

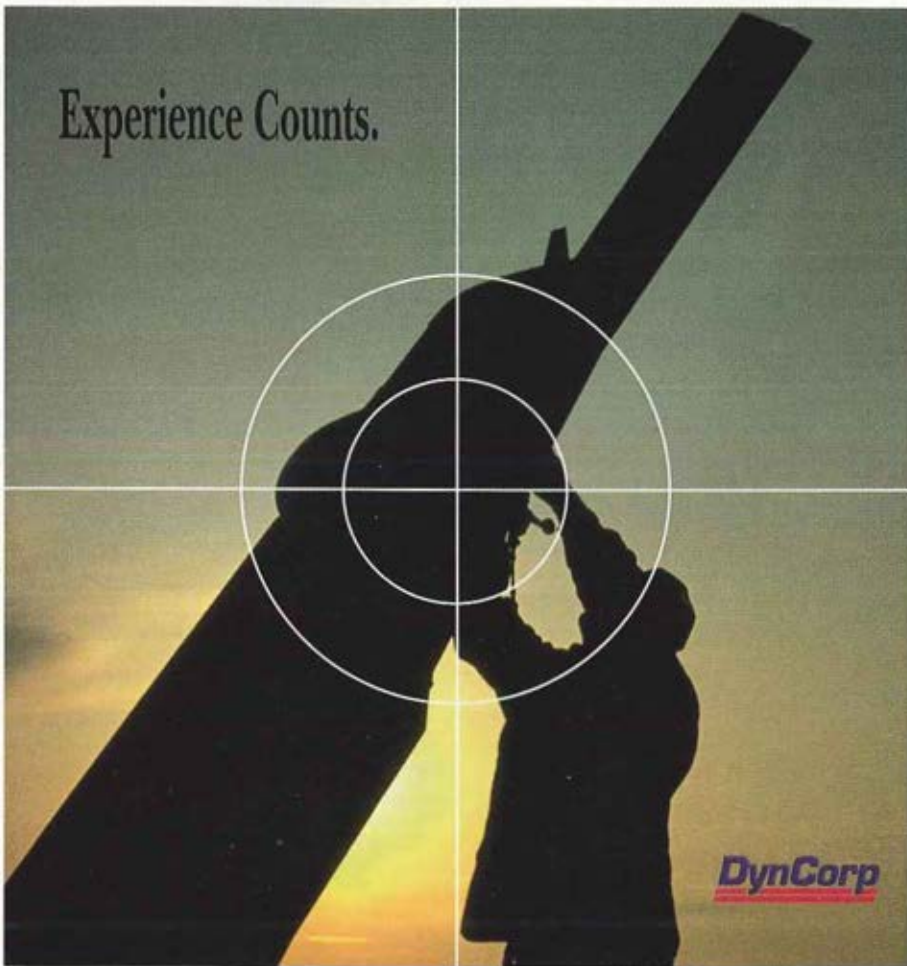
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**FORTHCOMING ISSUES**  
February 1995 — Digitization of the Battlefield.

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## Briefings

On 17 December 1994, an OH-58A+ Kiowa strayed into North Korean airspace and went down in Kungang County in the Democratic Peoples Republic of Korea (DPRK). It is unclear whether the helicopter made an emergency landing or was shot down. **CW2 David Hilemon**, of Clarksville, TN, was killed in the incident; his body has since been returned and laid to rest on 28 December. **CW2 Bobby Hall**, of Brooksville, FL, was released on 30 December 1994 at Panmunjom, Republic of Korea (ROK). Both served with A Company, 4th Battalion, 501st Aviation Regiment, Camp Page, Republic of Korea.

**Rolls-Royce, plc** and **Clayton, Dubilier and Rice, Inc.** have announced they have reached an agreement for Rolls-Royce to purchase **Allison Engine Company** for \$225 million. Allison will continue to operate under the name Allison Engine Company as a self-standing U.S. company, forming part of Rolls-Royce's Aerospace Group. Other units of the group are Rolls-Royce Military Aero Engines, Rolls-Royce Commercial Aero Engines, and Rolls-Royce Aero Engine Services.

The **Defense Logistics Agency (DLA)** has contracted with **Federal Express Logistics Services (FLS)** for delivery of "high value, mission-critical repair parts" to specified locations around the world. The parts will be stored at a government facility at the Defense Distribution Depot in Memphis, TN which is near the FedEx hub. FLS will provide "simplified ordering, rapid processing, packaging, and expedited door-to-door delivery" around the clock under a one year, \$1.5M contract exclusive of transportation charges.

It is now possible for former members of the Uniformed Services to continue their health care benefits under **CHAMPUS** with an improved, less restricted **CHAMPUS-like** program. Congress implemented the **Continued Health Care Benefit Program (CHCBP)**, effective 1 October 1994. Former members of the Uniformed Services and their dependents are eligible for up to 18 months of coverage, unmarried emancipated children and unremarried former spouses are eligible for up to 36 months. For further information, please call or write CHCBP Administrator, P.O. Box 1608, Rockville, MD 20849-1608, Tel: (800) 809-6119.

**ECC International, Corp.** has announced the receipt of a \$14.4M U.S. Army subcontract from **Loral Federal Systems Company**, representing the exercise of a production option for the **Close Combat Tactical Trainer (CCTT)** Contract. The first of the simulators under this production option will be delivered to the U.S. Army in October 1995. ECC has remaining production options for this contract of approximately \$50 million.

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## ARMY AVIATION'S CONTRIBUTION TO FORCE XXI

The aim of Force XXI is to redesign the force, taking full advantage of the information available across the battlefield, maximizing versatility and flexibility. Army Aviation is equipping aviators with a fleet of rotorcraft which will be a vital component to that force. The key capabilities of that force — lethality, survivability, sustainability, versatility, deployability, OPTEMPO, and joint/combined Command and Control (C2) — are inherent to the rotorcraft we will be flying as the 21st Century begins. As a maneuver arm, aviation will set the pace for battle.

Leading the fight will be the RAH-66 Comanche, the Army's highest priority modernization program. The Comanche is a fully integrated weapon system with unprecedented versatility, featuring self-deployability, night and adverse weather operability, improved navigational accuracy, air combat capability, high and hot flight

*The Commanding  
General of AMC  
describes how  
Army Aviation  
will set the pace  
on the future  
battlefield.*

performance, improved survivability and reliability, and lower operating and support costs. Low radar, infrared, aural and visual signatures will allow Comanche to obtain large quantities of tactical information without being detected. The Comanche will perform the armed reconnaissance mission

in our heavy divisions as well as the attack missions in our light divisions.

One third of the Comanche and Apache attack helicopter fleet will be equipped with the Longbow millimeter wave fire control radar and fire-and-forget Hellfire missile systems. Outfitted as such, these aircraft will have greatly improved adverse weather operational capabilities. Longbow detects, locates and prioritizes enemy vehicles, air-defense units and aerial targets, increasing stand-off range and lethality. Using sensors above the rotor, Longbow will take maximum advantage of terrain masking, giving



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Digital and information technology is the foundation for the fulfillment of Force XXI. Never before has the vision of joint and coalition forces operating from a common view of the battlefield been so within our grasp. Aviation plays a key role in that vision, both as a unique source of battlefield information, particularly in forward areas, and as a user of the information in the execution of aviation missions.

With its tremendous processing capability, advanced sensor suite, mobility, and enhanced survivability, the RAH-66 will be the "quarterback" of the digital battlefield, collecting, processing, using and distributing command and control information.

The Longbow fire control radar will further enable the Apache and Comanche aircraft to contribute valuable battlefield data.

To maximize the effectiveness of the aviation systems, and to provide the needed connectivity for the digital battlefield, six avionics programs are also being pursued:

- Incorporation of the Global Positioning System (GPS) will provide the inputs for position, heading, and communications timing.

- Improved High Frequency (HF) radios will provide long range and Nap-of-the-Earth communications.

- Have Quick II improvements will provide secure and digital message capabilities for air-to-air joint forces communications.

- The Improved Data Modem (IDM) will enable digital target hand-

over through the Combat Net Radio.

- The Aviation Mission Planning System (AMPS) will provide rapid mission planning and rehearsal using digital terrain mapping and processing technology.

- The Army Airborne Command and Control System (A2C2S), a UH-60 C2 system, is a critical link in the Army's digitized warfighting capability. The A2C2S will give the corps, division, and maneuver brigade commander unprecedented range and mobility, without sacrificing situational awareness. The maneuver commander will have a viable tactical command post, which will allow the corps commander to fight the deep battle, or the division commander to fight the close battle, or seamless sensor-to-shooter-to-sensor connectivity.

Past combat encounters have revealed the necessity of having this type of maneuverable, airborne C2 capability. The A2C2S will be interoperable with other Army C2 systems, and will participate in the Operation DESERT CAPTURE III, Brigade XXI, Division 97, and Corps 99 exercises. The system development strategy is based on the "open systems architecture" concept being endorsed by Congressional and senior DoD leadership.

Developments such as these have enabled the Army to begin tapping into the vast resources of battlefield information. So effective have these efforts been that the information available to the soldier already goes well beyond the cognitive limits of a human being to utilize it.

For this reason, the Aviation Re-



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search, Development, and Engineering Center (AVRDEC), building on the results of the Air Force Pilot's Associate (PA) program, initiated the Rotorcraft Pilot's Associate (RPA) program. The RPA utilizes artificial intelligence/expert system technology to provide Cognitive Decision Aiding, along with data fusion and revolutionary mission equipment integration technology to yield tremendous increases in man-machine effectiveness, lethality, survivability, and situational awareness, as well as significant decreases in time lines and overall pilot workload.

The increased system effectiveness will make Aviation more responsive to Battle Commanders at all echelons. The RPA will expand Aviation's freedom of operation by improving response time for quick reaction and mission redirect events, increased precision strike capability for high value, short dwell targets, and allowing greater 24 hour, clear/adverse weather operation. It will contribute greatly to the pilot's ability to "see and comprehend the battlefield" in all conditions, rapidly collect, synthesize, and disseminate battlefield information, and take immediate and effective actions.

These developments will enable expanded use of the crew's perceptual, judgmental, and creative skills to capitalize on their own strengths, and to exploit adversary weaknesses.

The RPA program builds upon a number of AMC technology programs, such as Multi-Sensor Aided Targeting-Air (MSAT-AIR), an eco-

nomical fusion of multiple sensors and processor modules, Radar Detection and Jamming (RD&J), providing real-time threat awareness and optimization of countermeasures, Advanced Helicopter Pilotage (AHP), providing advanced sensors and wide-field-of-view displays, and Battlefield Distributed Simulation-Developmental (BDS), providing a real-time, distributed developmental simulation network.

Aviation also draws upon and contributes to AMC programs such as Combined Arms Command and Control (CAC2), Battlefield Combat Identification System (BCIS), and The Army Combined Arms Weapons System (TACAWS). Together, these programs greatly enhance the lethality, survivability, and versatility of Army Aviation as part of the Combined Arms Team, increase the potential OPTEMPO of missions, and facilitate the joint and coalition operations needed to effectively execute Force XXI.

While the information revolution taking place on the battlefield will shape the force of the future Army, the extent to which that information will be harnessed to provide overwhelming lethality and tempo in actual battle will still rely on the capabilities of the platforms being placed in harm's way. Looking beyond the capabilities of Comanche and Longbow, the entire aviation picture is evolving. The enhancements envisioned for the fleet will add further effectiveness to an already formidable force.



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The Integrated High Performance Turbine Engine Technology (IHPTET) program is a DoD initiative with a goal of doubling turbine engine performance capability for all turbine engine classes by the year 2003. IHPTET incorporates the efforts of all three services, NASA, ARPA, and industry. The payoffs to both military and commercial users will be dramatic increases in payload and range, as well as a reduction in fuel, parts, and numbers of aircraft sorties required to perform a mission. A major component of the IHPTET initiative is the Joint Turbine Advanced Gas Generator (JTAGG) technology demonstration. The second of three phases planned for the JTAGG program recently started. Goals include significant improvements to engine performance, efficiency, and power-to-weight ratio.

Looking still further into the changing face of battle, the Army sees the potential of radically new applications of technology. Any technological advantage is a fleeting state, as its use discloses its existence and invites countermeasures. With the threat constantly evolving and "catching up" with our own capabilities, there is a need to remain just as vigilant in staying ahead of the game.

The Bird Dog concept envisions the teaming of a manned helicopter with an Unmanned Aerial Vehicle (UAV) to perform combat aviation missions. Bird Dog will use state-of-the-art sensors to locate, identify, and track passive and active targets. The UAV will provide speed and

agility to quickly cover an extensive battle area, providing vital intelligence in real-time. This "just ahead" situational awareness will provide a tremendous force multiplier while increasing OPTEMPO and reducing the manned systems' exposure to increasingly sophisticated threats, in war and peacekeeping missions.

Affordability will most certainly be a primary concern of any new weapon system. The National Transport Rotorcraft (NTR) is an initiative focused on providing just such a capability, filling our future military cargo rotorcraft needs as well as the civilian commuter market.

Without an affordable alternative to the aging CH-47 fleet, the intra-theater cargo transport mission threatens to become the weak link in Force XXI. By exploiting dual-use technologies, NTR will provide the tools to drive down development costs and deliver a versatile, adaptable system without compromises.

Tomorrow's battlefield will be characterized by smaller, more mobile and lethal forces operating over increased distances. Bringing decisive force to this future battlefield will require the effective integration of critical leap-ahead technologies into our battlefield operating systems to overmatch any adversary. The versatility and lethality that aviation brings to the battlefield will clearly set the pace of any conflict.



*GEN Salomon is the Commanding General, U.S. Army Materiel Command (AMC), Alexandria, VA.*



## MAINTENANCE IS TRAINING FOR COMBAT

To accomplish Army Aviation's role as a versatile combat multiplier, it is axiomatic that we maintain a trained and ready force — the key word in this statement being maintain. Proper maintenance procedures and philosophies have always been key ingredients for units to excel both in peacetime and war. Mission accomplishment depends on combat-ready equipment — and that means maintenance.

Maintenance is defined as the function of sustaining materiel in an operational status, restoring materiel to serviceable condition, or updating and upgrading its functional utility through modification. The increased complexity of our systems requires proper maintenance management procedures, accurate trouble-shooting, and decisive corrective actions. It seems to me that these qualities are even more critical now than in the past.

