shadow systems; nine are deployed in OIF

with plans calling for fielding ten more units during fiscal year 2005. The procurement objective for Shadow is 83 systems (249 aircraft) with continual upgrades including: laser designation, improved electro-optical/infrared (EO/IR) cameras, extended range, and movement to the Tactical Common Data Link. Shadow will provide an increasingly greater capability to brigade commanders for years to come.

COURTESY PHOTO GENERAL ATOMICS

The I-GNAT UAV is a capable system provided to the Multi-National Command-Iraq as an augmentation UAVS for testing purposes. Results have been good and an additional plus-up of funds in FY05 will allow procurement of two additional air vehicles and one additional ground control station.

Hunter UAVS

The venerable Hunter continues to provide corps level UAVS capability in theater. Now with over 30,000 flight hours, Hunter is being upgraded with heavy fuel engines and is being weaponized with Viper Strike. Scheduled for disposal in FY09, Hunter's replacement will be a new higher performance UAVS currently referred to as the ERMP (extended range, multi-purpose). The ERMP requirements document awaits Joint Requirements Oversight Council approval, and once gained, will lead to an already approved acquisition plan to deliver first unit equipped ERMP in FY09.

TSM-UAVS is working with other TRADOC schoolhouses to address initial entry and specific air vehicle training for future systems to determine the best manner suited for integrating manned and unmanned aviation needs. Here Soldiers perform post flight maintenance on an RQ-7A Shadow UAV.

ARMY PHOTO BY SGT KIMBERLY SNOW

I-GNAT UAVS

I-GNAT is a very capable UAVS, which was provided to the Army through congressional funding for test purposes. Deployed to OIF as an augmentation UAVS in May 2004, I-GNAT has proven in real-world testing to be an exceptional asset to the Multi-National Command-Iraq (MNC-I). An additional plus-up of funds received in FY05 will allow the following enhancements to I-GNAT, including: improved EO/IR turrets, laser designation, additional air vehicles and additional ground control station.

Training and Standardization

The demand for UAVS has driven rapid material solutions development and fielding. When looking at UAVS in a holistic manner there are many other doctrine, organization, training, material, leadership, personnel and facilities (DOTML-PF) areas that need to be addressed. The Directorate of Training and Doctrine (DOTD) at USAAVNC has just released the initial UAVS manual for coordination, which incorporates all aspects of training and employing UAVS into one manual for the first time. Additionally, many of the lessons learned and the TTP developed in the field will be included, which will be a great benefit for all.

The Directorate of Evaluation and Standardization (DES) is conducting an aggressive unit visit schedule to provide organizations unfamiliar with Army aviation the necessary skills to train, maintain and evaluate performance to ensure the commander's tasks are met in the safest possible manner. Additionally, DES with input from other agencies is updating Army Regulation (AR) 95-23: UAVS Flight Regulations, to fully encompass Aviation as the proponent for unmanned air vehicle systems.

Working Other UAVS Issues

As the Army moves to modular organizations, UAVS unit structures are being worked by all of the schoolhouses, the Combined Arms Center at Fort Leavenworth, Kan., and with the Army staff, for approval by the Army's senior leadership in the 3rd quarter (April–June) of FY05.

All current Shadow and Hunter training will continue at Fort Huachuca. The location of initial entry training and specific air vehicle training for future systems such as ERMP and small UAVS will be decided in the near future and in a manner best suited for integrating manned and unmanned aviation needs.

On-going within the personnel arena is the transfer of certain UAVS military occupational specialties (MOS), previously belonging to the Military Intelligence proponent, to the Aviation branch. Once completed Army Aviation as the proponent will direct all professional development, training and assignment of UAVS personnel throughout their careers.

Many aspects of UAVS facilities are under review within the TRADOC community. We are looking at how UAVS units will train at home station and what unique facility requirements are needed. Facility design will be based upon UAVS units assigned, unit missions, and available space. Additionally, coordination of airspace will be of preeminent concern as more units are populated with small and tactical level UAV systems.

Conclusion

We continue to meet the Army Chief of Staff's objective to enable the current force with future technology in order to increase the Army's capabilities. This rapid fielding and equipping is resulting in challenges that are being met head-on to improve the overall capability of the warfighter. The Army Aviation Center as the UAVS proponent will focus on improving UAV systems and the integration within the Army, and continue to improve on the DOTML-PF processes to ensure our Soldiers, the Army and joint warfighters have the resources, training and skills to win.

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COL Jeffrey T. Kappenman is the TRADOC System Manager for Unmanned Aerial Vehicle Systems at the U.S. Army Aviation Center, Fort Rucker, Ala.

ROTC Cadets' Careers Take Off With Unique Flight Program

By Robert Rosenburgh

Of all the ways the Army has to get new aviators into their ranks, one of the more unique programs is certainly the Helicopter Flight Training Program (HFTP) available to Army ROTC cadets at the University of North Dakota in Grand Forks. Only at the Fighting Sioux Battalion can a cadet complete his or her degree on an Army scholarship and also become a rated civilian helicopter pilot.

"We have young men and women from all over the country," said LTC Robert J. Oseles, professor of military science at UND, "to include [Department of Defense] dependents from Europe and the Pacific, that apply for our HFTP scholarships at UND. They have a passion for flying and want to become Army Aviators. Each year we have between 60 to 70 high school seniors and 15 to 20 college freshman that apply for the program. Many of these students are here because of their interest in aviation." Currently 35 cadets are enrolled in the program.

PHOTO BY 2LT MICHAEL W. EVANS

PHOTO BY 2LT NATHAN D. MIYAKE

Above: About 35 cadets ranging from sophomore to senior are enrolled in the HFTP. Pictured between a Bell 206 and Schweitzer 300 are, front row (l to r): Cadets Johnathan Scholberg, Robert Wells, Andrew Bartlett, Ben Saad, Blake Heinrich and Matthew Malkowski. Back Row: Cadets Scott Dickmeyer, Joshua Noble, Tim Toerber, Nick Corrigan, Michael Huddleston and Thad Soljhem.

Left: Cadet Robert Wells points out the Schweitzer 300's engine and rotor tachometer to Cadet Nick Corrigan during a pre-flight instrument check.

The University of North Dakota has a variety of aviation career degrees, within their John D. Odegard School of Aerospace Sciences, that qualify for HFTP. The aviation degree choices available at UND include: Aviation Management, Airport Management, Commercial Aviation, Flight Education, Air Traffic Control and Aviation Systems Management.

With more than 120 fixed-wing and rotary-wing aircraft, UND uses the Schweitzer 300 helicopter for initial rotary training and the Bell 206 Jet Ranger for turbine transition in support of the HFTP. Each cadet in the program receives between 165-175 hours of "stick time" in the seat of an aircraft and receives their private, commercial and instrument ratings on helicopters at the university.

To qualify for this one-of-a-kind aviation opportunity, would-be cadets must have approximately three years remaining at UND, meet the standards for passing the Army physical fitness test, a Class 1A flight physical, and score at least a 90 on the Army aviation flight aptitude skills test. They must carry an overall GPA of 2.5 or higher, have an ACT score of 19 or above and be enrolled in Army ROTC. A prerequisite of the program is that HFTP candidates must have, at their own expense, a fixed-wing private pilots license. Candidates that have obtained their PPL show an aptitude for flight and typically have the skills to be aviation officers.

Each year, UND Army ROTC awards numerous flight scholarships. These scholarships pay up to $93,500 and cover the actual 165-175 flight hours that students fly during their sophomore, junior and senior years. Besides the HFTP flight scholarship, prospective cadets can also qualify for the traditional 4, 3 or 2 year ROTC scholarships, valued at up to $20,000 a year for tuition, and $900 a year for books and lab fees, including a tiered stipend of $250 to $400 a month for ten months based on class level.