*The maintenance test pilot is the cornerstone of the unit maintenance program.*

The demands on unit level maintenance have increased significantly with the requirement to support Operations Other Than War (OOTW) in remote areas of the globe, independent of parent support units. To be prepared for these eventualities, unit commanders must develop and train maintenance procedures as an integral part of training and unit training plans must be robust and flexible enough to sustain operations under a wide range of demanding conditions.

This poses increased challenges to commanders and key unit personnel responsible for establishing maintenance programs and highlights the importance of the maintenance test pilot.

The maintenance test pilot has become even more of a maintenance manager. He or she is the cornerstone of a unit maintenance program — and is often the unsung

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The Maintenance Management/Maintenance Test Pilot Course moved here in May 1994, consolidating training and maximizing resources. The course stresses technical competency in a wide array of maintenance management procedures. Its purpose is to train quality aviation maintenance officers to perform numerous maintenance tasks. These tasks include detecting, diagnosing, and prescribing appropriate corrective actions for problems which could conceiv-

ably be encountered during a pre-flight, maintenance operational check, and/or maintenance test flight — all very vital tasks required for safe mission accomplishment. CPT Dave Parker provides unique insights in the following article.

As Army Aviation moves into the 21st Century, our maintenance efforts must meet increased demands. Only a well-trained, efficient maintenance force can ensure the combat readiness necessary to meet the challenges ahead.



*MG Adams is Aviation Branch Chief and Commanding General, U.S. Army Aviation Center and Ft. Rucker, AL, and Commandant, U.S. Army Aviation Logistics School, Ft. Eustis, VA.*



## SO YOU WANT TO BE A MAINTENANCE TEST PILOT?

It's 0600 Friday, and UH-60 84-23974 awaits its post phase test flight. CW4 Stevens conducts a final review of the phase book and logbook. At 0845, after a thorough preflight inspection of the aircraft, he rallies the Technical Inspector (TI), the phase team leader, and the crew chief to go over faults noted.

After review, the phase team leader informs CW4 Stevens that they will be corrected by noon. Noon will be fine for CW4 Stevens, because another TI has informed him that aircraft 985 is ready for test-flight to perform a maximum power check and reset of Health Indicator Test (HIT) baseline.

He gets back from the test flight in 985 at 1100. The aircraft failed the max power check and requires a new engine. No engines are available, but aircraft 963 just went into phase; he could use one of its engines. The Commander is the controlled exchange approval authority, and is tied

*The hours  
are long,  
but  
the job  
is rewarding.*

up in meetings all day long. If he waits until the Commander gets back, it'll be too late to do the engine change until tomorrow, which is Saturday. He thinks that the Commander would make the decision to do the controlled exchange

— it only makes sense. He makes the decision and instructs the platoon SGT to do all the necessary paperwork for the exchange, and coordinate with the engine shop and TI to replace the engine. He'll get the Commander to sign the paperwork when he returns. They'll have the engine replaced and ready for him to test fly by tomorrow morning.

CW4 Stevens now heads up to the Production Control (PC) office to see what fires he has to put out, since he has been out of the office all morning. The PC NCO informs him that the brigade Aviation Maintenance Officer (AMO) called, wanting to know why (TEST — CONTINUED ON P. 54)

## MAINTAINING THE BALANCE

*"Our object ought to be to have a good army,  
rather than a large one."*

— PRESIDENT GEORGE WASHINGTON

This guidance is as applicable today as it was in Washington's time. This article will outline some areas that may require more focus to insure balance in our quest to maintain a "good army". I certainly do not want to sound negative about our Army, for I believe it is in fact a "great Army". Recent operations have demonstrated our ability to project combat power and sustain aviation forces in the most remote and hostile areas in the world.

However, there are reasons for concern as we move toward Force XXI in maintaining a balance between fielding new aviation systems and our ability to maintain and sustain our modernized aviation fleet.

We are all too familiar with the deficiencies of the Army of Excellence (AOE) — attempting to do more with less, year after year. We fielded our units with a full complement of aircraft, but seldom fielded all the support personnel necessary to maintain these aircraft.

### *A look at maintenance using the DTLOMS framework.*

The information age is on us, and we are witnessing the most rapid change in technology ever seen. Our Army, driven by the end of the Cold War, is downsizing during all of this, yet regional conflicts throughout the world

routinely have more of our soldiers deployed than at any time during the Cold War.

There are many ways to frame this discussion on balance, but for the sake of using familiar terms, I will use Doctrine, Training, Leader Development, Organizations, Materiel and Soldiers (DTLOMS). DTLOMS provides a framework for building a great Army that has balance between operational capability and sustainability.

**DOCTRINE/ORGANIZATION.** Doctrine is the recognized engine of change. The challenge is to keep doctrine current with respect to the rapid changes in technology. Our aviation systems are among the most lethal in the world. New systems are being de-

signed and fielded that further leverage technology. The maintenance and sustainability of these aviation systems must also keep pace with changing technology. CD ROM and aircraft logbook automation are two areas that will increase the readiness and sustainability of our forces. The information superhighway is being used by industry and academic institutions to increase the information flow.

The Army can use the same concept to increase information flow. Computers equipped with a modem and CD ROM will allow our units access to many sources of information and can eliminate volumes of references that units presently carry around the battlefield. Technical databases maintained by contractors, accessible by modem, would allow units access to the latest troubleshooting information available on each weapon system. One compact disc can hold all the technical manuals associated with an aircraft system.

Aircraft logbook automation is coming with the fielding of Unit Level Logistics System-Aviation (ULLS-A) — a capability long overdue. The increased capability ULLS-A will provide will eventually allow better management, improved productivity, and will produce large payoffs for the aviation community. Doctrine must remain sufficiently flexible to allow the infusion of technology in our automation systems. Information management remains the key to giving Army Aviation the versatility to conduct operations across the entire spectrum of conflict. The Aviation

Restructure Initiative (ARI) downsized Army Aviation but also increased unit robustness to ensure sustainment. These new organizations can be more easily tailored for combat operations or Operations Other Than War (OOTW). The automation capability within these units is critical to their sustainment during OOTW operations.

**TRAINING — THE LINCHPIN OF READINESS.** Recent comments by commanders in the field voice concern over the level of technical competence of our soldiers/maintainers. Unfortunately, soldiers leaving the training base do carry only the basics in technical skills. They are leaving the school at the apprentice level and reporting to units for more detailed hands-on training. The challenge lies in the right mix of experienced mechanics in every field unit who can take these young soldiers under their wing and train them to standard. Unfortunately, skill level mismatches often require a PFC or SP4 to maintain a multimillion dollar aircraft with little time available for maintenance training because of mission requirements.

Sustainment training is essential to increase the technical competence of our aviation soldiers. This training should come in two forms. The formal Non Commissioned Officer Education System (NCOES) and supplemental training — possibly provided by the private sector. Soldiers with excellent potential could be rewarded with factory training or attendance at courses taught by contractors or origi



nal equipment manufacturers at the soldier's installation. These courses would focus on troubleshooting procedures for those subsystems causing the most problems on an aircraft.

The Stripes on the Flight Line initiative identified the need to increase the grade structure to support aviation systems. This valuable initiative must be kept on track. Our aviation systems are expensive, but we have made the investment in them and they have demonstrated their value during contingency operations. We must make the same investment in the great young soldiers that support these weapon systems. The return on investment will be better maintained equipment, higher readiness rates, and improved soldier retention levels.

**LEADER DEVELOPMENT.** Great young soldiers will need resourceful leaders, who are thoroughly versed in aviation operations, maintenance, and supply. There must be a system in place to train professional aviation logisticians. The Aviation Officers Advanced Course is adding more aviation logistics courses in the program of instruction to provide a solid understanding of aviation logistics. There must be a viable career path above the grade of captain to attract officers into the aviation logistics field. Fielding of Aviation Support Battalions will allow aviation logisticians increased opportunity to command at the O-5 level. Aviation Logisticians must seek and have the credentials that allow them into other multifunctional logistics positions within the combat service support infrastructure.

The enlisted side of the aviation career field must also be flexible enough to allow soldiers to remain on the technical side of their MOS and not be penalized by lower promotion rates. The Army must recognize that highly trained soldier/mechanics are essential to properly maintain modernized aircraft systems. The current NCOES leans too far toward the leadership side of development. More technical training needs to be integrated into the system—so that our NCOs have a balance between technical and tactical proficiency. If a soldier wants to be a soldier/technician, he need not be forced out. A system must be in place to provide technical specialists a viable career path.

**MATERIEL.** The equipment fielded to our soldiers is the best in the world. We continue to lead in technology infusion in our aircraft development process. Unfortunately, in a world of constrained resources it is often the Special Tools and Test Equipment (STTE) and Aviation Ground Support Equipment (AGSE) that receives the bulk of the funding cuts. These critical pieces of equipment must be protected in the acquisition process. STTE/AGSE is becoming even more critical as more units are deployed piecemeal in support of OOTW. Low density test sets and special tools become management headaches in planning contingency operations. There must be a balance struck between the number of end items procured and the STTE/AGSE procured to support our aircraft systems.

(BALANCE — CONT. ON P. 45)

## SPECIALIZED REPAIR ACTIVITY (SRA)

The SRA process is the standard Army method by which field units may request and be approved to perform selected depot level repairs.

As defined in AR 750-1, an SRA is an installation TDA activity (including AVIM) that has been authorized by HQDA to perform specific repair of items having a maintenance repair code (MRC) of "D" (depot) or "L" (SRA). The AR further describes the process by which field units may request and be approved for SRA repair.

The SRA process has existed for many years but has gained momentum recently due to the financial impact of the Defense Business Operating Fund (DBOF). Under DBOF, the field must pay for their use of Depot Level Repairables (DLR) by reimbursing the stock fund upon requisition of a DLR. The SRA will allow increased DLR repair in the field and thereby decreased demand for DLRs from the

*The recent surge in Specialized Repair Activity requests has led to a streamlining of the approval process*

supply system.

The recent surge in SRA requests has led HQDA to streamline the SRA request/approval process. The new process (Figure 1) allows the field to submit their request directly to the Major Subordinate Command (MSC) depending on the source of supply code. The MSC,

with DESCOM coordination, may grant approval directly to the requestor, but disapproval authority has been retained by HQDA. Also HQDA has established a standard SRA request format containing minimum essential data needed for SRA evaluation.

The SRA request is initiated by the AVIM/DOL completing the standard request format and submitting it to the ATCOM Maintenance Directorate. Complete and detailed information is essential for evaluation.

Within ATCOM, each request is evaluated for technical and logistical considerations. The Maintenance Di-

## SRA PROCESS

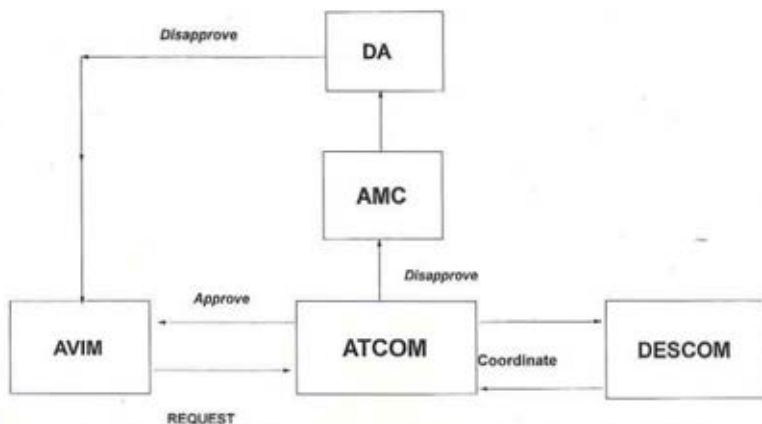


Figure 1

## REQUESTING LOCATIONS

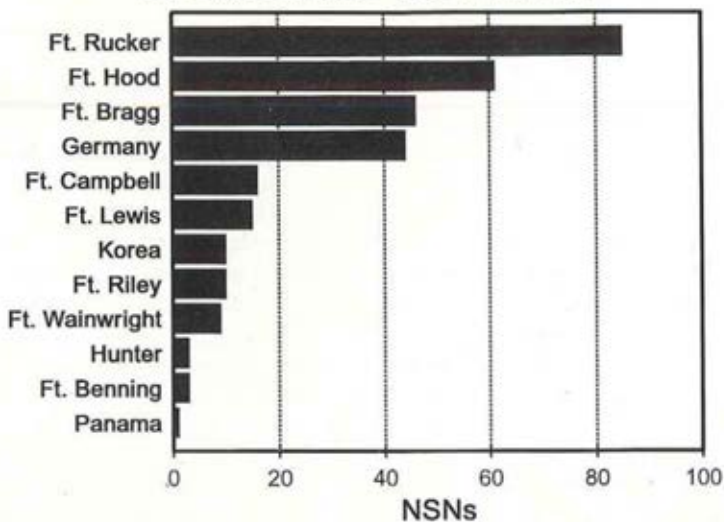
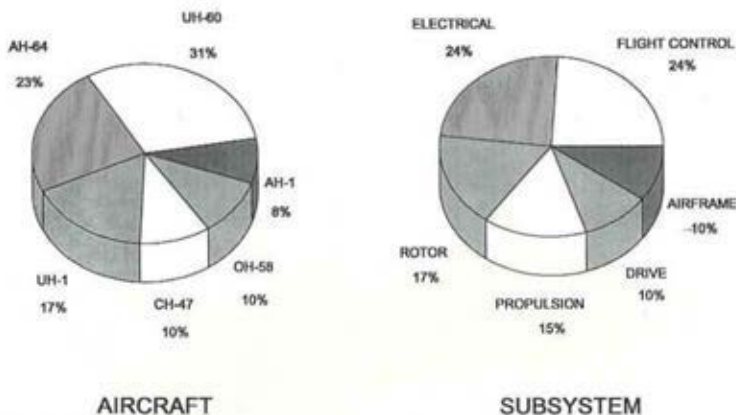


Figure 2



## NSNs PROCESSED



**Figure 3**

rectorate evaluates the request for technical adequacy. The Material Management Directorate evaluates impact on the supply system and on existing depot programs. Coordination with DESCOM is maintained to assess impact on the industrial base.

Field commanders have recognized the benefit of the SRA. Over the past two years, ATCOM has processed SRA requests for over 300 NSNs from various locations (Figure 2).

The incentive for SRA will vary for each location depending on local repair capability, density and type of aircraft, and equipment usage. Figure 3 portrays the distribution by aircraft and subsystem of all NSNs processed to date.

Not all SRA requests are approved.