Eighty percent of the Army's Aviation jobs are open to both men and women, so the HFTP is an opportunity available to all cadets who qualify. Upon graduation and commissioning, the new officers proceed to their officer basic course at Fort Rucker, Ala. where they will have a distinct advantage since they are already qualified by the FAA to fly civilian helicopters.

"Our program produces some outstanding Army aviators," Oseles said. "Many of the Aviation lieutenants that complete the program go on to be ranked in the top 20% of their flight class at Fort Rucker. The four-year degree in aviation, 170 flight hours of actual flight training and the leadership skills they obtain through ROTC put them a step ahead of their peers at flight school."

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Robert Rosenburgh is the public affairs officer for the Western Region, U.S. Army Cadet Command, Fort Lewis, Wash.

Editor's note: *For more information on the HFTP or Army ROTC at UND, call (701) 777-3495 or toll free (877) 768-7682, or visit: www.flyrotc.com.*

Logistics to Sustain

By LTC Scott Waggoner and CPT Lloyd Sterling

Editor's note: *This is the fourth in a series of articles on Aviation logistics transformation from the Aviation Logistics Division of the Office of the Deputy Chief of Staff for Logistics, G4. This month's article was produced in coordination with the U.S. Army Combined Arms Support Command and provides information on the transformation of the aviation support battalion.*

The U.S. Combined Arms Support Command at Fort Lee, Va., in conjunction with the Aviation Director of Combat Developments at the U.S. Army Aviation Center at Fort Rucker, Ala., has redesigned the Aviation Support Battalion (ASB). The new ASB is now assigned to the aviation brigade unit of action and has been optimized to support the flight battalions' forward support companies (FSC), the aviation support companies (ASCs) and the aviation brigade's Headquarters and Headquarters Company. Additionally, the ASB has been resourced to support operations simultaneously from two locations. Here is information on the organizational structure of the ASB.

Headquarters and Support Company

The HSC consists of the battalion headquarters and the support company. The HSC has the typical battalion staff structure, including: a command section; S1, consolidated S2/3, S4 and S6 sections, a unit ministry team and a support operations (SPO) section. The battalion headquarters provides command, control and administration support for all organic and attached ASB units; and plans, directs and supervises logistical support for the aviation brigade. To execute these functions, the headquarters has significantly increased in size. In addition to the standard staff, the ASB now has an organic Combat Service Support Automation Management Office (CSSAMO) and the SPO section has increased from six to 25 Soldiers.

The CSSAMO Section

The old ASB was dependent on the CSSAMO support from the division support command (DISCOM). Now the ASB will have an organic CSSAMO capability with 19 Soldiers assigned, and will support the entire brigade's automation, including the unit level logistics system – aviation (ULLS-A). Originally, the CSSAMO wasn't resourced to support any of the ULLS-A systems, but now the CSSAMO will include an ULLS-A administrator for each battalion and the aviation maintenance company. Historically, the unit ULLS-A administrators have been an "out of hide" requirement.

The Distribution Company has the capability to store and distribute 105,000 gallons of fuel, critical for supporting aviation operations. Soldiers from the 2nd Infantry Division refuel and re-arm an AH-64D Apache Longbow attack helicopter in Korea.

DEPARTMENT OF DEFENSE PHOTO

Aviation Warfighters

The SPO Section

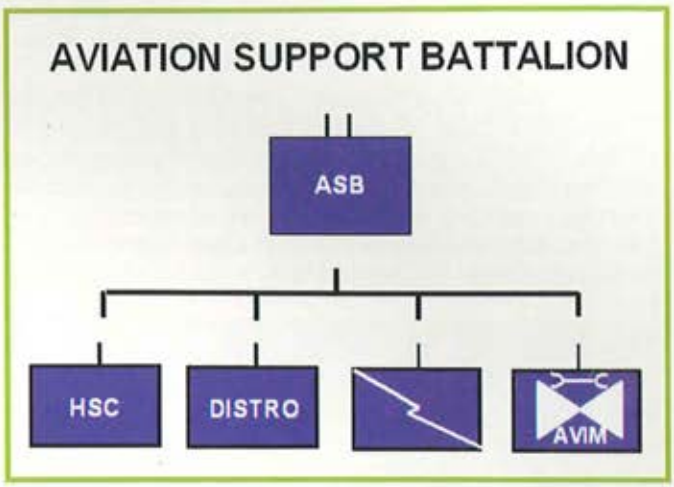
The Support Operations section coordinates logistics support and provides distribution management to the aviation brigade. In addition to the traditional maintenance and material management functions, the SPO section is now manned to accomplish contracting, medical services and logistics, petroleum, ammunition, movement control, transportation, mortuary affairs and property book functions. Its primary concern is customer care and increasing the responsiveness of support provided by subordinate units. It continually monitors the support and advises the battalion commander on the ability to support future tactical operations.

The Support Company

The Support Company provides ground maintenance, medical, supply and food service support for organic and attached units to the ASB.

As background to the ground maintenance platoon, the Army's new maintenance strategy, known now as Two-Level Maintenance, merges the organizational and direct support (DS) levels of maintenance into a single level called "Field Level." General support and depot levels of maintenance merge into the second level of maintenance called "Sustainment Level." The DS maintainers formerly located in the support organizations have been reallocated to the supported battalions, which will now conduct all of their own field level maintenance. For the ASB, this translates to a reduction of the old ground maintenance company from a 180-man unit to an 86-man platoon of two officers, 33 NCOs and 51 Soldiers. This platoon is now responsible for field level maintenance on all the ASB's organic ground equipment.

The old ASB structure had limited, if any, organic medical support. The new design includes a 14-man Medical platoon of three officers (including a flight surgeon and a physician's assistant), five NCOs and six Soldiers. The platoon is organized into a headquarters section, a treatment section and an evacuation section with four ambulances. Note that the brigade HHC and the flight battalions also retain their organic flight surgeons and their four-person medical treatment teams.



COURTESY ARMY GRAPHIC

The ASB is comprised of four companies: The Headquarters and Support Company, the Distribution Company, The Network Signal Company and the Aviation Maintenance Company.

The Distribution Company

The Distribution Company is new to the ASB design and provides the brigade with a single source for all supply classes, less Class VIII (medical), and transportation operations. The distribution company includes a fuel and water platoon, a supply platoon and a transportation platoon. The Main Support Battalion and the Corps Support Group formerly provided much of this capability now resident in this company.

The fuel and water platoon has the capability to store and distribute 105,000 gallons of fuel (one day of supply) for the brigade using three load hauling system (LHS) modular fuel farms. Additionally, the platoon has the capability to set up and run multiple refuel points for brigade aircraft, and can purify 30,000 gallons of water daily and store 18,000 gallons. Each platoon will also have an organic quartermaster petroleum quality assurance team assigned to provide assurance testing for bulk aviation fuel. The team will perform evaluations and provide technical assistance for handling, storing, sampling and identifying of petro-

COURTESY ARMY PHOTO

The Distribution Company will have ten HEMTT Load Handling System (LHS) vehicles for transporting supplies, equipment, repair parts and other logistical items.

leum products and their containers for the aviation brigade.

The old ASB design had the Supply Support Activity (SSA) in the HSC. The new design places the SSA in a separate Supply platoon with an Ammunition Transfer and Holding Point section. This platoon provides direct Class II, III (P), IV, V, VI, VII and IX support to the brigade. The supply platoon receives, stores (limited) and issues Class II, III (P), IV and IX items. It also receives and issues Class I and VI at the field ration issue point, and receives and issues Class VII as required. The platoon also maintains the Class II, III (P), IV and IX authorized stockage list for the brigade. The ammunition transfer holding point (ATHP) section supports the brigade with Class V and operates the brigade's ATHP.