Some are eventually withdrawn or cancelled for administrative reasons. Others are disapproved for reasons such as lack of repair parts to support the repair, adverse impact on organic depot programs, technical shortcomings of the requester, or criticality of the item requiring repair at depot. Overall approval rate, excluding items withdrawn or canceled, has been about 70%.

We in ATCOM share with the AMC and DA the commitment to further enhance the SRA process by continuous process improvement to better serve our customers in the field.



*Mr. Tonatore is a General Engineer, Maintenance Engineering Division, Maintenance Directorate, U.S. Army ATCOM, St. Louis, MO.*

## WE DID IT — NOW IT'S YOUR TURN

The classic 1977 movie *Star Wars* used quick and accurate access to a weapons systems data base — its manuals — as a major plot element. The rebels, led by Luke Skywalker, used a robot, R2D2, to obtain data on the theory of operation and design of the Empire's premiere Weapons System to locate prisoners and to escape the dreaded Death Star.

Since first seeing the movie, I have been fascinated with the concept of Electronic Technical Manuals (ETMs) and their more advanced iteration, the Interactive Electronic Technical Manual (IETMs). The concept still holds great possibilities. Too many times the promise of the ETM/IETM has been described in the terms of eliminating paper, and the need for posting changes. This is in fact a documented benefit, but does not describe primary benefit.

*The UH-60  
Black Hawk  
Technical  
Manual  
is available  
on Compact Disc  
today.*

The last four years have seen three articles published in this magazine describing the possible future benefits of an ETM. I am happy to report that the fielding of an ETM is no longer theoretical. On November 3rd of 1994, the U.S. Army Aviation and Troop Command accepted delivery of the

first total weapon system ETM from Mr. Al Schwabenbauer, Vice President of World Wide Customer Support for Sikorsky Aircraft. This compact disc is currently available as a fully authenticated TM 1-1520-Black Hawk. The CD contains all Aviation Unit and Intermediate Maintenance from the following ATCOM Technical Manuals: TM 1-1520-237- 23-1 through - 6, TM 1-1520-237-T, and TM 1-1520-237-23P. Also included are C E C O M - m a n a g e d T M 11-1520-237-23-1 through 4 and TM 11-1520-237-23P.

This CD is not a page turner but contains fully hyper-linked text and graphics identical to that found in the paper based manuals. Not only is the CD much easier to transport and requires no posting of changes, the power of the computer allows the soldier to locate the exact bit of information required in much less time. This was accomplished through the outstanding team work of the publications personnel from Sikorsky Aircraft, ATCOM and CECOM. The next step is up to you.

All involved in the program have done their best to provide the tools required to make this the easiest and fastest to use Army manual ever released on a major weapons system. We recognize the need to continuously improve. We are asking for your comments and recom-

mendations on the media of presentation. The ETM can run on any IBM compatible 386 or better computer running Windows 3.1 or higher and a CD reader. The read only file requires about 292 MEGs of hard disk space or can be read directly off the CD Drive. If you have a 486 computer it will access data and illustrations much more quickly.

The ability to disseminate maintenance literature electronically provides a number of other possibilities. A single source could provide all applicable maintenance literature with an

automated log book and the ability to prepare an automated requisition for required parts. An Intelligent Fault Locator for troubleshooting could tailor procedures to the tools and skills actually available on site, greatly reducing the number of steps required to identify unserviceable components.

Initially TM 1-1520-237-23&P will be available only from ATCOM. This is to ensure you have access to any follow on support that might be needed to get your copy up

and running and to navigate through the database. Any military unit can obtain a copy by writing the U.S. Army Aviation and Troop Command, ATTN: AMSAT-I-MT 4300 Goodfellow Boulevard, St. Louis, MO 63120-1798. The CD can also be requested by Email to the following

*“ . . . the power  
of the computer  
allows the soldier  
to locate  
the exact bit of information  
required  
in much less time.”*

address:

amsatimt%avma27@st-louis-  
emh7.army.mil

We will use any input received to improve not only this set of manuals but all future projects. We've taken the first steps. Join us in helping to truly bring the power of *Star Wars* technology into your hands.

★ ★

Mr. Schnell is the Chief, Publications Division, Integrated Materiel Management Center (IMMC), U.S. Army ATCOM, St. Louis, MO.



## DISPOSAL OF SURPLUS ARMY AVIATION COMPONENTS

As with all components within DoD, the Army is reducing densities of certain aircraft series. The effect is not only the reduction of end items (aircraft systems) but also reduction of the spare components stocked to sustain operation of those end items. Some older systems in their entirety are planned for retirement. The largest reductions are planned within the aging utility and scout/liaison aircraft. Of course the vast majority of the reductions are rotary-wing. The series of aircraft being retired or excessed have a civilian equivalent and therefore possible commercial value.

Figure 1 represents reductions to the present inventory. Disposal may occur through Security Assistance Program, other government agencies, and finally surplus sales to the public. Decrease of supporting components (spares) have and are being made

*With  
modernization,  
there are  
more  
excess items  
than ever  
before!*

commensurate with end item reduction.

Disposal of previously government owned materiel does present some unique problems. Disposal of aviation materiel specifically has unique considerations. Most if not all of the considerations arise when disposal is to the civil or general aviation

market. The sale of military surplus aviation components places the government in a position of vendor for regulated items.

Why should disposal of surplus aviation components be of concern to the Aviation Troop Command? If identified correctly, the surplus components should have negligible impact on readiness or maintenance requirements for Army Aviation. As with any bureaucracy, the answer can be found in regulatory guidance requiring minimizing opportunities for unauthorized use after sale. Because of the regula-

## AIRCRAFT DISPOSAL

<u>AIRCRAFT TYPE</u>	<u>FY 94</u>	<u>FY 95</u>	<u>FY 96</u>
UH-1 (BHTI 204)	244	439	695
OH-58 (BHTI 206)	86	156	505
AH-1 (BHTI 209)	65	116	78

Figure 1

tory guidance, the Army and DoD began to reassess current practices, concerning aviation materiel disposal. Recent reviews by Congress in their oversight role have questioned the return on investment and mentioned safety concerns. DoD has begun a dialogue with the Federal Aviation Administration to determine needed changes to current practices.

**POLICY CHANGES.** The Defense Logistics Agency and DoD Staff initiated action on 13 September 1994 by hosting a review of concerns from all Executive Agencies dealing with aviation property disposal. All Military Services and the Federal Aviation Administration sent representatives. Concerns surfaced are primarily regulatory in nature. In the case of aviation components, airworthiness is an utmost consideration in both the civilian and military aircraft.

While both military and civil sectors emphasize Airworthiness, the processes are different and in some cases within the military, certification of manufacturing process is tied directly to a given contract, component, and producer. Consideration of Federal Aviation Regulations Part 21 are not applicable to acquisition of most mili-

tary items. The Army has further divided components into those directly related to safe operation. The qualification process of these components is governed by Title 10 USC Section 2383 when broken out to competing vendors.

Because of policy differences between those of the FAA and DoD, concern has now arisen for proper methods of converting aviation components from use within the military to use within the public sector. It must be realized that a great deal of the opportunities for reuse of government surplus aviation materiel exists with rotary wing aircraft.

By far, the largest purchaser of helicopters has been the U.S. Army. The designs of most military utility and cargo type helicopters have a closely related civilian equivalent. This provides for a ready market for surplus components. With reductions and modernization of the current Army Aviation Assets, the amount of items being excessed is greater than at any time in the recent past. The challenge, as DoD becomes a major vendor for rotary wing components, is to assure that components are sold in a known condition that meets or can meet the requirements for Airworthiness estab-

## ATCOM's FSP Program has a total of 3,753 unique parts

System	FSPs
AH-1S	351
AH-64A	223
CH-47D	673
UH-60	528
OH-58A/C	308
OH-58D	133
OH-6A	319
UH-1	481
T53 Engine	175

System	FSPs
T55-L-11D	93
T55-L-712	171
T63-A700	180
T63-A720	196
T700-GE-401	47
T700-GE-700	91
T700-GE-701	98
T700-GE-701C	74
T703 Engine	203

Figure 2

**4,344 APPLICATIONS**

lished by the FAA or local civil aviation authority.

**FLIGHT SAFETY PARTS PROGRAM:** The Army's Flight Safety Parts Program was initiated in 1985. The philosophy of the program is to intensively control aviation components meeting the following definitions:

- **FSP (Airframe):** Any part, assembly, or installation containing a critical characteristic whose failure, malfunction, or absence could cause loss of or serious damage to the aircraft, and/or serious injury or death to the occupants.

- **FSP (Engine):** Any part, assembly, or installation containing a critical characteristic whose failure, malfunction, or absence could cause uncommanded engine shutdown, and/or catastrophic engine failure resulting in serious damage to an aircraft, and/or serious injury or death to the occupants.

A breakdown of the number of components qualifying under the previous definitions is shown in Fig. 2.

Agreement between DoD and the FAA has been reached to assess and document the condition of aviation

safety critical parts prior to disposal. This agreement, while only existent in principle at present, will require DoD to initiate aviation component classification prior to offer of surplus items for public sector sales.

**COMPONENT DOCUMENTATION:** Documentation that follows a serialized Army critical part from induction into government inventory until its loss is the three part Department of Army Form 2410.

Under the present Army Maintenance Management System, individual DA Form 2410, Component Removal and Repair/Overhaul Record, are sent to ATCOM for entry into a Component Tracking System Database. Submission of forms is required for inventory gains, losses, installations on next higher assemblies, removals from next higher assemblies, and major repair/overhaul. Through tracking by serial number, a complete history of a given component is possible.

**COMPONENT HISTORY:** Per agreements reached during the DoD/DLA meeting, ATCOM is now furnishing DoD disposal organizations a recapitulation of component histories.



AVIATION TROOP COMMAND  
 ATTN: AMSTAT-1-MDC  
 4300 SCOTSFELLOW BLVD  
 ST. LOUIS, MO 63120-1798  
 COMB: (314) 283-2734  
 DSW: 693-2734

AUTHENTICATION: 4331513337  
 MSH DATE: October 27, 1994

SERIAL# 1E19493E BACKGROUND

MOOH: ENGINE ASBY TURNING TYPE: TIME CHANGE  
 PART#: 2-001-010-03 RESEARCH MODEL: T35ENG  
 MSH#: 2840010304890 OPERATING LIMIT: 502400  
 CAGE CODE: 91547 NEXT HIGHER ARMY SW:

\*\*\*\*\*  
 \* DISPOSITION: OVERRANLED \*  
 \*\*\*\*\*

SERIAL# 1E19493E HISTORY

SERIAL NUMBER	UNIT CODE	ACTION DATE	ACTION	FAIL CODE	END ITEM SERIAL #	TIME SINCE MSH	TIME SINCE LAST INSTALLED	TIME SINCE OVERRANLED	# OF OVERRANLED
1E19493E	W8H0RA	87160	GAIN-IDENTIFICATION	MSO COMPL		1253	0	487	2
1E19493E	W8H0RA	87279	INSTALLED	SERVICABLE	4814032	1253	0	0	3
1E19493E	W8H0RA	87303	REMOVAL	CONTROLLED	4814032	1257	4	4	3
1E19493E	W8H0RA	87303	INSTALLED	CONTROLLED	4814032	1257	0	4	3
1E19493E	E71272	90162	REMOVAL	REMOVED FO	4917125	1408	351	355	3
1E19493E	W8H0RA	90262	UNSERVICED	SERVICABLE		1408	0	355	3
1E19493E	W033AA	90330	INSTALLED	SERVICABLE	8424185	1408	0	355	3
1E19493E	W33ED9	92175	REMOVAL	FORCIBL OB	8424185	1799	191	544	3
1E19493E	W8H0RA	93236	OVERRANLED	SERVICABLE		1799	0	0	4

SERIAL# 1E19493E CURRENT STATUS

1E19493E	W8H0RA	93236	OVERRANLED	SERVICABLE		1799	0	0	4
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Figure 3

Figure 3 is an example of the history record. The information and format may change as further guidance is received from the FAA for parts history requirements.

For purchasers of surplus Army Aviation materiel, the history furnished with each item should greatly increase their confidence in the value of their purchase. Also, by classification of component serviceability, revenues from DoD aviation disposals should increase.

If part history is not available or is significantly corrupted, the salvaged component will be mutilated to extent necessary to preclude use of the part in its intended application.

The new policy for handling of flight safety surplus parts is in its

infancy. Under the authority of Office of Secretary of Defense, a Process Action Team is to be formed to surface and address issues for disposal of aviation safety critical parts. Areas to be addressed are a means of identification for dual use (military and civilian) flight safety critical parts; identification of appropriate documentation to be made available to disposal organization; development of appropriate provisioning code for disposal of parts; and development of a method of sharing history information between all activities involved in disposal actions.



Mr. McDonald is the Chief, Field Data Division, Integrated Material Management Center (IMMC), U.S. Army ATCOM, St. Louis, MO.

## NIGHT STALKER CHANGE OF COMMAND MAKES HISTORY



On 17 October 1994, the 160th Special Operations Aviation Regiment (Airborne) made Army history by conducting its Change of Command ceremony aboard the aircraft carrier USS *America* during Operation UPHOLD DEMOCRACY.

The Regimental Colors were passed from outgoing commander BG Bryan D. Brown to incoming commander COL Dell L. Dailey, representing COL Dailey's fourth and final posting with the 160th, after previous company and battalion commands.

Presiding over the ceremony was LTG James T. Scott, Commanding General, U.S. Army Special Operations Command (USASOC), Ft. Bragg, NC. CSM Mark A. Ruiz, the 160th SOAR's Senior NCO, assisted with the colors. The guest list included nine flag and

general officers from the Army, Air Force, and Navy.

BG Brown, now Assistant Division Commander (Maneuver), 1st Infantry Division (MECH), Ft. Riley, KS, summed up the uniqueness of the event: "Today, [the Night Stalkers] are pioneering a new environment as they operate from the USS *America*. The key word is 'operate'. The *America* was not a ride to the battle. It was an integral part of the execution of the mission."

At the time of the ceremony, Mrs. Brown and Mrs. Dailey were presented with flowers at Ft. Campbell, KY by the 160th's NCO of the Quarter, SGT Christopher C. Richardson, and Soldier of the Quarter, SPC W.P. Donahue. Later that afternoon, a videotape of the ceremony was beamed via satellite to Ft. Campbell.

## THE AIR ASSAULT SCHOOL TURNS 20!

*"The Air Force and armor were the thunder of  
DESERT STORM, while the 101st was the lightning."*

— GEN H. NORMAN SCHWARZKOPF

"On October 4th, 1974, the 101st Airborne Division (Air Assault) became the first air assault division in the United States Army and the first in the world. One of the first tasks for this elite force was to establish an Air Assault School and set the required training standards to develop the combined arms concept of air assault.

"This is not just the movement of troops from one location to another but a combined arms team, which is highly mobile on land or in the air, and is supported at all times by air reconnaissance and attack helicopters. The 'habitual association' policy ensures that aviation united work regularly with the same ground units, thereby increasing the overall effectiveness of the whole team. Air assault has become one of the most formidable and important assets on the mod-

*The winning  
entry in the  
Second Annual  
AAAA  
Essay  
Contest  
sponsored by  
ARMY AVIATION*

ern battlefield.

"Having exchanged their parachutes for helicopters, the Screaming Eagles continue their proud airborne tradition, and today they are at the forefront of Army Aviation and Air Assault Concepts. As a powerful and versatile division, the 101st Airborne is ready as part of the

Rapid Deployment Force, to meet any challenge, however tough, however demanding."

These introductory words of a previous 101st Airborne Division Commander and Army Chief of Staff GEN William C. Westmoreland indeed reflect upon the importance of the basic philosophies of the air assault doctrine, and hence the underlying mission of the Air Assault School. On 6 April 1994, the Air Assault School celebrated the 20th anniversary of its first graduating class.



Two decades previously, MG Sidney B. Berry, then the 101st Airborne Division Commander, pinned the first two air assault badges on MAJ James I. Daily, Commandant of the Air Assault School, and SFC Robert E. Walker, Non-Commissioned Officer-in-Charge (NCOIC) of the school. At 48 years of age, MG Berry himself would later become the first general officer to earn the Air Assault Badge. Following this, the school's first class of 49 air assault soldiers received their badges to complete the ceremonies.

SP4 Ernie DeFrancesco, who was a member of that first class, recalls: "All of a sudden the band started to play and the ceremony was under way. Then the General came through the ranks giving each man his certificate and congratulating him. When he came to you everything became clear. Forget the vast knowledge you gained from the course, forget the respect gained by the wearing of the Air Assault Badge, forget the fact that the course might help you in your future career. When MG Berry congratulated you for a job well done it made it all worth it."

Since that day, the Air Assault School at Ft. Campbell — along with its succeeding network of five sister schools at the 25th Infantry Division, Schofield Barracks, HI, HHC, Division Aviation Command, Fort Belvoir, VA, the National Guard, Camp Gruber, OK; the 1/10th Aviation Regiment, 1st Aviation Brigade, Ft. Rucker, AL, and HHC, 10th Mountain Division, Ft. Drum, NY, have graduat-

ed some 120,000 soldiers. These schools have earned a worldwide reputation for excellence and have been referred to as 'the Ten Toughest Days in the Army'. The graduates include not only members of the active duty military, but also ROTC, USMA, OCS, the Drug Enforcement Administration, the Department of Alcohol, Tobacco, and Firearms, the Border patrol, and numerous local and state law enforcement agencies, as well as several foreign countries.

But one must briefly look at the history of the 101st Airborne Division to gain the proper appreciation for the events that caused the formation of the Air Assault School.

Soldiers of the 101st have long earned and worn badges of distinction. The 101st was formally activated at Camp Claiborne, LA, on 15 August 1942, with one parachute and two glider infantry regiments. Those who volunteered to serve with the Screaming Eagles faced a challenge which few Americans — even those seasoned soldiers — had faced: parachuting. But they met the test, and the pride they held in their jump wings is legendary. At the same time, however, the majority of the division was to go into combat in World War II by means of a most "unconventional" method: the glider.

Realizing the inherent danger in riding those silent, engineless, winged machines into battle, MG William C. Lee, the original Screaming Eagles commander, declared that the selection, physical standard, and special

training for the glider soldiers must approximate that established for the parachute troops. The glider badges were worn with extreme pride; in fact, GEN Westmoreland said this about the glider pilots: "Every landing was a genuine do-or-die situation for the glider pilots. It was their awesome responsibility to repeatedly risk their lives by landing heavily-laden aircraft containing combat soldiers and equipment in unfamiliar fields deep within enemy-held territory, often in total darkness. They were the only aviators during World War II who had no motors, no parachutes, and no second chances." Whenever a stranger would ask a glider pilot during WWII why that big letter 'G' was on his wings, the standard reply was, "That G stands for guts!"

These early warriors launched the division toward its promised "Rendezvous With Destiny", and its accomplishments in history are indeed legendary during WWII and Vietnam. In fact, this was the last U.S. Army division to leave the combat zone in Vietnam, returning home to Ft. Campbell, KY, on 6 April 1972. It was not until June 1973 that the division reached combat-ready status again, and on 1 February 1974, the 101st had a significant identity change when the 3rd Brigade announced the termination of its parachute status.

On this same day, MG Berry authorized the wearing of the Air Assault Badge as the world's only air assault division and accepted the challenge of taking this combat concept and refin-

ing its techniques and tactics so they might be successfully employed against a high air defense threat on the battlefield. The Air Assault School would graduate its first class on 6 April 1974 after several months of intense preparation.

The initial cadre of the school was blessed with talent. The commandant, MAJ James Daily, had served in Vietnam and as an instructor in the Florida phase of the Ranger School. In 1966, when the famous COL Charlie Beckwith of Delta Force fame was in command of the Florida Ranger camp, he said this about then Captain Daily: "Realism was so important, and it was necessary to put the Florida phase of Ranger training into a Vietnam mode. The course needed instructors who were recent Vietnam returnees, men who'd been in the mud, had seen combat, guys who knew what it was all about ... Eventually some very good instructors came on board, men like Dave Bramlett and Jim Daily, who'd seen action and knew how to prepare soldiers for war."

As the first commandant of the Air Assault School, MAJ Daily was all of those things and more; he was tall and walked with an athlete's gait. He had a natural charisma that made all those who worked for him want to "bust their butts" to do the very best job possible. He would go on to several command positions, to include a Regiment at West Point and eventually retire as a Colonel and Chief of Staff



of the Infantry School at Ft. Benning, GA.

In the interest of brevity, only three other cadre will be mentioned; they are SFC Walker, SFC Littrell, and SFC Thibault.

SFC Robert E. Walker was the "sage" of the airborne and long-time jump master instructor and rigger. As the school's NCOIC, he had a knack for conducting the morning in ranks inspection that was legendary throughout the division. While being a strict task master, SFC Walker's attention to detail and concern for the student defined the role for all non-commissioned officers.

SFC Gary L. Littrell, the Operations NCO, also spent numerous years in the Ranger Department. During a tour as an Army of the Republic of Vietnam (ARVN) advisor in Kontum Province, Vietnam, he was awarded the Medal of Honor. SFC Littrell was everywhere at once, seeming able to do anything, be anywhere at any time. He always anticipated what needed to be done — doing it before any orders were issued. In later years, he would retire as a command sergeant major.

SFC Kenneth E. Thibault, an NCOIC of one of the cadre instruction teams, had spent seven consecutive years in Vietnam as a member of various Special Forces units. He truly loved the adventure of it all, whether it be at 80 feet in the top of the trees operating the tree-landing platform, or riding the STABO (stabilized tactical airborne body operations) rig as the announcer making his entrance to

begin the "Air Assault in Action" demonstration. He remained unfazed on one such landing as he unhooked and moved to the microphone just seconds before the main transmission seized on the Huey that had flown him in to start the demonstration. The Huey proceeded to crash and burn, but not before the Air Assault School rappell master on board, SFC Robert A. Lagers, helped to rescue the crew.

In retrospect, the qualifications of this first cadre were quite impressive. The list of their experience and qualifications would fill several papers; the vast majority completed numerous tours in Vietnam and learned the lessons of vertical envelopment with helicopters. Of particular note was the fact that all commissioned aviators assigned to the cadre were airborne and ranger qualified with previous assignments in ground units. These cadre often flew as co-pilots in the lead aircraft while acting as Air Mission Commander for students on the ground. Almost all aircraft support came from the 2nd Squadron, 17th Cavalry Regiment.

Criteria for admission into the Air Assault School today is almost identical to what it was 20 years ago:

- Soldier must be a volunteer (MG Berry was adamant about this! Those airborne and glider soldiers were all volunteers).
- Rated excellent in conduct and efficiency.
- Military Occupational Specialty (MOS) qualified.
- Qualified with assigned individual



weapon.

- Be assigned to and serve in an Air Assault unit (waiverable).
- Pass the Ranger/Special Forces Physical Fitness Qualification Test (less swim) +50 points which included:

Inverted crawl, 40 yards in 25 seconds or less.

Bent leg situps, 37 or more in 1 minute.

Pushups, 33 or more in 1 minute.

Run, dodge and jump, in 24 seconds or less.

Two-mile run, in 16 minutes and 30 seconds or less.

After 20 years, the basic program of instruction subject matter remains the same, except now there is much greater detail. The school is now 10 days long as compared to its original five day length. The course was initially expanded to eight days after the first year. The air assault skills taught include: aircraft familiarization and safety, combat assault operations, pathfinder operations, rigging and sling loading operations, aeromedical evacuation, and aircraft rappelling. Many of these are taught both day and night.

There are some differences, however, between the school of 20 years ago and the school of today. The school in 1974 conducted live-fire exercises with the utilization of armed helicopters (AH-1G). Students were taught to adjust live aerial field artillery fire provided by the 4/77th Aerial Field Artillery (AFA) Battalion. Vietnam aviator CW2 Donald McCoy usually

answered the call, and his marksmanship became legendary.

The troop ladder is another example of a technique no longer taught. The troop ladder was constructed of 3 foot lengths of aluminum pipe and 1/4 inch cable and suspended from the tailgate of a CH-47 hovering 50 feet above the ground. Each in a group of 30 soldiers climbed the ladder, strapped himself into the helicopter and descended the ladder in the order it was climbed. The process took about 40 minutes and was done during daylight and darkness. The process had to be as tiresome for some of the aviators as it was for the climbers.

Another early concept that was revived for a short while was the tree landing platforms. Called the "spider" because of its aluminum pipe and wire mesh construction, it was designed for insertion in triple canopy or heavily forested areas where no landing zones were available. It was equipped with a radio and a winch to lower supplies or raise wounded through one of its two rappelling points. Students were inserted onto the platform in groups of four and then rappelled to the ground 80 feet below. Pilot technique was very important here because the helicopter was required to hover adjacent to the platform while the students unloaded.

Today's course is much more physical than the first one. The Air Assault School obstacle course is a 10-event mandatory requirement that is conducted on what's called "Zero Day". Students must complete eight of the

nine fixed obstacles, two of which are mandatory: the confidence climb and the tough one — the mandatory two-mile run in formation that must be completed in 20 minutes. This is followed by a mixture of guerilla drills, three-mile ability group runs, PT circuit training, and six- and 12-mile road marches (with Pack and M16 rifle) during the remainder of the course. The 12-mile road march is mandatory and must be completed in three hours or less.

Today's course uses the additional time to stress the basics and periodically measure the students' progress through a series of written and hands-on tests during days three and six with an opportunity for retraining and retesting at the end of each phase. There was really not time in the initial course; any student failure on an exam would cause him to start the course over at a later date.

It is interesting to note how the equipment has changed within the division. Aircraft familiarization in 1974 consisted of the OH-58A, UH-1H/M, AH-1G, and CH-47B/C. In 1994, it consists of the OH-58C, UH-1H/V, UH-60A, AH-1S/F, AH-64A, and CH-47D. In 1974 students were taught to rig and sling the M151A2 ¼ ton truck (Jeep), the M274 ½ ton truck (Mule), the M561 1¼ ton truck (Gamma Goat), and the M102 105mm howitzer with an A-22 in piggyback. Jeeps, Mules, and Gamma goats are long gone, replaced by such vehicles as the M998 and M966 HMMWVs.

Equipment is not all that has

changed in 20 years; the air assault soldiers of today are healthier, stronger, better educated and trained than their predecessors. They train and fight with some of the most technically sophisticated weapons systems ever seen on the battlefield. 'Old Abe' was the eagle that was wounded twice in battle while tethered to a wooden shield during the Civil War, and after whom the "Eagle Patch" was adopted. He can still be heard today (as he was in the Gulf War) screaming his fury at the enemy with the battle cry of "Air Assault!"



*LTC Fardink graduated from the USMA at West Point in 1970. He served in the 1st Infantry, 2nd Infantry, and 101st Airborne Division, as well as several R&D positions before retiring in 1990.*

*[Editor's Note: A complete bibliography is available. Contact the ARMY AVIATION Magazine editor for details.]*

*This article is dedicated by the author to all the members of the first Air Assault School class:*

MAJ James I. Dailey	HHC DISCOM
CPT James E. Scott	HHC 1st Bn 503d Inf
CPT John E. Wilson	HHC 1st Bde
CPT Winston A.L. Cover	Co A 1st Bn 501st Inf
1LT Paul J. Fardink	Co B 101st Avn Bn
1LT Warren M. Snooddy	Btry A 377th FA
1LT John A. Cunningham	Co B 158th Avn Bn
2LT David L. Brice	Co B 1st Bn 501st Inf
CW2 William J. Rogers	HSC 326 Med Bn
SFC Robert E. Walker	HHC 101st Avn Gp
SFC Gary L. Littell	HHC 1st Bn 501st Inf
SFC Kenneth E. Thibault	HHC 3d Bn 187th Inf
SFC Robert A. Lagers	Co D 3d Bn 187th Inf
SFC Marvin K. Armbrister	Co A 1st Bn 503d Inf
SSG John T. Barnes	Co A 501st Sig Bn
SSG Donald L. Linder	Co D 326th Engr Bn
SSG Carl E. Millander	Trp D 2d Sqn 17th Cav
SSG John D. Swanson	Co D 2d Bn 327th Inf
SGT Lucius S. Slade	Co E 426th S&S Bn
SP4 Billy L. Freeman	Btry A 3d Bn 319th FA
SP4 Michael K. Garrick	Co E 426th S&S Bn
SP4 Bruce H. Price	Co E 426th S&S Bn
SP4 Jimmie Lockhart	HHC 326th Med Bn



## LIGHTNING DIVISION USES HELICOPTERS TO HELP COMBAT SOLDIERS

During the fall of 1952 the 25th Infantry Division undertook the first two operations conducted in combat by the U.S. Army utilizing helicopters for the tactical movement and supply of organic fighting units. The first operation began on 29 September 1952 when a platoon of the 65th Combat Engineers and some 1,000 Korean laborers marched to the top of a hill 4,300 feet high to construct a secondary defense line.