The Transportation platoon is comprised of 44 people, 10 medium tactical vehicles (5 ton) with trailers, and 10 HEMMT LHS. Its purpose is to add organic transportation and distribution capability to the brigade and to increase the ASB's mobility to 75 percent. The transportation platoon also has the ability to transport Class V and Class IX to the subordinate FSCs and ASCs.

COURTESY ARMY GRAPHIC

The ASB's Fuel and Water Platoon has three deployable load handling system modular fuel farms to support the Aviation brigade.

The Network Signal Company

The Network Signal Company provides 24-hour operations supporting the aviation brigade network. It provides signal elements designed to engineer, install, operate, maintain and defend the network. It also extends the Defense Information Systems Network services to the brigade and its subordinate elements, and provides basic network management capabilities. The company is under the functional control of the brigade S6, who has the authority to direct actions and movement of signal elements in support of brigade operations. The network company commander maintains command authority over the company's assigned operational platoons and/or attached elements.

The Aviation Maintenance Company

The Aviation Maintenance Company (AMC) provides aviation intermediate maintenance (AVIM) to the brigade's aircraft. It provides intermediate level avionics maintenance support, aircraft airframe, power plant, armament and component repair. The AMC has mobile maintenance contract teams to perform AVIM level repairs forward and can also provide backup aircraft recovery, retrograde of repairable aviation equipment by ground, and coordination for air recovery backup and rigging capability for recovery of supported aircraft. It also provides maintenance test flight evaluators to support aviation unit maintenance units. The AMC will form a collection and classification point for aircraft peculiar materiel and provide fueling and de-fueling service for supported aircraft while in the AMC. Additionally, heavy and medium ASBs will continue to have a six-man electro-optics test facility augmentation team assigned.

The most important asset in the ASB continues to be the Soldier. The training, ingenuity and leadership of these Soldiers will continue to allow them to deliver the best support possible to the Aviation Warfighter, anywhere, anytime.

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LTC Scott Waggoner is the chief of the Aviation Logistics Cell and CPT Lloyd Sterling is the force integration officer in the Directorate of Combat Development – Combat Service Support, with the U.S. Army Combined Arms Support Command at Fort Lee, Va.

POTM
People on the Move

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 James Bullinger, e-mail: editor@quad-a.org.*

The Army Chief of Staff announced Jan. 3 the promotions of the following Aviation general officers effective on Jan. 1:

MG James A. Kelley, currently serving as the Chief of Staff, U.S. Army Reserve Command, Fort McPherson, Ga.

BG Harvey T. Landwermeyer, currently serving as the Director, Korea Region Office, Installation Management Agency, Korea.

Aviator Pins First Star

PHOTO BY SKIP VAUGHN

COL William N. (Bill) Phillips was promoted Jan. 7 to brigadier general by his wife, Marilyn, and GEN Benjamin Griffin, commander of Army Materiel Command, at Redstone Arsenal, Ala. Phillips became deputy program executive officer for Aviation last September. "We promote for two reasons: based on past performance and future potential," Griffin said. Prior to his current assignment, Phillips served as the Director Unit Set Fielding for the Army G8. The PEO-A is responsible for program management of all Army aviation systems, from helicopters to fixed wing aircraft and unmanned aerial vehicles.

Like Father, Like Son

U.S. Army Aviation Center and Fort Rucker Chief of Staff COL William H. Forrester, II congratulated his son, WO1 William H. Forrester, III, after graduating from flight school Jan. 13 at the Army Aviation Museum. The younger Forrester will take after his father, not only as an aviator, but as a UH-60 Black Hawk pilot as well. WO1 Forrester is now assigned to the 2nd Bn., 3rd Avn. Regt., 3rd Inf. Div. at Fort Stewart, Ga., which has again deployed to Southwest Asia in support of the global war on terrorism. COL Forrester was the command's guest speaker at the graduation ceremony and in a traditional pinning of the "Silver Wings" passed on a set of his first aviator wings to his son.

PHOTO BY MSG CAMERON PORTER

PEOs Sign MOA to Better Support Warfighters

In a simple signing ceremony Jan. 6 the Program Executive Officer for Simulation, Training and Instrumentation (PEO-STRI) and the Program Executive Officer for Aviation (PEO-AVN) signed a Memorandum of Agreement to further collaboration in the management, planning and execution of aviation simulation programs.

The agreement between the organizations formalizes their dedication to quickly and efficiently put simulation systems into the hands of Soldiers to better prepare them for their world-wide missions and the current global war on terrorism.

It allows the two organizations to work more closely together in developing and sustaining all required training aids, devices, simulators and simulations to provide the best training and testing simulations to the world's best Army.

This MOA will ultimately grant a cost effective and operationally sound means to get a variety of the training devices, software, data updates, support and services more expeditiously into the hands of Aviation warfighters and trainers.

The two PEO organizations have a long-standing relationship with the Alabama based U.S. Army Aviation Center at Fort Rucker and the U.S. Army Aviation and Missile Command at Redstone Arsenal.

The signing occurred during the annual Aviation Symposium and Exhibition, a collaborative effort between the Association of the United States Army (AUSA) and AAAA, held in Arlington, Va.

PHOTO BY JAMES BULLINGER/AAPI

Pictured above standing (l to r): MG James Pillsbury, USAAMCOM commanding general, and BG E.J. Sinclair, USAAVNC commanding general. Seated: Paul Bogosian, PEO-AVN, and Dr. James T. Blake, PEO-STRI.

2004 AAAA Functional Awards Presented

Text and photos by James Bullinger

The home of Army Aviation hosted the presentation of the 2004 AAAA National Functional Awards on January 26 during the Aviation Senior Leaders Synchronization Conference at Fort Rucker, Ala.

ATC Company Award (l to r): BG (Ret) Rodney Wolfe, Dr. Phil Carrigan Ph.D., MG (Ret) Andy Andreson, CPT Jennifer Newsome, BG E.J. Sinclair and COL James M. Simmons

The *Air Traffic Control Company of the Year* is Co. C, 1st Bn., 58th Avn. Regt., Fort Campbell, Ky. Over the course of the past year, the Soldiers of Company C successfully deployed their entire compliment of assigned controllers, clerks, mechanics, technicians and leaders to Operation Iraqi Freedom. They provided air traffic services in some of the most remote and barren locations, while operating under hostile and austere conditions in the unforgiving Iraqi desert, in support of the 101st Airborne Division (Air Assault). CPT Jennifer L. Newsome accepted the award on behalf of her company.

1LT James Seward

The ***Air Traffic Control Facility of the Year*** is **Co. B, 1st Bn., 58th Avn. Regt.**, Simmons Army Airfield, Fort Bragg, N.C. The Soldiers of Company B working in the "All American Tower" in Iraq during OIF-1 consistently displayed expertise, professionalism, personal pride and skill during their combat tour of duty and were directly responsible for all air and ground movements at Al Taqqadum Army Airfield. Their exemplary service and dedication to duty truly enhanced the combat power of TF Pegasus and the 82nd Airborne Division. Company executive officer 1LT James Seward accepted the award for his unit.