There were no roads to this inaccessible position and there were no landing areas on the mountain top suitable for fixed wing aircraft. So one H-13 helicopter was used for seven days to lift some 20,000 pounds of supplies, equipment, ammunition, water, and food to establish the position.

Shortly after the success of the first helicopter airlift, a second operation was undertaken on 1 Oct 52 to expedite the establishment of a blocking

*A report written  
during the  
Korean War  
presaging  
the use of  
Army Aviation in  
Combat Support.*

position. This operation, conducted with only one helicopter, permitted a platoon of the "Wolfhounds", 27th Infantry Regiment, to accomplish this difficult mission less arduously and in the minimum possible time.

On 1 October 1952, a reinforced rifle platoon from Company G, 27th Infantry, consisting of

one officer and approximately 62 men, was ordered to occupy a hilltop blocking position (altitude 2,500 feet). The mission of this platoon was to provide depth to the left sector of the battalion defensive position, and to block any penetration into the battalion area from the west. The hill mass was located about 800 yards behind the MLR. If the enemy penetrated our position it would become a simple maneuver to proceed down the ridge and occupy the hill, providing commanding observation over more than half the regimental front, including a portion of the MSR to the rear. The



platoon was ordered to occupy the hill to preclude this possibility. When the mission was undertaken it was realized it was a difficult and dangerous task in the mountainous terrain. However, the risk was accepted because of the tactical significance of the position and with full knowledge of the contingencies involved. Risks of this type are accepted daily in the employment of organic weapons, tanks, and vehicles operating in proximity of the enemy.

At the time the platoon occupied the position there were no fortifications on the hill. Occupation was made at night with personnel carrying full field equipment and a basic load of ammunition. The movement to the position from the foot of the hill required 2.5 hours. The ridge rises sharply from the valley floor from a level of approximately 400 meters to 750 meters. The slopes are steep, from 30° to 60° in places, and rocky ledges make foot traffic extremely difficult. Trees and underbrush add to the difficulty of movement.

Initially, the platoon was supplied by Korean labor attached to this battalion. It took 25 laborers four hours to carry one meal or one load of supplies to the platoon. Two meals and one load of supplies were carried up each day but the time and labor available did not permit transportation of sufficient supplies and equipment to permit sustained operations by the platoon. A tram was requested but the estimated completion date was two weeks.

A helicopter was arranged for each

afternoon until the tram could be completed. A landing strip was cleared in a defiladed area in rear of the platoon near the top of the hill. Korean labor carried the morning meal to the platoon and the helicopter carried the evening meal plus essential supplies.

The helicopter operated approximately one and one half hours each afternoon averaging over 1600 pounds of payload plus several passengers each day. During the first few days the lift carried only food, water, and ammunition. After the stockpile of the latter was built up, the lift added engineer tools, sandbags, and light fortification materials to the hill position.

Without the use of the helicopter during the period it was in operation, about half of the Korean labor supply of the battalion would have been involved in the support of only one platoon. It was not practical to use troops on supply carries. The location of the platoon required it to be ready to fight at all times.

By using the helicopter in this operation it was possible to develop the platoon and the position to a point where the mission could be accomplished. Without the airlift during the critical period in the initial stages of occupation, the bulk of the Korean labor of the battalion would have been committed. Using this labor it would have been possible to build up the necessary stockpile of ammunition and supplies to sustain the position, and the morale and health of the troops



25th Inf. Div. Army Aviators who participated in helicopter operations in Korea, October 1952, to support Infantry and Engineer units in combat. Pictured left to right: 1LT F. E. Raymond, CE; CPT Scott J. Busby, INF; CPT Harvey E. Gill, TC; CPT Leland H. Willard, FA; CPT Michael R. Cullen, FA; and LTC Charles W. Matheny, Jr., FA

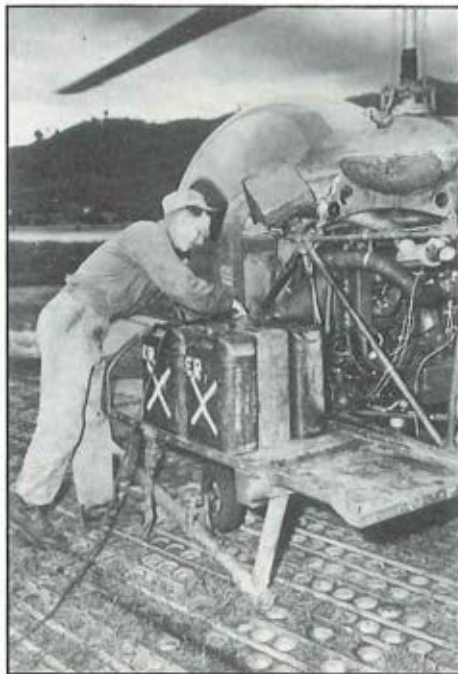
would have been affected adversely without well prepared hot food for each evening meal.

The airlift performed by helicopter was the only way that this tactically sound disposition of troops could be given adequate logistic support. The use of the helicopter permitted much more flexibility in the employment of troops than was previously possible. The use of one helicopter for about one and one half hours each day permitted the organization and construction of the position in one-half the time estimated to be required with supports only from Korean labor. One helicopter took the place of at least 25 laborers. On the basis of this experience I would fully endorse and recommend the continued use of helicopters

in supporting infantry employed over inaccessible terrain.

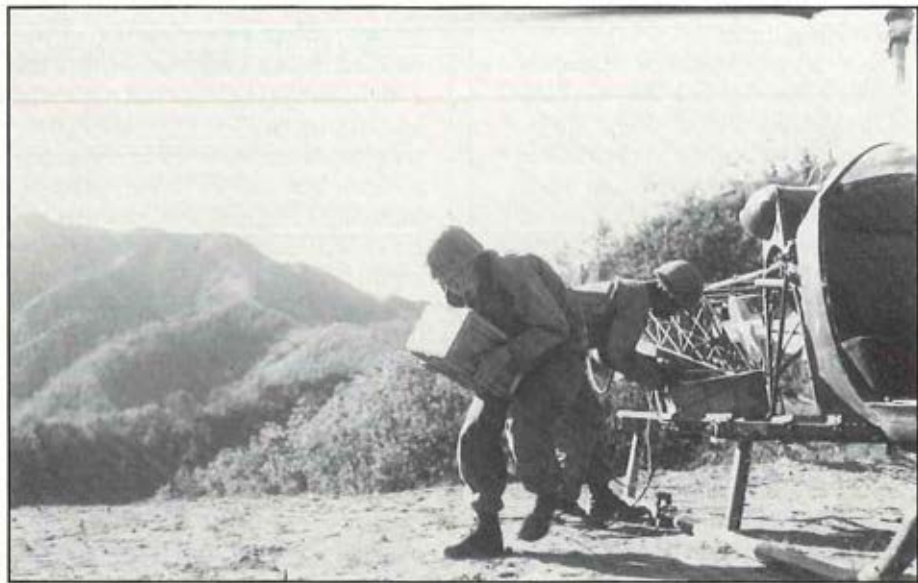
On or about 1 October 1952, I was notified by the Division G-4 that the 27th Infantry Regiment had requested a helicopter airlift to support an infantry platoon occupying a mountaintop position inaccessible to staff sections, including G-3, and was given to me for execution. My instructions were to report to the White Battalion Commander, 27th Infantry Regiment, at 0800, 1 October 1952 to start the operation. When I reported to the battalion heliport in an H-13 helicopter, the battalion commander, Lt. Col. Schmedeman, and the company commander met me. The company commander (Lt. Martin Beck) accompanied me on an air reconnaissance for





a helicopter landing area near the platoon position. A small area on the reverse slope of the position was found which could be made suitable for landing. After the site had been selected, the helicopter was loaded with shovels, picks, and axes which were transported to the proposed landing area and thrown to the men on the slope. Lt. Beck, a paratrooper, found it impossible to explain how the site should be prepared while hovering in the helicopter, so he leaped to the steep mountain slope to supervise the construction. Under Lt. Beck's command, the platoon prepared the site in a few hours and the airlift began.

The mountaintop heliport was about 18 feet long in the direction of landing and 65 feet wide, the maximum size which could be practically prepared. The landing area at the battalion CP







which had been used for a considerable period of time was about 60 feet square and was excavated from a mountain slope in a winding river valley. In this mountainous country it is necessary to operate under the most adverse conditions of terrain and treacherous wind currents not normally encountered. Due to these conditions, helicopter or aircraft operations are extremely hazardous at any time as compared to operations in normal terrain. All of these factors were considered, including the fact that both heliports were subject to enemy fire, but, in view of the necessity and the tactical situation, the operation was undertaken.

The airlift operated with one H-13 helicopter from 1 October until 10

October. The airlift consumed 14.3 flight hours and lifted a total of 17,150 pounds plus 25 passengers. Daily averages were 1.6 hours, 1905 pounds, plus three passengers.

During the helicopter airlift operation to the infantry position located about 800 yards behind the MLR such items as ammunition, water, rations, liquid fuel, shovels, picks, and hot food for the evening meal were transported without any special packaging or drop equipment. A round trip by a helicopter transporting about 350-400 pounds required about 12 minutes, whereas a round trip by a man packing about 40 pounds required more than three hours.

The H-13 helicopter can haul loads within its capabilities just the same as

the H-19 or the H-21 and can land and take off from small areas not safe for larger helicopters. When each type of helicopter is transporting its maximum load, similar operating conditions approaching the critical point will exist.

Under the hazards and risk conditions of combat, losses must be expected. Almost all successful combat operations inevitably result in some losses of men and material. These operations were no exception.

During the engineer operation a helicopter developed loss of engine power and, despite skillful handling by an experienced pilot, crashed in high timber on a mountain top. However, the helicopter was immediately replaced and the operation continued to a successful conclusion. While the successful infantry operation was drawing to a close, the division's most careful pilot crashed on the mountain slope in the process of landing on the extremely small, improvised heliport; difficult wind currents caused him to miscalculate the landing. The loss of these two helicopters by most experienced pilots indicate some of the hazardous conditions under which these operations were conducted.

These accidents might have been prevented if the helicopters had been equipped with a safety device which permitted the loads to be jettisoned. When flight conditions become critical due to either a miscalculation of the pilot or a mechanical malfunction, a safety device is necessary which will permit the loads to be dropped, en-

abling the pilot to recover control of the craft. Such a device might also add versatility to the helicopter by permitting quick interchange of litters, load racks, wire laying equipment, spraying equipment, extra fuel tanks for long-range flights, or operation without any attachments.

Such an apparatus was later designed by the 25th Division Aviation Section by attaching four electrically operated bomb shackles to the cross tubes of the H-13 helicopter just inside the skids. Load racks were suspended from the bomb shackles on each side of the helicopter permitting simultaneous release by tripping a trigger on the control stick, thus providing a safety factor in emergencies. The photographs show how this easily prepared rig looked on a helicopter in the field.

Based on the experience gained in these helicopter airlift operations under actual combat conditions, it is certain that they can be utilized advantageously for the tactical movement and supply of troops. These operations conducted by the 25th Infantry "Lighting" Division may show the way for employment in the future of large numbers of "flying vehicles" in divisional units to facilitate the tactical operations of Infantry, Artillery, Engineers, Armor, and other types of units.



*LTC Matherly was the 25th Infantry Division Aviation Officer and LTC Schmedeman was the Commanding Officer, 2d Battalion, 27th Infantry Regiment, when the article was written in 1952.*

## FORCE PROTECTION MEASURES FOR AN AVIATION UNIT

Force protection is the commander's first concern when he arrives with his unit on foreign soil to conduct operations, either combat or Operations Other Than War (OOTW). An aviation unit's security is challenged by the large space it requires to park the aircraft, perform maintenance, and conduct refuel and rearm operations. It is a highly visible organization which is difficult to conceal. In OOTW, where a hostile force may be present, aircraft represent a lucrative political target for expressing anti-American or anti-UN sentiment. During operations in Somalia and Haiti, the aviation forces represented high-payoff targets for belligerents and extremists.

The 10th Mountain Division's Avia-

*The Commander  
of the  
10th Mountain  
Aviation Brigade  
describes how  
lessons learned  
in Somalia  
were applied  
in Haiti.*

tion Brigade soldiers learned many force protection lessons from their experiences in Somalia. They were the recipients of both direct and indirect fire for several months during Operation RESTORE HOPE that resulted in wounds and battle damaged aircraft. The lessons learned were ap-

plied six months after their return from Somalia as the 10th Aviation Brigade participated in Operation UPHOLD DEMOCRACY in Haiti.

The aviation brigade air assaulted the 10th Mountain Division's 1st Infantry Brigade Combat Team from the aircraft carrier USS *Eisenhower* onto objectives in the city of Port au Prince, Haiti. The plan called for the aviation brigade to eventually occupy



an abandoned military hangar and apron at the southeastern end of Port au Prince International Airport (PAPIA). Securing PAPIA was the primary objective and H-hour saw the first 3-25th Assault Helicopter Battalion Black Hawk helicopters touch down with their loads of combat troops. Once the airport was secured by the light infantry, an attack helicopter company from the 2-25th Attack Helicopter Battalion, along with a rearm and refuel capability, and ground cavalry troops from the 3-17th Cavalry Squadron, quickly occupied the abandoned military apron to provide a rapid reaction capability. The remainder of the brigade's aircraft recovered to the *Eisenhower* at the end of D-Day.

The soldiers who assaulted ashore were met by an inquisitive press and Haitians waving pro-American banners. Although pleasantly surprised, this did not reduce the need for alert soldiers with force protection in the forefront of their minds. METT analysis concluded that the most likely threat to American forces would be drive-by shootings, tossing of grenades, or sniper fire. The Haitians were also known to use Molotov cocktails. Furthermore, there were 60mm mortars unaccounted for from the Haitian Army, and large crowds were known to quickly turn unruly and violent.

The advantages of operating from fixed facilities are many, but none are worth jeopardizing force protection. Employing a combination of active and passive measures to the assembly area at PAPIA created a safe and se-

cure working and living environment. The assembly area was able to be protected from all of the identified threats except mortar fire. Mortar fire originating from the city would be difficult if not impossible to counter. Therefore, targeting by mortar fire was the trigger for relocating the brigade to a secondary site several miles north of the airfield.