The ***Air Traffic Maintenance Technician of the Year*** is **SGT Curt P. Krenning**, Co. A, 3rd Bn., 58th Avn. Regt., Germany. During deployment to OIF, Krenning was the primary electrician for Co. A's tactical operations center and life support area. He was the maintainer of the only FAA IFR certified ground controlled approach radar in Iraq, two AN/TSW-7A and two AN/TSC-198 tactical towers, an AN/TRN-30V1 navigation beacon, and the Balad Airfield tower. He was directly responsible for the successful deployment of the AN/TSQ-71B tactical landing control central; and he accomplished the majority of these achievements while serving as a Specialist.

SFC William Wrancher

SGT Terry M. Horner

The ***Air Traffic Controller of the Year*** is **SGT Terry M. Horner**, Co. B, 3rd Bn., 58th Avn. Regt., Germany. Horner was instrumental to Company B by providing his knowledge and expertise in tactical air traffic control operations and assisting his unit during deployments in Germany and Kosovo, and then in the joint USA-USAF Tower at Balad, Iraq. Horner was the first controller in Co. B to achieve a facility rating in the Balad Tower. In his free time, he worked on his master's degree in aeronautical science with a concentration in management and operations. His stellar performance and impressive abilities have separated him from all other controllers.

The ***Air Traffic Control Manager of the Year*** is **SFC William A. Wrancher**, Co. B, 1st Bn., 58th Avn. Regt., Fort Bragg. Wrancher displayed extraordinary determination and drive while performing his roles as the senior air traffic control tower manager, tactical airspace integration system specialist, and serving as one of two qualified ATC examiners within the entire 82nd Airborne Division. Operating in the most hazardous airspace in Iraq (nine miles west of Al Fallujah), he was directly responsible for responding to five of the first nine aircraft shoot-downs during the war. His outstanding leadership and direction directly aided in saving more than 20 soldiers, while playing a pivotal role in the rescue coordination of a CH-47 shot down near Fallujah.

The Raytheon Company is the sponsor for all Air Traffic Control awards.

CPT Paul Dececchis and LTC Richard Crogan from the 160th

The ***Aviation Trainer of the Year***, is **CW3 David A. Fallon**; Co. A, 2nd Bn., 160th Special Operations Avn. Regt., Fort Campbell, Ky. L3 Communications Link Simulation and Training sponsors this award. Fallon is recognized for creating an MH-47E Instructor Pilot Course for his unit during ongoing combat operations, which was ultimately approved by the Directorate of Evaluation and Standardization. Fallon was deployed; CPT Paul Dececchis and LTC Richard Crogan from the 160th SOAR accepted the award on his behalf.

Dr. (LTC) John A. Smyrski, III, M.D.

The ***Army Aviation Medicine award,*** sponsored by the Gentex Corporation, was presented to **Dr. (LTC) John A. Smyrski, III, M.D.**, HHC, 25th Avn. Bde., Joint Task Force Wings. Smyrski distinguished himself as the JTF Wings flight surgeon while deployed in support of OEF-V. Smyrski's dedication, initiative and dynamic leadership as a senior medical officer of JTF Wings were instrumental in planning, preparing and completing pre-deployment requirements, then assuming responsibility and executing aviation medical operations. His methodical reasoning and planning skills, coupled with his ability to integrate in the tactical scenario, makes him an outstanding flight surgeon, staff officer and valued advisor.

CPT Mark W. Johnson

The ***Aviation Fixed Wing Unit of the Year*** is **Co. I, 185th Avn. Regt.,** Mississippi Army National Guard, Gulfport, Miss. Flight Safety International sponsors this award, which is presented for excellence in training, safety, logistics, operations and support. Company I was the first Army cargo airplane and first C-23 Sherpa unit to be deployed for OIF and to be used in a combat zone. As the first C-23 unit in theater, they wrote the book on fixed wing cargo operations in a combat environment and used Army rotary wing assets for enemy suppression during the ingress and egress of airfields in Iraq. They transported over 1.4 million pounds of cargo and 3,120 passengers, and accumulated in excess of 2,500 combat flight hours and all without a major incident or injury. CPT Mark W. Johnson accepted the award for his company.

The ***Army Aviation Air/Sea Rescue*** award is presented to the **68th Medical Company (Air Ambulance)**, Wheeler Army Airfield, Hawaii. Goodrich Hoist and Winch sponsors this award, which is presented to a crew who has performed a rescue using a personnel hoist. The crew of Dust-Off 56 performed a life saving mission in a hostile area near the Pakistani border in northeastern Afghanistan. Three Marines severely wounded by Taliban forces needed evacuation from steep mountainous terrain. The six-hour mission involved multiple trips to the pick-up site and several hoist operations at over 5000 feet in elevation, while performed under day, night and night vision goggle conditions. MAJ David M. Spero accepted the award on behalf of his unit.

Air Sea Award: (l to r): SSG David Hernandez, SSG Robert Rameriz, CW2 Jason Rayburn and 1SG Louis Gholston.

MAJ David M. Spero

PHOTO BY KAY KIRKLAND / SOUTHEAST SUN

MG (Ret) Andy Andreson, 2LT Julie Perry, and BG E.J. Sinclair.

AAAA National sponsors the ***Military Academy and ROTC Aviation Cadet of the Year*** awards, which are presented to the top cadet in each program who branches Aviation. **2LT Michael Powell** is the Military Academy Cadet and received his award earlier last year at West Point. **2LT Julie Perry**, a graduate of the Univ. of North Carolina at Charlotte, is the ROTC Cadet of the Year and received her award at Fort Rucker. ❖

2004 Membership Winners

The winners of the 2004 "Chapter Membership Enrollment Competition" are:

MASTER CHAPTER CATEGORY

Aviation Center Chapter, Fort Rucker, AL (1923 members)
CY04 Net Member Gain of 213 members
COL Steven P. Semmens, Chapter President
LTC Brian McFadden, VP Membership

SENIOR CHAPTER CATEGORY

Corpus Christi Chapter, Corpus Christi, TX (173 members)
CY04 Net Member Gain of 32 members
COL Timothy A. Sassenrath, Chapter President
Ms. Liz A. Murtaugh, VP Membership

AAAA CHAPTER CATEGORY

Stonewall Jackson Chapter, Sandston, VA (69 members)
CY04 Net Member Gain of 9 members
LTC Bob A. Tamplet, Chapter President
CPT Neal J. Edmonds, VP Membership

AAAA "TOP GUN" INDIVIDUAL MEMBERSHIP RECRUITMENT

Mr. William J. Cannon, Aviation Center Chapter
enrolled 724 new members

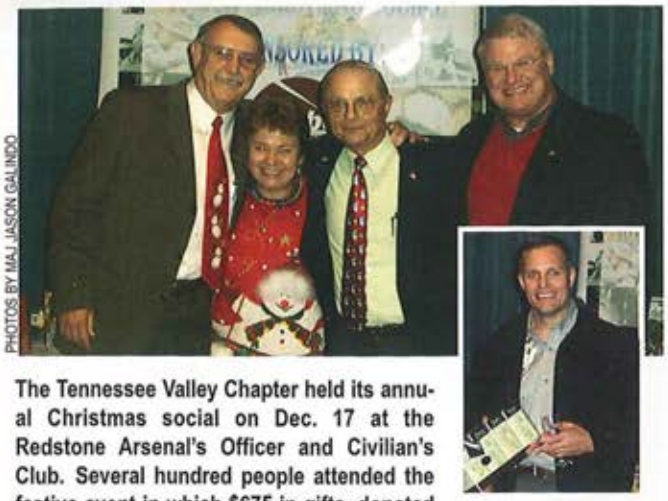
Mr. Robert J. Wynkoop, Aviation Center Chapter
enrolled 69 new members

LTC Michael F. McClellen, Ret., Tennessee Valley Chapter
enrolled 33 new members

CPT Ray J. Davis, Jimmy Doolittle Chapter
enrolled 23 new members

CW3 Richard H. Tanner, Morning Calm Chapter
enrolled 21 new members

Tennessee Valley Chapter Celebrates Christmas



PHOTOS BY MAJ JASON GALINDO

The Tennessee Valley Chapter held its annual Christmas social on Dec. 17 at the Redstone Arsenal's Officer and Civilian's Club. Several hundred people attended the festive event in which $675 in gifts, donated by chapter supporters, were presented in a drawing to many lucky members. Additionally, the AAAA Scholarship Raffle netted over $1600 in cash prizes, when Wallace Willard, in the role of Santa Claus, drew his own name and promptly donated his winnings right back to the scholarship fund. A big "Thanks" to Mr. Willard. Above left (l to r): Mike McClellan, Chris Henderson, Norb Patla and Jim Pepper with the TVC executive board all take a break after setting up for the social. Above inset: LTC Robert "Chip" Lunn, product manager for UH-60M, is one of the lucky winners of the TVC Christmas Give-Away.