The immediate challenge and the most difficult was to eliminate direct observation and fire from both a road which bordered the airfield and structures built adjacent to the roadway. This was accomplished by striking a deal with the commander of the port operations. He had a space problem on the docks created by derelict sea-land containers. He had to make room for the enlarged numbers of incoming equipment and cargo to support and sustain the operations. These containers proved to be very effective in Somalia when placed end-to-end forming a nine foot high barrier. In addition to the derelict containers, there were a number of serviceable containers which needed a place to be stored after their cargo was off-loaded. The idea of storing serviceable containers in one place was appealing, because it made accountability much easier; a procedure that was not made easy in Somalia.

A Rough Terrain Cargo Handler (RTCH), the vehicle which lifts and positions the containers, was located at the airfield assembly area. Over a two week period, the containers were transported to the airfield at night and the following day were placed end-to-



end under the watchful eye of the cavalry security force. Near troop sleeping areas and the dining facility the container wall was stacked two high. The added height coupled with restricting activity near the barrier ensured troop safety.

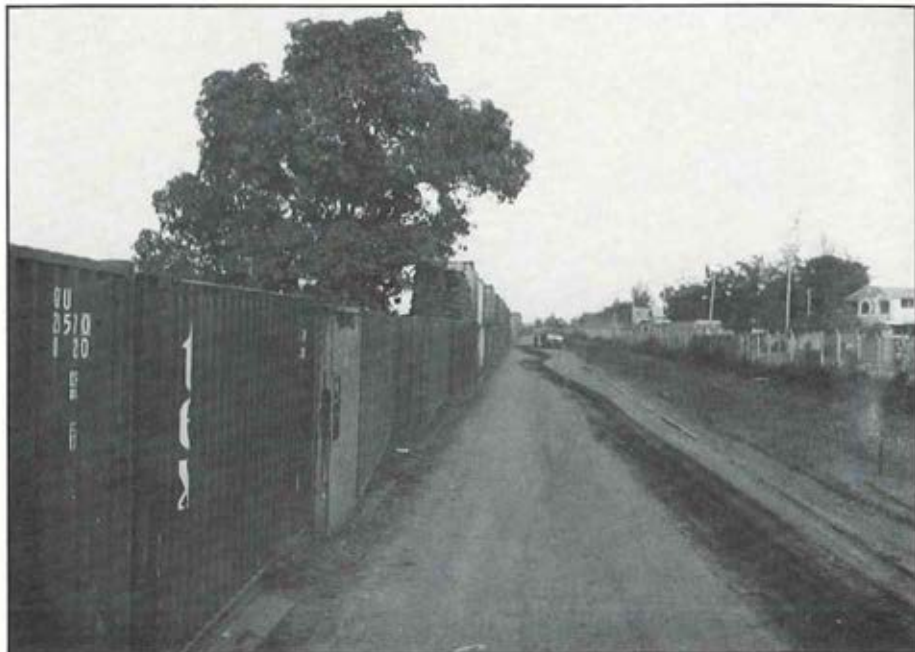
While the container wall was being constructed, an existing fence along the airfield property was reinforced on top with concertina wire. Approximately twenty feet back from the fence a line of triple-strand concertina was emplaced. Another 50 feet back was cleared and adjacent to the container wall a road was constructed. This enhanced observation and fields of fire and it served as a route for periodical mounted patrols.

Because the container barrier ex-

tended for nearly  $\frac{3}{4}$  of a mile, a provision had to be made to provide quick access if a patrol came under fire while outside the wall. Both personnel and vehicle passages had to be constructed. This was accomplished by simply placing a gap between two containers and positioning a third container behind the opening inside the wall to prevent observation. These escape passages were established every few hundred feet. Fighting positions were constructed above the passageways. They were placed to ensure optimum intervisibility and interlocking fires were achieved.

Each fighting position had a sector sketch which included the numbering of all the buildings in the position's sector. Identical sketches with the





building numbering were carried by the aviators and the AC-130H gunship weapons operators. The sketches facilitated positive identification of target and reduced radio transmissions.

Revetments for the aircraft and bunkers for the soldiers were considered, but as the indirect fire threat never materialized, it was decided not to initiate their construction. The direct fire threat still existed, but the completion of the container barrier eliminated it as a concern for the brigade.

Upon the arrival of the first aircraft on D-Day active measures were implemented. The cavalry troops commenced dismounted patrolling through the street and neighborhoods

near the assembly area. When their vehicles arrived they continued with mounted patrols which allowed them to expand their influence. The purpose was to show presence and gather information. Additionally, military intelligence Counter Intelligence (CI) teams were employed to determine the attitudes and disposition of the surrounding neighborhoods.

The brigade chaplain, in concert with Civil Affairs teams, solicited soldier volunteers from the brigade to repair a neighborhood school, build a children's swing set, and provide reading and writing materiel. This demonstration of goodwill resulted in neighborhood residents eager to identify undesirables and weapon caches located in the immediate community. Se-



lecting the local hires from the surrounding area also enhanced goodwill.

Even with the neighborhood on our side, the threat of a Molotov Cocktail or just plain carelessness made fire an additional concern. With aircraft parking located in a large grassy field, it was imperative to both keep the grass short and conduct mobile surveillance with roving patrols during periods of reduced entry.

Implementing these many precautions were essential for our protection, but by far the best deterrent to hostile acts were the American soldiers. They were always alert in full battle dress with weapons ready. Whether it was on patrol or pulling static security, the soldiers maintained the appearance and attitude of professional warriors who meant business. Our soldiers coupled with the implementation of a strategy which aggressively pursued both active and passive force protection measures ensured success.

The 10th Aviation Brigade went on to support Operation UPHOLD DEMOCRACY averaging nearly 100 flight hours per day. Fortunately the threat in Haiti never reached the level of earlier predictions. A shot was never fired, nor a hostile act directed at a single soldier in the brigade. But as the aviators preflighted their aircraft, the crewchiefs maintained their helicopters, and the POL soldiers refueled, they all took comfort in knowing they were in a safe and secure environment.



*COL Casper is the Commander, 10th Aviation Brigade, 10th Mountain Division (L), Ft. Drum, NY.*

## BALANCE

(Continued from Page 18)

**SOLDIERS.** Aviation soldiers are among the brightest and most dedicated soldiers in our Army. Their long hours of hard work, often under less than ideal conditions, is the major reason aviation has not shown a drop in readiness in this resource-constrained era.

Incentives should be considered to help keep our soldiers highly trained. Such incentives may include the opportunity to pursue an Airframe and Powerplant License or attend specialized training at contractor facilities as mentioned earlier. We must make a commitment to our soldiers while investing in the future. Quality soldiers, trained and led by competent and caring leaders, will ensure Army Aviation leads the way into Force XXI.

There are many great things happening in Army Aviation today. We must consider equally all the pillars of DTLOMS to ensure a balance exists between the operations side of aviation and the sustainment side. I think Washington would agree with our Chief of Staff that, "bigger is not better, better is better." We in the Aviation Logistics Office, Office of the Deputy Chief of Staff for Logistics (ODCSLOG), are committed to maintaining the balance in Army Aviation.



*COL Hoppes is Chief, Aviation Logistics Office, Office of the Deputy Chief of Staff for Logistics, Washington, D.C.*

## PERHAPS THE BEST WAY TO BECOME AN ARMY AVIATOR

The University of North Dakota, Center for Aerospace Sciences (UND Aerospace) is an unusual school in many respects. It is currently celebrating its 25th year of offering aviation degrees with a heavy emphasis on flying skills and cockpit resource management.

Additionally, UND Aerospace is the only University that offers flight training in helicopters as an integral part of several degree programs. By far the most unusual aspect of the programs offered by UND Aerospace is the Air Battle Captain (ABC) program available to 15 new, competitively-selected students each year and funded by the U.S. Army. As if that were not enough, the Army all but guarantees that each ABC graduate will enter service in the Aviation Branch with an initial assignment to a cockpit seat.

### *The University of North Dakota offers a unique Air Battle Captain program.*

The competition is very stiff, and the course of instruction extremely demanding of each student, but the aviators graduating each year are earning the reputation of excellence for their Alma Mater. Such a reputation can only be achieved and sustained by continually providing quality young people

with outstanding training, then accessing them into the mainstream of Army Aviation.

Each ABC student graduates with FAA ratings of private pilot, airplane, and commercial pilot with instruments, helicopter. Once at Ft. Rucker, AL, the UND Aerospace graduate need only be checked out in a military aircraft type, given the needed tactical skills instruction, and sent to his or her first duty flying assignment. This is clearly a Win-Win situation: the Army saves both money

Cadets Tatum Hillmoe and Mavra McGrane preflight a Bell 206.



and active duty training time while the student gains a subsidized, four year degree education in an aviation field of his/her choice.

Because of the ABC program and the U.S. Army orientation of its students, UND Aerospace cadets will form a new chapter of the Army Aviation Association of America in early 1995. The Professor of Military Science and Tactics, LTC Bill Kloster, is a Senior Army Aviator, a member of AAAAA, and will act as the advisor to the fledgling chapter. Interestingly, all of the helicopter instructor pilots are Army trained and several are active members of aviation units of the North Dakota or Minnesota Army National Guard and they too will be participating in AAAAA activities.

UND Aerospace is truly a unique and interesting institution of higher learning. It offers the youth of the United States opportunities available at no other university. Additional information about the Air Battle Captain program and other aviation activities is available by calling (701) 777-2259, or by writing: LTC William Kloster, PMS&T, University of North Dakota, Department of Military Science, P.O. Box 8360, Grand Forks, ND 58202-8360.



*COL Jackson is the Professor of Aviation Science, UND Aerospace, University of North Dakota, Grand Forks, ND.*

*LTC Kloster is the Professor of Military Science, UND Aerospace, University of North Dakota, Grand Forks, ND.*



## APACHES OVER WATER? YES!

*"Rapidity is the essence of war.  
Take advantage of the enemy's unreadiness,  
make your way by unexpected routes, and attack unguarded spots."*

— SUN TZU

Naval Near Land Operations may be a foreign concept to most units in the AH-64 community, but to the 6th Cavalry Brigade, Ft. Hood, TX, it is the type of innovative training that increases the lethality of an already powerful asset to the combined arms team. The ability to deploy from a Naval vessel, ingress landfall with the purpose of destroying a priority target or group of targets and return to that vessel, adds a new dimension to Apache warfighting.

The 6th Cavalry Brigade received the directive from MG Frank L. Miller, the Deputy Commanding General of III Corps and Ft. Hood, TX, to develop and execute a training program for overwater AH-64 Apache operations. The 6th Cavalry Brigade Commander tasked LTC Benny G. Steagall, Commander, 1st Squadron, 6th Cavalry Brigade (Fightin' Sixth), to develop and initiate the pilot training program for the Brigade.

### *Taking a page from Army SOA, Naval joint operations yield more capabilities for the Fightin' Sixth.*

As clearly stated by GEN George C. Marshall, "We cannot train without planning and we cannot teach without preparation."

The 6th Cavalry Brigade developed a five-phase plan in accordance with FORSCOM Regulation 350-3 (Specialized Training in

FORSCOM Active Army and Reserve Component Units), dated January 1993, *Shipboard Aviation Facilities Resume*, dated 1 January 1994, *Helicopter Operations Procedures for Air-Capable Ships* (Naval Warfare Publication 42 FM/FM 5-34), dated March 1993, and the *1-6 Cavalry Tactical Standard Operating Procedures*, dated January 1994. The basis of this plan was derived from the tasks, conditions, and standards for Naval Near Land Operations (NNLO) provided by the 160th Special Operations Aviation Regiment (Airborne), Ft. Campbell, KY. The five phases were outlined as follows:



- Phase 1: Develop and establish rules and procedures to govern operations and obtain equipment necessary to execute the mission.
- Phase 2: Initiate force protection procedures.
- Phase 3: Academic training with emphasis on practical application.
- Phase 4: Overwater familiarization/navigation training.
- Phase 5: Deck landing qualification.

The first phase of this training included the development of requisite Standard Operating Procedures (SOPs) which outlined specific tasks, conditions, and standards and the acquisition of mission essential equipment. On 26 July 1994, only 30 days after the initial directive was given, the 1-6 Cavalry Squadron S-3, MAJ Jim

Richardson and CW2 David Wood, an AH-64 Instructor Pilot, conducted an initial coordination visit with elements of the 160th SOAR(A) to discuss operational and safety issues peculiar to overwater operations.

From this meeting, they were able to gain valuable insight on training required prior to conducting overwater operations. By 1 August 1994, 1-6 Cavalry had developed an overwater annex to its Squadron tactical SOP. With the completion of this task and the initiation of special mission equipment procurement procedures, came the transition to the next phase.

"The essence of this training is Force Protection," stated LTC Steagall during the Squadron's In Progress Review (IPR). "Therefore, the qualifi-

cation of aircrew members through N-9/N-7 (Dunker/Helicopter Emergency Escape Device System) training and qualification of selected individuals as Search and Rescue (SAR) swimmers is paramount." With the assistance of the Naval Aviation Schools Command, Pensacola, FL, we immediately began rotating Squadron aircrews to Dunker and HEEDS training. Additionally, four of Fightin' Sixth's enlisted soldiers were selected to attend the Naval Aviation School Command's Rescue Swimmer School.

"Training with the Navy during this course was the most demanding school I ever attended," said SAR swimmer SGT Michael Ponton, an AH-64 technical inspector and the first Army soldier to graduate from this Naval course. "Our daily routine consisted of two hours of physical training, four to five hours a day of pool or ocean swimming and academics."

We were able to establish our Dunker/HEEDS training program by scheduling rotations to Pensacola through the end of September. This facilitated the qualification of all critical personnel and began to cast light on our plans to deploy to Corpus Christi, TX in a later phase. Fightin' Sixth continued to press forward.

As with any type of training, there is a certain amount of institutional knowledge required. Knowledge which serves as a foundation or basis of understanding and also complements the training to be executed. On 6 September 1994, ATCOM represen-

tative and Apache Overwater Subject Matter Expert Mr. Sam Bass, along with Mr. Ed Wilson, an Experimental Test Pilot with McDonnell Douglas Helicopter Systems, conducted a briefing for 1-6 Cavalry personnel.

We discussed in detail cautions associated with shipboard and overwater operations. Specific areas addressed were approach procedures, aircraft mooring, electromagnetic interference, and night vision system characteristics in an overwater environment. This briefing proved to be extremely profitable and confirmed the validity of our techniques and procedures.

Internally, 1-6 Cavalry's aircrews received over thirty hours of academic training covering navigation techniques, overwater extraction, and shipboard operations from the Squadron's instructor pilots. All of the academic training received was supplemented by practical exercises, but the most exciting practical exercise was the overwater extraction training conducted at Belton Lake (Ft. Hood's Training Area 8).