COURTESY ARMY PHOTO

A CH-47 Chinook with Co. G, 149th Avn. Regt., Texas Army National Guard, sling loads a UH-60 Black Hawk during tests of the Unit Maintenance Aerial Recovery Kit for the Program Executive Office-Aviation in San Angelo, January 11 and 12. MAJ Matt Hannah, assistant product manager for Aviation Ground Support Equipment, said an improved sling retention assembly was developed for the UMARK. The new assembly was designed to ensure the sling remains in the proper location on the hub and to reduce sling chaffing during lifting operations. Hannah said the new sling retention assembly was tested successfully in stationary hover, hover taxi and forward flight profiles. The Company G "Hookmasters" are based in Grand Prairie.

— Robert Hunt, Public Affairs Officer, PEO-Aviation

IN MEMORIAM

Retired **COL Robert A. Filby**, 84, a Cub Club AAAA member since 1959 and a former president of the Lindbergh Chapter died of respiratory failure Nov. 4 in Texas.

Born July 28, 1923 in Junction City, Kan., Filby was raised in the Midwest. He enlisted in the Army Air Corps in 1942 and graduated as an enlisted pilot in 1943. Filby served as a reconnaissance pilot during World War II in Europe from 1944 to 1945. He was given a field commission to 2nd Lieutenant in Nov. 1944 and by war's end he had completed over 500 sorties.

Filby served as the Project Manager for the Heavy Lift Helicopter Systems. His work included development, testing, procurement and management of the CH-54 Sky Crane, and then the CH-47 Chinook helicopter. Five world records were established with the CH-54 while he was the PM. Filby also served as Director of Aircraft Maintenance, Research and Development, and as Chief of Experimental Flight Test and Program Management. His pilot knowledge included 37 types of aircraft.

Filby's awards include Distinguished Service Medal, three Legion of Merit, Distinguished Flying Cross, Purple Heart, numerous Air Medals, Army Commendation Medal and many other awards. He was twice awarded the "Winged S" award by Igor Sikorsky for saving lives while flying Sikorsky helicopters.

After 32 years of service, he retired in 1974 at Corpus Christi, Texas. Filby was preceded in death by his wife of 53 years, Aileen Crawford. They have four children, five grandchildren and two great grandchildren.

Editor's Note: *COL Filby's biography was provided by his daughter Linda Filby.*

We are deeply saddened to report that our Contributing Editor, retired **CW4 Stephen L. "Steve" Woods**, passed away on Jan. 19 in Delafield, Wisc. Steve recently joined the Army Aviation magazine team in November and co-authored an article in the December issue.

Woods, 42, was born April 11, 1962 in Kirkwood, Mo. He joined the Army Reserves as an M-60 tank gunner in April 1979, but then enlisted in the regular Army in June 1980. His drive and potential led him into the Warrant Officer Candidate program and flight school. He graduated in 1983 and served in Germany as a border reconnaissance pilot until 1986. Woods then served as an OH-58A/C instructor pilot at Fort Lewis, Wash. from 1986 to 1989.

Woods was instrumental in helping his unit, the 1st Bn., 1st Avn. Regt., complete the transition from AH-1 Cobras to the AH-64A at the Apache Training Brigade at Fort Hood, Texas from Oct. 1989 to May 1990. He received a "Top Gun" award for being a member of the best Apache crew.

Woods deployed with the 1-1st Avn. for Operation Desert Storm in Kuwait from Jan. to May 1991. He served as a flight lead on numerous night deep operations missions, receiving the Air Medal and Air Medal with Valor.

For his outstanding efforts in obtaining aircraft survivability equipment and providing training to the 4th Brigade, 1st Inf. Div., Woods was selected as the 1990 recipient of the AAAA ASE Award. Regarded as a subject matter expert on ASE and electronic warfare, Woods later served as a team leader and technical manager for ASET-II and all ASE hardware training with the Directorate of Training and Doctrine at Fort Rucker.

Woods was an AAAA member since 1987 and a life member. In 1995 he was presented with the Bronze award of the Order of St. Michael.

Our condolences to his wife Debi and family.

NEW MEMBERS

AIR ASSAULT CHAPTER
FORT CAMPBELL, KY
MAJ Benjamin S. Jones
CPT Brian G. Wood

ALOHA CHAPTER
HONOLULU, HI
SSG Paul C. Beisswanger
CPT Robert E. Clemmer
CPT Nathaniel A. Curry
CW2 Jessey Ferbeyre
CW3 James T. Lee
CW3 Steven R. Skaar

AVIATION CENTER CHAPTER
FORT RUCKER, AL
COL Robert B. Bailey, Ret.
WO1 Mark D. Bolick
2LT Nathan T. Brooks
CSM Hiram L. Claytor, Ret.
WO1 Marco A. Elsner
WO1 Juan J. Garcia
2LT Deborah L. Gatrell
2LT Hellmut A. Haffner
WO1 Richard R. Hedgecock
1LT Douglas M. Hoelscher
2LT Bryan S. Hoffman
CW3 Mark D. Hunt
CW3 Almous S. Irby, Jr.
2LT Michael P. Kelly
2LT Jared E. Kuth
2LT Kevin A. Lee
LTC Robert S. Lyman
WO1 Michael W. Mabis
WO1 Donald F. McHugh
2LT Logan R. Mechan
WO1 Daniel A. Mercado
WO1 Michael R. Miranda
2LT Lara Mittaud-Hafner
2LT Daniel M. Moore
2LT Kristian D. Mroczko
WO1 Ross H. Noble
WO1 Phillip L. Norris
2LT Jonathan C. Parsons
MAJ John P. Poppie
WO1 Luis F. Rivera
2LT John F. Robichaux
2LT Jordan R. Roth
MAJ Pierre Sauve
2LT Adam N. Schaffer
MAJ William W. Schwartz, Ret.
2LT Alexis D. Scott
WO1 Morgan A. Stanley
WO1 Duane E. Symanietz
2LT James R. Taylor
2LT Chaad M. Tillman
WO1 James C. Tootle
Mr. Mark Topping
2LT Floyd M. Watts
2LT David M. Zupancic

BAVARIAN CHAPTER
HOHENFELS, GERMANY
MAJ Steven M. Pierce

BIG RED ONE CHAPTER
ANSBACH, GERMANY
CPT Thomas M. Jones
Mr. William J. Sarno

CEDAR RAPIDS CHAPTER
CEDAR RAPIDS, IOWA
Mr. James A. Casconi

CENTRAL FLORIDA CHAPTER
ORLANDO, FL
1LT Andrew B. Breithaupt
COL Chester A. Johnson, Ret.