On 26-27 September 1994, Squadron soldiers found themselves suspended from a 120-foot rope, specifically called a Special Patrol Insertion/Extraction System (SPIES), which was attached to the cargo hook of a UH-60 Black Hawk helicopter. Soldiers were transported from the bank of Belton Lake via a MKII Bridge Erection Boat provided by the 74th Engineers out to an extraction point in the middle of the lake. The soldiers





participating wore duty uniforms, SV2B overwater survival vests with attached LPU-23 flotation devices, and an additional rope safety harness (Swiss seat) as a precautionary measure.

As the UH-60 flew over the personnel, a SAR swimmer was helocast into the water to assist in hooking up two to four soldiers to the SPIES. After successfully attaching two D-rings per person to the rope, the aircraft lifted, then flew the suspended extractees to a dropoff point about one kilometer away where another boat was standing by for pickup. At this point, the aircraft lowered all extractees into the water. The SAR swimmer, who initially attached himself to the last point on the rope,

detached himself and assisted the rest of the soldiers in disconnecting from the SPIES.

Prior to conducting overwater extraction training, UH-60 Instructor Pilot CW2 Robert Briggs and UH-60 Maintenance Pilot CW3 Gurden Smith trained with Coast Guard Search and Rescue instructors in Mobile, AL. This training qualified them to perform overwater extractions.

The fourth phase of our plan consisted of twenty hours of day/night overwater flight training. This training was to be conducted in the Gulf of Mexico, vicinity Corpus Christi, TX and included offshore oil platform landing qualification of AH-64, UH-60, and OH-58 aircrews. There were

several administrative milestones to overcome. They included obtaining legal clearance to land on Matagorda Island Platform A-7 from Taylor Energy Company, a New Orleans, LA based firm, and coordinating with the U.S. Army Corps of Engineers, Galveston District, to execute a Memorandum of Agreement between the U.S. Department of Defense and Taylor Energy Company.

While completing final coordination measures to deploy to Corpus Christi, Fightin' Sixth received a change of mission. On 3 October 1994, we received notice from MAJ Mike Knipple, Army Liaison/Joint Warfare Officer, Naval Surface Forces, U.S. Atlantic Fleet, that the Commander of the USS *Inchon*, Captain William D. Young, approved the use of the USS *Inchon* by 1-6 Cavalry to conduct deck landing qualification training from 17-21 October 1994. Planning for Operation ATLANTIC ASSAULT, phase five, began immediately.

With several months of deliberate and painstakingly detailed planning and training behind us, which included several Dunker/HEEDS training rotations, SAR training, Overwater Extraction training, extensive navigation training, numerous iterations practicing deck landings in the Combat Mission Simulator, and several "to the letter" IPRs, Fightin' Sixth was prepared to occupy the USS *Inchon*.

With the departure of Fightin' Sixth's advance party on 12 October 1994, 1-6 Cavalry began its deployment to Ft. Eustis/Norfolk, VA. The

Squadron deployed nine AH-64s and five OH-58s on 13 and 14 October, respectively. Two UH-60s were used as chase aircraft and all air assets closed on Ft. Eustis by 16 October 1994. On 17 October 1994, Fightin' Sixth occupied the USS *Inchon* and set sail at 1000 hours, 18 October 1994. Captain Young welcomed the Squadron aboard the "Mighty" *Inchon*, stating, "This is the first time a U.S. Army unit has deployed out to sea with us to conduct this type of training."

The USS *Inchon* (LPH 12) is specifically designed to conduct amphibious force landings by providing helicopter support to transport troops and assist in establishing air superiority in the designated landing area. The Atlantic Fleet's amphibious force is one whose proven mobility and flexibility allow it to instantly respond to contingencies anywhere and to land troops and equipment into a hostile environment.

Helicopter detachments that embark aboard the *Inchon* include the CH-53E Super Stallion, CH-46 Sea Knight, UH-1 Huey, and AH-1 Cobra.

With the assistance of CW3 Bernie Reynolds, an AH-64 instructor pilot from Ft. Bragg, NC, who initially qualified Fightin' Sixth's standardization instructor pilot, CW4 Steve Berlinsky, 1-6 Cav began deck landing qualifications at approximately 1000 hours. By 2200 hours, 1-6 Cav had completed a total of 102 deck landings. Each aviator was required to complete five evaluated helicopter landings. The Fightin' Sixth day quali-



fied four OH-58 pilots-in-command, four AH-64 instructor pilots day/night, and five UH-60 pilots (to include one instructor pilot and two pilots night deck landing qualified).

We began training on 19 October 1994 with a pilot's brief. Here we discussed in detail various lessons learned from the previous day's training and also received insight/training input from the USS *Inchon's* Air Boss, Commander Mike Critz. We qualified five additional OH-58 pilots, day only, and completed the night qualification of the four day qualified OH-58 PICs from 18 October. The Fightin' Sixth qualified an additional 11 AH-64 pilots (seven of eleven day/night) and two UH-60 pilots day only.

Already well ahead of our Squadron goal, Fightin' Sixth set out for another prosperous day of training on 20 October. As before, we began training with a pilot's brief, but a dismal weather forecast shadowed our flight schedule. By 1730, 1-6 Cav had successfully completed day qualification of an additional five OH-58 and six AH-64 pilots. The weather began to deteriorate. That night, Fightin' Sixth qualified two AH-64 pilots and terminated flight operations due to weather at approximately 1930.

1-6 Cav's departure from the *Inchon* at 0700 21 October initiated the redeployment phase. The Fightin' Sixth departed with a total of 352 deck landings completed and 43 aircrew member deck landings qualified. Fightin' Sixth safely and efficiently qualified its Squadron aircrews without loss

or damage to personnel or equipment. The success of 1-6 Cav's deployment, execution of Operation ATLANTIC ASSAULT, and redeployment was credited to the extremely hard work performed by Fightin' Sixth's enlisted soldiers and their Naval counterparts, Squadron aircrew members, and to the support of several others in the chain of command.

"Although the preparation and planning was tough, detailed and required several long work days, the training was well worth it," said 1LT Douglas Bennett, an Assistant S-3 and OH-58 pilot from Headquarters and Headquarters Troop.

In an effort to maintain and continually improve the proficiency of Fightin' Sixth's aircrews, 1-6 Cav has continued to send personnel to Dunker/HEEDS training. Fightin' Sixth will also deploy to Corpus Christi later this year to conduct the previously scheduled day/night overwater familiarization/navigation training, as well as the offshore oil platform landing qualification of Squadron aircrews.

As contingencies around the globe escalate, the requirement for and emphasis on joint training will grow as well. AH-64 amphibious assaults allow us to attack the enemy from unexpected routes and thus strike the enemy with the furiously tenacious blow that he so deserves. Naval Near Land Operations — the door is open!

★ ★

1LT Dalcourt is the Plans Officer, 1st Squadron, 6th Cavalry Brigade, Ft. Hood, TX.



## TEST

(Continued from Page 15)

the daily status report is late. The PC NCO has been busy on the DA Form 1352, Aircraft Status Report, because this is the 15th of the month, and he's upset because he still hasn't received all the 2408-13s from C Company's NVG flight last night. CW4 Stevens starts to get on the phone to C Company to find out what the delay is as one of A Company's Platoon Sergeants walks in. One of A Company's aircraft is ready for test flight for replacement of a stabilator actuator, and the unit test pilot was grounded this morning.

CW4 Stevens decides to go ahead and do A Company's test flight before continuing with the post phase test flight. He knows he can get it done today, whereas the post phase test flight will take days. He informs the phase team leader that he won't be there at noon, but will get there after he finishes A Company's test flight.

He grabs a soda and candy bar on his way back out to the flight line; that'll be all the lunch he has time for today. He finishes up the test flight and climbs out of the aircraft at 1330 and heads back to aircraft 974. The phase team has corrected all the faults and is ready for him to start the ground checks. At 1700, after making several Auxiliary Power Unit (APU) run-ups, with the phase team correcting the faults between run-ups, he is ready to start the engines. He starts the engines so he can at least do some

electrical checks, engine checks, and get an initial reading on the ground balance of the rotor system.

By the time he finishes the run-ups, it's 1800 and he's decided to let the mechanics go home early. After all, it is Friday night, and they all have to be back tomorrow morning to continue with the test flight. He'll do the test flight for the engine change while the phase team makes adjustments on 974 and prepares it for him.

After being at work for over 12 hours, he has made some very challenging decisions, gotten verbally reprimanded by the brigade AMO, and climbed in and out of three aircraft. He is tired and hungry, and has logged a total of 0.8 flight hours. This has been a typical day for an aviation Maintenance Test Pilot (MTP).

After graduating from the Maintenance Manager Course (MMC) and Maintenance Test Pilot Course (MTPC), you can expect to put in long days and to work many weekends. For the most part, however, it is a very self-satisfying job.

In the approximate nine weeks of the MMC and four weeks of the MTPC, we try to prepare aviators to perform the job that CW4 Stevens has. To perform his job well, the MTP will need to know the aviation supply system inside and out, aviation forms and records, and maintenance management policies and procedures, all of which will be taught in the MMC. He will need to know his aircraft systems, be able to troubleshoot them, and determine the appropriate cor-

rective action, which he will be taught in the MTPC. For the amount of information to be taught, they are very short courses. Many of the things won't be learned until they get out there, make mistakes, and learn from their experiences. Hopefully, they will have someone like CW4 Stevens to mentor them.

The MMC is a prerequisite for the MTPC, both of which relocated from Ft. Eustis, VA to Ft. Rucker, AL last summer. During their first week of the MMC, the students are briefed by the instructors of the MTPC on what to prepare for when they move up to Cairns Army Airfield nine weeks later. When the student arrives at Cairns for the MTPC, he must be prepared for some intense maintenance training.

After receiving an inbriefing on the first day of the MTPC, the students are administered a closed book limitations/emergency procedures test, which must be passed. After successful completion of the test, the academic training begins on aircraft systems. The next day, for most aircraft types, the students show up at 0645 for flight training, which will last until 1130. The first two days of flight training are general maintenance test flight demonstrations. After demonstrations are completed, the flights are graded. The students perform a general flight test every day.

After flight training, the students have one hour for lunch, and then go back into the classroom for systems classes. A unique thing about the course is that the instructors on the

flight line are also the academic instructors.

After a systems class is finished, the student can expect to have aircraft faults (GIGS) on that particular system during the ground checks of the flight training the next day. He will be expected to analyze the fault, determine the different defect possibilities, and determine the appropriate corrective action. Troubleshooting is stressed everyday. When the student leaves the flight line each day, he still has about three to four hours of studying to do, if he shows up prepared and hasn't fallen behind.

The MTPC, taught by A Company, 1/22nd Aviation, Aviation Training Brigade, teaches the courses for UH-1, UH-60A/L, AH-1, AH-64, OH-58A/C, OH-58D, and CH-47D. In addition to teaching the MTPC, the instructors field phone calls daily from MTPs in units who come across unique aircraft problems. We encourage MTPs to call us. If we don't have the answers, then we'll research until we find them. To contact the Maintenance Test Pilot Course, call DSN 558-8486 or 8556 or Commercial (205) 255-8486 or 8556.

The MMC, taught by 1/145th Aviation, 1st Aviation Brigade, can assist you with any logistical problems you have. To contact the Maintenance Managers Course, call DSN 558-1216 or 3023 or Commercial (205) 255-1216 or 3023.



*CPT Parker is Commander, A Company, 1-223d Aviation, Ft. Rucker, AL, and is responsible for the conduct of the Maintenance Manager & Maintenance Test Pilot Courses.*



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Applicants other than those listed below:  
( ) 1 yr, \$21; ( ) 2 yrs, \$39; ( ) 3 yrs, \$57  
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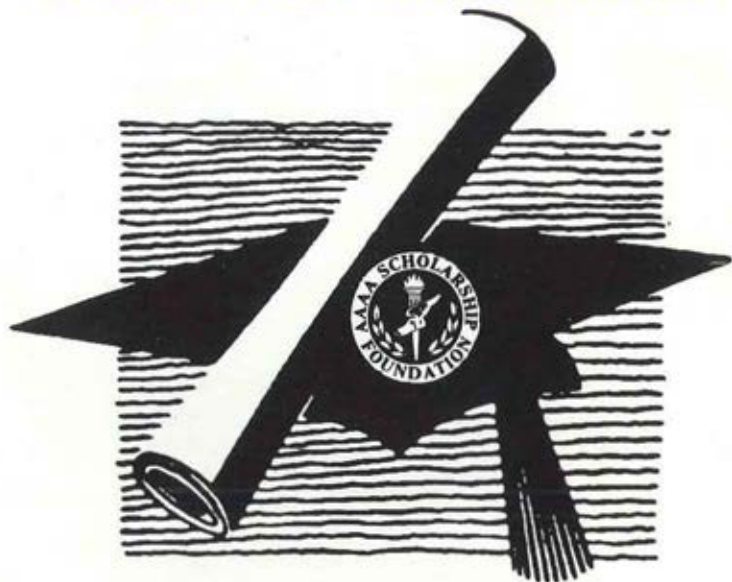
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If yes, what year did you join? \_\_\_\_\_  
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Contact the AAAA Scholarship Foundation, Inc.,  
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Tel: (203) 226-8184 FAX: (203) 222-9863  
for complete details.

**Application Deadline: May 1, 1995**

## New AAAA

### Chapter Officers

#### Checkpoint Charlie:

Mr. Frank M. Reynolds  
(President).

#### America's 1st Coast:

MAJ Mark E. Bergman  
(VP, Programming).

#### Old Tucson:

SSG Melissa L. Pirisky  
(VP, Membership).

#### Phantom Corps:

CSM Karen S. Luttrell  
(VP, Enlisted Affairs).

#### Ragin' Cajun:

LTC Davis D. Tindoll  
(Pres); MAJ Alan Smith  
(SrVP); CPT William  
Peaster (Secy); CPT Kim  
G. Fuschak (Treas); 2LT  
Michael Washington (VP,  
Memb. Enroll); CPT  
James Brosky (VP, Prog);  
SFC Eddy Cabana (VP,  
Enlisted Affairs).

#### Southern California:

COL Russell Chung  
(Secretary).

#### Talon:

CPT Michael A. Caspar  
(Acting Pres); CW3 Carl  
Johnson (VP, Memb).

#### Wings of the Marne:

CPT Scott D. Ross (Secy).

#### Wings of the Warriors:

CPT Timothy A. Healy  
(VP, Awards).