COLONIAL VIRGINIA CHAPTER
FORT EUSTIS, VA
MAJ Joseph P. Connell
SSG Jason F. Milner

CORPUS CHRISTI CHAPTER
CORPUS CHRISTI, TX
Mr. James L. Lemos

DELAWARE VALLEY CHAPTER
PHILADELPHIA, PA
Mr. John Fleitz

FLYING TIGERS CHAPTER
FORT KNOX, KY
Ms. Leigh Ann F. Harwell

FRONTIER ARMY CHAPTER
FORT LEAVENWORTH, KS
MAJ Ron L. Ells

GREATER ATLANTA CHAPTER
ATLANTA, GA
Mr. Miles Butler

HIGH DESERT CHAPTER
FORT IRWIN, CA
COL Pete W. Foreman

IRON EAGLE CHAPTER
HANAU, GERMANY
SGT Curt P. Krenning

IRON MIKE CHAPTER
FORT BRAGG, NC
CPT Ashley F. Thames

JIMMY DOOLITTLE CHAPTER
COLUMBIA, SC
CSM Robert W. McClary, Jr.

LAND OF LINCOLN CHAPTER
PEORIA, IL
SPC Anthony B. Ross

MAGNOLIA CHAPTER
JACKSON, MS
CPT James B. Haynie

MONMOUTH CHAPTER
FORT MONMOUTH, NJ
CW4 Gary T. Amatrudo
Mr. Sal Baglieri
Mr. Frankie Genecarelli
Ms. Dasha Hebron
Mr. William Hickerson
Mr. Ed Kulahli
Mr. John McCarthy
Mr. Brandon L. Underwood

MORNING CALM CHAPTER
SEOUL, KOREA
PFC Brian E. Marshall
SGT Jeremy M. McNichol

NORTH COUNTRY CHAPTER
FORT DRUM, NY
SFC John A. Kolodgy
Mr. Charlie Miller
1LT Luke J. Roberts

OREGON TRAIL CHAPTER
SALEM, OR
2LT Damon A. Thorton

PHANTOM CORPS CHAPTER
FORT HOOD, TX
CPT Kurt L. Hudson
LTC Ronald F. Lewis, Sr.

PIKES PEAK CHAPTER
FORT CARSON, CO
Mr. Bob Sanders

RAGIN' CAJUN CHAPTER
FORT POLK, LA
CW5 Dana R. Watson

SHOWME CHAPTER
JEFFERSON CITY, MO
Mr. Richard J. Hudec, II

SOUTHERN CALIFORNIA CHAPTER
LOS ANGELES, CA
Mr. John Morris
Mr. Michael K. Roberts
Mr. Robert J. Tatge

TALON CHAPTER
ILLESHEIM, GERMANY
CPT Nathanael R. Sung

TARHEEL CHAPTER
RALEIGH, NC
CW4 Richard D. Fortune
CPT Todd M. Manion

TAUNUS CHAPTER
WIESBADEN, GERMANY
CW2 Todd D. Farrell
CW4 Norbert G. Violette, Jr.

TENNESSEE VALLEY CHAPTER
HUNTSVILLE, AL
Mr. Randall Allen
Ms. R. Sandie Bumbray
Mr. Robert L. Davis
LTC Jimmy E. Downs
Ms. Sherry Glinsey
Mrs. Dana L. Brown-Jackson
Mr. Charles D. Minor
CW4 Victor E. Mosley
Ms. Dana R. Osborne
Mr. Timothy R. Owings
Mr. Phillip R. Preston
Mr. David J. Quinn
LTC Andrew R. Ramsey
Ms. Terri L. Schwierling
Mr. Ronald B. Smith
Mr. David P. Stenberg
Mrs. Carrie B. Wiley

WASHINGTON-POTOMAC CHAP.
WASHINGTON, DC
BG Ilan Baram
Ms. Katie Danko
SFC Jon P. Fallon
CW3 Darren K. Mann
LTC Max Moore, Ret.

WRIGHT BROTHERS CHAP.
COLUMBUS, OHIO
CW4 William W. Ahrens, Ret.

MEMBERS WITHOUT CHAPTER AFFILIATION
CW4 Claude E. Doughty, Jr.
Mr. William C. Dykes
CPT James C. Hargis
Ms. Christy Hiller
SSG Joseph R. Miklos
Mr. Rich Policz
Ms. Beverly Reed
Mr. Donald Richardson
CW2 Edward J. Sanchez
Ms. Tami Sierakowski
Mr. Gerry U. Stephens, Jr.

New Chapter Officers

Phantom Corps:
COL John S. Arnold, President

Rio Grande:
CW4 Bert W. Close, Treasurer

Tennessee Valley:
COL John M. Carden, Ret., VP Membership

Taunus:
LTC Kyle D. Campbell, President;
MAJ Cephus L. Roupe, Senior Vice President;
CPT Todd D. Farrell, Secretary;
CW4 Norbert G. Violette, Jr., Treasurer;
CPT Jason S. Davis, VP, Membership Enrollment;
CPT Joseph C. Alexander, VP Scholarship;
CW4 Glenn A. Beck, VP, Chapter Awards

Soldier of the Month

A Chapter Program to Recognize Outstanding Aviation Soldiers on a Monthly basis.
2LT Damon A. Thorton
January 2005
(Oregon Trail Chapter)

Distinguished Instructors

A chapter program to recognize distinguished instructors on a quarterly basis.
SSG Jason F. Milner
October-December 2004
(Colonial Virginia Chapter)

Aces

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

New AAAA Order of St. Michael Recipients

(Bronze)
CSM Donald D. Dunnigan
LTC Michael C. Aid
CSM Richard F. Eads
MAJ Steven L. Morris
CW4 Jack Newman
CW4 Brian K. Simpson
CW5 Harold D. Robinson
CW5 John E. Roberts
CW5 Geraldine Bowers
LTC Richard Juergens
CW4 Calvin B. Howell

New AAAA Life Members

COL David A. Anderson
LTC Roger D. Byrd, Ret.
CPT Mark G. Kappelmann
MAJ Darrel B. Nerove
COL Michael K. Sweeney

New AAAA Industry Members

AI-ES Aeronautics
ArmorWorks, LLC
B.E. Meyers & Co., Inc.
Chemring Group PLC
CV International
East/West Industries Inc.
EMTEQ, Inc.
Helispec LLC
HyVee Equipment, LLC
Pic Wire & Cable
Plastek LLC
Power Hawk Technologies
Thielert Aircraft Engines GmbH

In Memoriam

LTC John S. Sarko, Ret.

LEGISLATIVE REPORT

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

LEGISLATORS GEAR UP FOR 2005 AND KEY GOALS

Legislators have put the 109th Congress in high gear. Combined bills addressing two of The Military Coalition (TMC) and the Military Officers Association of America's (MOAA) top issues for 2005 - *repealing the law that requires reducing Survivor Benefit Plan (SBP) annuities for Veteran Affairs (VA) death benefits in cases of duty-related deaths* and *moving up the 2008 effective date of 30-year, paid-up SBP coverage.*

Sen. Bill Nelson (R-FL) and Rep. Henry Brown (R-SC), sponsors of legislation to eliminate reduction of SBP by the amount of VA Dependency and Indemnity Compensation (DIC) payments for the past four years, introduced new bills combining the issue with paid-up SBP. Sen. Jon Corzine (D-NJ) and Rep. Jim Saxton (R-NJ), who has previously sponsored bills to accelerate implementation of paid-up SBP, have agreed to join Nelson and Brown as primary co-sponsors of their respective bills. About 53,000 widows currently have some level of SBP offset and about 135,000 retirees would benefit from an earlier effective date of paid-up SBP.

Ask your senators to sign on as co-sponsors of the Nelson-Corzine Senate bill and your representatives to co-sponsor the Brown-Saxton House bill.

You can view fact sheets on these issues at: http://capwiz.com/moaa/home/ or at: www.moaa.org/legislative/handbook/default.asp#Survivor.

MOVE TO IMPROVE SURVIVOR BENEFITS

In a January speech in Alabama, Sen. Jeff Sessions (R-AL) announced plans to introduce legislation that would greatly improve military survivor benefits. Sessions introduced a bill Jan. 24 that would raise the maximum Servicemen's Group Life Insurance (SGLI) benefit from $250,000 to $400,000. Under his plan, the government would pay the premium for the additional $150,000 of coverage when the member enters a combat zone. The bill also would raise the death gratuity from $12,420 to $100,000 for members killed in combat, and the increase would be made retroactive to cover members killed while deployed to OEF in Afghanistan and OIF in Iraq.

TMC also hopes to persuade Congress to take additional steps, including providing the first $100,000 in SGLI cost-free to all servicemembers who die in the line of duty.

The monthly annuity provided to survivors of people who die on active duty (about $1,000 a month for most enlisted members) is nowhere close to those provided survivors of police and firefighters who die in the line of duty. TMC is working with Senators Nelson and Corzine and Representatives Brown and Saxton on additional legislation that would increase monthly annuities for survivors of members who die of service-connected causes.

NEW CONGRESSIONAL BILLS

The Senate introduced a number of new bills after Jan. 24; the process had already begun in the House. To date, House members have introduced almost 300 new legislative initiatives, including several of interest to AAAA and MOAA members:

H.R. 147 - Social Security Fairness Act of 2005: The legislation would repeal the government pension offset (GPO) and windfall elimination provisions (WEP). Both GPO and WEP provisions result in unfair reductions in earned Social Security benefits of retired government employees, many of whom are also military retirees. This bill replaces H.R. 594 from the 108th Congress.

H.R. 197 - In-State Tuition Eligibility: This bill would limit states to charging in-state tuition rates for active duty servicemembers and their dependents that are assigned to duty stations in the state.

H.R. 269 - MGIB option for VEAP-Era service members: This bill would authorize a one-time opportunity to enroll in the Montgomery GI Bill for active duty servicemembers who entered service between Jan. 1, 1977 and June 30, 1985 but declined to enroll in the "Post-Vietnam Era VEAP." The VEAP "decliners" were advised by military counselors to turn down the marginal VEAP benefit and wait for the "new GI Bill" — which was ultimately enacted in 1984, but denied eligibility for this group. This bill replaces H.R. 879.

You can track co-sponsorship, current status and other information on bills of interest on MOAA's Web site at: ***http//capwiz.com/moaa/issues/bills***. By entering your ZIP code, you can send your legislators your views on these bills.

MANY LEFT OUT OF PART B ENROLLMENT

AAAA members were informed in a number of articles on Part B Enrollment procedures last year. The 2003 Medicare Modernization Act provided for a special enrollment period for TRICARE beneficiaries who had never signed up for Medicare Part B. It also authorized a prospective waiver of late enrollment penalties for military beneficiaries who signed up for Part B in 2001 or later. The purpose was to ease penalties for previously uninvolved retirees who had to sign up for Part B to get TRICARE for Life (TFL) benefits.

Last fall, DoD sent a letter to the 68,000 TFL-eligible not enrolled in Part B, telling them that they would need to take Part B to keep TRICARE benefits and that Medicare would be sending them a follow-up letter telling them how to enroll. However, about 30,000 of those individuals never received any letter from Medicare - and due to this system failure have not been enrolled in Part B.

Some individuals do not wish to take Part B - because they are still covered by employer-sponsored insurance; because they get care from the VA health system; or because they are active duty family members. However, TRICARE will not pay claims for any Medicare-eligible who was not enrolled in Part B by January 1. They will regain their TRICARE eligibility (without any late enrollment penalty) if they enroll during 2005.

They can do that by contacting their local Social Security office, by calling Social Security at 1-800-772-1213, or by using the Social Security Web site at: www.ssa.gov/legislation/.

Those with TRICARE claims denied because they're not enrolled in Part B have two options:

- Wait until enrollment has been processed in DoD records and then resubmit the claim.
- Take their Medicare card to their local military personnel ID office for assistance, or contact the Defense Manpower Data Center Support Office (DSO) at 1-800-538-9552. The location of the nearest military personnel office can be found at: www.dmdc.osd.mil/rsl/owa/home. For additional information, visit the TRICARE website at www.tricare.osd.mil or contact TRICARE's Medicare eligible claim processor at: 1-866-773-0404.

Members having problems getting the Part B penalties waived should contact the local Social Security office or call the SSA at 1-800-772-1213.

RESERVE CHIEF WARNS OF "BROKEN" RESERVE FORCE

In a blunt memo to the Army's leadership, LTG James Helmly, the commander of 200,000 Army Reserve troops, has warned that the Reserve is "rapidly degenerating into a 'broken' force." The document to Army Chief of Staff GEN Peter Schoomaker states that "current demands" on the USAR and "dysfunctional" mobilization and personnel management policies have degraded mission readiness.

"The purpose of this memorandum is to inform you of the Army Reserve's inability - under current policies, procedures and practices governing mobilization, training and reserve component manpower management - to meet mission requirements associated with Operations Iraqi Freedom and Enduring Freedom and to reset and regenerate its forces for follow-on and future missions," Helmly said. His concerns include:

- *Mobilization policy and procedures.* LTG Helmly believes the Army is too reliant on individual volunteers rather than unit call-ups.
- *Deployment policies.* Tour lengths vary widely depending on the location; "last minute extensions" are causing harm to Soldiers, families and employers.
- *Non-participating Soldiers.* Reserve Soldiers who have not met their military training obligations should be called up or discharged.
- *Reconstitution Policies.* Reserve equipment is often left behind in the combat theatre for the next rotation leaving units with nothing to train on in home station. Post-mobilization policies bar performing two weeks of annual training within six months after returning.
- *Force depletion.* Only about 37,000 out of 200,000 USAR Soldiers are currently available for mobilization and deployment, because the others were already mobilized, or are not yet fully trained.

TMC remains convinced that a long-term fix demands significantly larger active duty forces, so the country doesn't have to keep placing such extreme demands on our Guard and Reserve forces or their families.

TMC CO-CHAIR APPOINTED TO THE VA ADVISORY COMMITTEE

The outgoing Secretary of Veterans Affairs appointed Bob Norton, TMC's Veterans' Committee Co-chair and MOAA deputy director of Government Relations, to a committee that advises the Secretary on GI Bill education programs. Norton has regularly testified for TMC on veterans benefit programs, including the GI Bill, before both the House and Senate Veterans Affairs Committees.

Deadline for the 2005 AAAA Scholarship Program Applications is May 1, 2005

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FALLEN HEROES

AAAA is saddened to announce the loss of the following Soldiers deployed with Aviation units serving in support of the global war on terrorism.

Lusk

Childress

Operation Iraqi Freedom

CPT Joe Fenton Lusk II, 25, of Reedley, Calif., died Jan. 21 in an AH-64 Apache helicopter training accident northwest of Kuwait City. Lusk was assigned to the 3rd Bn., 3rd Avn. Regt., Fort Bragg, N.C.

SGT Kyle William Childress, 29, of Terre Haute, Ind., died Jan. 21 in Balad, Iraq, of wounds received in a firefight in Ad Duluiyah, Iraq, where his unit was attacked by enemy small arms fire. Childress was a Cavalry Scout assigned to the Troop A, 1st Sqdn., 4th Cav. Regt., 1st Inf. Div., Schweinfurt, Germany.