## AAAA Soldiers of the Month

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

**SGT Anthony Gayden**  
November 1994

**SPC Robert F. Petree**  
December 1994

*(Air Assault Chapter).*

**SPC Raymond A.**

**Dawson, III**

December 1994

*(Aviation Center Chapter)*



Above: On 27 September 1994, COL William S. Braddy (left), Commander, Aviation Brigade, 101st Airborne Division (Air Assault), Ft. Campbell, KY, presented LTC Larry R. Dunavant, then Commander, 2nd Battalion, 101st Aviation Regiment, with a Bronze Order of St. Michael. LTC Dunavant now serves with DCSOPS in the Pentagon.

Below: COL Michael K. Mehaffey (left), then Commander, 6th Cavalry Brigade (Air Combat), Ft. Hood, TX, presented a Bronze Order of St. Michael medal to LTC Thomas G. Wills, former Commander, 1st Squadron, 6th Cavalry Brigade on 7 July 1994. Looking on is LTC Wills' wife, Lynn. COL Mehaffey is now XO, J-5, Joint Chiefs of Staff, Washington, D.C., while LTC Wills is Chief, Plans Division, U.S. Army Operational Test and Evaluation Command, Alexandria, VA.





## LTC Donald F. Luce, Ret.

A Charter Life Member, former two-term member of AAAA's National Board, and founder of three of the organization's Chapters, LTC Donald F. "Don" Luce died December 8 at a Huntsville, AL hospital.

A WWII veteran with service in the Pacific, the Reserve Officer was recalled to Active Duty in 1948, serving in USAREUR during 1950-1954, where he was responsible for establishing the Heidelberg AAF.

An AAAA enthusiast, Luce, along with two others, activated the St. Louis (now Lindbergh) Chapter in 1960; the Richard H. Bitter (now Corpus Christi) Chapter in 1964; and the Trinity River (now North Texas) Chapter in 1967. He was also a prime mover in establishing AAAA's annual \$12,000 William B. Bunker Memorial Scholarship, later serving over 12 years as a Governor of the AAAA Scholarship Foundation.

During 1951-1961, Luce secured approval from OSD for the Army to assume from the USAF the capability to research, develop, and procure its own aircraft. He also helped secure the Army's own maintenance facility, now the Corpus Christi Army Depot (CCAD).

Luce is survived by his widow, Ruth Marie Coffey Luce; two daughters, Robin and Gail; and a son, David. Memorial donations may be made to the Don Luce Memorial Fund, AAAA Scholarship Foundation, Inc., 49 Richmondville Ave., Westport, CT 06880-2000.

## COL Robert R. Corey, Ret.

An AAAA Life Member and former Vice President on AAAA's National Board, COL Robert R. "Bob" Corey, Ret. died on December 10 after a long illness.

Born in Baltimore, MD on 6 September 1917, COL Corey had been a resident of Hampton, VA since 1988. He received his B.A. at the University of Kansas and his Masters from the University of Minnesota.

During his military career, COL Corey participated in the activation of the 501st Parachute Battalion and served with the 82nd Airborne Division three times. He twice served at Ft. Monroe, VA and was the CONARC Aviation Officer during his second tour. He was the Aviation Officer for the U.S. Army Vietnam, when the rapid expansion demanded great effort in receiving, placing, supporting, and coordinating operations of new units. COL Corey also served in Europe, Panama, Korea, and Japan. He joined with logisticians in developing a group structure and supply system, which became the largest Army Aviation overseas depot and maintenance activity ever undertaken. In addition to these actions, COL Corey also organized the first Combat Aviation Battalion (Provisional) in the 82nd.

He is survived by his wife, Ann; six children, Ann Auberjonois, Michelle Florence, Robert Corey, John Corey, James Corey, and Marc Corey; and seven grandchildren and one great-grandchild.

## AAAA Soldiers of the Quarter

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

**SPC John Flores**  
December 1993

**SPC Clay Coleman**  
March 1994

**SPC Caya Russell**  
June 1994

**SPC Jason  
Hilderbrand**  
September 1994  
(Mid-America Chapter)

## AAAA NCOs of the Quarter

A Chapter Program to Recognize Outstanding Aviation NCOs on a Quarterly Basis.

**SGT Charles R.  
Putman**  
4th Quarter  
(Aviation Center)

**SGT Mark D. Roper**  
March 1994  
(Mid-America)

**New AAAA  
Industry Member  
Israel Aircraft  
Industries, Ltd.**  
Arlington, VA

## Aces

The following members have been declared Aces in recognition of their signing up five new members each.

**CW3 Wendall A. Conlon**  
**SGM Jeffrey R. Culp**  
**CW4 Randy F. Dyer, Ret.**  
**SSG(P) Joseph L.  
Freeman, II**

**PFC Donald E. Haynes, Jr.**  
**2LT Harold D. Hooks, Jr.**  
**SFC Robert H. Kriz, Jr.**  
**CW3 Fernando Martinez**  
**MAJ David A. Mitchell**  
**SSG Richard J. O'Brien**  
**Mr. Frank A. Sijansky**  
**CW2 Fred K. Weigel**



**ALOHA CHAPTER  
HONOLULU, HI**

Mr. David L. Bille

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**JACKSONVILLE, FL**  
1LT Sidney A. Wiggins

**ARIZONA CHAPTER  
MESA, AZ**

Mr. Steven L. Krause

**AVIATION CENTER  
CHAPTER**

**FORT RUCKER, AL**

1LT Michael K. Bentley  
2LT Blaise L. Gallahue  
Mr. Johnny F. Kilarasse  
2LT Joel S. Magsig  
CW2 Marin E. Mattern  
1LT Ronald G. Shashy  
2LT Thomas A. Shultz  
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CEDAR RAPIDS, IOWA**

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Mr. David H. Lick  
Mr. John N. Mitchell  
Mr. Robert L. Nelson  
MAJ Mercer B. Richardson, Ret  
Mr. Steven H. Sawyers  
Ms. Beverly A. Tefer  
Mr. Charles T. Tefer  
Mr. Tyler W. Trickey  
Mr. Stephen S. White  
Mr. Gerald E. Widen  
Mr. Mark G. Zardus

**CENTRAL AMERICAN  
CHAPTER**

**FT. CLAYTON, PANAMA**  
1SG Keith W. Beaulieu  
SPC John Milchick, III  
CWS Greg Reese

**COLONIAL VIRGINIA  
CHAPTER**

**FORT EUSTIS, VA**  
Mr. Dan Petrus



**NEW  
MEMBERS**



**DELAWARE VALLEY  
CHAPTER  
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Mr. David J. Maslotti  
Mr. Frank Zimmermann

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SFC William G. MacMillan

**HIGH DESERT CHAPTER  
FORT IRWIN, CA**

Ms. Rita G. Simmons

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DALLAS/FORT WORTH**  
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CPT Alan Seize  
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CPL John W. Coley  
2LT William P. Denny  
CW3 Charles R. Glass  
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Mr. Carlos M. Morales  
SPC Artemio B. Muniz  
SSG Richard J. O'Brien  
SGT Reese L. Pero  
MAJ William P. Wheeler  
Ms. Susan M. Williams

**WINGS OF THE WARRIORS  
CAMP STANLEY, KOREA**

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CPT Timothy A. Healy  
WO1 Darin C. Lesefka  
CPT John W. Merrihew  
MAJ Michael E. Moody  
CPT John P. Nathe  
CW3 Marshall S. Olson  
WO1 Glenn E. Osborne  
1LT Michael W. Stephens  
CPT Richard C. Young

**MEMBERS WITHOUT  
CHAPTER AFFILIATION**

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CDT Maxime C. Casteleyn  
CDT R. Christian Hoff  
CDT Raymond F. Jaklitsch  
Mr. Curt G. McRae  
Mr. Steven J. Odd

*See you in Atlanta!*

**AAAA Annual Convention**

**March 29-April 1, 1995**

**Georgia World Congress Center, Atlanta, GA**

# AAAA Joins "The Military Coalition"

BY MG CHARLES F. DRENZ, RET.

As approved by the AAAA National Executive Board (NEB) at their March 1994 meeting, AAAA has joined "The Military Coalition" (TMC). The TMC is a unique coalition of over 25 military associations that represent active and retired military personnel, their families and survivors, in the battle to protect earned entitlements and ensure that new programs do not unfairly impact the military community.

Representing over 3.5 million military association members, including 1.5 million active duty, USAR, National Guard, and retired veterans of the seven uniformed services, TMC is recognized as the unofficial voice of the military community.

Pentagon officials go out of their way to get TMC on board before announcing new personnel programs. When TMC takes a position to Congress, its members get heard. This reaction is simply based on the fact that TMC has a greater impact than any individual military association could garner on its own.

TMC representatives meet weekly while Congress is in session to discuss initiatives and map strategy. As the group has grown since 1985, so has its interests — now with nine committees to help manage its work: Awards, Base Closure, Former Spouses, Guard and Reserve, Health Care, Military Personnel & Compensation, Retired Activities, Survivor Benefits, and Taxes/Ways & Means.

As would be expected, the opinion on these topics is not always unanimous. Under TMC rules, the group does not take a stand on an issue when there are five or more dissenting votes. Additionally, an individual association, such as AAAA, may abstain from supporting a particular issue if it is in the best interests of its members to do so.

Among the many successes TMC may take credit for are: winning separation pay for enlisted members facing involuntary separation; pushing through an array of transition benefits for service members affected by the military drawdown; and winning an overhaul of the military's survivor benefits program that led to reduced premiums.

## TMC MEMBER ORGANIZATIONS

Army Aviation  
Association of America  
(AAAA)  
Air Force Association  
Air Force Sergeants  
Association  
Association of Military  
Surgeons  
Association of the U.S.  
Army (AUSA)  
Commissioned Officers  
Association  
CWO/JO Association,  
USCG  
Enlisted Association National  
Guard U.S.  
Fleet Reserve Association  
Jewish War Veterans  
Marine Corps League  
Marine Corps Reserve  
Officers Association  
Military Chaplains  
Association USA  
National Assn.  
Uniformed Services  
National Guard  
Association U.S.  
National Military Family  
Assn.  
Navy Res. Enlisted  
Association  
Naval Reserve  
Association  
Naval League of the U.S.  
Non Comm. Officers  
Association  
Reserve Officers Association  
The Retired Enlisted  
Assn.  
The Retired Officers  
Assn.  
United Armed Forces  
Assn.  
U.S. Army Warrant Off.  
Assn.  
USCG Chief Petty Off.  
Assn.

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## 2 for 1 Offer



AAAA now offers a two year membership for the price of one for all first-time new members.

**Join the Professionals!  
Join AAAA!**

See AAAA's membership application on page 56.

Money and health care were the major areas of interest for 1994. TMC pushed hard for getting active-duty service members a full pay raise; preventing commissary benefits from being eroded; getting the effective date for 1995 retirement cost-of-living increase moved from October 1 to April 1, 1995; and ensuring that military families and retirees receive adequate health care, particularly under national health-care reform.

TMC from time to time will call upon its 3.5 million association members to send telegrams or letters to Government officials requesting their support of TMC goals. The AAAA will provide sample letters (see right) as these issues arise.

TMC does not win every fight. For example, despite repeated attempts, including testifying before Congress, TMC has been unable to get the Congress to extend low-income tax credits to military parents stationed overseas.

The work of TMC is impressive. Its views are highly regarded — both in the Pentagon and in the Congress. AAAA representatives on TMC are MG Charles F. Drenz, Ret., MG George W. Putnam, Ret., and BG James M. Hesson, Ret. AAAA participation in TMC's activities should have a very positive effect for AAAA members and their families in this era of cutbacks, drawdowns and attacks on military benefits and entitlements.

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*MG Charles F. Drenz, Ret., is an AAAA Past President and serves as AAAA's primary liaison with "The Military Coalition" (TMC).*

### AAAA CALENDAR

A list of upcoming AAAA Chapter and National events.

#### FEBRUARY 1995

✓ **Feb 1-3.** Joseph P. Cribbins Product Support Symposium sponsored by AAAA Lindbergh Chapter & AAAA Logistics Support Unit Award & AAAA Industry Award Presentations, Stouffer Concourse Hotel, St. Louis, MO.

#### MARCH 1995

✓ **Mar. 29-Apr. 1.** AAAA Annual Convention, Georgia World Congress Center, Atlanta, GA.

✓ **Mar. 29.** AAAA National Executive Board Meeting, Georgia World Congress Center, Atlanta, GA.



# ACT NOW TO END COLA INEQUITY!!

*Ask Congress to fix the  
discriminatory COLA  
treatment of military  
retirees.*

**Call 1-800-392-5700**

Last year's COLA equity victory applied only to the 1995 COLA. Even worse inequities remain for 1996-98, when military retiree COLAs are scheduled to be delayed a cumulative 27 months vs. only 3 months for Federal civilian retirees.

Many retirees think last year's victory set a precedent that will have to be followed for future years. Not so. The new Congress has lots of big issues on its plate, and many would prefer to avoid another COLA equity battle. The 1996-98 COLA equity problem isn't going to be addressed unless you act now to convince your elected representatives it must be fixed once and for all!

The radically different treatment of military retirees is an unconscionable breach of the long-standing commitment Congress had made to military retirees for almost 30 years. To help us correct this discriminatory treatment, send The Military Coalition's COLA message to your senators and representative to ask them to cosponsor COLA equity legislation. (By the time you read this ad, we will have added specific bill numbers to the mailgram text.)

Take the following steps:

- Dial The Military Coalition's toll-free Western Union hot line number, 1-800-392-5700. This service is available seven days a week, 24 hours a day.
- Give the operator your full name, address, zip



## COLA HOT LINE 1-800-392-5700

code and telephone number. Ask the operator to send our pre-stored COLA mailgrams to your senators and representative. The operator has the correct names and addresses.

■ The total cost of your three messages is \$7.95. This fee can be charged to your phone bill or a VISA or Mastercard. In Alaska and Hawaii, it must be charged to a VISA or Mastercard.

■ Those callers whose phone service is provided by U.S. West and Rochester Bell will receive an invoice directly from Western Union instead of charges on their phone bills.

■ If you have any problems with the service or your bill, call 1-800-779-1111. An operator will answer Monday through Friday, 9:00 a.m. to 5:00 p.m., ET.

■ Pass the word!!! Every message is critical if we hope to win final victory.

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NE, Cedar Rapids, Iowa 52498.



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\*MIL-STDs are ECCM 188-148, ALE 188-141A, Modem 188-110A.