SSG Jose Carlos Rangel, 43, of Saratoga, Calif., died Jan. 23 in Camp Arifjan, Kuwait, of non-combat related injuries. Rangel was assigned to the California Army National Guard's 1106th Aviation Classification Repair Activity Depot in Fresno.

SGT William Scott Kinzer Jr., 27, of Hendersonville, N.C., died Jan. 26 in Ad Duluiyah, Iraq, from injuries sustained when a rocket-propelled grenade hit his patrol. Kinzer was a Cavalry Scout assigned to Headquarters and Hqs. Troop, 1st Sqdn., 4th Cav. Regt., 1st Inf. Div., Schweinfurt, Germany.

(Information from Dept. of Defense news releases and media sources.)

UPCOMING EVENTS

APRIL 2005
- April 22 — Col. VA Chapter & Hampton Roads Chapter of the American Helicopter Society (AHS), Golf Tourn., Pines GC, Ft. Eustis, VA.
- April 23 — Colonial VA Chapter & AHS Aviation Branch 22nd Birthday Ball, Williamsburg Marriott, VA

MAY 2005
- May 5-11 — AAAA Annual Convention, Disney's Coronado Springs Resort, FL

JUNE 2005
- June 1-3 — AHS 61st Annual Forum & Technology Display, Grapevine, TX

JULY 2005
- July 15 — AAAA Scholarship Executive Committee Meeting, NGRC, Arlington, VA
- July 16 — AAAA Scholarship Selection Committee Meeting, NGRC, Arlington, VA

SEPTEMBER 2005
- Sep 17-19 — NGAUS 127th General Conference, Honolulu, HI

OCTOBER 2005
- Oct. 3-5 — AUSA Annual Meeting, Washington Convention Center, Washington, DC
- Oct. 3 — AAAA Scholarship Board of Governors Meeting, Washington Convention Center, DC
- Oct. 3 — AAAA National Executive Board Meeting, Washington Convention Ctr., DC
- Oct. 17-20 — AFCEA Infotech 2005 Conference & Exhibition, Dayton, OH

Advertisers Index

Army Aviation Hall of Fame

The Army Aviation Hall of Fame sponsored by the Army Aviation Association of America, 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 2007. Contact the AAAA National Office for details at (203) 268-2450

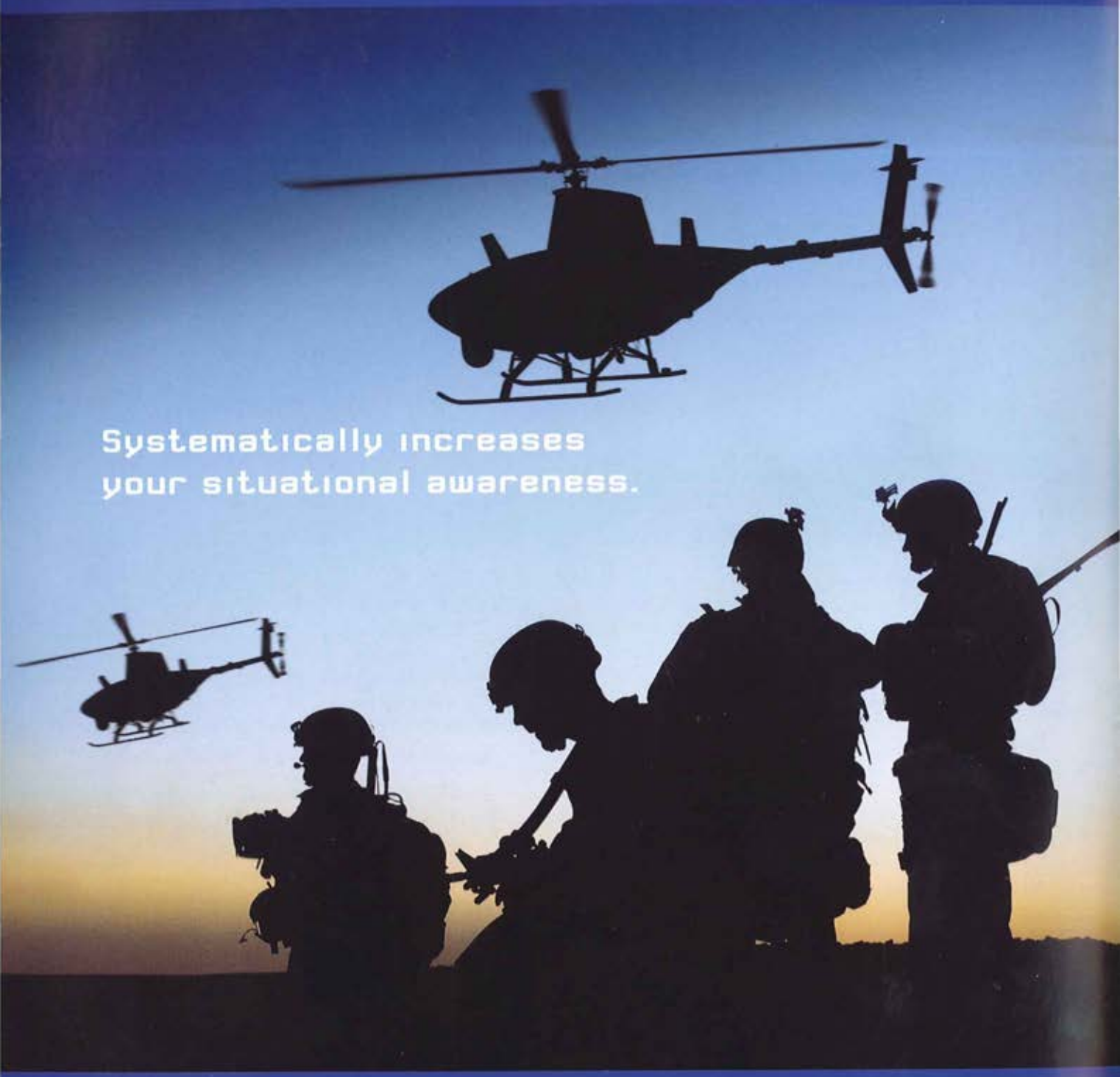
GEN Hamilton H. Howze
Army Aviation Hall of Fame 1974 Induction

GEN Hamilton H. Howze graduated from West Point and was commissioned in the Cavalry in 1930. He earned his Army aviator wings in 1947. He is recognized as the intellectual force behind current airmobility and Army Aviation doctrine. While Director of Army Aviation from 1955 to 1958, Howze developed new tactical principles for the employment of Army aviation, and was instrumental in helping the Aviation School become fully established in its new home at Fort Rucker, Alabama.

As Chairman of the Tactical Mobility Requirements Board in 1962 (which would later become known as the Howze Board), he cited the need for the development of airmobile theory and doctrine. Adoption of the Howze Board recommendations revolutionized mobile warfare concepts based on the use of organic aviation in much the same manner as the introduction of the tank had affected mobility concepts almost fifty years earlier.

The 11th Air Assault Division was formed in 1963 to test and validate these concepts. As a result of Howze's leadership, foresight and perception, two airmobile divisions were eventually established in the Army force structure. These divisions successfully provided the full spectrum of mobile, combined arms capabilities which are requisite to successful ground combat and which have become fundamental to modern air mobility doctrine.

Editor's note: *GEN Howze is a 1996 recipient of the Gold award of the Order of St. Michael and the parade field at Fort Rucker, Ala., "Howze Field," is named in his honor.*



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